

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

AS PASSED BY THE

Eighty - Third Legislature

OF THE

STATE OF MAINE

1927

Published by the Secretary of State, in accordance with the Resolves of the Legislature approved June 28, 1820, March 18, 1840, and March 16, 1842.

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1927

Private and Special Laws

OF THE

STATE OF MAINE

As Passed by the Eighty-Third Legislature

1927

Chapter 35

An Act for the Better Protection of Shell Fish in the Town of Georgetown.

Be it enacted by the People of the State of Maine, as follows:

P. & S. L., 1903, c. 70, sec. 1; relating to the taking of shell fish in town of Georgetown, amended; amount permitted to be taken by temporary residents reduced to one-half bushel at a tide. Section one of chapter seventy of the private and special laws of nineteen hundred and three is hereby amended by striking out the words "any person temporarily resident therein or the riparian owner of such flats, may take therefrom for the immediate use of himself or his family, not exceeding one bushel at any tide," and substituting therefor the following: 'any person temporarily resident therein or the riparian owner of such flats, may take therefrom for the immediate use of himself or his family, not exceeding one-half bushel at any tide, and the aggregate amount to be taken by members of the same immediate family, shall not exceed one-half bushel at any tide.'

Approved March 14, 1927.

Chapter 36

An Act Granting Charles H. Scott the Right to Maintain a Ferry Across Eggemoggin Reach in Hancock County.

Be it enacted by the People of the State of Maine, as follows:

Sec. 1. Ferry across Eggemoggin Reach, authorized; location. Charles H. Scott of Deer Isle, Hancock county, his associates and assigns are hereby authorized to establish and maintain a ferry for the space of ten years, across Eggemoggin Reach, between the towns of Deer Isle and Sedgwick, in said Hancock county, from the terminus of the road now existing on the Deer Isle shore, near the steamboat wharf of the Maine Central Railroad, and the terminus of the road now existing on the Sedgwick shore, near wharf of the Eastern Steamship Company, at Sargentville, with the right to keep and maintain suitable boats to be propelled by wire and trucks, oars, sails, steam or some other power, for the safe conveyance and transportation of passengers, teams, animals, carriages, motor propelled vehicles, and freight.

Sec. 2. Minimum service and maximum tolls established; on failure to comply, liable in damages. A minimum of service and a maximum of toll as to the operation and maintenance of said ferry is hereby provided: Said ferry shall be operated from June first to October fifteenth daily, from six o'clock A. M. to nine o'clock P. M., except Sundays, on which

days said ferry shall be operated from five A. M. to nine P. M.; with two scows and two power boats, sufficiently manned, the larger of at least a six-car capacity and towed by a boat powered with an engine of not less than thirty-five H. P. rating, the other of at least a three-car capacity and towed by a boat powered with an engine of not less than eighteen H. P. rating; said scows shall at all times be sufficiently and properly equipped with all necessary life-saving apparatus and appliances. A flat rate charge of three dollars per round trip for each passenger car including its occupants. Failure on the part of said Scott, his associates and assigns, to comply with aforementioned minimum of operation and maintenance shall render him or them liable to any person or persons damaged by said failure in an action on the case.

Sec. 3. Opposition ferries prohibited; penalty; exception. Any person who keeps a ferry contrary to the provisions of this act, or who transports passengers, teams, animals, carriages, motor-propelled vehicles, or freight between said towns of Deer Isle and Sedgwick, across said Eggemoggin Reach, within a statute mile above or below the ferry established by this act for hire, by boat or other craft for such purpose, forfeits four dollars for each day such ferry is kept or for each time of transportation, the same to be recovered by said Scott or his associates or assigns, to their use in an action on the case. Provided, however, that the carrier of the United States mail between Sargentville and Deer Isle, shall have the right to carry passengers and freight for hire, within the limits of said ferry, while actually engaged in the performance of his duties, as such carrier, on his regular trips.

Sec. 4. Jurisdiction of county commissioners. The county commissioners of Hancock county shall have authority, on due notice and hearing of all parties interested, to prescribe such rules and regulations, touching the maintenance and operation of said ferry not otherwise provided in nor inconsistent with sections one, two and three as they may deem necessary to meet the public demand in connection therewith. Failure of said Scott, his associates and assigns by reason of death or other inability to operate and maintain said ferry shall vest said county commissioners with authority in the premises to appoint and qualify a competent ferryman to operate and maintain said ferry under the provisions of this act until the next following session of the legislature.

Sec. 5. Bond for performance of conditions to be given treasurer of state. Said Scott, or his associates or assigns, shall give to the treasurer of state, a bond for the faithful performance of his duties under this act, in such sum and with such sureties as may be approved by the county commissioners of Hancock county.