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Brief History of the Corporations Now or Formerly Controlled by Bangor Railway and Electric Company

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BRIEF HISTORY

of the

CORPORATIONS NOW OR FORMERLY CONTROLLED

by

BANGOR RAILWAY AND ELECTRIC COMPANY

January 24, 1924.

Edward M. Graham, President,
Bangor Railway and Electric Co.,
Bangor, Maine.

Dear Sir:

I am handing you herewith a brief history of the corporations now or formerly controlled by the Bangor Railway and Electric Company.

Some of the companies were created by a special act of the Legislature, and some under the general law.

I have read all the charters, excepting the charter of the Bar Harbor and Union River Power Company, which originally was the Union River Light Gas and Power Company, and which was organized under the general law. The certificate of organization is not available, or a copy of it.

None of the franchises are limited as to time, except the franchises of the Bangor Street Railway, the property and rights of which are merged in the Bangor Railway and Electric Company.

The locations in the City of Bangor must be renewed every twenty-five years by the city council, but the railway company practically controls the situation, because, if the company and the city can agree upon terms, the renewal of locations must be granted to the railway company, and further, the condition only applies to the locations granted under the original charter of the Bangor Street Railway. The condition in no way affects the rights of the Bangor, Croton and Old Town or the Bangor Hampden and Winterport, or the Bangor and Northern. The

E. M. G. 2.

franchises of these last three companies are perpetual.

You understand, of course, that the franchises of all the companies are under the control and regulation of the Utilities Commission, and for good and sufficient reasons, after a hearing, other companies may be authorized to do business in the territory now covered by the Bangor Railway and Electric Company, but this condition is not very material. The franchises of the Bangor Railway and Electric Company and the Bangor Power Company, for all practical purposes, are unlimited as to time.

Respectfully yours,

(Signed) E. C. Ryder

R/B

BANGOR RAILWAY AND ELECTRIC COMPANY.

The Bangor Railway and Electric Company was incorporated under the General Law as Old Town Electric Company, in February 1905.

The purposes of the company are defined in its certificate of organization to be the transmission of light, heat and power by electricity within the limits of the County of Penobscot.

By Chapter 46, P. & S. Laws, 1905, the name of Old Town Electric Company was changed to Bangor Railway and Electric Company, and additional powers were granted to the company.

By the Act the company was authorized to acquire by purchase, lease, merger or consolidation, all the properties, rights, privileges and franchises of the Public Works Company, which owned the property, rights, privileges and franchises of Bangor Street Railway, Bangor Electric Light and Power Company, Penobscot Water and Power Company, and Brewer Water Company, all of which had been acquired by the Public Works Company prior to 1905.

By Chapter 194, P. & S. Laws, 1909, the Bangor Railway and Electric Company was authorized to supply the town of Orrington and its inhabitants with water for domestic, sanitary and municipal purposes.

By Chapter 20, P. & S. Laws, 1911, the company was authorized to take water from Brewer Pond and increase the storage capacity of the pond.

By Chapter 195, P. & S. Laws, 1913, the company was authorized to take water from Chemo lake and its tributaries for the purpose of supplying the cities of Old Town and Brewer, and the inhabitants thereof, with water from that source.

By Chapter 84, P. & S. Laws, 1917, the Act of 1913 was amended somewhat, changing the details of supplying water from Chemo Lake.

By Chapter 116, P. & S. Laws, 1917, the company was granted the same rights and powers to convey passengers and freight as is granted to street railroads by Section 2, Chapter 58, of the Revised Statutes of Maine.

This last amendment to the charter of the Bangor Railway and Electric Company was granted because the question was raised whether the company, under the franchises of the Bangor Street Railway, had authority to transport freight, and the act of 1917 was secured to avoid any question that might arise on account of running freight cars through the streets of Bangor.

In April, 1905, pursuant to the authority granted by Chapter 46, P. & S. Laws of 1905, the Public Works Company, the Bangor Croton and Old Town Railway Company and the Bangor

Hampden and Winterport Railway were merged into the Bangor Railway and Electric Company, the company thus acquiring the property, rights and franchises of the several companies.

PUBLIC WORKS COMPANY.

The Public Works Company was incorporated under the General Law in November, 1889.

The purposes of the company are defined in its certificate of organization to be the construction, equipment, repairing, buying, selling and leasing of water works, gas works, electric light and power works, lines and systems, cable electric and horse railways and other systems of carriage of freight and passengers, (railroads operated by steam excepted) and generally of all public and private works, buildings and plants; and to that end buying or otherwise obtaining and selling or leasing all real estate; manufacturing, buying or otherwise obtaining and selling or leasing all personal property necessary or convenient in the prosecution of the foregoing purposes; and generally doing all things necessary or convenient for or incident to said purposes, including the carrying on of any mercantile business in connection with any of said purposes, and the taking, holding and owning by purchase, contract or otherwise, of the stock, bonds, script or other obligations of other corporations, and disposing of the same in any manner, such taking, holding, owning and disposition to be with all the incidents of ownership.

By Chapter 320, P. & S. Laws, 1891, the organization of the company was ratified and confirmed and the company was authorized to purchase or lease the property and business of the Bangor Street Railway, the Bangor Electric Light and Power Company, the Penobscot Water Power Company and the Brewer Water Company.

By Chapter 36, P. & S. Laws, 1899, the company was authorized to supply Indian Island, in the Penobscot river, with water for domestic, manufacturing and municipal purposes.

The Public Works Company afterwards did acquire by purchase the property, rights and franchises of the above named companies.

BANGOR STREET RAILWAY.

The Bangor Street Railway was incorporated under Chapter 97, P. & S. Laws, 1887.

Under its charter the company was authorized to construct, maintain and operate a street railway from such point in the City of Bangor, upon and over such streets therein as shall, from time to time, be fixed and determined by the City Council of the City of Bangor, and assented to in writing by said company, and over land of private owners where consent is obtained and damages paid or released.

Section 8 of Chapter 97, reads as follows:

"The original location of the route when granted shall be for the term of twenty-five years. The same may be renewed from time to time, for a term not exceeding twenty-five years

at any one time, by the city council of Bangor, upon such terms as they may deem expedient. No such renewal shall be granted prior to two years before the expiration of the location then established. No location shall be granted or renewed, except upon reasonable notice to all parties interested. If at the expiration of any of said terms, the use of the streets, roads or highways occupied by said company's railroad, is granted by the city council of Bangor to any other corporation or person, it shall be upon condition that such corporation or person shall purchase of said company all its property, of every description, in necessary use for the purposes of said railroad, upon such terms as may be agreed upon by the parties, or determined by persons selected by them; and if they are unable to agree, the value of the same shall be determined by three disinterested persons, appointed by a judge of the Supreme Judicial Court, on application of either party, and hearing thereon. Said appraisers shall be sworn, give notice of the time and place of their meeting to examine and appraise said property, and shall make to each party, a written award; and their services shall be paid in equal proportions by the parties. If the city council of Bangor determine at the expiration of any of said terms, that the use of the streets, roads or highways, occupied by said company's railroad, shall be granted to any person or corporation for the purposes of a railroad, operated by electrical or animal power, on the payment of any sum of money yearly, or in any other manner, said company shall have the preference, and such use shall be granted or renewed to said company, provided it will pay as much therefor as any other corporation or person. If at the end of any term of twenty-five years, no other person or corporation shall offer terms more favorable to the city for said rights, than said Bangor Street Railway will offer, then said Bangor Street Railway shall be entitled to, and the city council shall grant a renewal, as herein before provided. No bid or offer from any other person or corporation shall be entertained, unless accompanied by a good and sufficient bond, conditioned that in case such offer is accepted, such person or corporation will pay to the city the amounts offered, and fully perform all its agreements, and forthwith buy and pay for the property of said Bangor Street Railway, as herein before contemplated. Any similar corporation hereafter incorporated, which shall construct its road where the Bangor Street Railway has no track, may enter upon and connect with, and use the track of the Bangor Street Railway for such rates of compensation or other terms as may be agreed upon, or in case of disagreement of the directors of the two companies, three disinterested persons shall be appointed by the judge of the supreme court, on application of either party, and a hearing shall be had before said commission. Said commissioners shall be sworn, give notice of the time and place of their meeting, to determine the matter in dispute, and shall make to each party a written final decision of the points submitted, and their services shall be paid in equal proportions by the parties."

While the locations, when granted, are for a term of twenty-five years, the franchises are practically unlimited. Franchises of the company can be transferred only after the city and the railway company are unable to agree upon the terms of a renewal of locations.

By Chapter 544, P. & S. Laws, 1889, the same rights were granted the company to operate in Brewer that it then possessed in the City of Bangor.

By Chapter 115, P. & S. Laws, 1891, the company was given authority upon certain conditions to operate in Hampden, Orrington and Veazie.

By Chapter 318, P. & S. Laws, 1891, the company was authorized to build a bridge across the Penobscot river, in place of the then toll bridge.

By Chapter 236, P. & S. Laws, 1895, interchangeable running rights were authorized, that is, the cars of the Bangor Street Railway were authorized to run over the tracks of other street railways and the cars of other street railways were authorized to run over the tracks of the Bangor Street Railway.

BANGOR ELECTRIC LIGHT AND POWER COMPANY.

The Bangor Electric Light and Power Company was organized under the general law in April, 1885.

The purposes of the company are defined in its certificate

of organization to be the purchase of E. H. Goff et als. their land and buildings on Columbia and Cross streets, in Bangor, Maine, viz: Three brick tenements on Columbia and Cross street, the brick electric light and power station on Cross street and completed plant, with boiler, engines, dynamos, pumps, heaters, tanks, settings, fittings and connections and poles, cranes, wires, lamps, etc., constituting their various circuits and all their property relating to said business, with their permits, licenses and rights and subject to their liabilities in connection therewith for \$45,000; and any other property desired for company purposes, and to have all the rights incident to ownership and to carry on the business of generating and furnishing electricity for light and power and steam for power and heating; and to do anything incident to said business.

By Chapter 95, P. & S. Laws, 1891, the Bangor Electric Light and Power Company was authorized to purchase, possess, own and hold stock in the Veazie Lumber Company.

This stock was afterward acquired by the company, in accordance with Chapter 95, P. & S. Laws, 1891.

PENOBSCOT WATER AND POWER COMPANY.

The Penobscot Water and Power Company was organized under the general law, in October 1889.

The purposes of the company are defined in its certificate of organization to be buying, selling and leasing of real estate and personal property of any description; buying and selling of water powers and privileges, dams, mills and machinery; construction of water works and laying of pipes in any place or places; the buying and selling or leasing of water supplied by said corporation or any other persons or corporations; the carrying on of manufactures of any kind, the buying and selling of merchandise of any description and the carrying on of any business incident to or convenient for any of the foregoing purposes.

By Chapter 331, P. & S. Laws, 1891, the organization of the corporation was ratified and confirmed and extensive rights were granted the company by the same act, all of which relate to furnishing water to certain towns in Penobscot county.

BREWER WATER COMPANY.

The Brewer Water Company was organized under the General Law in June, 1883.

The purposes of the company are defined in its certificate of organization to be to convey into the town of Brewer, and to furnish to said town and to such inhabitants of said town as may hereafter contract with said corporation therefor an ample supply of pure, fresh water, for domestic use, and

for such other uses, both private and public, as may hereafter be agreed upon by and between said corporation and said town and such inhabitants. In order effectually to carry out and accomplish said purpose said corporation shall make a contract with the city of Bangor to furnish to said corporation for its use in the manner aforesaid, an ample supply of fresh water from the Water Works of Bangor at certain fixed rates, to be agreed upon; and said corporation shall purchase and lay down in the streets of said Brewer, when it may be lawful so to do, suitable and sufficient water pipes for conveying the water as aforesaid, and shall make proper connection for that purpose with the pipes or main of the Bangor Water Works, at such point as may be agreed upon as most convenient and suitable.

By Chapter 431, P. & S. Laws, 1889, the organization of the company was ratified and confirmed and extensive rights granted the company, all of which apply to furnishing water to the City of Brewer and its inhabitants.

The property, rights and franchises of the above described five companies were acquired by the Bangor Railway and Electric Company through the merger of the Public Works Company with the Bangor Railway and Electric Company.

BANGOR ORONO AND OLD TOWN RAILWAY COMPANY.

The Bangor Orono and Old Town Railway Company was incor-

porated as the Old Town Orono and Veazie Railway Company by Chapter 116, P. & S. Laws, 1891.

By this act the company was authorized to connect with the Old Town Street Railway Company from such points in Orono, and thence through Main street, Hill avenue, Mill street, Bridge street, Summer and Oak streets, College road, Old Town road, Main street, Marsh island, Fenobscot street, Water street, Broadway and Pine street, Crosby street, and across the bridge, over the Stillwater river, in the town of Orono, and upon and over the direct lines of highway as traveled, and upon and over such other streets and roads in said town as may from time to time be fixed and determined by the municipal officers of said town, and assented to in writing by said corporation, to the junction of Main and Olive streets, in the town of Veazie.

By Chapter 559, P. & S. Laws, 1893, the name of the company was changed to Bangor, Orono and Old Town Railway Company, and authority was granted the company to construct and operate lines of street railway in the town of Veazie to the city line and thence through and on the streets of Bangor, over which the Old Town Division of the Bangor Railway and Electric Company now operates its cars.

By Chapter 111, P. & S. Laws, 1895, the company was authorized to lease or sell its properties or consolidate with or acquire by lease, purchase or otherwise, the property and franchises of any other street railroad forming connecting lines.

BANGOR HAMPDEN AND WINTERPORT RAILWAY COMPANY.

The Bangor Hampden and Winterport Railway Company was incorporated in March, 1893, as the Hampden and Winterport Electric Railway and Light Company.

By Chapter 634, P. & S. Laws, 1893, it was authorized to construct, maintain and operate by electricity or animal power a street railway in and through the towns of Hampden, Winterport, Frankfort and Prospect, and to construct electric light and power plants, and maintain and operate them in the above named towns. The company was authorized to issue capital stock not to exceed \$500,000. All necessary authority for locations in the roads and streets, and over private property for railroad tracks and the erection and maintenance of poles and wires.

By Chapter 50, P. & S. Laws, 1895, the name of the company was changed to Hampden and Winterport Railway, and additional rights were granted the company to extend its tracks and poles and wires into and through Stockton Springs, and also rights were given the company to run over the tracks of the Bangor Street Railway.

At a special meeting of the stockholders of the Hampden and Winterport Railway, held December 30, 1896, the name of the corporation was changed to Bangor Hampden and Winterport Railway, and the acts of the stockholders in changing the name was approved by Chapter 326, P. & S. Laws, 1897.

In 1905, the Bangor Hampden and Winterport Railway was merged with the Bangor Railway and Electric Company. The authority for the merger was given in Chapter 46, P. & S. Laws, 1905.

BANGOR AND NORTHERN RAILROAD COMPANY.

What is now known as the Northern Division of the Bangor Railway and Electric Company was incorporated under the General Law as the Bangor and Northern Railroad Company.

The purposes of the company are defined in its certificate of organization to be to acquire by purchase the property, rights and franchises formerly owned and operated by the old Penobscot Central Railway, of Bangor, Maine, and now owned and operated by the Penobscot Central Railroad Company, of New Haven, Connecticut, and to maintain and operate a railway line from the terminus of the old Penobscot Central Railway in Charleston, Maine, to and on Front street in the City of Bangor, Maine; and to acquire, take over, possess and enjoy all the rights, powers and privileges of said Penobscot Central Railway and all the rights, powers and privileges especially granted to said Bangor and Northern Railroad Company by chapter one hundred eighty-five of the Private and Special Laws of Maine, approved March fifteenth, A. D. 1905, and in addition thereto to acquire, take over, possess and enjoy all the rights, powers and privileges possessed and enjoyed

by similar corporations formed under chapter fifty-three of the Revised Statutes of Maine.

The company is the successor of the Penobscot Central Railway, which was taken over by the bondholders under a foreclosure sale and later transferred to the Bangor and Northern Railroad Company.

The Bangor Railway and Electric Company acquired the property, rights and franchises of the Bangor and Northern Railroad Company by purchase under authority granted by Chapter 46, P. & S. Laws, 1905.

At the present time the Bangor Railway and Electric Company possesses all property, rights and franchises of the old Penobscot Central Railway, and of the Bangor and Northern Railroad Company.

BAR HARBOR AND UNION RIVER POWER COMPANY.

The Bar Harbor and Union River Power Company was organized under the General Law as the Union River Light Gas and Power Company, in October, 1902.

The certificate of organization of the company is not available, so that it is impossible to state the purposes of incorporation at this time.

By Chapter 10, P. & S. Laws, 1903, the organization of the company was ratified and confirmed. Later the name of

the company was changed to the Bar Harbor and Union River Power Company.

By purchase and merger the company acquired the property, rights and franchises of the Ellsworth Water Company. The Ellsworth Electric Illuminating Company, the Bar Harbor Electric Company, and later, the Ellsworth Power Supply Company.

THE ELLSWORTH ELECTRIC ILLUMINATING COMPANY.

The Ellsworth Electric Illuminating Company was organized under the general law and the purposes of the company are stated in the certificate of organization to be the generating and manufacturing electricity at Ellsworth, Hancock County, Maine, and supplying the same to customers and consumers at said Ellsworth for light, heat and power, and of doing all other things whatsoever deemed necessary, advantageous and essential in carrying on such business of the corporation.

BAR HARBOR ELECTRIC LIGHT COMPANY.

The Bar Harbor Electric Light Company was also organized under the general law, and the purposes of the company are stated in its certificate of organization to be:

To manufacture, use, distribute and sell gas and electricity for the supplying of light, heat and power and all other uses to which the same may be applied, and to have all the powers and privileges incident to corporations of a similar nature.

To construct, build, purchase and otherwise acquire, operate, maintain, and to lease, sell or otherwise dispose of, plants, buildings, machinery, poles, wires, conduits, and all other equipments, accessories, and appurtenances deemed convenient or necessary in carrying on the business of the corporation.

To purchase, lease and otherwise acquire, manage, use, sell and otherwise dispose of any and all patents, patent rights, inventions and processes, and interests therein and rights thereunder, deemed essential in carrying on the business of the corporation, with full power to authorize and license other persons and corporations to manufacture, use, sell, enjoy and operate thereunder; to purchase, lease and otherwise acquire, manage, use, deal in, sell and otherwise dispose of any and all real and personal estate and plant, and other property and things whatsoever, including stocks, bonds and other securities of similar corporations deemed necessary or convenient for the prosecution of and in carrying on the business of the corporation, and doing any and all acts and things incidental to or connected with said business; and to have and to exercise all the rights, powers and privileges appertaining to corporations under the general laws of the State of Maine.

By Chapter 272, P. & S. Laws, 1905, the Bar Harbor and Union River Power Company was authorized to issue bonds not to exceed \$1,250,000, and to change the amount of its capital stock and the number of its directors from time to time.

By Chapter 149, P. & S. Laws, 1907, the company was authorized to do business anywhere within the limits of Waldo county, except in any city or town where any other company, person or firm was making, generating, selling and distributing or supplying, or authorized to make, generate, sell distribute or supply gas or electricity, or both, and in any town where other companies were operating, the company can operate after first obtaining consent of such company, person or firm.

By Chapter 239, P. & S. Laws, 1909, the company was authorized to acquire the properties, rights, privileges and franchises of the Ellsworth Power Supply Company. This power was afterwards exercised, so that at the present time the

company owns all the property, rights and franchises which were of the Ellsworth Power Supply Company.

The property and franchises of Bangor Railway and Electric Company and the Bar Harbor and Union River Power Company, so far as they had to do with furnishing water in the several cities and towns, have been sold and conveyed to the Penobscot County Water Company.

BANGOR POWER COMPANY.

The Bangor Power Company was organized under the general laws, in August, 1911.

The certificate of organization states the purposes of the company to be

"To acquire the properties, rights, privileges and franchises formerly belonging to the Bodwell Water Power Company, a corporation organized under the laws of the State of Maine and located at Bangor in the County of Penobscot in said state, and to exercise the said rights, privileges and franchises and to make, generate, sell, distribute and supply electricity, for lighting, heating, manufacturing, power or mechanical purposes in the said City of Bangor and in the adjoining cities or towns of Old Town, Milford, Orono, Bradley, Eddington, Brewer, Veazie and Hampden, and any other cities or towns in said Penobscot County but without authority, without special act of the legislature or except as acquired under the rights, privileges and franchises formerly belonging to the said Bodwell Water Power Company, to make, generate, sell, distribute or supply electricity, for any purpose, in or to any city or town, in or to which another company, person or firm are making, generating, selling, distributing or supplying or are authorized to make, generate, sell, distribute or supply electricity. Provided, however, that this corporation may sell and distribute electricity generated by it to any other corporation authorized to make, generate, sell, distribute and supply electricity and may sell and distribute electricity to any street railroad company. With the right as necessary or incidental to the foregoing purposes to acquire, hold and dispose of real estate

and personal property."

At a meeting of the stockholders, held in Portland, August 10, 1911, the following vote was unanimously passed:

"Voted that this corporation acquire as of August 1, 1911, from Messrs. Weston Lewis, Linwood C. Tyler, Cyrus Greeley, Edwin H. Lawry, George H. Hopkins and Henry W. Forbes, as joint tenants, purchasers at the foreclosure sale May 19, 1911, the plant and franchises formerly of Bodwell Water Power Company and located in the County of Penobscot and State of Maine, as described in the form of deed of the said Lewis and others to this corporation, a copy of which is to be attached to the minutes of this meeting, and pay therefor the demand note of this corporation for \$750,000, bearing interest at 4% from August 1, 1911, and secured by a mortgage of the said plant and franchises and the franchises and property of this corporation now owned or hereafter acquired, and 12497 shares of its fully paid capital stock."

and a deed conveying the property, rights and franchises of the Bodwell Water Power Company to the Bangor Power Company, was executed August 10, 1911, by Weston Lewis et als. representing the bondholders of the Bodwell Water Power Company.

BODWELL WATER POWER COMPANY.

The Bodwell Water Power Company was incorporated under the general law, August 9, 1882.

The certificate of organization states the purposes of the company to be

"Purchasing, owning, controlling and using the following property, viz: The Veazie estate in Oldtown, Penobscot, County, being the same premises described in a certain bond dated April 10, 1882 given by Chas. V. Lord and others to Wm. H. Maling, and by said Maling assigned to the Milford Land and Lumber Company. Also all the real estate, and interest in real estate, including mills, mill privileges, and water rights, which the Milford Land and Lumber Company owns within the following limits, to wit: beginning at the Northerly line of said Company's land on the Penobscot River in the town of

Milford; thence easterly along said Northerly line one half mile; thence Southerly by a line to be run following the general course and trend of said River, about two and one half miles in length, and distant from the East bank of said River about one half mile, to the Southerly line of said Company's land in said Milford; thence Westerly along said Southerly line one half mile to said River; thence along, and by said River to the point of beginning:- Also any other real estate, and interest in real estate, including mills, mill privileges and water rights, dams, flowage and canals in said State and personal property which may be deemed necessary, useful or convenient for the business of the corporation.

"Erecting dams, cutting canals, using, leasing and selling water power, and water rights.-

"Building mills and factories, using and leasing the same, and manufacturing wood, iron, steel, cotton, wood, paper, and other things:-

"With power and right not only to use and lease, but to mortgage sell and convey any or all their property; and property rights, and do whatever things may be necessary, useful or convenient in the business aforesaid:-

By Chapter 81, P. & S. Laws, 1903, the Bodwell Water Power Company was authorized to generate electricity upon its property in Old Town and Milford and on its dam or dams at Stillwater, to be used for its own purposes, and to sell the same for manufacturing purposes in units of not less than twenty-five horse power, and also for heating purposes, but not for electric light or street railway purposes.

By Chapter 63, P. & S. Laws, 1905, the company was authorized, in addition to the purposes it then possessed, to sell electricity to the Public Works Company, or its successors, or to any railroad company which was then operated by steam.

By Chapter 288, P. & S. Laws, 1907, the company was specially authorized and empowered to make and generate electricity upon its dams between Old Town and Milford, and at

Gilman Falls, and to sell the same for mechanical, manufacturing and heating purposes, and for lighting purposes, to any company authorized to do a general lighting business, but it was not authorized to do a general lighting business.

By Chapter 257, P. & S. Laws, 1909, it was authorized to sell its property, rights and franchises, and the purchasers were authorized to form a new corporation under the general law, and the new corporation was authorized to hold and enjoy said properties, rights, powers and franchises as fully as said Bodwell Water Power Company could hold and enjoy the same.

The Bodwell Water Power Company afterwards went into the hands of a receiver, and John F. Dana was appointed special master to sell the property and franchises of the company. This he did at public auction to Weston Lewis et als. representing the bondholders of the company, who in turn sold and conveyed said property and franchises to the Bangor Power Company.

LINCOLN LIGHT AND POWER COMPANY.

The Lincoln Light and Power Company was incorporated under Chapter 116, Private and Special Laws, 1913, to do a general light and power business in the town of Lincoln. This incorporation was continued by Chapter 59, Private and Special Laws, 1915.

The company has recently purchased the property, rights and franchises of the Penobscot Light and Power Company, the

Montague-Howland Electric Company and the properties purchased by Edward M. Graham, and which were doing a light and power business in the town of Passadumkeag, in the county of Penobscot, and in the town of Machias and vicinity, in Washington County.

With the exception of the franchises acquired by the Bangor Railway and Electric Company from the Bangor Street Railway, the franchises of all the companies are not limited as to time, except so far as they are regulated and controlled by the Public Utilities Commission under the general laws of the state.

The franchises acquired from the Bangor Street Railway are practically unlimited as to time for the reason that the railway has the first right to a renewal of its locations in the cities of Bangor and Brewer.

Many of the locations in the city of Bangor were secured through the Bangor Orono and Old Town Railway, the Bangor Hampden and Winterport Railway Company and the Bangor and Northern Railroad Company, all of which are unlimited as to time.