

MAINE STATE LEGISLATURE

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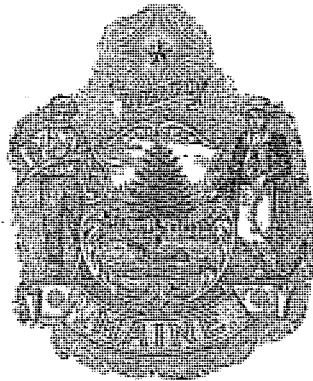
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CHAPTER 25.

State Highways.

Sec. 1. Objects of chapter. 1913, c. 130, § 1. The objects of this chapter are to establish a state highway commission; to provide for an interlocking system of state highways; to furnish state aid for important county and town highways; to provide for the continuous maintenance of all highways to the improvement of which the state has contributed or shall hereafter contribute; to provide for a bond issue, and for the equitable distribution of the proceeds of the same among the several counties.

Sec. 2. Rules of construction. 1913, c. 130, § 2. The rules of construction in section six of chapter one shall apply to this chapter. The word "maintenance" shall include the restoring of reconstructed and improved highways to their condition when improved and shall be applicable only to highways to the improvement of which the state has contributed or shall hereafter contribute, except as elsewhere herein provided. The word "commission" shall mean the state highway commission. The word "town" shall include cities, towns, organized plantations and unincorporated townships, except as herein otherwise indicated. The words "municipal officers" shall also include county commissioners having jurisdiction over highways in unincorporated townships. The word "valuation" shall mean the valuation last made by the board of state assessors. The word "section" shall refer to this chapter, until otherwise indicated.

Sec. 3. Appointment of commission; tenure; choice of chairman; attorney-general shall be attorney for commission; annual report. 1913, c. 130, §§ 3, 4, 34. The state highway commission as heretofore established shall consist of three members, appointed by the governor, with the advice and consent of the council, from time to time upon the expiration of the terms of the members now serving, for terms of three years. Vacancies occurring during a term shall be filled for the unexpired term. Upon the expiration of the term of the present chairman, the commission shall annually choose a chairman from its members, and in case of a failure to make such choice, the governor shall appoint the chairman. The attorney-general shall be attorney for the commission and shall without additional compensation give the commission such advice and service as it may from time to time require. The commission shall be furnished with suitable offices at the seat of government, and shall perform all the duties and may exercise all the powers expressly or impliedly given by this chapter. They shall make an annual report to the governor and council of their doings and the expenditures of their office, with such statement relative to the construction and maintenance of public highways and such recommendations as to the general policy of the state relative thereto as they consider appropriate. The report shall be transmitted to the secretary of state on or before the thirty-first day of December in each year.

Sec. 4. Chief engineer, appointment, tenure, duties, assistants. 1913, c. 130, § 5. The commission shall select and, with the approval of the

CHAP. 25

governor and council, appoint as chief engineer, a civil engineer having experience in and knowledge of highway construction, upon terms to be fixed from time to time by the commission subject to the approval of the governor and council. Said engineer shall hold office during the pleasure of the commission. He shall under the direction and control of the commission have general charge of the office, the records, and all construction and maintenance work, and may with the approval of the commission employ necessary clerical assistance. He may, with the approval of the commission, employ such other engineers, supervisors, assistants and help as he may deem necessary in the administration and execution of this chapter. All salaries for persons employed by the engineer shall be approved by the commission. All salaries and expenses contemplated by this section shall be paid from the fund for maintenance and administration.

Sec. 5. Highways shall be classified. 1913, c. 130, § 6. The commission shall cause charts and maps to be made showing the location and mileage of all highways in the state, and shall classify the highways of the state into three general classes, and may from time to time amend such classification namely: first, state highways, which shall mean a system of connected main highways throughout the state; second, state aid highways, which shall mean such highways not included in the system of state highways as shall be thoroughfares between principal settlements, or between settlements and their market or shipping point and in so far as practicable feeders to the state highways; third, third-class highways, which shall mean all other highways not included in the two classes above mentioned.

Sec. 6. Authority in general of the commission. 1913, c. 130, § 7. The commission may from time to time make and shall enforce rules and regulations relating to construction and maintenance of all state and state aid highways and relating to the manner of conducting all investigations and hearings and the administration of its office, powers and duties, subject to the provisions of this chapter; and shall direct the expenditure of all moneys for construction and maintenance of all state and state aid highways. The commission may from time to time purchase, lease or hire all machinery, tools, implements and property necessary for highway engineering and construction and for the administration and execution of its duties, and may contract for such labor, materials and property as it may deem necessary for the examination, building and construction of state and state aid highways. The commission may be consulted by and shall without charge advise municipal officers and road commissioners on the subject of construction and maintenance of public highways. On all state and state aid highways all guideposts shall be of such reasonable form, height and design as the commission shall designate. The commission may establish detour roads during construction or repair of state or state aid highways, and may authorize the expenditure of such sums as it deems necessary to make the same safe for travel. In all state and state aid highway construction and maintenance the commission shall have the powers of municipal officers conferred by section twenty-six of chapter twenty-two of the revised statutes relating to construction and maintenance of ditches and drains. The commission

shall whenever practicable give preference in employment to the inhabitants of the town in which such highways are located.

See c. 24, §§ 107, 113.

Note. May petition for abolishment of grade crossings, c. 24, § 34; may cause removal of trees, bushes and other encroachments obstructing view of railroad crossings, c. 24, § 111; may cause turf placed in ways to be removed, c. 24, § 112; also, advertising signs, c. 24, § 113; duties as to award of bridge contracts, c. 24, § 114; may grant permits for moving heavy vehicles and loads over highways and bridges, c. 26, § 13.

Sec. 7. State and state aid highways; expense of construction of state highways; hearing before designation thereof. 1913, c. 130, § 8. 1915, c. 237. The commission shall lay out, construct and maintain a system of state and state aid highways substantially as herein described, and the expense of constructing such state highways shall be borne wholly by the state, except as otherwise provided in section twenty-two. The commission shall be sole arbiter of the designation of the state and state aid highways, but shall, as to state highways, after reasonable notice by publication give all parties interested an opportunity to be heard thereon before commencing such construction. Except as provided in section twenty-two, the construction of state highways shall be paid for wholly from the proceeds of the state bond issue herein provided for, and the proceeds of the aggregate of such bonds shall be expended equitably among the various counties.

Sec. 8. Maintenance of state highways; maintenance of state highways already built. 1913, c. 130, § 9. State highways shall be continually maintained under the direction and control of the commission at the joint expense, as hereinafter provided, of the state and the town in which the same are located; the charge against such town for maintenance of its state highways shall be the actual cost of such maintenance but not exceeding an average of sixty dollars per mile per year, but the commission may in respect thereto grant to such towns such financial assistance as it deems advisable. The provisions of this section shall apply only to those state highways constructed and improved by the state under this chapter, and to such other portions of designated state highways, to the improvement of which the state has heretofore contributed, as the commission may hereafter indicate as taken over by it, and the commission shall as rapidly as it deems advisable so take over such highways for the purpose of maintenance as herein provided.

Sec. 9. Failure of town to pay its portion of maintenance. 1913, c. 130, § 10. If any town fails to pay, except as otherwise provided in this chapter, its portion of the cost of the maintenance of state and state aid highways on or before the first day of January of the following year, the same shall be collected and paid in the manner provided in section twenty-four and the amounts so collected from such town shall be added to the fund for maintenance and administration.

Sec. 10. Commission may let contracts for construction; procedure. 1913, c. 130, § 11. The commission shall have full power in the letting of all contracts for the construction of all state and state aid highways except as elsewhere herein otherwise provided. The commission shall make all surveys, plans, estimates, specifications and contracts for all proposed work, and shall, except as otherwise provided in this chapter, advertise for bids for the same in two or more public newspapers printed wholly or in part

CHAP. 25

in the state, also in one public newspaper printed wholly or in part in the county where the proposed work is to be done, if any such newspaper is so printed in such county; such advertisement shall state the place where the bidders may examine the plans and specifications, and the time and place where the bids for such work will be received by the commission. Each bidder must accompany his bid with a certified check, payable to the treasurer of state, for ten per cent of the amount of his bid as a guarantee that if the work is awarded to him he will contract with the commission for its due execution; such checks shall be returned to the respective unsuccessful bidders. The check of the successful bidder shall be returned to him upon the execution and delivery to the commission of his contract and his bond with sufficient sureties, in terms satisfactory to the commission for the due execution of such work. All bids so submitted shall be publicly opened, read and posted at the time and place stated in such advertisement. The commission shall have the right to reject any or all bids if in its opinion good cause exists therefor, but otherwise it shall award the contract to the lowest responsible bidder. Any town may submit bids for state and state aid highway construction within its limits, and shall be subject to all requirements prescribed for other contractors, except that no bond need be required of it. If all bids for work under this chapter are rejected, or if no bids are received, the commission may perform said work by any method which the governor and council approve. The commission shall have full power in all matters relating to the furnishing of bonds by the successful bidders for the completion of their work and fulfilling of their contracts, and for the protection of the state and town from all liability arising from damage or injury to persons or property. The commission after making surveys, plans and estimates for proposed construction of state aid highways in a town may when deemed by said commission advisable, make contracts with such town according to said survey and specifications and upon terms satisfactory to and under control of the commission without advertising said contracts for bids.

Sec. 11. Commission may purchase or take lands for highways and materials; procedure; commission may vacate lands taken; governor and council authorized to sell property acquired by purchase. 1913, c. 130, § 12. The commission may purchase, take over, and hold for the state as for public use such materials and land as may be necessary to provide a change of location or alignment of any state or state aid highway as herein designated, or to secure materials, including clay, gravel, sand and rock, with necessary ways and access thereto, for the improvement, construction, and maintenance of state and state aid highways under the provisions of this chapter. Whenever the commission determines that public exigency requires the taking of land as aforesaid, it shall cause the same to be surveyed and described and a plan thereof and said description to be recorded in the registry of deeds for the county or registry district where the same is located, and notice thereof shall be given in some newspaper, if any, published wholly or in part in said county. If the commission is unable to purchase such material or land with necessary ways and access thereto at what it deems a reasonable valuation, the county commissioners of the

county wherein such material or land is located shall, on petition of the commission or interested parties, ascertain and determine the damages in the same manner as provided by statute for land taken for highway purposes, and all parties aggrieved by the estimate of damage shall have like remedies as provided by statute for appraisal of damages for land taken by towns for highway purposes, and such damages shall be paid by the treasurer of state, from the appropriate funds provided under this chapter. The commission may vacate any land or part thereof or rights in land which have been taken or acquired for highway purposes under the provisions hereof, by executing and recording a deed thereof, and such action shall revert the title to the lands or rights so vacated in the persons, their heirs and assigns, in whom it was vested at the time of the taking, and the value at the time of vacation may be pleaded in mitigation of damages in any proceedings therefor on account of such taking. The governor and council on recommendation of the commission may sell and convey on behalf of the state the interests of the state in property acquired by purchase under this section and deemed no longer necessary for the purposes hereof, and the proceeds of such sale shall so far as practicable be credited to the fund from which such purchase was originally made.

See c. 24, § 8.

Sec. 12. No part of bond issue funds to be used in compact portions of towns. 1913, c. 130, § 13. No funds for construction derived from any bond issue shall be expended on any highway within the compact portions of any town, except in towns of less than twenty-five hundred inhabitants, such compact portions to be determined by the commission. All state highways within such compact portions shall be maintained in good repair by the town wherein the same are located at the expense of the town and whenever any town shall neglect so to maintain within fourteen days after notice given its municipal officers by the commission, the commission may proceed to make necessary repairs to such way, which shall be paid for by the state and the cost thereof shall be collected and paid as provided in section twenty-four; and the amounts so collected from such towns shall be added to the fund for maintenance and administration. The commission may in respect thereto grant such towns such financial assistance as it deems advisable.

Sec. 13. Authority as to location and alteration of state or state aid highways; proceedings for assessment of damages. 1913, c. 130, § 14. 1915, c. 300. The commission may alter, widen or change the grade of any state or state aid highway whenever in its judgment the public exigency may require, and may lay out, establish and open a new highway as a state or state aid highway. It may also discontinue a highway as a state or state aid highway and the same shall be thereafter maintained by the town or county originally liable therefor except as herein otherwise provided. Whenever the commission shall alter, widen or change the grade of any state or state aid highway as herein provided, to the injury of an owner of adjoining land, he may within six months apply in writing to the commission setting forth the injury complained of and the damages claimed therefor; the commission shall view such way and assess the dam-

CHAP. 25

ages if any, that have been occasioned thereby, to be apportioned by the commission as law and justice may require and to be paid accordingly; any person aggrieved by said assessment may have the damages determined on complaint to the supreme judicial court. The proceedings on said complaint shall be as described in section eight of chapter twenty-four. The said complaint shall be filed at the term of the supreme judicial court next to be held within the county where the land is situated, after sixty days from the date of assessment of damages by the commission. Whenever the commission shall lay out, establish and open a new highway as a state or state aid highway, it shall first fix or award the damages sustained by the owner of any land through which said highway passes, and any person aggrieved by such award may have the damages determined as hereinbefore provided in cases of altering, widening or changing of grade.

Sec. 14. When one commissioner may hold hearings. 1913, c. 130, § 15. By consent of all parties in interest any investigation, inquiry or hearing which the commission is authorized to hold may be held by a single member of the commission, and his finding, when approved by the commission and so shown on its records shall be deemed to be the finding of the commission.

Sec. 15. Certain provisions may be enforced by commission; towns not relieved from obligations relating to snow blockade. 1913, c. 130, § 16. The provisions of section fourteen of chapter sixty and of sections one hundred and sixteen to one hundred and twenty-five, both inclusive, of chapter twenty-four, relating to the repair of streets dug into, may be enforced by the commission wherever state or state aid highways are affected. No town in which a state or state aid highway lies shall be relieved from any obligations of statute relating to ways blocked or encumbered with snow, anything to the contrary elsewhere in this chapter notwithstanding.

Sec. 16. Practicable systems of public ways shall be designated as state aid highways. 1913, c. 130, § 17. Municipal officers shall designate such practicable systems of public ways within their jurisdiction as will best serve outlying communities, connect adjoining towns and villages, and facilitate travel in reaching markets, railroad connections and state roads; due consideration being given to cost as well as distance and volume of travel. A suitable description of each such way shall be thereupon presented to the commission for its approval, and upon the same being approved and accepted by the commission said way shall be established and known as a state aid highway. Twenty or more voters in any such town by written petition, presented within thirty days after the description of such way has been filed with the commission shall have the right to be heard on the acceptance thereof; and the commission may accept or reject any part or all of such way and impose terms in respect thereto.

Sec. 17. Maintenance of state aid highways. 1913, c. 130, § 18. State aid highways shall be continually maintained under the direction and control of the commission at the joint expense of the state and town in which the same are located; the charge against such town for maintenance of its state aid highways shall not exceed fifty per cent of the actual cost of such maintenance nor an average of thirty dollars per mile per year. The pro-

visions of this section shall apply only to those state aid highways constructed and improved by the state under this chapter, and to such other portions of designated state aid highways, to the improvement of which the state has heretofore contributed, as the commission may hereafter indicate as taken over by it, and the commission shall as rapidly as it deems advisable so take over such highways for the purpose of maintenance as herein provided.

Sec. 18. Appropriations by towns desiring state aid. 1913, c. 130, § 19. If any town desires state aid as provided by this chapter, for the building or permanent improvement of one or more of its state aid highways, such town may raise and appropriate in addition to the amounts regularly raised and appropriated for the care of ways, highways and bridges the following amounts on account of which state aid shall be paid:

Towns having a valuation of two hundred thousand dollars or less may appropriate any amount not exceeding three hundred dollars; towns having a valuation of over two hundred thousand dollars and not over eight hundred thousand dollars may appropriate any amount not exceeding five hundred thirty-three dollars; towns having a valuation of over eight hundred thousand dollars and not over one million dollars may appropriate an amount not exceeding six hundred dollars; and towns having a valuation of over one million dollars and not over three million dollars may appropriate in addition to the sum of six hundred dollars an additional sum of sixty-six dollars for each two hundred thousand dollars or fraction thereof valuation in excess of one million; towns having a valuation of over three million dollars and not over four million dollars may appropriate not exceeding one thousand three hundred and thirty-three dollars; and towns having a valuation of over four million dollars may appropriate in addition to the sum of one thousand three hundred and thirty-three dollars an additional sum not exceeding one hundred and thirty-three dollars for each additional one million dollars of additional valuation.

Sec. 19. Municipal officers shall annually file suggestions for improvement of highways; report of recommendations by commission submitted to voters of the towns. 1913, c. 130, § 20. Annually between the fifteenth day of July and the fifteenth day of August in each year, municipal officers shall prepare and file with the commission suggestions for the improvement during the next calendar year of state aid highways located in each town accompanied by plans so far as practicable, setting forth the location of the highway and the nature of the improvement desired. The commission shall examine and report thereon with its recommendations to such municipal officers on or before the twentieth day of February following. Such report shall be submitted to the voters of such towns at the next regular meeting of such town. The municipal officers shall insert in the warrant for each annual town meeting an article calling upon the voters to vote "yes" or "no" on the question of the appropriation of money necessary to entitle the town to state aid for state aid highways for that year. If any such town then appropriates money for work contemplated in such report, and for the purpose of securing state aid as provided in this chapter, the municipal officers shall forthwith notify the commission of the

CHAP. 25

amount so appropriated. The commission shall thereupon finally approve, change or disapprove such action, in whole or in part, as the appropriation and conditions require, and shall notify the municipal officers of its action. This section shall not prohibit towns from voting to do either more or less highway improvement than that contemplated in such report or from making any appropriation under the terms of this chapter. Towns failing to comply with the provisions hereof shall not be entitled to state aid for the year when such state aid otherwise would be available under this section.

Sec. 20. Apportionment to each town. 1913, c. 130, § 21. The commission, from the fund for state aid construction provided by this chapter, shall to each town which has conformed to the provisions of sections eighteen and nineteen, for each dollar so appropriated, apportion the following amounts: to each town having a valuation of two hundred thousand dollars or less, two dollars for each dollar appropriated by said town; to each town having a valuation over two hundred thousand dollars and not over one million dollars, one dollar for each dollar appropriated by said town; to each town having a valuation of over one million dollars and not over one million two hundred thousand dollars, ninety-two cents for each dollar appropriated by said town; to each town having a valuation of over one million two hundred thousand dollars and not over one million four hundred thousand dollars, eighty-five cents for each dollar appropriated by said town; to each town having a valuation of over one million four hundred thousand dollars and not over one million six hundred thousand dollars, eighty cents for each dollar appropriated by said town; and to each town having a valuation of over one million six hundred thousand dollars, seventy-five cents for each dollar so appropriated by said town. The money appropriated by towns applying for state aid as hereinbefore provided with the amount apportioned by the commission as hereinbefore provided shall constitute a joint fund for the construction and permanent improvement of the state aid highways in such towns.

Sec. 21. Increase of state aid provided for in certain cases. 1913, c. 130, § 22. If any town shall in any single year, prior to the year nineteen hundred twenty, increase its appropriation for state aid roads to an amount not exceeding five times the maximum amount which it may annually appropriate under section eighteen, the commission may, from any balance of said fund for state aid construction, after the appropriations contemplated in section twenty, and subject to the provisions of section twenty-three as to apportionment, appropriate a like increase of state aid together with an additional sum equal to twenty-five per cent of such increase of state aid; but such appropriation shall not deprive the town of its right to the regular annual state aid in other years; the appropriations contemplated by this section shall be united with and become a part of the joint fund referred to in section twenty.

Sec. 22. Commission shall decide where joint fund is to be applied. 1913, c. 130, § 23. If any town desires that the whole or any portion of said joint fund shall be applied to the construction of a designated state highway within its boundaries, the same may be so applied at the discretion of the commission; but such portion of the state highway constructed in

such manner shall still be subject to all the provisions of this chapter relating to state highways.

Sec. 23. Pro rata reduction of fund for state aid construction when necessary. 1913, c. 130, § 24. If the commission finds that in any year the aggregate appropriations contemplated to be made by it under the provisions of section twenty exceed the amount available therefor in the said fund for state aid construction, the commission shall make a pro rata reduction of the several amounts appropriated by the towns so that the aggregate of the same shall be proportioned to the amount available from said fund as set forth in said section twenty, and thereupon the commission shall notify the municipal officers of each town thereby affected and the appropriation to be raised by such town shall be thereby accordingly reduced.

Sec. 24. Towns shall pay their shares of joint fund to treasurer of state. 1913, c. 130, § 25. Payments by towns of their shares of the joint fund herein provided shall be made forthwith to the treasurer of state on requisition by the commission as the work progresses. If any town shall fail to pay its share as above provided, the amounts payable by such town to the state under this chapter shall be certified by the commission to the state auditor, who if he finds the amount correct shall certify it to the treasurer of state, and unless sooner paid it shall be collected and paid in the same manner as any state tax against such town, with interest at six per cent per year from the date of the auditor's certification to the treasurer of state.

See c. 10, § 89; c. 11, § 4.

Sec. 25. Commission shall provide system of patrol. 1913, c. 130, § 26. The commission shall provide for a system of patrol for all state highways to which section eight may apply and for all state aid highways to which section seventeen may apply so that all sections of such highways may be effectually and economically preserved and maintained.

Sec. 26. Regular patrolman shall be employed to perform maintenance work. 1915, c. 272, § 1. Every town in which the state highway commission, acting under the provisions of section eight, or section seventeen of this chapter, supervises the maintenance of any state or state aid highway, shall cooperate with the said state highway commission in the employment of a regular road patrolman to perform maintenance work in addition to that upon the state highway or the state aid highway, upon such mileage of road as shall be mutually agreed upon by the municipal officers of the town and the state highway commission.

Sec. 27. Towns shall pay annually a sum equal to the average amount appropriated for mile of road; expenditure shall be directed by the highway commission. 1915, c. 272, § 2. For each mile of road so maintained the municipal officers of such towns as come within the provisions of the preceding section may for the purposes therein set forth, and they shall annually pay into the state treasury, prior to September first of the year in which the work is done, from the town's appropriation for roads and bridges, a sum which shall equal the average amount per mile of road, raised by the town for the support of highways. This amount shall be not less than thirty dollars per mile nor more than sixty dollars per mile.

CHAP. 25

It shall be added to such maintenance fund as may be provided under sections eight or seventeen of this chapter, and its expenditure shall be directed and administered by the state highway commission. In computing the average amount per mile of road, raised by the town, the mileage of road heretofore improved wholly by the state or by joint expenditure of state and town funds shall be deducted from the total mileage of roads in the town. If any town shall fail to pay its share as above provided, the amounts payable by such town to the state under this section and the preceding section shall be certified by the commission to the state auditor, who if he finds the amount correct shall certify it to the treasurer of state, and unless sooner paid it shall be collected and paid in the same manner as any state tax against such town with interest at six per cent per annum from the date of the auditor's certification to the treasurer of state.

Sec. 28. State highway commission shall make yearly returns. 1915, c. 272, § 3. The state highway commission shall make return each year to the municipal officers of each town coming within the provisions of the two preceding sections of the maintenance work performed in such town under the provisions thereof.

Sec. 29. State liable for damages for defects in state and state aid highways, in certain cases. 1913, c. 130, § 27. The state shall be liable to towns and counties for any judgment recovered in any action against such town or county under the provisions of sections ninety-two to ninety-six, both inclusive, of chapter twenty-four, but only when pertaining to those state and state aid highways to the improvement of which the state has contributed; or to which sections eight or seventeen may apply; provided, however, that within twenty-four hours after any of the various officials mentioned in said section ninety-two first has notice of such defect or want of repair or sufficient railing such officials shall give written notice thereof to some member of the commission; provided also that within ten days after any of the various officials mentioned in said section ninety-two first has notice of any injury to any person such officials shall give written notice thereof to some member of the commission; provided also, that the state shall not be liable for any injury sustained upon the sidewalk of any such state or state aid highway or sustained during the construction of such state or state aid highway within its limits; provided also, that the state shall not be liable for any injury under this section in an amount exceeding four thousand dollars; provided also that any sums recoverable under section ninety-seven of chapter twenty-four shall be deducted from the judgment against such town or county in determining the liability of the state under this section. The commission may appear and take upon itself the defense of any action affecting the liability of the state under this section.

Sec. 30. Treasurer of state authorized to issue bonds. 1913, c. 130, § 28. The treasurer of state may under the direction of the governor and council, issue from time to time serial coupon bonds in the name and behalf of the state not exceeding two million dollars in amount outstanding at any one time, payable at the state treasury within forty-one years from the date of issue at a rate of interest not exceeding four per cent per annum, interest

payable semi-annually and signed by the treasurer of state, countersigned by the governor and attested by the state auditor with the seal of the state affixed. The coupons attached to said bonds shall bear the facsimile of the signature of the treasurer of state instead of his original signature; and such bonds and coupons shall be of such form and upon such terms and conditions not inconsistent herewith as the governor and council shall direct. Said bonds and the proceeds thereof shall be designated as the state highway loan and shall be deemed a pledge of the faith and credit of the state.

Sec. 31. State auditor shall keep account of bonds. 1913, c. 130, § 29. The state auditor shall keep an account of such bonds showing the number and amount of each, the date of countersigning, the date when payable, and the date of delivery thereof to the treasurer of state, who shall keep an account of each bond, showing the number thereof, the name of the person to whom sold, the amount received for the same, the date of sale, and the date when payable.

Sec. 32. Sale of bonds; limitation. 1913, c. 130, § 30. The treasurer of state may negotiate the sale of such bonds by direction of the governor and council, but the amount of such bonds originally issued in any one year shall not exceed the sum of five hundred thousand dollars; none of such bonds shall be sold for less than its par value, nor shall any such bond be loaned, pledged, or hypothecated in behalf of the state. The proceeds of the sales of such bonds shall be held by the treasurer of state and paid by him upon warrants drawn by the governor and council for the purposes of this chapter. The commission, with the approval of the governor and council, shall divide the expenditure of the money raised from the sales of such bonds in such manner as will carry into effect the provisions of this chapter and conform to the constitution of the state; and so much thereof as may be necessary to carry out the provisions of this chapter is hereby appropriated.

Sec. 33: Fees received for automobile licenses appropriated. 1913, c. 130, § 31. All fees received by the treasurer of state under section thirty-five of chapter twenty-six shall be appropriated and used in the following order, namely: first, to pay interest due on all bonds issued under this chapter; second, to create such fund to meet maturing bonds as the governor and council may deem necessary; third, to apply the balance to the fund for maintenance and administration as hereinafter provided.

Sec. 34. Appropriations fixed for state aid. 1913, c. 130, § 32. To provide funds for the construction of state aid highways there shall be appropriated annually the sum of three hundred thousand dollars, to be known as the fund for state aid construction, which fund shall be used exclusively for the construction of state aid highways as herein provided, except that on the thirty-first day of December in each year any balance of said fund unexpended or not required by virtue of any contract under this chapter shall be added to said fund for maintenance and administration.

Sec. 35. Appropriation for administration of office of commission. 1913, c. 130, § 33. To provide funds for the administration of the office and duties of the commission and for all expenditures, salaries and expense

CHAP. 26

incident thereto as provided in this chapter, and for the maintenance of all state and state aid highways as herein provided, there shall be appropriated the sum of fifty thousand dollars annually. This fund shall be known as the maintenance and administration fund and to it shall be added from time to time the amounts provided for under sections nine, twelve, thirty-three and thirty-four, and any unexpended balance of this fund at the end of any year shall be added to this fund for the next year.

CHAPTER 26.

Law of the Road. Registration of Motor Vehicles.

Law of the Road.

Sec. 1. Definitions. R. S. c. 24, § 1. As used in this chapter, the word "way" includes all kinds of public ways. And the word "team" all kinds of conveyances on such ways for persons and for property.

See c. 1, § 6, ¶ 6; c. 24, § 99.

Sec. 2. Travelers to turn to right; if unable to turn, must stop. R. S. c. 24, § 2. When persons traveling with a team are approaching to meet on a way, they shall seasonably turn to the right of the middle of the traveled part of it, so far that they can pass each other without interference. When it is unsafe, or difficult on account of weight of load to do so, a person about to be met or overtaken, if requested, shall stop a reasonable time, at a convenient place, to enable the other to pass.

11 Me. 339; 25 Me. 46; 66 Me. 376; 71 Me. 347; 98 Me. 73.

Sec. 3. If stationary, or moving slowly, must allow others to pass. R. S. c. 24, § 3. When a person with a team is stationary, or traveling slowly on a way at a place unsafe or inconvenient for passing him with a team, he shall, if requested, drive to the right or left, or stop a reasonable time at a convenient place, to allow the other to pass.

25 Me. 46; 71 Me. 347.

Sec. 4. Teams must not obstruct passage. R. S. c. 24, § 4. No person shall leave his team stationary on a way so as to obstruct the free passage of other teams; or allow his team to be on a way without a driver.

Sec. 5. Bells. R. S. c. 24, § 5. Three or more bells must be fastened to one of the foremost horses drawing teams on snow without wheels.

Sec. 6. Damage to party injured; penalty. R. S. c. 24, § 6. Any person injured by violation of either of the previous sections, may recover damages in an action on the case, commenced within one year. Such violator forfeits not less than one, nor more than twenty dollars, to be recovered on complaint made within sixty days.

Sec. 7. Travel on bridges regulated. R. S. c. 24, § 13. No team shall travel faster than a walk on a bridge erected wholly or partly by the state, or on any bridge covered with plank and fifty feet long composing part of a way, or on any bridge owned by a corporation, if a board with the words "Three dollars fine for riding or driving on this bridge faster than