

# MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

AS PASSED BY THE

Eighty - Third Legislature

OF THE

STATE OF MAINE

1927

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Private and Special Laws

OF THE

STATE OF MAINE

As Passed by the Eighty-Third Legislature

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to be made by the proper officer in the bonds or securities or other evidences of indebtedness of the United States, of any of the New England states, and of the state of New York, and in the bonds of the counties, cities and towns of any of the New England states.

**Sec. 13. Accrued interest added to fund.** All interest earned by said fund on its investments shall, when it accrues, be added to said fund to augment the same for the purposes for which said fund is provided.

**Sec. 14. Application of fund.** When the total of principal and accrued interest in such fund is substantially equal to three-fourths of the outstanding bonds of said city, then three-fourths of the annual interest on said fund shall be applied to pay the interest on any outstanding bonds and to assume new bond issues of said city, or as the public debt commission may from time to time with the approval of the city council apply the same for any purpose for which municipal bonds may be legally issued.

**Sec. 15. Other statutes not affected.** Nothing herein contained shall be construed to amend, abolish, or take the place of any other sinking fund provided by statute.

Approved April 1, 1927.

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## Chapter 68

An Act to Extend the Charter of the Patten Water and Power Company.

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

**Charter extended.** The rights, powers and privileges granted by chapter twenty-two of the private and special laws of nineteen hundred and twenty-five entitled "An Act to Extend the Charter of the Patten Water and Power Company" are hereby extended for a term of two years from the time when the same would otherwise expire.

Approved April 1, 1927.

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## Chapter 69

An Act to Incorporate the Union Terminal Company.

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

**Sec. 1. Corporators; corporate name.** Walter S. Hammons, Spaulding Bisbee, Robert Braun, Guy P. Gannett, James C. Boyd, William M. Pennell, Chester A. Jordan, William S. Linnell and Walter L. Gray, their associates, successors and assigns, are hereby created a body corporate

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under the name of the Union Terminal Company, with all the powers, rights and privileges and subject to all obligations conferred and imposed by the laws of the state of Maine.

**Sec. 2. Corporate rights; territorial limits.** Said corporation shall have the right to locate, construct, equip, maintain, operate, erect, manage and govern a railroad terminal which shall include within its limits such of the properties of the Atlantic and St. Lawrence Rail Road Company, of the Grand Trunk Railway Company of Canada, of the New England Elevator Company, and of the Portland Elevator Company, the leasehold interests of the Maine Central Railroad Company, the Portland Terminal Company and of any other corporation as lessee of the Portland and Ogdensburg Railway and of the Portland & Rumford Falls Railroad, situated in the cities of Portland, South Portland and Westbrook and in the towns of Falmouth and Scarborough, all in the county of Cumberland and state of Maine, and such of the properties situated in either of said cities or towns of any other railroad or terminal company using the terminal facilities of said Union Terminal Company, as said Union Terminal Company may acquire as hereinafter provided.

**Sec. 3. Authorized to acquire certain property; right of eminent domain conferred; corporations authorized to convey to company; may build and operate electric railroads.** For the establishment, maintenance, operation and development of such railroad terminal and for the regulation of the railroad business, passenger, freight and express within its limits, the Union Terminal Company may acquire by contract, purchase or lease from the Atlantic and St. Lawrence Rail Road Company, from the Grand Trunk Railway Company of Canada, from the New England Elevator Company, and from Portland Elevator Company (all now operated by the Canadian National Railways), from the Boston and Maine Railroad and the Maine Central Railroad Company and from the Portland Terminal Company and from any other railroad company using or desiring to use said terminal, all or any part of their railroad franchises, rights, properties and leasehold interests within the limit of said terminal, including lands, rights of way, tracks, road beds, bridges, wharves, water rights, elevators, round houses, railroad repair shops, stations or other buildings, and all title to the same or any interest therein, or any right of exercise or operation thereof or to manage the same within the limits aforesaid.

Within the limits of said terminal for the purpose of making changes and improvements therein and for all the purposes of its charter except the acquisition of the properties of the corporations hereinbefore enumerated and described, the terminal company shall have the same powers of eminent domain as said railroad companies have by law; damages for

real estate taken by condemnation to be estimated and paid in the same manner as provided by law in cases of lands taken for railroad uses.

Any corporation owning, operating, or controlling the same is hereby authorized to make sale, lease or conveyance to the said terminal company of property which the company is hereby authorized to acquire.

The Union Terminal Company is hereby authorized to purchase or to build railway repair shops within its limits and to operate the same under its own management.

Within the railroad locations included in the terminal, the terminal company may locate according to law and build, maintain, and operate electric railroads; and may purchase or lease, maintain and operate electric street railroads within the limits of said terminal; and may maintain telephone and telegraph lines within said limits.

**Sec. 4. Authorized to establish rules and regulations; may change tracks, road-beds, etc.; may build stations.** The terminal company may establish reasonable rules for the government of the territory included in the terminal, regulating the manner of using the same, and the conduct of railroad business therein, passenger, freight and express, by the several railroad companies, which, by contract, lease or conveyance as hereinbefore provided, have acquired the right to use the terminal facilities of the terminal company.

Within the terminal, the terminal company may make such changes of tracks, road-beds, bridges, wharves, stations or other buildings, as it may deem expedient, or may erect new passenger or freight stations; subject to the action of the municipal officers and the public utilities commission in any matter to which their jurisdiction by law extends.

**Sec. 5. Capital stock to be fixed at first meeting; limit; amount of shares.** The authorized capital stock of said corporation shall be fixed at the first meeting of said corporation at an amount not in excess of five million dollars and shall be divided into shares of one hundred dollars each. The authorized capital stock herein provided for may be increased from time to time by vote of its stockholders as the purposes of its charter require and as the public utilities commission for the state of Maine approve.

**Sec. 6. Authorized to issue bonds and notes, and execute mortgages; railroad companies may guarantee bonds of corporation.** Said terminal company, to provide means to carry out the purposes of this act, may from time to time issue coupon or registered bonds, notes and other evidences of indebtedness, to such an amount as may be necessary, and may

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mortgage or pledge as security for the payment of such bonds, notes and other evidences of indebtedness or of any bonds, notes or other evidences of indebtedness given in renewal thereof, a part or all of its franchises and property, subject, however, to the approval of the public utilities commission.

Any railroad company or companies using the terminal facilities by agreement with the terminal company are each hereby authorized to guarantee the payment of the bonds, notes and other evidences of indebtedness issued by the Union Terminal Company under this act, and to lease or convey to said Union Terminal Company any or all property within the limits of said terminal.

**Sec. 7. Rental rates, how established; jurisdiction of public utilities commission; toll on passengers and property.** The railroad companies using the railway terminal shall pay to the terminal company for such use, in monthly payments, such amounts as may be necessary to pay the expenses of its corporate administration and of the maintenance and operation of the terminal and of the facilities connected therewith and owned by said terminal company, including insurance and all repairs, all taxes and assessments which may be required to be paid by said terminal company, the interest upon its bonds or other obligations issued under the provisions of this act as the same shall become payable, and a dividend, not to exceed five per cent. per annum, upon its capital stock. Each of such railroad companies shall pay for such use of the terminal and its facilities in the proportion in which it has the use thereof, the same to be fixed by the written agreement of all such railroad companies, and in case they fail to agree the public utilities commission shall determine such proportions upon the application of said terminal company or of any of said railroad companies. Said proportions as so fixed, either by agreement or by decision of the public utilities commission, may be revised and altered from time to time, either by the written agreement of all of the railroad companies at any time, or by the public utilities commission upon like application, at intervals of not less than three years. The decisions of the public utilities commission fixing said proportions of payments shall be final and binding upon all of said railroad companies, reserving the right of appeal as and to the extent now or hereafter provided by statute with reference to exceptions to the rulings of said commission, and the payments required to be made by them respectively to said terminal company either by such agreement or decisions shall be deemed part of their operating expenses, and the supreme judicial court or any justice thereof shall have jurisdiction in equity to compel such payments to be made, either by mandatory injunction or by other suitable process.

For the purpose of carrying out the terms of said agreements and for other purposes not inconsistent therewith, a toll is hereby granted for the benefit of said terminal company upon all passengers and property which may be conveyed and transported on or over its terminal facilities at such rates as may be permitted to be established in the manner now or hereafter provided by statute and on such business as it may do over its telephone and telegraph lines and through its express facilities, subject to such general laws relating thereto as are or may be from time to time established by the legislature.

**Sec. 8. City of Portland authorized to raise money to assist in acquisition of property; may guarantee bonds.** The city of Portland, in the county of Cumberland, is hereby expressly empowered and authorized by majority vote of its qualified voters, voting thereon, at any regular election or any special election for the purpose, called and held pursuant to the statutes of Maine governing proceedings in relation thereto, to raise money by loan, taxation or otherwise, to assist in the acquisition, improvement and operation of said property through the purchase of capital stock or other securities or by direct contribution toward the cost thereof, and also, by similar action, from time to time to guarantee the payment of all or any part of said bonds, notes or other evidences of indebtedness of said terminal company, but not at any time to involve the city in debt in violation of the constitution of the state.

Approved April 1, 1927.

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## Chapter 70

An Act Creating the Bridgton Centre Village Corporation.

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

**Sec. 1. Corporate limits; name.** The territory which lies westerly of Long pond in the town of Bridgton, county of Cumberland, and embraced within the following described lines, the occupancy of certain lots named herein being as existing and commonly known on the eighth day of March A. D. eighteen hundred ninety-nine, namely: Beginning on the westerly shore of said Long pond, at a point thereon where the southerly range line of the fourteenth range of lots of said town intersects said shore; thence westerly on said range line, being northerly line of land of Mary G. Perley, about forty-four rods to the southwesterly corner of the Eli Plummer estate; thence north one degree west, eighty-nine rods by the westerly line of said Plummer estate, to the northwesterly corner thereof; thence south seventy degrees west, one hundred twelve rods, running across the Delano road, to a point on the east line of lot numbered eight in said fourteenth