

# MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

AS PASSED BY THE

Eighty-fourth Legislature

OF THE

STATE OF MAINE

1929

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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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KENNEBEC JOURNAL COMPANY  
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Private and Special Laws

OF THE

STATE OF MAINE

As Passed by the Eighty-Fourth  
Legislature

1929

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**CHAP. 118**

of Lincoln, Waldo and Hancock, and contained in volumes one to fifty-seven, both inclusive, now deposited in Knox registry of deeds and labeled "Lincoln, Waldo and Hancock Records of Knox Lands" are hereby ratified, confirmed and made valid. Such instruments and plans may be used in evidence and for any other purpose the same as the original records.

Approved April 13, 1929.

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**Chapter 117.**

An Act Naming the Bridge at Bath.

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

**The Carlton bridge.** That the bridge across the Kennebec river between the city of Bath and the town of Woolwich, is hereby designated and shall be forever known as The Carlton Bridge.

Approved April 13, 1929.

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**Chapter 118.**

An Act to Provide for the Building of a Highway Bridge Across the Kennebec River Between the Towns of Richmond and Dresden.

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

**Sec. 1.** State highway commission authorized to locate and establish bridge across Kennebec river between Richmond and Dresden. The state highway commission is hereby authorized and directed to locate and establish a highway bridge to be known as "Maine Kennebec Bridge" across the Kennebec river from a point in Richmond on the Richmond side of said river, at the present public ferry landing, or at a point not exceeding six hundred and fifty feet north of said public ferry landing, to a point in Dresden, on the Dresden side of said river, at the present public ferry landing, or at a point not exceeding seven hundred feet north of said public ferry landing, at a cost not to exceed two hundred and sixty thousand dollars; and said commission is hereby authorized and empowered to locate and establish or cause to be located and established a public highway from said point in Richmond over and across said bridge and river, to said point in said Dresden.

**Sec. 2.** Directors of "Maine Kennebec Bridge;" powers. The commission shall hereinafter be known as the "directors of the Maine Kennebec Bridge." After the completion of the said bridge and its approaches, the directors shall have charge of the maintenance and management of the bridge, with full power to make and execute contracts with telephone,

telegraph and water companies or other utilities who may wish to use said bridge.

**Sec. 3. Plans and specifications.** The directors shall as soon as possible after this act takes effect, secure all necessary plans and specifications for a bridge including suitable approaches, piers and abutments, said bridge to be of sufficient width and strength to insure the safe and convenient passage across said river, of teams, automobiles, trucks and all other forms of vehicular traffic. Said bridge shall contain such draw as shall be satisfactory to the United States war department.

**Sec. 4. Right of eminent domain.** The directors may take as for public uses, acquire by purchase, by right of eminent domain or otherwise, and hold in the name of the state, such real estate and such rights and easements therein as the directors may from time to time consider necessary for the location and construction of said bridge and for the necessary highways and approaches to said bridge, and may lay out and build such highway approaches as in the opinion of the directors may seem necessary. Any property taken as for public uses and by right of eminent domain shall be taken in the manner provided by law in the case of land taken for laying out of highways.

**Sec. 5. Payment of damages.** The treasurer of state shall pay, from the funds appropriated for the purposes of this act, all damages sustained by any person, firm or corporation by the taking of any land or any right or easement therein by either of the methods provided in section four. Any person, firm or corporation sustaining damages as aforesaid and failing to agree with the directors, as to the amount thereof, may have the same assessed and determined in the manner provided by law, in case of land taken for the laying out of highways.

**Sec. 6. May apply for funds for construction from national bureau.** The directors may apply to the national bureau of public roads, in behalf of the state, for an appropriation to assist in the construction of said bridge, and any funds received from this source, shall be used either in its construction, or in reimbursing the state for money already expended for such construction.

**Sec. 7. Payments of money appropriated.** From the money appropriated for the construction of said bridge the state treasurer is hereby authorized, with the approval of the governor and council, to pay in the name of the state, in such form and in such amount not exceeding the total amount provided for in section one, from time to time, as said directors may require and the governor and council order.

## CHAP. 118

**Sec. 8. Toll bridge until state is reimbursed; funds deposited for maintenance, upkeep, etc.** Said bridge when constructed shall be operated as a toll bridge until the revenue therefrom shall amount to a sum sufficient to reimburse the state, for the amount appropriated for the purposes of this act, at which time the bridge shall be free to public travel. The directors shall charge and collect such tolls for use and crossing of said bridge by vehicles and travellers on foot, and other traffic as may from time to time be determined and ordered by the public utilities commission. The public utilities commission is hereby authorized and directed to establish and promulgate the tolls to be charged. Said commission may from time to time establish and promulgate new tolls and may provide for the issue of trip or commutation tickets at less than the regular tolls, good for a definite number of passages across said bridge within a specified time, having regard to the value of the service rendered, and the requirements for upkeep, maintenance, repairs and operation of said bridge, and the providing for the payment of interest on the amount appropriated. All money collected as tolls shall be regularly deposited by the directors, in some bank or trust company designated therefor by the governor and council, and on the first secular day of each month, the balance so on deposit shall be transmitted by them to the state treasurer. From the funds so received the state treasurer on warrants signed by the directors and approved by the governor and council and by the state auditor, shall pay all bills for maintenance, upkeep, repairs and operation of said bridge, and shall also pay the interest on the amount appropriated for the purposes of this act; any balance shall be held by him as a separate fund for the reimbursement of the amount appropriated, as provided in this act.

**Sec. 9. Act not to take effect until cost is determined.** This act shall not take effect until it shall have been determined by the directors that the entire cost to the state for the construction and equipment of said bridge shall not exceed two hundred and sixty thousand dollars.

**Sec. 10. Expenses of construction to be paid from bonds proceeds.** The expenses attendant upon the construction of said bridge shall be paid from the proceeds of the bonds of the state which are devoted to the building of intrastate bridges.

Approved April 13, 1929.