

# MAINE STATE LEGISLATURE

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ACTS AND RESOLVES  
AS PASSED BY THE  
Ninetieth and Ninety-first  
Legislatures  
OF THE  
STATE OF MAINE  
From April 26, 1941 to April 9, 1943  
AND MISCELLANEOUS STATE PAPERS

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Published by the Revisor of Statutes in accordance  
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AUGUSTA, MAINE  
1943

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Executive Orders

in re

Civilian Defense

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STATE OF MAINE  
EXECUTIVE DEPARTMENT  
Augusta

**Executive Order—No. 10**

Whereas, in the interest of conservation of rubber, gasoline and automotive equipment, the President of the United States has requested that all State governments establish a maximum speed limit of forty miles per hour on public highways within their boundaries; and

Whereas, neighboring States have cooperated with the Federal government in so doing; and

Whereas, it is necessary in order to provide for the security, health and welfare of the people of the State, including the Civilian Defense of the State, and to cooperate with the Federal government and with other State governments to carry out the provisions of Chapter 305, Public Laws of 1941, approved January 21, 1942, that a maximum speed limit of forty miles per hour be instituted upon the public highways of this State;

Now, therefore, I, Sumner Sewall, by virtue of the authority vested in me by Chapter 305, Public Laws of 1941, do hereby promulgate the following rule and regulation:

The operation of any vehicle on any public highway, street, or way in the State of Maine, at a speed in excess of forty miles per hour is deemed to be at a speed that is greater than is reasonable and proper under conditions now existing, having due regard for the provisions of R. S. 1930, Chapter 29, Section 69 (a), and is, therefore, hereby prohibited.

SUMNER SEWALL,  
Governor of Maine.

April 23, 1942.

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STATE OF MAINE  
EXECUTIVE DEPARTMENT  
Augusta

**Executive Order—No. 11**

Whereas, under authority of Presidential Executive Order No. 9066, the Commanding General, Eastern Defense Command, United States Army, has declared Maine to be a part of a military area and has issued regulations governing the control of seacoast lighting in Maine; and

Whereas, the regulations governing the control of seacoast lighting,

dated May 2, 1942, have been received by the Governor from Headquarters, First Corps Area; and

Whereas, under authority of Section 1, Chapter 305, of the Public Laws of 1941, approved January 21, 1942, and entitled "AN ACT to Create the Maine Civilian Defense Corps and Provide for the Safety of the State in Time of War," the Governor is empowered and directed to cooperate with the Federal government and to provide for the security, health, and welfare of the people of the State of Maine;

Now, therefore, I, Sumner Sewall, Governor of the State of Maine, do promulgate the following rules and regulations to have the force and effect of law forthwith:—

1. The term "coastline" in these regulations means the natural shores of the mainland and islands of Maine, including all bays, harbors, coves, estuaries, and indentations except in the following cases, where the coastline shall be an artificial line as defined below:

(1) All rivers in Maine—the line of the bridge nearest the sea, except where such bridge is more than three miles inland from the actual or artificial coast line.

(2) Passamaquoddy Bay—a line extending eastward through Lubec, Maine to Canadian territory and waters.

(3) Machias Bay, Maine — an east and west line extending through Buck's Harbor.

(4) Englishman and Chandler Bays, Maine—a line extending from Shoppee Point in a straight line through the north tip of Squire Point on Roque Island prolonged to the west shore of Chandler Bay.

(5) Pleasant and Narraguagus Bays, Maine—a line extending from the town of South Addison on Moose Neck to the town of Wyman.

(6) Pigeon Hill, Dyer and Gouldsboro Bays, Maine—a line joining the southern extremities of Bois Bubert Island, Petit Manan Point, Dyer's Neck and the town of Corea.

(7) Frenchman Bay, Maine—a line extending from the town of Winter Harbor to the town of Bar Harbor.

(8) Blue Hill and Jericho Bays, Maine—a line extending from Bass Harbor Head Light on Mt. Desert Island to the town of Stonington.

(9) East Penobscot Bay, Maine—a line extending from the town of Stonington to Mullen Head, North Haven Island.

(10) West Penobscot Bay, Maine—a line extending from Standin Point, North Haven Island, to Owls Head Light.

(11) Waters between West Penobscot Bay and Muscongus Sound,

Maine—a line extending from Marshal Point Light around southern ends of Hooper, Otter and Muscongus Islands prolonged to Pemaquid Neck.

(12) Waters between Pemaquid Neck and the town of Yarmouth, Maine—a line extending from Pemaquid Beach through towers at Boothbay Harbor and West Southport to Parker Head; thence through Cundy Harbor, the towns of Orrs Island and West Harpswell to the town of Yarmouth.

2. Lights that shine directly seaward.

a. All lights of every nature located to the seaward of the coastline as defined in paragraph 1 above and all lights of every nature located within three miles of the coastline as defined in paragraph 1 above shall be shaded or shielded by such means as will prevent such lights from forming a part of illumination capable of silhouetting a ship at sea. Inside lighting shall be so regulated as not to shine directly on the inside of the window shade or screen.

b. In addition to the general provisions of paragraph 2 a above the following specific measures shall be taken in the same area:

(1) All display and advertising signs and lights which shine to seaward shall be extinguished.

(2) All highway lights along the shoreline, including those on streets perpendicular to the shoreline, which are visible from the seaward shall be extinguished permanently or screened effectively.

(3) The lighting of all shop windows and amusement places shall be so regulated that no direct lighting is visible from seaward and shall be so shielded as to prevent skyglow.

(4) All exterior lights such as porch lights, theater lights, and other similar outside lights visible from seaward shall be extinguished.

(5) Vehicles moving where lights are visible from seaward shall be driven at reduced speed and with a minimum of lighting compatible with safety.

(6) Parked vehicles shall use no lights.

(7) Railroad trains when standing or proceeding where their lights are visible to seaward shall have all curtains, including cab curtains on engines, pulled down on the seaward side; shall have all lights extinguished in cars not equipped with curtains; and shall dim engine headlights.

3. Lights which add to the skyglow in the following areas: This paragraph applies to the following:

a. All amusement resorts and parks and places of similar nature within the area specified in paragraph 2 a above.

- b. (1) The cities of Portland and South Portland, Maine.
- (2) The cities of Biddeford and Saco, Maine.
- (3) The town of Kittery, Maine.

c. The locations and communities specified in paragraph 3 a and b above, shall be governed by the following rules in addition to the rules stated in paragraph 2 above:

- (1) All advertising and display signs and lights shall be extinguished.
  - (2) All display lighting in shop and store windows shall be reduced to the maximum extent consistent with protection from burglary.
  - (3) All outside lights, excluding street lights, and all skylights which throw direct lights to skyward shall be either extinguished or effectively shielded.
  - (4) All street lights shall be shielded from skyward progressively as funds and materials for this work can be obtained. Wattage of unshielded street lights shall be reduced where practicable. All unshielded street lights which are found to be unnecessary for public safety shall be extinguished.
4. These regulations apply to all plants not government owned or operated, whether or not those plants are engaged in war production.
  5. Installations and establishments owned or operated by the Federal Government are excluded from these regulations.

SUMNER SEWALL,  
Governor of Maine.

May 5, 1942.

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STATE OF MAINE  
EXECUTIVE DEPARTMENT  
Augusta

**Executive Order—No. 12**

Whereas, under the authority of Section 1, Chapter 305, of the Public Laws of 1941, approved January 21, 1942, the Governor is empowered and directed to provide for the security, health, and welfare of the people of the state, including the civilian defense of the state, and

Whereas, the proper coordination of the several law enforcement groups with the civilian defense organization is a necessary and essential part of the organization of the people of the state,