

MAINE STATE LEGISLATURE

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LAWS
OF THE
STATE OF MAINE

AS PASSED BY THE

ONE HUNDRED AND NINTH LEGISLATURE

FIRST REGULAR SESSION

January 3, 1979 to June 15, 1979

PUBLISHED BY THE DIRECTOR OF LEGISLATIVE RESEARCH IN ACCORDANCE WITH MAINE REVISED STATUTES ANNOTATED, TITLE 3, SECTION 164, SUBSECTION 6.

Kennebec Journal
Augusta, Maine
1979

STATE OF MAINE

APPORTIONMENT OF THE HOUSE
OF REPRESENTATIVES

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Following is a consolidated text of the apportionment of the House of Representatives as originally ordered by the Supreme Judicial Court of Maine on February 14, 1977, including amendments authorized by the Court on March 5, 1977, and as revised by the 108th Legislature from multi-member districts to single-member districts under chapter 10 of the Resolves of 1977 and chapter 564 of the public laws of 1977.

It is also of importance to note in accordance with the Order of the Justices of March 5, 1974, "whenever such descriptive words are used in the description of any district, they are to be interpreted as meaning the centerlines of such streets, roads, bridges, railroad tracks and natural boundaries, except as may otherwise appear expressly therein."

This text has been published pursuant to chapter 10 of the Resolves of 1977 which reads in part:

Resolved: That the Director of Legislative Research is hereby authorized to publish in the laws of Maine, with appropriate introductory material, that portion of the Order: The Opinion of the Supreme Judicial Court in Re Apportionment of House of Representatives, 315 A. 2d 211 (Me., 1974), as amended by 316 A. 2d 508 (Me., 1974) which sets forth the districts for the choice of Representatives, and is further authorized to consolidate and publish into that portion the contents of this resolve.

In the County of Androscoggin where 14 Representatives shall be chosen—

District Number One, consisting of the municipalities of Leeds, Livermore, Livermore Falls and Wales, 1 Representative;

District Number Two, consisting of the municipalities of Mechanic Falls, Poland and Turner and that part of the town of Minot described as follows: being that portion of the town of Minot westerly of a line beginning at the intersection of the boundary lines of Minot, Auburn and Turner; running south along the Minot-Auburn boundary to the intersection of Brighton Hill Road and Lapham Brook; south along Lapham Brook to the intersection of Lapham Brook and Marston Hill Road; along Marston Hill Road to the intersection of Minot Hill Road; northwesterly along Minot Hill Road to intersection of Center Harris Road; west along Center Harris Road to intersection of Woodman Hill Road and south along Woodman Hill Road to Morgan Brook; west on Morgan Brook to intersection of Verrill Road; southwest on Verrill Road to intersection of Pottle Hill Road; southeast on Pottle Hill Road to intersection of Morgan Brook; directly south on Morgan Brook to Little Androscoggin River; along Little Androscoggin River northwesterly and continuing along the Poland-Turner lines to the Androscoggin-Oxford County line, 1 Representative;

District Number Three, consisting of the municipality of Durham and that part of the town of Lisbon described as follows: being that portion of the town of Lisbon beginning at the Sabattus line; thence south on Webster Corner Road to intersection of River Street; north along River Street to Sabattus River to point where No Name Brook crosses Littlefield Road and enters Sabattus River; south on Littlefield Road to Route 196; south on Route 196 to Moody Road; west on Moody Road to Maine Central Railroad tracks; south along Maine Central Railroad tracks to Winter Street; thence southwest on Winter to Pine Street and intersection with Maine Central Railroad tracks; south along railroad tracks to Sabattus River; thence following Sabattus River to Durham-Lisbon line and to Androscoggin-Sagadahoc County line; thence north along Androscoggin-Sagadahoc line to Sabattus town line and west along Sabattus town line to point of beginning, 1 Representative;

District Number Four (One), consisting of that part of the City of Auburn described as follows: Beginning at the Auburn-Minot town line in the center of the Little Androscoggin River; thence northwesterly along the center of the river to Morgan Brook; thence northerly along Morgan Brook to the center line of Pottle Road; thence northwesterly along the center line of Pottle Road to the

center line of Verrill Road; thence northeasterly along the center line of Verrill Road to the center of Morgan Brook; thence easterly along Morgan Brook to the center line of Woodman Hill Road; thence northerly in the center line of Woodman Hill Road to the center line of Center Minot Hill Road; thence southeasterly in the center line of Center Minot Hill Road to the center line of Marston Hill Road; thence northeasterly in the center line of Marston Hill Road to Lapham Brook; thence northerly along Lapham Brook to the Auburn-Minot town line; thence northeasterly along the Auburn-Minot town line to the Auburn-Turner town line; thence easterly along the Auburn-Turner town line to the center of the Androscoggin River; thence southerly along the Androscoggin River to the center of the Maine Central Railroad bridge; thence southwesterly along the center of the Maine Central Railroad tracks to the center line of Turner Street; thence northwesterly along the center line of Turner Street to the center line of Summer Street; thence northwesterly along the center line of Summer Street to the center line of Dennison Street; thence southwesterly along the center line of Dennison Street to the center line of Gamage Avenue; thence generally westerly and northerly along the center line of Gamage Avenue, Lake Street and Hotel Road to the center line of Youngs Corner Road; thence westerly and southerly along the center line of Youngs Corner Road to the Auburn-Minot town line; thence southerly along the Auburn-Minot town line to the point of beginning, 1 Representative;

District Number Four (Two), consisting of that part of the City of Auburn described as follows: Beginning in the center line of the Little Androscoggin River at the Auburn-Minot town line; thence northerly in the Auburn-Minot town line to the center line of the Youngs Corner Road; thence generally easterly and southerly in the center line of Youngs Corner Road, Hotel Road and the center line of Lake Street to the center line of Gamage Avenue to the center line of Dennison Street; thence northeasterly in the center line of Dennison Street to the center line of Summer Street; thence southeasterly in the southerly line of Summer Street; thence southeasterly in the southerly line of Summer Street to the center line of Union Street; thence southwesterly in the center line of Union Street to the center line of Hampshire Street; thence northwesterly in the center line of Hampshire Street to the center line of Willow Street; thence southwesterly in the center line of Willow Street to the center line of Goff Street; thence southerly in the center line of Goff Street to the center line of Grant Street; thence westerly in the center line of Grant Street to the center line of James Street; thence southerly in the center line of James Street to the center line of Court Street; thence generally southwesterly in the center line of Court Street and the center line of Manley Road to the center line of Pride Road; thence southeasterly in the center line of Pride Road to the center line of Poland Road; thence southwesterly in the center line of Poland Road to the center line of Hotel Road; thence southwesterly in the center line of Hotel Road to the center of the Little Androscoggin River; thence northwesterly in the center of the Little Androscoggin River to the point of beginning, 1 Representative;

District Number Four (Three), consisting of that part of the City of Auburn described as follows: Beginning in the center line of the Androscoggin River in

the Auburn-Lewiston city line at a point in the extension of the center line of Troy Street; thence southwesterly in the extension of Troy Street to the center line of Turner Center Street and Summer Street; thence northwesterly in the center line of Summer Street to the center line of Union Street; thence southwesterly in the center line of Union Street to the center line of Hampshire Street; thence northwesterly in the center line of Hampshire Street to the center line of Willow Street; thence southwesterly in the center line of Willow Street to the center line of Goff Street; thence southerly in the center line of Goff Street to the center line of Grant Street; thence westerly in the center line of Grant Street to the center line of James Street; thence southerly in the center line of James Street to the center line of Court Street; thence generally westerly and southerly in the center line of Court Street to the center line of Summit Street; thence southeasterly and southwesterly along the center line of Summit Street to the center line of Western Avenue; thence southeasterly along the center line of Western Avenue to the center line of Minot Avenue; thence northeasterly along the center line of Minot Avenue to the center line of Washington Street; thence southerly along the center line of Washington Street to a point on an extension of the center line of 9th Street; thence southeasterly on an extension of and then in the center line of 9th Street to the center line of South Main Street; thence southerly in the center line of South Main Street to the center line of Loring Avenue; thence southeasterly in the center line of Loring Avenue to the center line of Foster Street; thence northeasterly in the center line of Foster Street to the center line of 7th Street; thence northwesterly in the center line of 7th Street to the center line of Mary Carroll Street; thence northeasterly in the center line of Mary Carroll Street and an extension thereof to the center of the Androscoggin River; thence northerly along the center of the Androscoggin River to the Maine Central Railroad bridge and the point of beginning, 1 Representative;

District Number Four (Four), consisting of that part of the City of Auburn described as follows: That part of the City of Auburn not included in Districts Number Four (One), Four (Two) and Four (Three), 1 Representative;

District Number Five, consisting of the municipalities of Greene and Sabattus, together with that part of the town of Lisbon not included in District Number Three and that part of the city of Lewiston described as follows: being that portion of Ward 2 in said city of Lewiston, as presently constituted, beginning at the intersection of College Road and the Greene town line; running south on College Road to Stetson Road; thence easterly along Stetson Road to Hogan Road; south along Hogan Road to Montello Street; thence easterly on Montello Street to Old Greene Road; thence northerly on Old Greene Road to Garcelon Street; thence easterly and southerly on Garcelon Street to Sabattus Street; thence easterly on Sabattus Street to Sabattus town line; thence northerly on the Sabattus town line to the Greene town line; thence northwesterly on the Greene town line to the point of beginning, 1 Representative;

District Number Six (One), consisting of that part of the City of Lewiston described as follows: Beginning on the Greene-Lewiston town line at the Androscoggin River; thence easterly in said town line to the center line of College

Road; thence southerly along the center line of College Road to the center line of Elm Street; thence westerly along the center line of Elm Street to the center line of Oak Street; thence southerly along the center line of Oak Street to the center line of Union Street; thence westerly in the center line of Union Street to the center line of Main Street; thence southerly along the center line of Main Street to the center line of Hammond Street; thence westerly in the center line of Hammond Street to the center line of Lowell Street; thence southwesterly along the center line of Lowell Street and an extension thereof to the Auburn city line; thence northerly in the Lewiston-Auburn city line to the point of beginning, 1 Representative;

District Number Six (Two), consisting of that part of the City of Lewiston described as follows: Beginning at the intersection of College Road and Stetson Road; thence southerly along College Road to the center line of Holland Street; thence easterly along the center line of Holland Street to the center line of Nichols Street; thence southerly along the center line of Nichols Street to the center line of Sabattus Street; thence easterly in the center line of Sabattus Street to the center line of Webster Street; thence southeasterly in the center line of Webster Street to the center line of Sylvan Avenue; thence northerly in the center line of Sylvan Avenue to the center line of Sabattus Street; thence easterly in the center line of Sabattus Street to the center line of Garcelon Street; thence northerly and northwesterly along the center line of Garcelon Street to the center line of the Old Greene Road; thence southwesterly along the center line of Old Greene Road to the center line of Montello Street; thence northwesterly in the center line of Montello Street to the center line of Hogan Road; thence northerly in the center line of Hogan Road to the center line of Stetson Road; thence westerly in the westerly line of Stetson Road to the point of beginning, 1 Representative;

District Number Six (Three), consisting of that part of the City of Lewiston described as follows: Beginning at the center line of Sabattus Street and Jefferson Street; thence southeasterly along Jefferson Street to the center line of Walnut Street; thence southwesterly along the center line of Walnut Street to the center line of Blake Street; thence southeasterly in the center line of Blake Street to the center line of Birch Street; thence southwesterly along the center line of Birch Street to the center line of Lisbon Street; thence northwesterly in the center line of Lisbon Street to the center line of Cedar Street; thence southwesterly in the center line of Cedar Street to the Auburn city line; thence northerly along the Auburn-Lewiston city line to the southwesterly corner of District Number Six (One); thence easterly along the southerly line of District Number Six (One) to the southwesterly line of District Number Six (Two); thence southerly and easterly along the southerly line of District Number Six (Two) to the point of beginning, 1 Representative;

District Number Six (Four), consisting of that part of the City of Lewiston described as follows: Beginning at the Auburn-Lewiston city line in the center line of Cedar Street at the southwesterly corner of District Number Six (Three); thence easterly and northerly along the southerly and easterly line of District

Number Six (Three) to the intersection of District Six (Three) and District Number Six (Two) in the center of the intersection of Sabattus and Webster Streets; thence southeasterly in the center line of Webster Street to the center line of East Avenue; thence generally southerly along East Avenue to the center line of Lisbon Street; thence northwesterly along the center line of Lisbon Street to the center line of a stream just south of Willow Street; thence southwesterly along the center line of the stream to the Lewiston-Auburn city line; thence northwesterly along the Lewiston-Auburn city line to the point of beginning, 1 Representative;

District Number Six (Five), consisting of that part of the City of Lewiston described as follows: Beginning in the center line of Sabattus Street and the center line of Old Greene Road; thence easterly along the center line of Sabattus Street to the center line of Pond Road; thence southwesterly along the center line of Pond Road to the center line of Webster Street; thence northwesterly along the center line of Webster Street to the center line of Mitchell Street; thence southwesterly along the center line of Mitchell Street to the center line of Pleasant Street; thence northwesterly along the center line of Pleasant Street to the center line of East Avenue; thence northerly along East Avenue to the center line of Webster Street; thence northwesterly along the center line of Webster Street to the center line of Sylvan Avenue; thence northeasterly along the center line of Sylvan Avenue to the center line of Sabattus Street; thence northeasterly along the center line of Sabattus to the point of beginning, 1 Representative;

District Number Six (Six), consisting of that part of the City of Lewiston described as follows: Beginning in the center line of Sabattus Street and the center line of Pond Road; thence northeasterly in the center line of Sabattus Street to the Lewiston-Sabattus town line; thence southerly along the Lewiston-Sabattus town line to the Lewiston-Lisbon town line; thence southerly along the Lewiston-Lisbon town line to the Lewiston-Durham town line in the center of the Androscoggin River; thence northerly in the center line of the Androscoggin River to a stream southerly of Willow Street at the southwesterly corner of District Number Six (Four); thence generally easterly and northerly along the westerly and southerly lines of Districts Number Six (Four) and Six (Five) to the point of beginning, 1 Representative;

District Number Seven, consisting of the municipality of Limestone, excluding however, therefrom so much of Loring Air Force Base as lies outside of the following described portion of Loring Air Force Base, the hereinafter described portion of Loring Air Force Base being a part of this district, to wit: Beginning at the intersection of the Sawyer Road and the Caribou-Limestone Road (Route 89); thence northerly along the Sawyer Road to the entrance of the Loring Air Force Base known as the "West Gate"; thence easterly on a Base road known as California Road to another Base road known as Rhode Island Road; thence southerly along said Rhode Island Road and continuing southerly along another Base road known as Pennsylvania Road and an extension thereof to intersect said Caribou-Limestone Road (Route 89); thence westerly along the said Caribou-Limestone Road to the Point of beginning, 1 Representative;

District Number Eight, consisting of the unorganized township formerly known as Connor Plantation and the municipalities of New Sweden, Perham, Stockholm, Wade and Westmanland, and that part of Loring Air Force Base in the town of Limestone not included in District Number Seven, 1 Representative;

District Number Nine, consisting of the municipalities of Washburn and Woodland and that part of the city of Caribou described as follows: Beginning at the intersection of Route 1 and the Caribou-Presque Isle city line; thence north along Route 1 and South Main Street to Water Street; thence east along Water Street to Broadway; thence north along Broadway to Elm Street; thence west along Elm Street to Pleasant and East Streets; thence north along Pleasant Street and East Street to North Street; thence west along North Street to Glenn Street; thence south along Glenn Street to Franklin Street; thence west along Franklin Street to Elmwood Avenue; thence north along Elmwood Avenue to the intersection of Reservoir Street and Harvest Road; thence west along Reservoir Street and Harvest Road to Dorcas Avenue; thence south along Dorcas Avenue to Clover Street; thence west along Clover Street to Prospect Street; thence south along Prospect Street to the intersection of Sweden Street and Woodland Road; thence northwest along Sweden Street and Woodland Road to the Caribou-Woodland town line; thence south along the Woodland-Caribou and Washburn-Caribou town lines to the Presque Isle city line; thence east along the Presque Isle-Caribou line to the point of beginning, 1 Representative;

District Number Ten, consisting of the city of Caribou except that part of the city of Caribou included in District Number Nine, 1 Representative;

District Number Eleven, consisting of the municipality of Chapman and that part of the city of Presque Isle described as follows: Beginning at the intersection of the Mapleton-Presque Isle town line and Mapleton Road; thence east along Mapleton Road and continuing along Mechanic Street and Judd Street to State Street; thence north along State Street to School Street; thence east on School Street, continuing along Park Street and Allen Street to Charles Street; thence south on Charles Street to Blake Street; thence east along Blake Street to Barton Street; thence south along Barton Street to State Street; thence east along State Street, continuing along Fort Fairfield Road, and Blanchard Road (Rte. 167) to the Presque Isle-Fort Fairfield town line; thence south along the Presque Isle-Fort Fairfield and Presque Isle-Easton town lines to Westfield; thence west along the Presque Isle-Westfield town line to Chapman; thence north along the Presque Isle-Chapman-Mapleton town lines to the point of beginning, 1 Representative;

District Number Twelve, consisting of the municipality of Mapleton and that part of the city of Presque Isle not included in District Number Eleven, 1 Representative;

District Number Thirteen, consisting of the municipalities of Caswell Plantation, Cyr Plantation, Grand Isle, Hamlin Plantation and Van Buren, and that part of the unorganized Territory of Northern Aroostook described as follows: Beginning at the southeast corner of New Canada Plantation and running along a brook

outletting from California Pond to Square Lake; thence through Square Lake to Goddard Brook; thence along Goddard Brook approximately 2 miles to the first woods road crossing said Brook; thence east along said road to Westmanland Plantation; thence north and east along Westmanland Plantation town line to Stockholm; thence north and east along the Stockholm town line to Cyr Plantation; thence north along the Cyr Plantation and Van Buren town line to Grand Isle; thence west along the Grand Isle, Madawaska, St. Agatha and Frenchville town lines to New Canada; thence south along the New Canada town line to the point of beginning, 1 Representative;

District Number Fourteen, consisting of the municipalities of Allagash Plantation, Ashland, Castle Hill, Eagle Lake, Garfield Plantation, Masardis, Nashville Plantation, New Canada Plantation, Oxbow Plantation, Portage Lake, St. Francis Plantation, St. John Plantation, Winterville Plantation and all that part of the unorganized territories in Northern Aroostook not included in District Thirteen, 1 Representative;

District Number Fifteen, consisting of the municipalities of Fort Kent, Frenchville and Wallagrass Plantation, 1 Representative;

District Number Sixteen, consisting of the municipalities of Madawaska and St. Agatha, 1 Representative;

District Number Seventeen, consisting of the municipalities of E. Plantation, Easton, Fort Fairfield and Westfield, 1 Representative;

District Number Eighteen, consisting of the municipalities of Blaine, Bridgewater, Hammond, Littleton, Ludlow, Mars Hill, Monticello, New Limerick, Smyrna and the unorganized territories of Central Aroostook, 1 Representative;

District Number Nineteen, consisting of that part of the town of Houlton described as follows: Beginning at the intersection of Route I-19 and B Stream; thence east along Route I-95 to the Old Foxcroft Road; thence south along the Old Foxcroft Road to the Houlton-Hodgdon town line; thence west along the Houlton-Hodgdon town line to its intersection with an unnamed brook located 2300 feet west of Route #1; thence north along said unnamed brook to its meeting with the Meduxnekeag River; thence north along Meduxnekeag River to its intersection with B stream; thence north along B stream to point of beginning, 1 Representative;

District Number Twenty, consisting of the municipalities of Benedicta, Crystal, Dyer Brook, Hersey, Hodgdon, Island Falls, Linneus, Merrill, Moro, Oakfield and Sherman, and that part of the town of Houlton not included in District Number Nineteen, 1 Representative;

In the County of Cumberland, excluding, however, the town of Brunswick, where 27 Representatives will be chosen—

District Number Twenty-One (One), consisting of that part of the City of Portland

described as follows: Beginning at the southeast end of Hancock Street; thence northwest on Hancock Street to Federal Street; thence northeast on Federal Street to Mountfort Street; thence west on Mountfort Street to Congress Street; thence northeast on Congress Street to North Street; thence northeast on North Street to the southerly end of Tukey's Bridge; thence easterly and southerly along the shore line to a point opposite the southeasterly end of Hancock Street; thence from the shore in a direct line to the point of beginning.

In addition to the above, all islands located in the municipality of Portland, 1 Representative;

District Number Twenty-One (Two), consisting of that part of the City of Portland described as follows: Beginning at a point on the southerly end of Tukey's Bridge; thence southeast on North Street to Congress Street; thence southwest on Congress Street to Mountfort Street; thence east on Mountfort Street to Federal Street; thence south on Federal Street to Hancock Street; thence southeast on Hancock Street and in a straight line to a point on the shore line of Portland Harbor; thence southwest along said shore line, including all wharfs and piers, to a point directly opposite the southeast end of Center Street; thence in a straight line to Center Street and along Center Street to Spring Street; thence south on Spring Street to Oak Street; thence west on Oak Street to Cumberland Avenue; thence northeast on Cumberland Avenue to Hanover Street; thence northwest on Hanover Street to Portland Street; thence northeast on Portland Street to Alder Street; thence northwest on Alder Street to the Preble Street Connector; thence northwest along Preble Street Connector to Baxter Boulevard; thence north on Baxter Boulevard to the shore line of Back Cove; thence east and north along Back Cove to the point of beginning, 1 Representative;

District Number Twenty-One (Three), consisting of that part of the City of Portland described as follows: Beginning at a point along the shore line of Portland Harbor directly opposite the southeast end of Center Street; thence south along the shore line of Portland Harbor, including all wharfs and piers, to a point directly opposite the southeast end of School Street; thence in a straight line to the southeast end of School Street and northwest along School Street to Danforth Street; thence southwest on Danforth Street to Emery Street; thence northeast and north on Emery Street to Pine Street; thence north on Pine Street to Congress Street; thence east on Congress Street to Avon Street; thence north on Avon Street to Deering Street; thence east on Deering Street to High Street; thence west on High Street to Cumberland Avenue; thence northeast on Cumberland Avenue to Oak Street; thence southeast on Oak Street to Spring Street; thence northeast on Spring Street to Center Street; thence southeast on Center Street and in a direct line to the point of beginning, 1 Representative;

District Number Twenty-One (Four), consisting of that part of the City of Portland described as follows: Beginning at the intersection of the Portland-Westbrook city line and Brighton Avenue; thence east on Brighton Avenue to Walcott Street; thence south on Walcott Street to Rockland Avenue; thence west on Rockland Avenue to Colonial Road; thence south on Colonial Road to Capisic

Street; thence east on Capisic Street to Riverview Street; thence south on Riverview Street to railroad tracks; thence east on railroad tracks to Congress Street; thence east on Congress Street to Edwards Street; thence north on Edwards Street to Scott Street; thence east on Scott Street to Whitney Avenue; thence north on Whitney Avenue to Elizabeth Road; thence east on Elizabeth Road to Bolton Street; thence north on Bolton Street to Brighton Avenue; thence east on Brighton Avenue to St. John Street; thence southeast on St. John Street to Congress Street; thence northeast on Congress Street to Gilman Street; thence southeast on Gilman Street to its end; thence east to the intersection of Bramhall Street and Western Promenade; thence northeast along Bramhall Street to Brackett Street; thence east on Brackett Street to Pine Street; thence south on Pine Street to Emery Street; thence south and southeast on Emery Street to Danforth Street; thence northeast on Danforth Street to School Street; thence southeast on School Street and extending in a straight line into Portland Harbor to the intersection of the Portland-South Portland city line; thence westerly along Portland-South Portland city line to the intersection of the Westbrook-Portland city line; thence north along the Portland-Westbrook city line to the point of beginning, 1 Representative;

District Number Twenty-One (Five), consisting of that part of the City of Portland described as follows: Beginning at the intersection of St. John Street and Falmouth Street; thence northeast on Falmouth Street to Forest Avenue; thence southeast on Forest Avenue to Baxter Boulevard; thence north on Baxter Boulevard to Alder Street; thence southeast on Alder Street to Portland Street; thence southwest on Portland Street to Hanover Street; thence southeast on Hanover Street to Cumberland Avenue; thence southwest on Cumberland Avenue to High Street; thence southeast on High Street to Deering Street; thence southwest on Deering Street to Avon Street; thence southeast on Avon Street to Congress Street; thence west on Congress Street to Pine Street; thence southeast on Pine Street to Brackett Street; thence west on Brackett Street to Bramhall Street; thence southeast on Bramhall Street to the intersection of Western Promenade; thence west in a straight line to the south end of Gilman Street; thence northwest on Gilman Street to Congress Street; thence southwest on Congress Street to St. John Street; thence northwest on St. John Street to point of beginning, 1 Representative;

District Number Twenty-One (Six), consisting of that part of the City of Portland described as follows: Beginning at the intersection of Brighton Avenue and Columbia Road; thence north on Columbia Road to Concord West Street; thence east and north on Concord West Street to Pleasant Avenue; thence east on Pleasant Avenue to Hunt Street; thence north on Hunt Street to Clinton Street; thence east on the center line of Clinton Street and the extension of the center line of Clinton Street to the center of Maine Central Railroad tracks; thence south on railroad tracks to Brighton Avenue; thence west on Brighton Avenue to Bolton Street; thence South on Bolton Street to Elizabeth Road; thence west on Elizabeth Road to Whitney Avenue; thence south on Whitney Avenue to Scott Street; thence west on Scott Street to Edwards Street; thence south on Edwards Street to Congress Street; thence west on Congress Street to railroad tracks; thence west

on railroad tracks to Riverview Street; thence north on Riverview Street to Capisic Street; thence west on Capisic Street to Colonial Road; thence north on Colonial Road to Rockland Avenue; thence east on Rockland Avenue to Walcott Street; thence north on Walcott Street to Brighton Avenue; thence west on Brighton Avenue to point of beginning, 1 Representative;

District Number Twenty-One (Seven), consisting of that part of the City of Portland described as follows: Beginning at the intersection of Canco Road and Dudley Street; thence east on Dudley Street to Ocean Avenue; thence northeast on Ocean Avenue to its intersection with the north boundary line of Payson Park; thence east and north along said boundary line to the intersection of Front Street and Kidder West Road; thence north on Kidder West Road to Washington Avenue; thence east on Washington Avenue to its intersection with Interstate 295; thence southerly along Interstate 295 and Tukey's Bridge to the south end of Tukey's Bridge; thence southerly and westerly along the east shore of Back Cove to its intersection with Baxter Boulevard; thence southerly on Baxter Boulevard to Forest Avenue; thence northwesterly on Forest Avenue to Falmouth Street; thence southwest on Falmouth Street to St. John Street; thence northwest on St. John Street to Brighton Avenue; thence west on Brighton Avenue to railroad tracks; thence north on railroad tracks to Walton Street; thence east on Walton Street to Canco Road; thence north on Canco Road to point of beginning, 1 Representative;

District Number Twenty-One (Eight), consisting of that part of the City of Portland described as follows: Beginning at the intersection of Allen Avenue and the Portland-Falmouth city line; thence south, and easterly along the Portland-Falmouth city line to Portland Harbor; thence southerly along the shore line to the north end of Tukey's Bridge and Interstate 295; thence northerly along Interstate 295 and westerly on Washington Avenue to Kidder West Road; thence south on Kidder West Road to its intersection with Payson Park; thence west on the northerly boundary line of Payson Park to Ocean Avenue; thence south on Ocean Avenue to Dudley Street; thence west on Dudley Street to Canco Road; thence south on the center line of Canco Road to the center line of Walton Street; thence west on the center line of Walton Street to the center line of Maine Central Railroad tracks; thence south in the center line of Maine Central Railroad tracks to a point on the extension of the center line of Mayland Street; thence westerly in a straight line to a point at the intersection of the center line of New Street and the center line of Stevens Avenue; thence north on Stevens Avenue to Forest Avenue; thence northeast on Forest Avenue to Allen Avenue; thence north on Allen Avenue to Knight Street; thence east on Knight Street to Maplewood Street; thence north on Maplewood Street to Washington Avenue; thence northwest on Washington Avenue to Allen Avenue; thence north on Allen Avenue to point of beginning, 1 Representative;

District Number Twenty-One (Nine), consisting of that part of the City of Portland described as follows: Beginning at the intersection of the Portland-Westbrook city line and Brighton Avenue; thence north on Portland-Westbrook city line to the railroad tracks; thence east on railroad tracks to the north

boundary line of Evergreen Cemetery; thence east on the north boundary line of Evergreen Cemetery to College Street; thence east on the center line of College Street to the center line of Stevens Avenue; thence south on the center line of Stevens Avenue to a point at the intersection of the center line of New Street and the center line of Stevens Avenue; thence east in a straight line to a point at the intersection of the center of the Maine Central Railroad tracks and an extension of the center line of Mayland Street; thence south on the railroad tracks to a point east of an extension of the center line of Clinton Street; thence west in a straight line along the extension of the center line of Clinton Street and the center line of Clinton Street to Hunt Street; thence south on Hunt Street to Pleasant Avenue; thence west on Pleasant Avenue to Concord West Street; thence south and west on Concord West Street to Columbia Road; thence south on Columbia Road to Brighton Avenue; thence west on Brighton Avenue to the point of beginning, 1 Representative;

District Number Twenty-One (Ten), consisting of that part of the city of Portland described as follows: All of that part of the municipality of Portland not included in Districts Number Twenty-One (One) through Twenty-One (Nine), 1 Representative;

District Number Twenty-Two, consisting of the municipality of Falmouth, 1 Representative;

District Number Twenty-Three, consisting of the municipality of Windham, 1 Representative;

District Number Twenty-Four, consisting of the municipalities of Bridgton, Casco, Harrison, Naples and Otisfield, 1 Representative;

District Number Twenty-Five, consisting of the municipalities of Cumberland and Harpswell, 1 Representative;

District Number Twenty-Six, consisting of the municipalities of Baldwin and Standish, and that part of the town of Gorham described as follows: being that portion of the town of Gorham to the west of a line beginning at the intersection of the Gorham-Windham and Standish boundaries; thence south on the Gorham-Windham boundary (Presumpscot River) to the intersection of Gambo Road; thence southwest on Gambo Road to the intersection of State Highway 237 (Sebago Lake Road); thence southeast on Highway 237 to intersection of Newell Street and Huston Road; thence southeast on Newell Street to intersection of U. S. Highway 202; thence south on Highway 202 to the Little River; thence south on the Little River to convergence of Tannery Brook; thence south on Tannery Brook to intersection of State Highway 114 (Fort Hill Road); thence northwest on Highway 114 to intersection of Lovers Lane; thence southwest on Lovers Lane to Cressey Road; thence along Cressey Road to intersection of U. S. Highway 202; thence southwest on Highway 202 to the York County-Gorham boundary, 1 Representative;

District Number Twenty-Seven, consisting of the municipalities of Freeport and Pownal, and that part of the town of Gray described as follows: Beginning at the intersection of the Gray-New Gloucester boundary and the Maine Turnpike; thence south along the Maine Turnpike to Rte. 26; thence southeast on Rte. 26 to Dutton Hill Road; thence west on Dutton Hill Road to unnamed road running parallel on western side of Maine Turnpike; thence south on the unnamed road to Emery Road; thence southwest on Emery road to the Gray-Windham boundary; thence along the Gray, Cumberland, North Yarmouth and New Gloucester boundary lines to point of beginning, 1 Representative;

District Number Twenty-Eight, consisting of the municipalities of North Yarmouth and Yarmouth, 1 Representative;

District Number Twenty-Nine, consisting of the municipalities of New Gloucester, Raymond and Sebago, and that part of the town of Gray not included in District Twenty-Seven, 1 Representative;

District Number Thirty, consisting of that part of the town of Gorham not included in District Number Twenty-Six and that part of the city of Westbrook described as follows: being that part of the city of Westbrook west of a line beginning at the most southerly crossing of the Presumpscot River at the Westbrook-Gorham boundary; thence southeast on the Presumpscot River to the intersection of Bridge Street; thence south on Bridge Street to intersection of Main Street; thence west on Main Street to the intersection of Saco Street; thence southwest on Saco Street to the Westbrook-Scarborough boundary, 1 Representative;

District Number Thirty-One (One), consisting of that part of the City of Westbrook described as follows: Beginning at the intersection of the Westbrook-Gorham and Windham city and town lines in the center of the Presumpscot River; thence north on the Westbrook-Windham city line to its intersection with the Westbrook-Falmouth city line; thence southeasterly on the Westbrook-Falmouth city line to the Presumpscot River and its intersection with the Portland city line; thence following the Presumpscot River upstream to the point of beginning, 1 Representative;

District Number Thirty-One (Two), consisting of that part of the City of Westbrook not included in Districts Number Thirty and Thirty-One (One), 1 Representative;

District Number Thirty-Two, consisting of that part of the municipalities of Cape Elizabeth, Scarborough and South Portland as hereinafter respectively described; a) that portion of the town of Cape Elizabeth, beginning at the intersection of the boundaries of Cape Elizabeth, South Portland and Scarborough; thence northeast along the Cape Elizabeth-South Portland boundary to Route 77; thence southeast on Route 77 to intersection with Spurwink Avenue; thence south on Spurwink Avenue to intersection of Bowery Beach Road; thence southeast on Bowery Beach Road to intersection with Fowler Road; thence northeast on Fowler Road to

intersection with Route 77; thence south on Route 77 to Breakwater Farm Road; thence south on Breakwater Road to the Coastal Cape Elizabeth boundary; and inclusive of Richmond Island; thence west along the Coastal Cape Elizabeth boundary to the Cape Elizabeth-Scarborough boundary; thence along the Cape Elizabeth-Scarborough boundary north and west to point of beginning, and b) that portion of the town of Scarborough, beginning at the South Portland-Scarborough boundary at the intersection of the boundary with the Boston and Maine Railroad track (Maine Line); thence east along the boundary to intersection with the Cape Elizabeth boundary; thence east and south along the Scarborough-Cape Elizabeth boundary to the coastal Scarborough boundary to Route 207; thence north along Route 207 (Black Point Road) to intersection of Highland Avenue; thence west on Highland Avenue to the intersection of the Nonesuch River; thence north along the Nonesuch River to intersection of Old Eastern Division Railroad tracks; thence northeast along the Railroad tracks to point of beginning, and c) that portion of the city of South Portland, beginning at the South Portland-Scarborough boundary; thence northeast along U. S. Route 1 to intersection with Broadway; thence east on Broadway to intersection with Evans Street; thence southeast on Evans Street to intersection with McKinley Street; thence along McKinley Street to intersection with Highland Avenue; thence northeast on Highland Avenue to convergence of Kimball and Trout Brooks; thence southeast along Trout Brook to its intersection with Boothby Avenue; thence south on Boothby Avenue to intersection with Parrot Street; thence east on Parrot Street to intersection with Cormier Drive; thence southeast on Cormier Drive to intersection with Sawyer Street; thence southwest on Sawyer Street to intersection with Spurwink Avenue; thence southeast on Spurwink Avenue to the Cape Elizabeth-South Portland boundary; thence along the Cape Elizabeth-South Portland line south, and west to point of beginning, 1 Representative;

District Number Thirty-Three, consisting of that part of the town of Scarborough not included in District Number Thirty-Two, 1 Representative;

District Number Thirty-Four, consisting of that part of the town of Cape Elizabeth not included in District Number Thirty-Two, 1 Representative;

District Number Thirty-Five (One), consisting of that part of the City of South Portland described as follows: Beginning at the northeasterly boundary line of the U. S. Coast Guard Station where it intercepts Fore River; thence east and south along the shore line, including all wharfs and piers, to the South Portland-Cape Elizabeth city line; thence west along the city line to Edgewood Road; thence northeast on Edgewood Road to Cottage Road; thence west on Cottage Road to Margaret Street South; thence north on Margaret Street South crossing Fifth Street to Margaret Street North; thence north on Margaret Street North to Third Street; thence east on Third Street to Mussey Street; thence north on Mussey Street to High Street; thence northeast on High Street to the easterly boundary line of the U. S. Coast Guard Station; thence north on said boundary line to point of beginning, 1 Representative;

District Number Thirty-Five (Two), consisting of that part of the City of South Portland described as follows: Beginning on the easterly boundary line of the U. S. Coast Guard Station; thence south on the said boundary line to High Street; thence southwest on High Street to Mussey Street; thence south on Mussey Street to Third Street; thence west on Third Street to Margaret Street North; thence

south on Margaret Street North to Fifth Street crossing Fifth Street south on Margaret Street South to Cottage Road; thence east on Cottage Road to Edgewood Road; thence southwest on Edgewood Road to South Portland-Cape Elizabeth city line; thence southwest on South Portland-Cape Elizabeth city line to Spurwink Avenue; thence northwest on Spurwink Avenue to Sawyer Street; thence northeast on Sawyer Street to Cormier Road; thence northwest on Cormier Road to Parrott Street; thence west on Parrott Street to Boothby Avenue; thence north on Boothby Avenue to Trout Brook; thence north on Trout Brook to Highland Avenue; thence southwest on Highland Avenue to a point on Highland Avenue where said Highland Avenue would intersect with McKinley Street as extended to Highland Avenue; thence following McKinley Street to McKinley Street-Evans Street intersection; thence northwest on Evans Street to Evans Street-Hill Street intersection; thence northeast on Hill Street to Broadway; thence east on Broadway to Kelsey Street; thence northwest on Kelsey Street to Portland Terminal Co. railroad tracks; thence due north to the shore line of the Fore River; thence north and east along the shore line, including all wharfs and piers, to the point of beginning, 1 Representative;

District Number Thirty-Five (Three), consisting of that part of the City of South Portland not included in District Number Thirty-Two, Thirty-Five (One) and Thirty-Five (Two), 1 Representative;

District Number Thirty-Six, consisting of the municipalities of Farmington, Industry and New Sharon, 1 Representative;

District Number Thirty-Seven, consisting of the municipalities of Chesterville and Jay in Franklin County and the municipalities of Canton and Peru in Oxford County, 1 Representative;

District Number Thirty-Eight, consisting of the municipalities of Avon, Carrabassett Valley, Coplin Plantation, Dallas Plantation, Eustis, Kingfield, Madrid, New Vineyard, Phillips, Rangeley, Sandy River Plantation, Strong and Weld, and the unorganized territories of North and East Central Franklin County, 1 Representative;

District Number Thirty-Nine, consisting of the municipalities of Carthage, Perkins Township, Temple and Wilton in Franklin County and the municipality of Dixfield in Oxford County, 1 Representative;

In the County of Hancock, including the municipality of Isle au Haut in Knox County, but excluding the unorganized territories of East and Northwest Hancock County and the municipalities of Amherst, Aurora, Eastbrook, Franklin, Great Pond Plantation, Mariaville, Osborn Plantation and Waltham in Hancock County, where 5 Representatives shall be chosen—

District Number Forty, consisting of the municipalities of Bar Harbor, Gouldsboro, Lamoine, Sorrento and Winter Harbor, 1 Representative;

District Number Forty-One, consisting of the municipalities of Ellsworth, Hancock and Sullivan, and the unorganized territories of Central Hancock County, 1 Representative;

District Number Forty-Two, consisting of the municipalities of Bucksport, Dedham, Orland, Otis, Surry and Verona, 1 Representative;

District Number Forty-Three, consisting of the municipalities of Blue Hill, Cranberry Isles, Mount Desert, Southwest Harbor, Tremont and Trenton, 1 Representative;

District Number Forty-Four, consisting of the municipalities of Brooklin, Brooksville, Castine, Deer Isle, Long Island, Penobscot, Sedgwick, Stonington and Swans Island in Hancock County, and the municipality of Isle au Haut in Knox County, 1 Representative;

In the County of Kennebec, excluding, however, the town of Oakland, where 14 Representatives shall be chosen—

District Number Forty-Five, consisting of the municipalities of Belgrade, Fayette, Manchester, Mount Vernon, Readfield, Rome, Vienna and Wayne, 1 Representative;

District Number Forty-Six, consisting of the municipalities of Monmouth and Winthrop, 1 Representative;

District Number Forty-Seven, consisting of the municipalities of Farmingdale, Litchfield, Randolph and West Gardiner, 1 Representative;

District Number Forty-Eight, consisting of the municipality of Gardiner, 1 Representative;

District Number Forty-Nine, consisting of the municipalities of Chelsea, Hallowell and Pittston, 1 Representative;

District Number Fifty, consisting of the municipalities of Sidney, Vassalboro and Windsor, and that part of the city of Augusta described as follows: Beginning at the intersection of the Augusta-Vassalboro town line and Church Hill Road; thence south along Church Hill Road to South Belfast Avenue; thence west along South Belfast Avenue to Cony Road; thence south along Cony Road to Thomaston Road; thence east along Thomaston Road to Pleasant Road; thence south along Pleasant Road to the old Augusta-Chelsea town line located 5.5 rods north of the Augusta-Chelsea line; thence east along the old Augusta-Chelsea line to the Augusta-Windsor line; thence north and west along the Augusta-Windsor line to the point of beginning, 1 Representative;

District Number Fifty-One (One), consisting of that part of the City of Augusta described as follows: Beginning at the intersection of the Augusta-Manchester

town line as it intersects with Western Avenue; thence easterly on Western Avenue to Cushman Street; thence northerly on Cushman Street to Green Street; thence easterly on Green Street to South Chestnut Street; thence northerly on South Chestnut Street crossing Winthrop Street to North Chestnut Street; thence north on North Chestnut Street to Bridge Street; thence east on Bridge Street to the east end of the Father Curran Bridge; thence southerly along the east shore of the Kennebec River; thence easterly along the northern boundary line of the Augusta Mental Health Institute; thence southerly along Hospital Street; thence westerly along the south line of the Augusta Mental Health Institute; thence south along the east shore line of the Kennebec River to the Augusta-Chelsea city line; thence west and north along the Augusta-Chelsea-Hallowell-Manchester city line to the point of beginning, 1 Representative;

District Number Fifty-One (Two), consisting of that part of the City of Augusta described as follows: Beginning at the intersection of the Augusta-Manchester town line at Western Avenue; thence westerly along the Augusta-Manchester town line to the Augusta-Sidney town line; thence easterly along the Augusta-Sidney town line to the center of the Kennebec River; thence southerly along the Kennebec River to the Father Curran Bridge; thence westerly on Bridge Street to North Chestnut Street; thence southerly on North Chestnut Street across Winthrop Street; thence southerly on South Chestnut Street to Green Street; thence westerly on Green Street to Cushman Street; thence southerly on Cushman Street to Western Avenue; thence west on Western Avenue to the point of beginning, 1 Representative;

District Number Fifty-One (Three), consisting of all of that part of the City of Augusta not included in Districts Fifty-One (One), Fifty-One (Two) and in District Number Fifty, 1 Representative;

District Number Fifty-Two (One), consisting of that part of the City of Waterville described as follows: Beginning in the center of the Kennebec River at the Waterville-Fairfield town line; thence southerly along the Waterville-Winslow town line to the center line of Bridge Street; thence westerly along Bridge Street to the center line of Main Street; thence northerly along the center line of Main Street to the center line of the Maine Central Railroad tracks; thence westerly along the Maine Central Railroad tracks to the center line of North Street; thence northwesterly along the center line of North Street and the center line of the County Road to the Waterville-Oakland town line; thence northerly along the Waterville-Oakland town line to the Waterville-Fairfield town line; thence easterly along the Waterville-Fairfield town line to the point of beginning and that part of the municipality of Winslow described as follows: Beginning at the intersection of the Winslow-Albion town line and the Abbott Road; thence northwest along the Abbott Road to the Nowell Road; thence southwest along the Nowell Road to Lambs Corner at Route 137; thence northwest and west along Route 137 to Outlet Stream which runs into Sebasticook River; thence crossing the Sebasticook River to Mar Val Terrace as extended to and opposite Outlet Stream; thence north along said Mar Val Terrace as extended to Halifax Street, also known as Benton Road, said Halifax Street being Alternate Route 100; thence east

along Halifax Street to Clinton Avenue; thence west along Clinton Avenue to a transmission line approximately 1,000 feet west of the Clinton Avenue-Halifax Street intersection; thence north along the transmission line to Roderick Road; thence west along Roderick Road to Benton Avenue; thence north on Benton Avenue to Simpson Street; thence west on Simpson Street to the Winslow-Waterville town line in the Kennebec River; thence along the Winslow-Waterville town line northeasterly to the Winslow-Benton town line; thence easterly along the Winslow-Benton town line to the Winslow-Albion town line; thence southerly along the Winslow-Albion town line to the point of beginning, 1 Representative;

District Number Fifty-Two (Two), consisting of that part of the City of Waterville described as follows: Beginning at the Waterville-Oakland town line in the center line of Kennedy Memorial Drive; thence easterly in the center line of Kennedy Memorial Drive to the center line of First Rangeway; thence northerly along the center line of First Rangeway to the center line of Western Avenue; thence easterly along the center line of Western Avenue to the center line of Cool Street; thence southerly along the center line of Cool Street to the center line of Kennedy Memorial Drive; thence westerly along the center line of Kennedy Memorial Drive to the center line of Nelson Street; thence southerly in the center line of Nelson Street to the center line of Gilbert Street; thence westerly in the center line of Gilbert Street to the center line of Carver Street; thence southerly in the center line of Carver Street to the center line of Franklin Street; thence easterly in the center line of Franklin Street to the center line of the West River Road; thence northerly in the center line of West River Road to the center line of Silver Street; thence northerly in the center line of Silver Street to the center line of Gold Street; thence easterly in the center line of Gold Street to the center line of Summer Street; thence northerly in the center line of Summer Street to the center line of Sherwin Street; thence westerly in the center line of Sherwin Street to the center line of Silver Street; thence northerly in the center line of Silver Street to the center line of Western Avenue; thence westerly in the center line of Western Avenue to the center line of Elm Street; thence northerly in the center line of Elm Street to the center line of School Street; thence westerly in the center line of School Street to the center line of Pleasant Street; thence northerly in the center line of Pleasant Street to the center line of Center Street; thence easterly in the center line of Center Street to the center line of Main Street; thence northerly in the center line of Main Street to the center line of Maine Central Railroad tracks; thence westerly along the center line of the Maine Central Railroad tracks to the center line of North Street; thence northerly along the center line of North Street and the County Road to the Waterville-Oakland town line; thence southerly along the Waterville-Oakland town line to the point of beginning, 1 Representative;

District Number Fifty-Two (Three), consisting of that part of the City of Waterville not in Districts Number Fifty-Two (One), or Fifty-Two (Two), 1 Representative;

District Number Fifty-Three, consisting of that part of the town of Winslow not included in District Number Fifty-Two, 1 Representative;

District Number Fifty-Four, consisting of the municipalities of Albion, Benton, China, Clinton and Unity Plantation, 1 Representative;

In the County of Knox, including the municipalities of Belmont, Islesboro, Liberty, Lincolnville, Palermo and Searsmont in Waldo County, and Somerville Plantation in Lincoln County, but excluding the municipality of Isle au Haut in said Knox County, where 5 Representatives shall be chosen—

District Number Fifty-Five, consisting of the municipalities of Appleton, Union and Washington in Knox County, and the municipality of Somerville Plantation in Lincoln County, and the municipalities of Belmont, Islesboro, Liberty, Lincolnville, Palermo and Searsmont in Waldo County, 1 Representative;

District Number Fifty-Six, consisting of the municipalities of Cushing, Friendship, Matinicus Isle Plantation, North Haven, Owl's Head, South Thomaston, St. George and Vinalhaven, 1 Representative;

District Number Fifty-Seven, consisting of the municipalities of Camden, Hope and Rockport, 1 Representative;

District Number Fifty-Eight, consisting of the municipalities of Thomaston and Warren and that part of the city of Rockland described as follows: Beginning at the intersection of the Rockland-Rockport city line and the Old County Road; thence running southerly along the Old County Road to Maverick Street; thence easterly along Maverick Street to North Main Street; thence southerly along North Main Street to Cedar Street; thence easterly along Cedar Street to Main Street; thence south along Main Street to Rankin Street; thence west along Rankin Street to Old County Road; thence south along the Old County Road to Limerock Street; thence east along Limerock Street to Highland Street; thence south along Highland Street to the Ward 3 boundary line; thence west along the Ward 3 boundary line to the Rockland-Thomaston city line; thence west, north and east along the Rockland-Thomaston, Warren, Rockport city line to the point of beginning, 1 Representative;

District Number Fifty-Nine, consisting of that part of the city of Rockland not included in District Number Fifty-Eight, 1 Representative;

In the County of Lincoln, excluding the municipality of Somerville Plantation, where 3 Representatives shall be chosen—

District Number Sixty, consisting of the municipalities of Boothbay, Boothbay Harbor, Edgcomb, Newcastle, South Bristol and Southport, 1 Representative;

District Number Sixty-One, consisting of the municipalities of Alna, Dresden, Jefferson, Nobleboro, Westport Island, Whitefield and Wiscasset, 1 Representative;

District Number Sixty-Two, consisting of the municipalities of Bremen, Bristol, Damariscotta, Monhegan Plantation and Waldoboro, 1 Representative;

In the County of Oxford, including the unorganized territories of West Central Franklin County and the municipality of Rangeley Plantation in Franklin County, but excluding the municipalities of Canton, Dixfield and Peru in said County of Oxford, where 6 Representatives shall be chosen—

District Number Sixty-Three, consisting of the unorganized territories of West Central Franklin County and the municipality of Rangeley Plantation in Franklin County, and the municipalities of Andover, Bethel, Byron, Gilead, Hanover, Hartford, Lincoln Plantation, Magalloway Plantation, Milton township, Newry, Roxbury, Sumner, Upton and Woodstock, and the unorganized territories of North Oxford County in the County of Oxford, 1 Representative;

District Number Sixty-Four, consisting of the municipalities of Brownfield, Denmark, Fryeburg, Hiram, Lovell, Porter, Stow, Sweden and Waterford, 1 Representative;

District Number Sixty-Five, consisting of the municipalities of Buckfield, Hebron, Paris and West Paris, 1 Representative;

District Number Sixty-Six, consisting of the municipalities of Greenwood, Oxford, Norway and Stoneham, and the unorganized territories of South Oxford County, 1 Representative;

District Number Sixty-Seven, consisting of the municipality of Mexico and that part of the town of Rumford described as follows: Beginning at the bridge across the Androscoggin River at Railroad Street; thence southwest along Railroad Street to Bridge Street; thence west and southwest along Bridge Street to Canal Street; thence north along Canal Street to Railroad Street; thence west along Railroad Street to River Street; thence south along River Street to Bridge Street; thence west along Bridge Street to Franklin Street; thence north along Franklin Street to Rumford Avenue; thence north along Rumford Avenue to Route 2 and Route 120 turnoff; thence north along Route 2 and Route 120 turnoff to Essex Avenue; thence east along Essex Avenue to Falmouth Street; thence north along Falmouth Street to Lincoln Avenue; thence west along Lincoln Avenue to Pine Street; thence north along Pine Street to Strafford Avenue; thence west along Strafford Avenue to Maple Street; thence north along Maple Street to Porter Avenue Extension and Porter Avenue West; thence east along Porter Avenue Extension and Porter Avenue West to Somerset Avenue; thence north along Somerset Avenue to Hall Avenue; thence west along Hall Avenue to Penobscot Street; thence north along Penobscot Street to Swift Avenue; thence east along Swift Avenue to Somerset Avenue; thence south along Somerset Avenue to Tasker Avenue; thence east along Tasker Avenue to the Rumford-Mexico town line; thence south along the town line to the point of beginning, 1 Representative;

District Number Sixty-Eight, consisting of that part of the town of Rumford not included in District Number Sixty-Seven, 1 Representative;

In the County of Penobscot, where 19 Representatives shall be chosen—

District Number Sixty-Nine, consisting of the municipalities of Corinna, Dexter, Exeter and Garland, 1 Representative;

District Number Seventy, consisting of the municipalities of Dixmont, Hampden, Newburg and Plymouth, 1 Representative;

District Number Seventy-One, consisting of that part of the municipality of Millinocket described as follows: Beginning at intersection of Millinocket town line and Millinocket Stream; thence north along Millinocket Stream to a point adjacent to the intersection of York Street and Barnet Road; thence east along Barnet Road to the intersection of Prospect Street; thence north along Prospect Street to intersection of Granite Street; thence west along Granite Street to where Granite Street becomes Cherry Street; thence west along Cherry Street to where Cherry Street and Katahdin Avenue intersect; thence north along Katahdin Avenue to where Elm Street intersects Katahdin Avenue; thence west on Elm Street to where the north-south B & A Railroad tracks cross Elm Street; thence north along B & A Railroad tracks to East West Spur of B & A R.R. railroad tracks; thence west to Millinocket town line, thence along town line north, then east, then south and west to the point of beginning, 1 Representative;

District Number Seventy-Two, consisting of the unorganized territories of North Penobscot County, the municipalities of East Millinocket, Maxfield, Mt. Chase Plantation, Patten, Seboeis Plantation and Stacyville, and that part of the town of Millinocket not included in District Number Seventy-One, 1 Representative;

District Number Seventy-Three, consisting of the municipality of Orrington and that part of the city of Brewer described as follows: Beginning at the point where the Ward 4-Ward 5 boundary (as said wards are presently constituted) intersects the Brewer-Bangor boundary; thence east along the Ward 4-Ward 5 line to the Maine Central Railroad tracks; thence north, crossing over North Main Street, to the Ward 2-Ward 3 boundary (as said wards are presently constituted); thence along the Ward 2-Ward 3 boundary line to the center line of Eastern Avenue; thence north along the center line of Eastern Avenue across Chamberlain Street to the point where the center line of Eastern Avenue intersects said Ward 2-Ward 3 line; thence west and then east along said Ward 2-Ward 3 line to the point where the lines of Wards 1, 2 and 3 (as said wards are presently constituted) meet; thence continuing east along the Ward 1-Ward 3 line to the Brewer-Holden town line; thence south along the Brewer-Holden town line to the Brewer-Orrington town line; thence west along the Brewer-Orrington town line to the Brewer-Hampden town line; thence north along the Brewer-Hampden town line and continuing along the Brewer-Bangor town line to the point of beginning, 1 Representative;

District Number Seventy-Four, consisting of the municipality of Veazie and that part of the city of Brewer not included in District Number Seventy-Three, 1 Representative;

District Number Seventy-Five, consisting of the municipalities of Carmel, Etna, Hermon, Newport and Stetson, 1 Representative;

District Number Seventy-Six, consisting of the municipalities of Chester, Lincoln, Medway and Woodville, 1 Representative;

District Number Seventy-Seven, consisting of that part of the municipality of Orono located to the east of the Stillwater River with the Stillwater River running south from the Orono-Old Town boundary line to a point where the Stillwater River joins the Penobscot River, 1 Representative;

District Number Seventy-Eight, consisting of the municipalities of Clifton, Eddington and Holden, and that part of the town of Orono not included in District Number Seventy-Seven, 1 Representative;

District Number Seventy-Nine, consisting of that part of the municipality of Old Town described as follows: Beginning at the Old Town-Argyle boundary on the Penobscot River; thence south along the Penobscot River to where it branches into the Stillwater River encompassing Penobscot Indian Reservation (Orson Island) and Orono Island; thence south on Stillwater River to Gilman Falls Avenue; thence east on Gilman Falls Avenue to intersection of College Road; thence south on College Road to intersection of University Forest Road; thence east on University Forest Road to the north line of Ward 5 (as said ward is presently constituted); thence east and south along the north and east lines of said Ward 5 to the Old Town-Orono town line; thence south on Old Town-Orono boundary line; thence east on Old Town-Orono boundary line to Old Town-Bradley line; thence north on Old Town-Bradley town line to Old Town-Milford town line; thence north on Old Town-Milford town line along the Penobscot River to the point of beginning; together with all Indian Islands and that portion of the Penobscot River and its islands from the Old Town-Argyle boundary line, going north to Mattawamkeag Point, 1 Representative;

District Number Eighty, consisting of the municipalities of Alton, Argyle, Bradley, Grand Falls Plantation, Greenbush, Greenfield and Milford, and that part of the town of Old Town not included in District Number Seventy-Nine, 1 Representative;

District Number Eighty-One, consisting of the municipalities of Bradford, Charleston, Corinth, Edinburg, Glenburn, Hudson, Kenduskeag, LAGRANGE and Levant, 1 Representative;

District Number Eighty-Two, consisting of the municipalities of Burlington, Carroll Plantation, Drew Plantation, Enfield, Howland, Kingman Township, Lakeville Plantation, Lee, Lowell, Mattawamkeag, Passadumkeag, Prentiss Plantation, Springfield, Webster Plantation, Winn, and Township 3, Range 1 and Township 5, Range 1, 1 Representative;

District Number Eighty-Three (One), consisting of that part of the City of Bangor

described as follows: Beginning in the center of the Penobscot River at the Bangor-Hampden town line; thence northwesterly in the Bangor-Hampden town line to U.S. Route 202; thence northerly along U.S. Route 202 to Interstate Route 395; thence westerly along Interstate Route 395 to the center line of Webster Avenue; thence northeasterly along Webster Avenue to the center line of Crestmont Road; thence southeasterly and northeasterly along Crestmont Road to the center line of Silver Road; thence northwesterly along the center line of Silver Road to the center line of Seventh Street; thence northeasterly along the center line of Seventh Street to the center line of Buck Street; thence northwesterly along the center line of Buck Street to the center line of West Broadway; thence northeasterly along the center line of West Broadway to the center line of Hammond Street; thence easterly along the center line of Hammond Street to the center line of Cedar Street; thence southeasterly along the center line of Cedar Street to the center line of Sanford Street; thence northeasterly along the center line of Sanford Street to the center line of Union Street; thence northwesterly in the center line of Union Street to the center line of Clinton Street; thence northeasterly in the center line of Clinton Street to the center line of Ohio Street; thence northwesterly along the center line of Ohio Street to the center line of Highland Avenue; thence northwesterly along the center line of Highland Avenue to the center line of James Street; thence northeasterly along the center line of James Street to the center line of Ohio Street; thence southerly along the center line of Ohio Street to the center line of Bower Street; thence southeasterly along the center line of Bower Street to the center line of Drummond Street; thence northeasterly along the center line of Drummond Street to the center line of Nelson Street; thence northeasterly along the center line of Nelson Street to the center line of Valley Avenue; thence southerly along the center line of Valley Avenue (Harlow Street) to the center line of Spring Street; thence easterly along the center line of Spring Street to the center line of Center Street; thence southerly in the center line of Center Street to the center line of Somerset Street; thence easterly in the center line of Somerset Street to the center line of Essex Street; thence southerly in the center line of Essex Street to the center line of State Street; thence easterly in the center line of State Street to the center line of Newbury Street; thence southerly in the center line of Newbury Street and an extension thereof to the center line of the Penobscot River; thence southwestly in the center of the Penobscot River to the point of beginning, 1 Representative;

District Number Eighty-Three (Two), consisting of that part of the City of Bangor described as follows: Beginning in the Bangor-Hampden town line at its intersection with U.S. Route 202; thence westerly along the Bangor-Hampden town line to the Bangor-Hermon town line; thence northerly along the Bangor-Hermon town line to the center line of Union Street; thence southeasterly in the center line of Union Street to the Interstate Route 95; thence easterly in the center line of Interstate 95 to the center of the Kenduskeag Stream; thence southerly along the center of the Kenduskeag Stream to the center line of Valley Avenue near Nelson Street at the boundary line of District Number Eighty-Three (One); thence generally southwestly along the boundary line of District Number Eighty-Three (One) to the point of beginning, 1 Representative;

District Number Eighty-Three (Three), consisting of that part of the City of Bangor described as follows: Beginning in the Bangor-Hermon town line at the center line of Union Street; thence southeasterly in the center line of Union Street to the center line of Interstate Route 95; thence northeasterly in the center line of Interstate Route 95 to the center line of Kenduskeag Avenue; thence northwesterly in the center line of Kenduskeag Avenue to the southeasterly corner of a lot of land now or formerly owned by Husson College, said lot being designated as lot No. 9 on a plan entitled "Husson College Land," dated June 16, 1975, recorded in Map File No. 467, Penobscot Registry of Deeds; thence generally easterly along the southerly boundary of said lot No. 9 to the northeast corner of said lot; thence generally northerly along the easterly boundary of said lot and lots No. 8, 7 and 5 on said plan to the center line of a 70' right-of-way located on the northerly boundary of said lot No. 5; thence along the center line of said right-of-way to the center line of Broadway; thence northerly in the center line of Broadway to the center line of Hudson Road; thence northerly and westerly in the center line of Hudson Road to the Bangor-Glenburn town line; thence westerly along the Bangor-Glenburn town line to the Bangor-Hermon town line; thence southerly in the Bangor-Hermon town line to the point of beginning, 1 Representative;

District Number Eighty-Three (Four), consisting of that part of the City of Bangor described as follows: Beginning in the center line of Interstate Route 95 at the center of the Kenduskeag Stream; thence southeasterly along the Kenduskeag Stream to the center line of Valley Avenue at the intersection with District Number Eighty-Four (One); thence generally southerly and easterly along the boundary line of District Number Eighty-Three (One); to the center line of Essex Street; thence northerly along the center line of Essex Street to the center line of Stillwater Avenue; thence northeasterly along the center line of Stillwater Avenue to the center line of Interstate Route 95; thence northeasterly along the center line of Interstate Route 95 to the Bangor-Veazie town line; thence northerly in the Bangor-Veazie town line to the Bangor-Orono town line; thence along the Bangor-Orono town line to the Bangor-Glenburn town line; thence westerly in the Bangor-Glenburn town line to the intersection of the District Number Eighty-Three (Three) boundary line; thence generally southerly and westerly along the District Eighty-Three (Three) boundary line to the point of beginning, 1 Representative;

District Number Eighty-Three (Five), consisting of all of that part of the City of Bangor not in Districts Number Eighty-Three (One), Eighty-Three (Two), Eighty-Three (Three) or Eighty-Three (Four), 1 Representative;

District Number Eighty-Four, consisting of the municipalities of Abbot, Atkinson, Dover-Foxcroft, Guilford and Sebec, 1 Representative;

District Number Eighty-Five, consisting of the municipalities of Barnard Plantation, Bowerbank, Brownville, Elliotsville Plantation, Greenville, Lakeview Plantation, Medford, Milo and Willimantic, and the unorganized territories of North Piscataquis County and Southeast Piscataquis County, 1 Representative;

District Number Eighty-Six, consisting of the municipalities of Blanchard, Kingsbury Plantation, Monson, Parkman, Sangerville, Shirley and Wellington in Piscataquis County, and the municipalities of Cambridge, Detroit, Harmony, Palmyra, Ripley and St. Albans in Somerset County, 1 Representative;

In the County of Sagadahoc, including the municipality of Brunswick in Cumberland County, where 6 Representatives shall be chosen—

District Number Eighty-Seven, consisting of the municipalities of Arrowsic, Bowdoin, Georgetown, Phippsburg, Richmond, Swan Island and Woolwich, 1 Representative;

District Number Eighty-Eight, consisting of the municipalities of Bowdoinham and Topsham, 1 Representative;

District Number Eighty-Nine, consisting of the municipality of West Bath, and that part of the city of Bath described as follows: Beginning at the intersection of old U.S. Highway #1 on the Bath-West Bath boundary; thence northeasterly along old U.S. Highway #1 to its intersection with Western Avenue; thence southeasterly along Western Avenue to its intersection with Richardson Street; thence easterly along Richardson Street to its intersection with High Street; thence southerly along High Street to its intersection with Bath Street; thence easterly along Bath Street to its intersection with Washington Street; thence northerly along Washington Street to its intersection with King Street; thence easterly along King Street to its intersection with Water Street; thence northerly along Water Street to Maine Central Railroad tracks; thence northwesterly along the railroad tracks to Washington Street; thence northerly along Washington Street to its intersection with Winter Street; thence westerly along Winter Street to its intersection with High Street; thence southerly along High Street to its intersection with Chestnut Street; thence westerly along Chestnut Street to its intersection with Lincoln Street; thence northwesterly along Lincoln Street to its intersection with North Street and Congress Avenue Extension; thence westerly along Congress Avenue Extension (formerly known as North Street) to a point where Congress Avenue Extension turns to the south; thence, however, continuing in the same general westerly direction to the Bath-West Bath boundary line; thence southeasterly along said Bath-West Bath boundary line to the point of beginning; together with that part of the town of Brunswick in Cumberland County lying east of the following described line: Beginning at the intersection of the Brunswick-Topsham boundary and the extension of a dirt road, said point being approximately 1400 feet east of the eastern end of Cow Island in Topsham; thence south along said dirt road to Route 24; thence west along Route 24 to the western boundary of the Brunswick Naval Air Station; thence to the south all along the western boundary of the Brunswick Naval Air Station and continuing along the most southerly boundary of said Brunswick Naval Air Station to the east until said boundary line reaches Princes Point Access Road at Buttermilk Cove; thence west and south along Princes Point Access Road to the Brunswick-Harpswell boundary, 1 Representative;

District Number Ninety, consisting of that part of the municipality of Bath not included in District Number Eighty-Nine, 1 Representative;

District Number Ninety-One (One), consisting of that part of the municipality of Brunswick described as follows: Beginning at the intersection of Maine Street and McKeen Street; thence westerly along McKeen Street to Church Road; thence southerly along Church Road to Greenwood Road; thence westerly on Greenwood Road across U.S. Route 1 to Durham Road to Interstate 95; thence northeasterly along Interstate 95 and along Interstate 95 exit leading east to unnamed stream; thence east on unnamed stream to Androscoggin River to unnamed stream which runs immediately north of Patricia Road to the Androscoggin River; thence easterly on Androscoggin River to a point in the river 1,400 feet southerly of Cow Island; thence southerly along unnamed dirt road lying westerly of the Central Maine Power Company easement to Bath Road; thence westerly along the Bath Road to westerly property line of United States Naval Air Station; thence south and west along United States Naval Air Station property line to its intersection with the Harpswell Road; thence northerly along the Harpswell Road to Bath Road crossing Bath Road northerly along Federal Street to School Street; thence west along School Street to Maine Street; thence southerly along Maine Street to the point of beginning, 1 Representative;

District Number Ninety-One (Two), consisting of all that part of the municipality of Brunswick not included in District Number Eighty-Nine and Ninety-One (One), 1 Representative;

District Number Ninety-Two, consisting of the municipalities of Canaan, Hartland and Pittsfield, 1 Representative;

District Number Ninety-Three, consisting of that part of the municipality of Skowhegan described as follows: Beginning at the point where the Norridgewock-Skowhegan town line intersects the Kennebec River; thence northeast on the Skowhegan town line to its intersection with the Wesserunsett Stream; thence south on the Stream to the Kennebec River; thence west on the river to a point adjacent to the extension of an unnamed road, which runs north from U.S. 201 and which is located 1500 feet up-stream from the intersection of the Wesserunsett Stream and Kennebec River; thence south along unnamed road to its intersection with Route 201; thence west along Route 201 to Bigelow Street; thence south on Bigelow Street and continuing along unnamed road to Main Street; thence along Main Street approximately 3500 feet to an unnamed road, intersecting from the west at utility pole #9/31; thence west on unnamed road to intersection of unnamed stream approximately 700 feet from Main Street; thence west on unnamed stream to the extension of an unnamed road approximately 2500 feet from the previous unnamed road; thence northwest on unnamed road to West Front Street; thence west on West Front Street to the Skowhegan-Norridgewock boundary; thence north along Skowhegan-Norridgewock boundary to point of beginning, 1 Representative;

District Number Ninety-Four, consisting of the municipality of Fairfield and that

part of the town of Skowhegan not included in District Number Ninety-Three, 1 Representative;

District Number Ninety-Five, consisting of the municipalities of Cornville, Madison and Norridgewock, 1 Representative;

District Number Ninety-Six, consisting of the municipalities of Athens, Bingham, Brighton, Caratunk Plantation, Dennistown Plantation, Embden, Highland Plantation, Jackman, Moose River, Moscow, New Portland, Pleasant Ridge Plantation, Solon, The Forks Plantation and West Forks Plantation, and the unorganized territories of Central Somerset County and North Somerset County, 1 Representative;

District Number Ninety-Seven, consisting of the municipalities of Anson, Mercer, Smithfield and Starks in Somerset County, and the municipality of Oakland in Kennebec County, 1 Representative;

In the County of Waldo, excluding, however, the municipalities of Belmont, Islesboro, Liberty, Lincolnville, Palermo and Searsmont, where 3 Representatives shall be chosen—

District Number Ninety-Eight, consisting of the municipalities of Belfast and Northport, 1 Representative;

District Number Ninety-Nine, consisting of the municipalities of Frankfort, Prospect, Searsport, Stockton Springs, Swanville and Winterport, 1 Representative;

District Number One Hundred, consisting of the municipalities of Brooks, Burnham, Freedom, Jackson, Knox, Monroe, Montville, Morrill, Thorndike, Troy, Unity and Waldo, 1 Representative;

In the County of Washington, including the unorganized territories of South Aroostook County and the municipalities of Amity, Bancroft, Cary Plantation, Glenwood, Haynesville, Macwahoc Plantation, Orient, Reed Plantation and Weston in Aroostook County, together with the unorganized territories of North Hancock County and the municipalities of Amherst, Aurora, Eastbrook, Franklin, Grand Pond Plantation, Mariaville, Osborn and Waltham in Hancock County, where 5 Representatives shall be chosen—

District Number One Hundred One, consisting of the unorganized territories of North Washington County, including Indian Township, and the municipalities of Alexander, Charlotte, Codyville Plantation, Cooper, Crawford, Danforth, Grand Lake Stream Plantation, Pembroke, Plantation No. 14, Plantation No. 21, Princeton, Robbinston, Talmadge, Topsfield, Vanceboro and Waite in Washington County, and the unorganized territories of South Aroostook County and the municipalities of Amity, Bancroft, Cary Plantation, Glenwood, Haynesville, Macwahoc Plantation, Orient, Reed Plantation and Weston in Aroostook County, 1 Representative;

District Number One Hundred Two, consisting of the municipality of Baileyville, Baring, Calais and Meddybemps, 1 Representative;

District Number One Hundred Three, consisting of the unorganized territories of East Central Washington County, including Pleasant Point-Indian Reservation, and the municipalities of Cutler, Dennysville, Eastport, Lubec, Northfield, Perry, Wesley and Whiting, 1 Representative;

District Number One Hundred Four, consisting of the municipalities of East Machias, Jonesboro, Jonesport, Machias, Machiasport, Marshfield, Roque Bluffs and Whitneyville, 1 Representative;

District Number One Hundred Five, consisting of the municipalities of Addison, Beals, Beddington, Centerville, Cherryfield, Columbia, Columbia Falls, Deblois, Harrington, Milbridge and Steuben in Washington County, and the unorganized territories of North Hancock County and the municipalities of Amherst, Aurora, Eastbrook, Franklin, Grand Pond Plantation, Mariaville, Osborn and Waltham in Hancock County, 1 Representative;

In the County of York, where 17 Representatives shall be chosen—

District Number One Hundred Six, consisting of the municipality of York and that part of the town of Kittery described as follows: Beginning at the intersection of Route 103 and an unnamed creek 0.22 miles northeast of the intersection of Route 103 and Cutts Island Lane; thence east and south along said unnamed creek into Chauncey Creek; thence west along Chauncey Creek to Pepperell Cove; thence south between Gerrish Island and Phillip Island; thence southwest through Pepperell Cove on a line running to the north of Gooseberry Island; thence west through Pepperell Cove and Portsmouth Harbor; thence north along Spruce Creek; thence east along Crocketts Brook to its intersection with Haley Road; thence east in a straight line to point of beginning, 1 Representative;

District Number One Hundred Seven, consisting of that part of the municipality of Kittery described as follows: Beginning at the intersection of the Maine-New Hampshire boundary and U.S. Highway I-95 (as said U.S. Highway I-95 was located in 1970); thence northeast along U.S. Highway I-95 to the intersection of U.S. Highway I-95 (as said U.S. Highway I-95 was located in 1970) and a brook which runs into Gerry Cove; thence east along said brook and Gerry Cove to Spruce Creek; thence south along Spruce Creek into Portsmouth Harbor and continuing south to the Maine-New Hampshire boundary; thence west along the Maine-New Hampshire boundary to the point of beginning; excepting, however, from this District the area of the Piscataqua River south of Seavey Island, 1 Representative;

District Number One Hundred Eight, consisting of the municipality of Eliot and that part of the town of Kittery not included in District Number One Hundred Six and District Number One Hundred Seven, 1 Representative;

District Number One Hundred Nine, consisting of the municipalities of Berwick and South Berwick, 1 Representative;

District Number One Hundred Ten, consisting of the municipalities of North Berwick and Wells, 1 Representative;

District Number One Hundred Eleven, consisting of the municipalities of Alfred and Kennebunk, 1 Representative;

District Number One Hundred Twelve, consisting of the municipalities of Acton, Lebanon and Shapleigh, and that part of the town of Sanford described as follows: Beginning at the intersection of Main Street and Deering Neighborhood Road; thence running south to the intersection of Bridge, Oak and Main Streets; thence northeast on Bridge Street to the intersection of State Highway 224 (Shaw's Ridge Road); thence southeast along 224 to the intersection of Shaw Road; thence south along Shaw Road to the intersection of River Street; thence north on River Street to the intersection of Wm. Oscar Emery Drive; thence south on Wm. Oscar Emery Drive to the intersection of Front Street; thence south on Front Street to the intersection of Main Street; thence northwest on Main Street to the intersection of North Street; thence south along North Street to the intersection of Grandview Avenue; thence west along Grandview Avenue to the intersection of Douglas Street; thence south on Douglas Street to the intersection of Hanson Ridge Road; thence northwest on Hanson Ridge Road to the intersection of Route 11A; thence northeast on Route 11A to a point where an abandoned Railroad grade crosses Route 11A; following the abandoned Railroad grade northwest and southwest to the intersection of Hanson Ridge Road; thence northwest on Hanson Ridge Road to intersection of Deering Neighborhood Road; thence northeast on Deering Neighborhood Road to the point of beginning, 1 Representative;

District Number One Hundred Thirteen (One), consisting of that part of the municipality of Sanford described as follows: Beginning at the intersection of Deering Neighborhood Road and Main Street; thence north on Main Street 1,100 feet to an intersection with unnamed road; thence 6/10 of a mile to Littlefield Road; thence east and south on Littlefield Road to Elm Street; thence southwest on Elm Street 500 feet to power line; thence south on power line to Beaver Hill Road; thence east on Beaver Hill Road to Cebung Road; thence north on Cebung Road to the Sanford-Alfred town line; thence southeast on the Sanford-Alfred town line to the Sanford-Kennebunk town line; thence southwest on the Sanford-Kennebunk town line to the Sanford-Wells town line which continues in a southeast direction to the Sanford-North Berwick town line; thence north on the Sanford-North Berwick town line to the Great Works River; thence north along the Great Works River to Old Mill Road; thence west on Old Mill Road to Twombly Road; thence north on Twombly Road to Great Works River; thence southeast on Great Works River to Old Mill Road; thence east on Old Mill Road to the intersection with Main Street and dirt road; thence east and north on dirt road to Mousam River; thence northwest on Mousam River to School Street; thence east on School Street to Rushton Street; thence northeast on Rushton Street to High Street; thence west on High Street to Washington Street; thence south on Washington

Street to Main Street; thence northwest on Maine Street to Pleasant Avenue; thence northeast on Pleasant Avenue to William Oscar Emery Drive; thence north on William Oscar Emery Drive to River Street; thence southeast on River Street to Shaw Road; thence north on Shaw Road to southerly end of intersection with Shaws Ridge Road; thence north on intersection with Shaws Ridge Road; thence northwest on Shaws Ridge Road crossing abandoned railroad grade to Pleasant Street; thence northwest on Pleasant Street to Bridge Street; thence southwest on Bridge Street to Main Street; thence northwest on Main Street to point of beginning, 1 Representative;

District Number One Hundred Thirteen (Two), consisting of all of that part of the municipality of Sanford not included in Districts Number One Hundred Twelve and One Hundred Thirteen (One), 1 Representative;

District Number One Hundred Fourteen, consisting of the municipalities of Arundel, Kennebunkport, Lyman and Waterboro, and that part of the city of Biddeford described as follows: being that part of the city of Biddeford east of the following described line: beginning at the intersection of the Biddeford-Saco boundary and the extension of the unnamed street terminating west of a rock jetty at the mouth of the Saco River; thence south along the unnamed street to Hills Beach Road; thence south along Hills Beach Road to the Old Pool Road; thence southerly along Old Pool Road to Newton Road; thence west along Newton Road to West Street; thence west along West Street to Guinea Road; thence south along Guinea Road to the Biddeford-Kennebunkport boundary, 1 Representative;

District Number One Hundred Fifteen (One), consisting of that part of the City of Biddeford described as follows: Beginning in the Biddeford-Arundel town line at the center line of Elm Street; thence northeasterly in the center line of Elm Street to the center line of Grayson Street, thence easterly in the center line of Grayson Street to the center of West Brook, also called Richardson Brook; thence northeasterly along the center of West Brook, also called Richardson Brook, to the center line of West Street; thence southeasterly in the center line of West Street to the center line of Marion Avenue; thence northerly in the center line of Marion Avenue to the center line of Williams Street; thence westerly in the center line of Williams Street to the center line of Granite Street; thence northerly in the center line of Granite Street to the center line of Hill Street; thence northerly in the center line of Hill Street to the center of the Saco River; thence easterly along the center of the Saco River to the Breakwater, said point being the boundary line for Legislative District Number One Hundred Fourteen; thence southerly and westerly along the District Number One Hundred Fourteen boundary line to the point of beginning, 1 Representative;

District Number One Hundred Fifteen (Two), consisting of that part of the City of Biddeford described as follows: Beginning in the center line of Hill Street and Main Street; thence southwesterly in the center line of Main Street to the center line of Alfred Street; thence southwesterly in the center line of Alfred Street to the center line of West Myrtle Street; thence westerly in the center line of West Myrtle Street to the center line of Graham Street; thence northerly in the center

line of Graham Street to the center line of Mason Street; thence westerly in the center line of Mason Street to the center line of Elm Street; thence southerly in the center line of Elm Street to the center line of Alfred Road; thence southwesterly in the center line of Alfred Road to the center line of the Maine Turnpike; thence southerly in the center line of the Maine Turnpike to the Biddeford-Arundel town line; thence easterly along the town line to Elm Street and the southwesterly corner of District Number One Hundred Fifteen (One); thence generally northerly along the District Number One Hundred Fifteen (One) boundary line to the point of beginning, 1 Representative;

District Number One Hundred Fifteen (Three), consisting of all of that part of the City of Biddeford not included in Districts Number One Hundred Fourteen, One Hundred Fifteen (One) and One Hundred Fifteen (Two), 1 Representative;

District Number One Hundred Sixteen, consisting of the municipalities of Cornish, Dayton, Hollis, Limerick, Limington, Newfield and Parsonsfield, 1 Representative;

District Number One Hundred Seventeen, consisting of the municipality of Old Orchard Beach and that part of the city of Saco described as follows: Beginning at the intersection of the Old Orchard Beach-Saco boundary and the Boston and Maine Railroad tracks; thence southwest along the Boston and Maine Railroad tracks to Ferry Road; thence east along Ferry Road to Ferry Lane; thence south along Ferry Lane to the Biddeford-Saco boundary in the Saco River; thence east along the Biddeford-Saco boundary to the Atlantic Ocean; thence northwest to the Old Orchard Beach-Saco boundary; thence west along said boundary line to the point of origin, 1 Representative;

District Number One Hundred Eighteen, consisting of the municipality of Buxton and that part of the city of Saco described as follows: Beginning at the intersection of the Saco-Scarborough boundary and Henry Road; thence south along Henry Road to Flag Pond Road; thence east along Flag Pond Road to Jenkins Road; thence south along Jenkins Road to Buxton Road; thence east along Buxton Road and North Street to Spring Street; thence south along Spring Street to Lincoln Street; thence west along Lincoln Street to the abandoned Boston and Maine Railroad tracks; thence south along the abandoned Boston and Maine Railroad tracks to the Saco-Biddeford boundary; thence west, north, and east along the Saco-Biddeford boundary to the point of beginning, 1 Representative;

District Number One Hundred Nineteen, consisting of that part of the city of Saco not included in District Number One Hundred Seventeen and District Number One Hundred Eighteen, 1 Representative.