

Chap 231.

An Act to incorporate the Saugus Branch Railroad Company.

BE it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, as follows :

Corporators.

SECTION 1. Edward Pranker, George W. Raddin, William Parker, Joshua Webster, James Eaton, Gilbert Haven, their associates and successors, are hereby made a corporation, by the name of the Saugus Branch Railroad Company, with all the powers and privileges, and subject to all the duties, restrictions, and liabilities, set forth in the forty-fourth chapter of the Revised Statutes, and in that part of the thirty-ninth chapter of said statutes relating to railroad corporations, and in all statutes subsequently passed relating to railroad corporations.

Route of railroad.

SECTION 2. The said corporation may construct and maintain a railroad upon the following route:—Beginning at a point at or near Sweetser's Mills, in Saugus; thence, passing through the centre of Saugus, through the east village in Malden; thence, through the centre of Malden, to unite with the Boston and Maine Railroad, at some convenient point in the town of Malden.

Capital stock \$120,000; shares \$100.

SECTION 3. The capital stock of said railroad corporation shall consist of not more than twelve hundred shares, the number of which shall be determined, from time to time, by the directors thereof; and no assessment shall be made thereon of a greater amount, in the whole, than one hundred dollars on each share; and the said corporation may purchase and hold such real estate, materials, engines, cars, and other things, as may be necessary for depots for the use of said road, and for the transportation of persons, goods, and merchandise.

Location and completion.

SECTION 4. If the said corporation be not organized, and if the location of their said road be not filed, according to law, within two years from the passage of this act, or if the same railroad be not completed within four years from the passage of this act, then this act shall be void.

Road may be used by other companies.

SECTION 5. The legislature may authorize any corporation to enter with another railroad at any point of said Saugus Branch Railroad, and use the same, or any part thereof, paying therefor such a rate of toll or compensation as the legislature may, from time to time, prescribe, or that may be fixed under the provisions of any general law of this Commonwealth, complying with the rules and regulations which may be established by said Saugus Branch Railroad Corporation: *provided, however,* that no other corporation shall enter upon said Saugus Branch Railroad with any motive power, unless the said Saugus Branch Railroad Corporation shall refuse to draw over their railroad, or any part thereof, the cars of any other railroad corporation which may be authorized to enter with their railroad upon said Saugus Branch Railroad.

Proviso.

SECTION 6. This act shall take effect from and after its passage. [*Approved by the Governor, April 28, 1848.*]

An Act to authorize George W. Brown and Josiah G. Lovell to extend their Wharf.

Chap 232.

BE it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, as follows :

SECTION 1. George W. Brown and Josiah G. Lovell, proprietors of a wharf and flats, situate on Sumner Street, and opposite London Street, in that part of Boston known as East Boston, and lying between and adjoining the land and flats of the heirs of Jesse Tuttle on the east side, and Larkin Thorndike on the west, are hereby authorized to extend and maintain their wharf into the harbor channel as far as the line established by the act entitled "An Act concerning the Harbor of Boston," passed on the seventeenth day of March, in the year one thousand eight hundred and forty; and shall have the right to lay vessels at the end and sides of said wharf, and receive wharfage and dockage therefor: *provided, however,* that this grant shall not be construed to extend to any flats or land of this Commonwealth lying in front of the flats of any other person, or which would be comprehended by the true lines of such flats continued to the said commissioners' line; *and provided, also,* that so much of said wharf as may be constructed below low-water mark shall be built on piles, which piles shall not be nearer to each other than six feet in the direction of the stream, and eight feet in a transverse direction; and that this act shall in no wise impair the legal rights of any person whatever. [*Approved by the Governor, April 28, 1848.*]

To extend a wharf in East Boston to commissioners' line.

Proviso.

Proviso.

An Act to incorporate the Town of Chicopee.

Chap 233.

BE it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, as follows :

SECTION 1. All that part of the town of Springfield, which lies northerly of the following described lines, namely, beginning at a stone monument, by two oak trees, standing together on the bank of Connecticut River, near to and northerly of the house of Edwin Spooner, and running thence westerly, by a line at right angles with the river, to the easterly line of West Springfield; thence returning to said stone monument, and running thence northeasterly a straight line to a stone monument standing on the southerly bank of Chicopee River, at or near the westerly extremity of the "Birchem Bend" of said river, so called; thence the same course to the thread of said Chicopee River; and thence easterly, by the thread of said river, to a point oppo-

Town of Chicopee formed from Springfield. Boundaries.