

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

AS PASSED BY THE

Eighty-eighth and Eighty-ninth
Legislatures

OF THE

STATE OF MAINE

From April 24, 1937 to April 21, 1939

AND

MISCELLANEOUS STATE PAPERS

Published by the Secretary of State, in conjunction
with the Revisor of Statutes in accordance with the
Resolves of the Legislature approved June 28, 1820,
March 18, 1840, March 16, 1842 and Acts approved
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KENNEBEC JOURNAL
AUGUSTA, MAINE
1939

Private and Special Laws

OF THE

STATE OF MAINE

As Passed by the Eighty-ninth Legislature

1939

Chapter 32

AN ACT Relative to Charter of the Fort Kent Telephone Company.

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

P. & S. L., 1895, c. 202, § 2, amended. Section 2 of chapter 202 of the private and special laws of 1895, as amended by chapter 302 of the private and special laws of 1907, is hereby further amended to read as follows:

'Sec. 2. Powers of corporation. Said corporation is authorized to construct, maintain and operate telephone line or lines anywhere in the town of Fort Kent, township number 16, range 6, township number 17, range 5, township number 16, range 10, township number 16, range 11, township number 15, range 11, township number 14, range 11, township number 14, range 12, township number 13, range 12, township number 13, range 13, township number 12, range 13, township number 17, range 11, township number 16, range 12, township number 16, range 14, township number 15, range 13, township number 14, range 13, township number 14, range 14, township number 13, range 14, and township number 13, range 15, in the county of Aroostook and state of Maine, and from any point in said Fort Kent to the center of the Saint John river wherever said river bounds said town of Fort Kent, and there to connect its line or lines with the line or lines of any telephone company chartered under the laws of New Brunswick or Canada.'

Approved March 8, 1939.

Chapter 33

AN ACT Validating Acts of Boothbay Harbor and Southport.

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

Sec. 1. Action validated. The action of the town of Boothbay Harbor in raising the sum of \$7500 for the construction of Boothbay Harbor-Southport bridge and the action of the town of Southport in raising all sums in excess of \$7500 charged to said towns under sections 62 to 74 of chapter 28 of the revised statutes is hereby approved, confirmed and validated. Said town of Southport is hereby authorized and empowered to raise any further sums charged to said towns for the construction of said bridge.

Sec. 2. Maintenance and operation. The action of said towns of Boothbay Harbor and Southport relative to the maintenance and operation of

CHAP. 34

said bridge is hereby approved, confirmed and validated. The town of Southport shall maintain and repair said bridge at its own expense. The towns of Boothbay Harbor and Southport, by their municipal officers, shall employ a suitable draw tender to open and close the draw in said bridge. Each town shall pay $\frac{1}{2}$ the expenses of the draw tender and of maintaining the lights required by the War Department.

Approved March 8, 1939.

Chapter 34

AN ACT to Incorporate the Presque Isle Water District.

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

Sec. 1. Territorial limits; name; purposes; plans of system to be submitted to public utilities commission for approval. That part of the town of Presque Isle, and the inhabitants within the same, which is bounded and described as follows: Commencing at a point on the south line of that part of the town of Presque Isle which was formerly the town of Maysville, and which will hereinafter be referred to as Maysville, which point is the northwest corner of lot numbered 5, in said Presque Isle; thence easterly by said south line of said Maysville to the southeast corner of section numbered 3, in said Maysville; thence northerly by the east line of section numbered 3, in said Maysville, to the intersection of said east line with the center line of the Fort Fairfield road as it is now located; thence westerly by said Fort Fairfield road, to the point where the same strikes the old road running to the farm formerly owned by George A. Parsons and now owned or occupied by Alice Kimball, said road not now being used by the public and a portion of same having at one time been occupied by the Aroostook Valley Railroad Company as a right of way; thence northwesterly by said old road running to the so-called George A. Parsons farm to the intersection of said road with the north line of section numbered 3 in said Maysville; thence westerly along the north lines of sections numbered 3, 2, and 1, in said Maysville, to the northwest corner of lot numbered 1 in section numbered 1, in said Maysville; thence southerly by west line of said lot numbered 1 to the south line of said Maysville; thence southerly from the last mentioned point in a straight line, to the northwest corner of lot numbered 83 in said Presque Isle; thence southerly by the west line of lot numbered 83 to a point from which a line drawn at right angles to said west line of said lot numbered 83 will strike the southwest corner of lot numbered 27 in said Presque Isle; thence easterly, in a straight line, to the southwest corner of lot numbered 27, in said Presque Isle; thence easterly by said south line of