

# MAINE STATE LEGISLATURE

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# ACTS AND RESOLVES

OF THE

# FIFTY-FIRST LEGISLATURE

OF THE

# STATE OF MAINE.

1872.

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Published by the Secretary of State, agreeably to Resolves of June 28, 1820,  
February 26, 1840, and March 16, 1842.

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AUGUSTA:

SPRAGUE, OWEN & NASH, PRINTERS TO THE STATE.

1872.

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RESOLVES

OF THE

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**CHAP. 90.****Chapter 90.**

Resolve in favor of Joseph Emery, second, of Biddeford.

Joseph Emery, in favor of.

*Resolved*, That a pension of four dollars per month be paid to Joseph Emery, second, of Biddeford, in the county of York, for one year, commencing January first, eighteen hundred and seventy-one, and ending on the first day of January, eighteen hundred and seventy-two, out of any money in the treasury not otherwise appropriated.

Approved February 29, 1872.

**Chapter 91.**

Resolve laying a tax on the several counties in the state.

County tax for 1872.

*Resolved*, That the sums annexed to the counties in the following schedule are hereby granted as a tax on each county respectively, to be appropriated, assessed, collected, and applied, for the purpose of paying the debts, and necessary expenses of the same, and other purposes ordered by law, to wit: Androscoggin, thirty thousand dollars; Aroostook, twelve thousand dollars; Cumberland, fifty thousand dollars; Franklin, eight thousand dollars; Hancock, ten thousand dollars; Kennebec, thirty-two thousand dollars; Knox, eleven thousand five hundred dollars; Lincoln, nine thousand five hundred dollars; Oxford, eleven thousand five hundred dollars; Penobscot, thirty thousand dollars; Piscataquis, six thousand dollars; Sagadahoc, sixteen thousand dollars; Somerset, twelve thousand dollars; Waldo, twelve thousand seven hundred dollars; Washington, fifteen thousand dollars; York, thirty-five thousand dollars.

Approved February 29, 1872.

**Chapter 92.**

Resolves relating to the shipping interest of Maine.

Commercial interest of Maine, in favor of.

*Resolved*, That while the census returns from the seaboard towns of this state indicate a great loss of population consequent upon the almost entire destruction of our merchant marine and upon the burdens which our national legislation has imposed upon the ship-building interests of the state, which is almost entirely destroyed, we are satisfied, even though it is now conceded that iron vessels have not the superior advantages over wooden, which they were formerly supposed to possess, and though commerce is