

MAINE STATE LEGISLATURE

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STATE OF MAINE
HOUSE OF REPRESENTATIVES
106TH LEGISLATURE
FIRST SPECIAL SESSION

HOUSE AMENDMENT " B " to H. P. 1844, L. D. 2351, Bill, "AN ACT
to Apportion the House of Representatives."

Amend said Bill by striking out all of the 2nd paragraph of
section 1 and inserting in place thereof the following:

'The County of Androscoggin shall choose 14 Representatives
to be apportioned as follows: The Towns of Greene and

Sabattus and, in the City of Lewiston an area formed by
a boundary beginning at Lewiston/Lisbon town line with
Route 196, then westerly on Route 196 to North Lisbon
Road, then westerly to Route 196, then westerly to Pleasant
Street, proceeding northwesterly to Mitchell Street, then
northeasterly to Webster Street, then southeasterly to Pond
Road, then northeasterly to Randall Road, then northwesterly
to Route 126, then easterly to Lewiston/Sabattus town line,
then following to Lewiston town line southerly to point of
origin, 1 Representative;

That portion of the
city of Lewiston contained within a boundary which
begins at the intersection of the Lewiston/Lisbon line and
the Androscoggin River, then northerly on Androscoggin River
to the Lincoln Street Bridge, then northwesterly becoming
Lincoln Street to Locust Street, then northeasterly to
Canal Street, then northerly to Cedar Street, then northeasterly
to Lisbon Street, then southerly to Birch, then easterly to
Knox Street, then southerly to Willow Street, then easterly

to Bartlett Street, then southeasterly to Androscoggin Avenue,
then southwesterly to Lisbon Street (Route 196), then
southwesterly to Baird Avenue, proceeding northeasterly
to Biron Avenue, then northwesterly becoming 3rd Street,
to Webber Avenue, then northeasterly to Webster Street,
then southeasterly to Mitchell Street, proceeding south-
westerly to Pleasant Street, then southeasterly to Lisbon
Street (Route 196), then southeasterly to Lisbon Road, then
easterly and southeasterly to Lisbon Street (Route 196),
proceeding southeasterly to Lewiston city line, southerly
to point of origin, 1 Representative; that portion of the City

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of Lewiston contained within a boundary which begins at the intersection of Lisbon Street with Baird Avenue, then northwesterly on Lisbon Street to Androscoggin Avenue, then northeasterly to Bartlett Street, proceeding northwesterly to Willow Street, then westerly to Knox Street, proceeding northwesterly to Birch Street, then southwesterly to Lisbon Street, then northerly to Chestnut Street, then easterly becoming Walnut Street to Webster Street, proceeding southeasterly to Webber Avenue, then southerly to Third Street, then southeasterly becoming Biron Avenue to Baird Avenue, then southwestwesterly to point of origin, 1 Representative; that portion of the

city of Lewiston contained within a boundary which begins at the intersection of the Androscoggin River and a line extended from the western end of Lowell Street, including all of Chapel Street Alley, then easterly on Lowell Street to Hammond Street, proceeding southerly to Main Street, then northerly to Union Street, proceeding easterly to Oak Street, then northerly to Holland Street, proceeding southeasterly to Nichols Street, then southwestwesterly to Sabattus Street, proceeding easterly to Webster Street, proceeding southeasterly to Walnut Street, then westerly becoming Chestnut Street, to Lisbon Street, then southerly to Cedar Street, then westerly to Canal Street, then southerly to Locust Street, proceeding southwestwesterly to Lincoln Street, proceeding southeasterly to Lincoln Street bridge at Androscoggin River, then northerly on Androscoggin River to point of origin, 1 Representative; that portion of the

city of Lewiston contained within a boundary which begins at the intersection of Webber Avenue and Webster Street, then northwesterly on Webster Street to Sabattus Street, then easterly to Vale Street, proceeding northwesterly to College Avenue, then northeasterly to Russell Street, then southeasterly to Bardwell Street, proceeding northwesterly to Pettingill Street, then southeasterly to Central Avenue, then northeasterly to Montello Street, then easterly and southeasterly to Greene Road, Sabattus Street, then westerly to Farwell Street, then southwestwesterly to Warren Avenue, proceeding southeasterly to Webber Avenue, then southwestwesterly to point of origin, 1 Representative;

that portion of the City

of Lewiston contained within a boundary which begins at the intersection of Sabattus Street (Route 126) and the Lewiston/Sabattus town line, then westerly on Sabattus Street (Route 126) to Randall Road, then southerly to Pond Road, then southwestwesterly to Webster Street then northwesterly to Webber Avenue, then northeasterly to Warren Avenue, then northwesterly to Farwell Street, then northeasterly to Sabattus Street, then easterly to Greene Road, then northeasterly to Montello Street, then northwesterly to Central Avenue, then southwestwesterly to Pettingill Street, then northwesterly to Bardwell Street,

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then southwesterly to Russell, then northwesterly to College, then southwesterly to Mountain Avenue, then northwesterly to Abbot Street, then northeasterly to Ware Street, then northwesterly to Main Street, then northerly to Jepson Brook, then westerly to Maine Central Railroad tracks, then northerly to Montello Street Extension, then easterly becoming Montello Street to College Avenue, northerly to Lewiston city line, then easterly and southerly to point of origin, 1 Representative;

in the City of Lewiston all that area not included in the previous

5 districts, 1 Representative; the Town of Durham and

in the city of Auburn an area contained within a boundary beginning at the intersection of the Auburn/New Gloucester town line and Maine Central Railroad, then northerly on the Maine Central Railroad to the Little Androscoggin River, then northerly to the Androscoggin River then southeasterly to the Auburn City line, then southerly and northerly on the city line to the point of origin, 1 Representative;

the Town of Lisbon, 1 Representative; Livermore Falls, Livermore,

Leeds and Wales, 1 Representative; the Towns of Poland, Mechanic Falls and Turner and in the town of Minot that area west of a north-south line formed by the Minot/Auburn town line then Brighton Hill Road on the town line, then Lapham Hill Brook, then Marston Hill Road, then Center Minot Hill Road, then west to Route 119 (Woodman Hill Road), then South to Morgan Brook, then to Verrill Road, then to Pottle Hill Road, then to Morgan Brook and point of origin,

1 Representative; Beginning at Auburn/Poland line at intersection with Minot town line, go

north on Auburn/Minot line to Garfield Road thence southeast on the Garfield Road to an intersection with the Stevens Mill Road, thence east on Stevens Mill Road to Old Hotel Road, southerly to Rodman Road, southeasterly to Poland Road, northeasterly becoming Minot Avenue to the intersection of Cushman Place, thence northwest on Cushman Place to the intersection of Dana Avenue, thence southwest on Dana Avenue to the intersection of Western Avenue, thence north on Western Avenue to the intersection of Summit Street, thence east

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and north on Summit Street to the intersection of Court Street
 thence east on Court Street to the intersection of James Street,
 thence north on James Street to the intersection of Grant Street,
 thence east on Grant Street to the intersection of Goff Street,
 thence north on Goff Street to the intersection of School Street,
 thence east on School Street to the intersection of Maine Central
 Railroad tracks, northerly on tracks to Lewiston/Auburn line in
 Androscoggin, southerly to Little Androscoggin River, southerly
 on L. A. R. to Maine Central Railroad Bridge, southerly on Maine
 Central Railroad Tracks to Auburn/New Gloucester town line,
 northwesterly on Auburn/New Gloucester line to Auburn/Poland line,
 northeasterly and northwesterly to origin, 1 Representative;
 beginning at Poland Road intersection with Rodman Road, northwesterly
 on Rodman Road to Old Hotel Road, northerly to Stevens Mill Road,
 west on Stevens Mill Road to the intersection of Garfield Road
 thence northwest on Garfield Road to Auburn-Minot town line
 thence north on the town line to the intersection of Youngs Corner
 thence east on the Youngs Corner Road
 Road/to the Old Hotel Road, thence south on the Old Hotel Road
 to Lake Street, southeasterly to Gamage Avenue, easterly to Nison
 Street, northeasterly to Winter Street, southeasterly to Parker Street,
 easterly to Summer Street, southeasterly to Center Street, southerly
 to Maine Central Railroad tracks,,

Thence south on the Maine Central Railroad
 tracks to School Street, thence west on School Street to Goff
 Street, thence south on Goff Street to Grant Street, thence
 west on Grant Street to James Street thence south on James
 Street to Court Street, thence west on Court Street to Summit
 Street thence south on Summit Street to Western Avenue thence
 southeast on Western Avenue to Dana Avenue, thence northeast
 on Dana Avenue to Cushman Place, thence Southeast on Cushman Place
 to Minot Avenue to the Poland Road thence southwest on the
 Poland Road to the point of origin. 1 Representative;

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all of Auburn and Minot excepting those portions previously described, 1 Representative.'

Further amend said Bill in section 3 by striking out in the 2nd line (same in L. D.) the following: "Portland 10 Representatives, at large;" and inserting in place thereof the following:

'Commence Allen Avenue and Forest Avenue, go south on Forest to Stevens Avenue, south to New Street, go west to south end of Evergreen cemetery, go west to Boston and Maine Railroad tracks (following cemetery border), to Westbrook/Portland town line, north on town line to Presumpscot River, go north and east to Maine Turnpike and Portland/Falmouth town line, go on town line east and south to intersection west Allen Avenue, go south to origin, 1 representative;

Start at Arbor Street and Stevens Avenue go north to Forest Avenue, north to Allen Avenue, north to Portland/Falmouth line, south and east (on town line) to Martin Point Bridge, go south and west to shoreline into Back Bay to a point adjacent to intersection of Baxter Blvd and Edward Payson Park Road, go north west to Ocean Avenue, northeast to Washington Avenue, northwest to Canco Road, south to Read Street, west to Forest Avenue, north to Arbor Street, west to origin, 1 representative;

Columbia Road and Woodford Street, go north on Columbia becoming Leland Street, north to New Street, east to Stevens Avenue, north to Arbor Street, East to Forest Avenue, south to Read Street, East to Canco Road, north to Washington Avenue, southeast to Ocean Avenue, south west to Ed Payson Park Road, southeast to Baxter Boulevard, west and south to Belmont Street, southwest to Ashmont Street, west to Portland Terminal Company railroad tracks, north to Forest Avenue, north to Pleasant Avenue, west to Norwood Street, south to Concord Street, west to Lawn Avenue, south to Woodford Street, west to origin, 1 representative;

Start at intersection of southeast/northwest and southwest/northeast Portland Terminal Company railroad lines (located approximately 500 feet south of Park avenue) go north on northwest spur to Brighton Avenue, west to Edwards Street, south to

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Elizabeth Street, west to Craigie Street, north to Brighton Street, west to Woodford's Street, east to Lawn Street, north to Concord Street, east to Norwood Street, north to Pleasant Avenue, east to Forest Avenue, south to Portland Terminal Company railroad, south to Ashmont Street, east to Belmont Street, north east to point on Back Cove Shore adjacent to intersection of Belmont Street and Baxter Blvd., follow back cove shore southeast and northeast to point adjacent to intersection of Marginal Way and Preble Street, southeast to Somerset Street, northeast to Elm Street, southeast to Cumberland Avenue, southwest to Parks Street, north to Portland Street, west to Forest Avenue, northwest to Portland Terminal Company railroad, northeast/southwest spur and southwest to origin, 1 Representative;

Start at intersection of West shore of Fore River and Portland, South Portland town line, go west on

Portland/S. Portland line to Westbrook town line, north on Portland/Westbrook to East, west Boston Maine Railroad line, east on railroad to boundary of Evergreen cemetery, south and east on boundary of Evergreen cemetery to Leland Street, south becoming Columbia Road to Brighton Avenue, west to Capisic Brook, south to Fore River, southeast to origin, 1 Representative;

Start at intersection of Capisic Brook and Brighton Avenue, go east to Craigie Street, south to Elizabeth Street, east to Edwards Street, north to Brighton Avenue, east to Portland Terminal Co. Railroad (north-south spur), south to northeast/southwest spur of same railroad, take northeast/southwest spur northeast to Deering Avenue, south to Bramhall Street, southwest to Hill Street, northwest to Ellsworth Street, northeast to Crescent Street, west to Charles Street, southeast to Brackett Street, east to Bramhall southwest to W. Promenade, south and east to Vaughan Street, south to Danforth Street, west to West Commercial Street, southwest to East shore of Fore River, northwest to Capisic Brook, north to origin, 1 Representative;

Start at intersection of west Promenade and Bramhall Street, northeast on Bramhall to Brackett, west to Charles Street, northwest to Crescent Street, east to Ellsworth Street, southwest to Hill Street, southeast to Bramhall Street, northeast to Deering Avenue, north to Cumberland Avenue, east to Mellon Street, south to Congress Street, west to Carlton Street, south to Brackett Street, east to Pine Street, northeast to State Street, southeast to Gray Street, southwest to Winter Street, southeast to Danforth, southwest to Brackett Street, southeast to York Street, south to Clark Street, southeast to Fore River, where it would intersect with Clark Street at Clark Street/Commercial Street intersection, southeast to the Fore River, follow Fore River shoreline south and west to point adjacent to southwest end of West Commercial Street, northeast on W. Commercial Street to Danforth Street, east to Vaughan Street, north to West Promenade, west and north to origin, 1 Representative;

Start at Deering Avenue and Northeast southwest spur of Portland Terminal Company railroad, follow spur northeast and east to Forest Avenue, Forest Avenue south to Portland Street, east to Parr's

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Street, south to Cumberland Avenue, southwest to High Street, High Street southeast to Congress Street, northeast to Oak Street, southeast to Spring Street, northeast to Center Street, southeast to Fore River, adjacent to intersection of Commercial Street and Center Street, take shore southeast to point adjacent to intersection of Clark Street and Commercial Street, take Clark Street northwest to York Street, north to Brackett Street, northwest to Danforth Street, northeast to Winter Street, northwest to Gray Street, northeast to State Street, northwest to Pine Street, southwest to Brackett Street, west to Carlton Street, north to Congress Street, east to Mellon Street, north to Cumberland Avenue, east to Deering Avenue, north and northwest to origin, 1 Representative; ←

Start at intersection of Preble Street and Marginal Way, go northeast on Marginal Way to Tukey's Bridge, south on Bridge to East Promenade, north to North Street, southeast to Cumberland Avenue, northeast to Merrill Street, southeast to Congress Street, southwest to India Street, southeast to Fore River at Point adjacent to India Street intersection with Commercial Street, southwest on shore to point adjacent to Center Street/Commercial Street intersection, northwest on Center Street to Spring Street, southwest to Oak Street, northwest to Congress Street, southwest to High Street, northwest to Cumberland Avenue, northeast to Elm Street, northwest to Somerset Street, southwest to Preble Street, northwest to origin, 1 Representative; ←

Start at point on Fore River Adjacent to intersection of India Street and Commercial Street, northwest on India Street to Congress, northeast to Merrill Street, northwest to Cumberland Avenue, southwest to North Street, northwest to Portland Shoreline adjacent to intersection of North Street and Eastern Promenade, following shore southeast and southwest to origin. Also included are all Island of Casco Bay within the Portland City limits, 1 Representative;'

Further amend said Bill in section 3 in the 38th, 39th and 40th lines (36th, 37th and 38th lines in L. D.) by striking out the following: "that part of Westbrook not described in the Gorham, Westbrook district, 2 Representatives at large;" and inserting in place thereof the following:

Start at Bridge Street intersection with Presumpscot River (Bridge Street bridge), go northwest on Presumpscot River to Westbrook/Windham town line, go north on Westbrook/Windham line to Westbrook/Falmouth line, southeast on Westbrook/Falmouth line to Westbrook/Portland line, south on city line to Westbrook Street, northwest to Rochester Street, north to northwest to Warren Avenue, southwest to Stevens Avenue, north to Presumpscot River by extension of Stevens Avenue, northeast on River to Maine Central Railroad bridge, northwest on railroad tracks to Bridge Street, southwest to Pierce Street, northwest to Kennard Street, southwest to Lincoln Street,

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southeast to Bridge Street, south to origin, 1 Representative;
 All of Westbrook not previously included, 1 Representative;

Further amend said Bill in section 3 by striking out in the last 2 lines (same in L. D.) the following: "that part of South Portland not described in the Scarborough, Cape Elizabeth district, 3 Representatives at large." and inserting in place thereof the following:

Beginning at Main Street (Route 9) intersection with South Portland/Scarborough town line, proceed northwesterly on South Portland/Scarborough line, to South Portland/Portland line, easterly to Portland Bridge, southerly to South Portland shore, follow shore southerly to Anthoine Creek, southerly on Anthoine Creek to Portland Terminal and Boston and Maine railroad, westerly to Chapel Street, southwestly to Kelsey Street, southerly to Broadway, southwestly to Cole Street, northerly to Portland Terminal and Boston and Maine Railroad (old east. dividing line), southwestly to Broadway, westerly to Main Street, southwestly to origin, 1 Representative;

Beginning at Highland Avenue/Grant Street Intersection proceeding northerly on Grant Street to Washington Avenue, westerly to McKinley Street, northerly to Evans Street, northwesterly to Portland Terminal and Boston-Maine railroad, northeasterly to Cole Street, southerly to Broadway, easterly to Kelsey Street, northwesterly to Chapel Street, easterly to Portland Terminal and Boston-Maine railroad, easterly to Anthoine Creek, southerly to Broadway, easterly to Cottage Street, easterly to Pine Street, northeasterly to Chase Street, easterly to Sawyer Street, northerly to Broadway, northeasterly to Spring Street, southeasterly to Pillsbury Street, northeasterly to Preble Street, southeasterly to Willard Street, northeasterly to (extended) South Portland/Portland line, following south Portland line southerly and southwestly to Spurwink Avenue, northerly to Sawyer Street, northeasterly to Cormier Drive, northwesterly to Parrot Street, westerly to Boothby Avenue, northerly to Trout Brook, northerly to Highland Avenue, southwestly to origin, 1 Representative;

All of South Portland excepting those areas described in the above district, 1 Representative.'

Further amend said Bill in section 4 by inserting in the 5th line after the words and punctuation "Franklin County,"

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(4th line in L. D.) the following: 'Carrabasset Valley,'

Further amend said Bill by striking out everything after the words "Augusta-Windsor line to" in the 15th line of section 6 (14th and 15th lines in L. D.) and inserting in place thereof the following:

'the point of beginning, 1 Representative; beginning at intersection of eastern border of the City,

of Augusta and an east-west line running parallel to the southern Augusta city line and 5 1/2 rods north of it, then south and west on the city line to intersection with center line of Kennebec River, north to point adjacent to east end of Capital Street, then west on Capital Street to State Street, then north to Memorial Drive, then northeast to Memorial Bridge, then northeast to midpoint of Kennebec River, then north to point adjacent to mouth of Whitney Brook, then east on Whitney Brook to Bangor Street, then south to Elm Avenue then east to Spaulding, then south to North Belfast Avenue, then east to Hicks Road, then southeast to South Belfast Avenue east to Cony Road, south to Eastern Avenue, southeast becoming Thomaston Road to Pleasant Hill Road, south to east-west line running parallel to southern Augusta city line and 5 1/2 rods north of it, then east on this line to point of origin, 1 Representative; beginning at intersection of Kennebec

River and Bond Brook, then south on Kennebec River to Memorial Bridge then southwest becoming Memorial Drive to State Street, then south to Capital, then east to point in Kennebec River adjacent to extension of east end of Capital Street, then south on river to Augusta city line then west and north to bond brook, then to point of origin, 1 Representative; that part of the northern

section of Augusta not already described, 1 Representative;

beginning at Bridge Street over Kennebec River, southwesterly to Sidney Line, northwesterly

on Waterville/Sidney line, northeasterly on Waterville/Oakland line to County Road, southerly to Mayflower Hill Drive, northerly-westerly and southerly to Mount Mercy Avenue, southwesterly to Western Avenue, southerly to First Rangeway, southwesterly to Oakland Road, southeasterly to Nelson Street, southwesterly to Gilbert Street, northwesterly to Carver Street, southwesterly to Franklin Street, southeasterly to Sidney Road, northeasterly to Oakland Road, southerly to Silver Street, easterly to Gold Street, southerly to Summer Street, easterly to Sherwin Street, northerly to Silver Street, easterly to Western Avenue, northerly

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to Elm Street, northeasterly to Spring Street, southeasterly to Silver Street, southeasterly to Main Street, southwesterly to Bridge Street, southeasterly to origin, 1 Representative;

beginning at intersection

of Silver Street and Sherwin Street, go south on Sherwin to Summer Street, westerly to Gold Street, northerly to Silver Street, westerly to Oakland Road, northerly to Sidney Road, southwesterly to Franklin Street, northwesterly to Carver Street, northeasterly to Gilbert Street, southeasterly to Nelson Street, northeasterly to Oakland Road, northwesterly to First Rangeway, northerly to W. Avenue, northerly to Mt. Merci Avenue, northeasterly to Mayflower Hill Drive, northerly and easterly and southerly to County Road, southerly to Maine Central railroad, easterly to Main Street, southerly to Silver Street, westerly to Spring Street, northerly to Elm Street, southwesterly to Western Avenue, southerly to Silver Street, westerly to point of origin, 1 Representative; beginning at Winslow

town line (eastern line) at intersection with East Winslow/South Albion Road, proceeding northwesterly on East Winslow/South Albion Road to Lambs Corner Road, southwesterly to Lambs Corner at Route 137, northwesterly and westerly to Outlet Stream which runs into Sebasticook River, then crossing river to a road ext. running northerly to the Benton Road (Alt. 100), easterly to Clinton Avenue, westerly to Transmission line (1000 feet west of Clinton Avenue/Benton Road intersection), northerly on transmission line to Roderick Road, westerly to Benton Avenue, northerly to Simpson Street, westerly to Winslow/Waterville town line in Kennebec River, then northerly, easterly and southerly to origin and beginning at Bridge Street bridge over Kennebec River, proceeding northwesterly on Bridge Street to Main Street, northeasterly to Maine Central railroad tracks, westerly to County Road, northwesterly to Messalonskee River, northeasterly to city line with Fairfield, southeasterly on city line to Kennebec River, southwesterly to point of origin, 1 Representative; Winslow, except that

portion included in the Waterville districts, 1 Representative;

Clinton, Benton, Unity Plantation, Albion, China, 1 Representative.

Further amend said Bill in section 7 by striking out the following:

Sec. 7. The County of Knox shall choose 5 Representatives
to be apportioned, as follows: Somerville Plantation (Lincoln),
Washington, Union, Appleton, Palermo (Waldo), Liberty (Waldo)
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Searsmont (Waldo) Belmont (Waldo) Lincolnville (Waldo)
Islesboro (Waldo), 1 Representative;" and inserting in
place thereof the following:

'Sec. 7. The County of Knox shall choose 4 Representatives
to be apportioned, as follows:'

Amend said Bill by striking out all of section 8 and
inserting in place thereof the following:

'Sec. 8. The County of Lincoln shall choose 3
Representatives to be apportioned as follows: Nobleboro,
Waldoboro, Bremen, Jefferson, Whitefield, Monhegan, 1
Representative; Bristol, South Bristol, Damariscotta,
Newcastle, Boothbay, Alna, 1 Representative; Southport,
Boothbay Harbor, Wiscasset, Westport, Edgecomb, Dresden,
1 Representative.'

Further amend said Bill in section 10 by striking out in
the 3rd and 4th lines from the end (4th line in L. D.) the
following: "Bangor, 5 Representatives, at large;" and inserting
in place thereof the following:

'Beginning at the inter-
section of Broadway and I-95, thence easterly along I-95
to its intersection with the Bangor/Veazie town line, thence
southerly along the Bangor/Veazie town line to the Penobscot
River, thence westerly along the west bank of the Penobscot
River to its intersection with the southern end of Newbury
Street, thence northerly along Newbury Street to its
intersection with State Street, thence easterly along
State Street to its intersection with Maple Street, thence
northerly on Maple Street to its intersection with Garland
Street, thence westerly along Garland Street to its inter-
section with Grove Street, thence northerly along Grove
Street to its intersection with Stillwater Avenue, thence
westerly along Stillwater Avenue which becomes North Park
Street, then continuing westerly along north Park Street
to its intersection with Broadway, thence southerly along
Broadway to its intersection with Garland Street, thence
westerly along Garland Street to its intersection with
center Street, thence northerly along Center Street to

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its intersection with Broadway, thence northerly along Broadway to the point of origin, 1 Representative;

Beginning at the intersection of Ohio Street and I-95, thence easterly along I-95 to its intersection with Broadway, thence southerly along Broadway to its intersection with Center Street, thence southerly along Center Street to its intersection with Garland Street, thence easterly along Garland Street to its intersection with Broadway, thence northerly along Broadway to its intersection with North Park Street, thence easterly along North Park Street, which becomes Stillwater Avenue, thence continuing easterly along Stillwater Avenue to its intersection with Grove Street, thence southerly along Grove Street to its intersection with Garland, thence easterly along Garland Street to its intersection with Maple Street, thence southerly along Maple Street to its intersection with State Street, thence westerly along State Street to its intersection with the mid-point of the Kenduskeag Stream, thence northerly along the Kenduskeag Stream to the Point where it is crossed by the Central Street bridge, thence westerly and southerly along Central Street which becomes Front Street, thence continuing southerly along Front Street to its intersection with Summer Street, thence westerly along Summer Street to its intersection with Union Street, thence northerly along Union Street to its intersection with Columbia Street, thence easterly along Columbia Street to its intersection with Middle Street, thence westerly along Middle Street to its intersection with High Street, thence northerly along High Street, which becomes North High Street, thence continuing northerly along north High Street to its intersection with Hammond Street, thence westerly along Hammond Street to its intersection with Ohio Street, thence northerly along Ohio Street to its intersection with Highland Avenue, then northerly along Highland Avenue to its intersection with Jackson Street, thence easterly along Jackson Street to its intersection with Ohio Street, thence northerly along Ohio Street to point of origin, 1 Representative;

Beginning at the intersection of Ohio Street and the Bangor/Hermon town line, thence following the Bangor town line northerly, thence easterly, thence southerly to the intersection of the Bangor/Veazie town line with I-95, thence westerly along I-95 to its intersection with Ohio Street, thence

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northerly along Ohio Street to the point of origin, 1
Representative; ◀

Beginning at the intersection of Union Street and I-95, thence easterly along I-95 to its intersection with Ohio Street, thence southerly along Ohio Street to its intersection with Jackson Street, thence westerly along Jackson Street to its intersection with Highland Avenue, thence southerly along Highland Avenue to its intersection with Ohio Street, thence southerly along Ohio Street to its intersection with Hammond Street, thence easterly along Hammond Street to its intersection with North High Street, thence southerly along north High Street which becomes High Street, thence continuing along High Street to its intersection with Middle Street, thence easterly along Middle Street to its intersection with Columbia Street, thence southerly along Columbia Street to its intersection with Union Street, thence easterly along Union Street to its intersection with Summer Street, thence easterly along Summer Street to its intersection with Front Street, thence northerly along Front Street which becomes Central Street, thence continuing northerly and easterly along Central Street to the mid-point of the Kenduskeag Stream, thence southerly along the Kenduskeag Stream to its intersection with State Street, thence easterly along State Street to its intersection with

Newbury Street, thence southerly along Newbury Street to the Penobscot River, thence westerly along the west bank of the Penobscot River to its intersection with the Bangor/Hammond town line, thence northerly and westerly along the Bangor/Hammond town line to intersection with the present Ward 2/Ward 3 boundary, thence easterly along the Ward 2/Ward 3 boundary to its intersection with Silver Road, thence northerly along Silver Road to its intersection with I-95, thence northerly along I-95 to its intersection with Hammond Street, thence easterly on Hammond Street to its intersection with 5th Street, thence westerly along 5th Street to its intersection of Vine Street, thence southerly along Vine Street to its intersection with Third Street to its intersection with Buck Street, thence southerly along Buck Street to its intersection with 2nd Street, thence easterly along second street to its

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intersection with Union Street, thence northerly along Union Street to the point of origin, 1 Representative; ←

Beginning at intersection of Ohio Street and the Hermon/Bangor town line, thence southerly along Ohio Street to I-95, thence westerly along I-95 to Union Street, thence southerly on Union Street to Second Avenue, thence westerly on Second Avenue to Buck Street, thence northerly on Buck Street to Third Street, then easterly on Third Street to Vine Street, thence northerly on Vine Street to 5th Street, thence easterly along 5th Street to Hammond Street, thence northerly on Hammond Street to I-95, thence westerly along I-95 to Silver Road, thence southerly along Silver Road to its intersection with the Ward 2/Ward 3 boundary, thence westerly along the Ward 2/Ward 3 boundary to the Bangor/Hammond town line, thence westerly, thence northerly along the Bangor town line to the point of beginning, 1 Representative;'

Further amend said Bill by striking out all of section 12 and inserting in place thereof the following:

'Sec. 12.

The County of Sagadahoc shall choose 6 Representatives to

be apportioned as follows: Beginning at Bath-Woolwich

Bridge, then westerly to Front Street off ramp, then northerly on Front Street to Oak Street, westerly to Maine Central Railroad track, then westerly to West Bath/Bath town line, then following Bath town line northerly then easterly then southerly to origin; and the towns of Woolwich, Phippsburg, Arrowsic, and Georgetown, 1 Representative; beginning at Bath/West Bath

town line with intersection of Maine Central Railroad track, proceed easterly and southerly on Maine Central Railroad track to Oak Street, proceeding easterly on Oak Street to Front Street, then southerly to Front Street off ramp, then ~~Bath~~ on to Bath/Woolwich Bridge to Woolwich town line, then southwesterly then north on Bath town line to point of origin, 1 Representative; the town of West Bath and in

the City of Brunswick, beginning at West Bath/Brunswick town line opposite Woodward Point (the New Meadows River), northerly from the town line to the Woodward Point Road, and including the area known as Woodward Point, northerly on the Woodward Point Road to connector road (Board Road), from

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Woodward Point Road to Route 24, then westerly on connector road to Route 24, proceeding north on Route 24 to the northern boundary of the U. S. Government Property at Brunswick Naval Air Station, then following the northerly boundary of the U.S. Government Property to its intersection with Pine Street, proceeding Pine Street northwesterly to Bowker Street, then westerly to Harpswell Road, proceeding northerly becoming Federal Street, then continuing northerly on Federal Street to School Street, proceeding westerly becoming Pleasant Street, then continuing westerly on Pleasant Street to Union Street, then northerly to Mill Street, proceeding easterly to Main Street, northerly to the Brunswick/Topsham town line (Androscoggin River) then westerly and northerly along Brunswick/Topsham town line to the convergence of the unnamed stream immediately north of the first island in the Androscoggin River, then northeasterly on unnamed stream to Winter Road, proceeding northwesterly approximately 750 feet to an unnamed road running northerly, proceeding northerly on unnamed road to Lewiston Road (Route 196), then southeasterly to transmission line, proceeding easterly and southerly to intersection with the Foreside Road, then on a straight line to the closest point along the Androscoggin River, then north and west along the river to the Brunswick/Topsham town line, proceeding southeasterly to West Bath/Brunswick town line, the easterly and southerly to point of origin, 1 Representative; beginning at the

intersection of Brunswick/Freeport town line and Route 1 proceed northerly on Route 1 to Greenwood Road then easterly to Church Road, proceeding northerly to McKean Street, easterly to Main Street, southerly becoming Mere Point Road, then continuing southerly on Mere Point Road and unnamed road connecting Mere Point Road with Route 123, proceeding easterly on unnamed road to Dyer's Corner and Brunswick Naval Air Station boundary, then northerly and easterly on boundary to Route 24, then southerly to Board Road connecting Route 24 to Woodward Point, then easterly on unnamed road to Woodward Point Road, then southerly to Woodward Cove then southerly to Brunswick/Harpswell town line, westerly to point of origin,

1 Representative; beginning at Dyer's

Corner on Route 123, then westerly and northerly on an unnamed road (intersection 123 at Dyer's Corner) to the Mere Point Road, proceeding northerly becoming Main Street, then northerly to McKean Street, proceeding westerly to Church Road, then southwesterly to Greenwood Road, then northwesterly to Route 1, then southerly on Route 1 to Brunswick/Freeport town line, then on Brunswick Town line north and east to the Brunswick/Topsham bridge, then southerly on Main Street to Mill Street, proceeding westerly on Mill Street to Union Street, proceeding southerly to Pleasant Street, then easterly becoming School Street, then easterly on School Street to Federal Street, then Federal Street southerly beginning of Harpswell Road

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(Route 123), then southerly to Bowker Street, proceeding easterly to Pine Street, then easterly to Brunswick Naval Air Station boundary, proceeding southerly on that boundary line to the point of beginning at Dyer's Corner, 1 Representative; the Towns of Richmond, Bowdoinham, Bowdoin and Perkins Island and that portion of the Town of Topsham not included in the previous district, 1 Representative.'

Further amend said Bill by striking out all of section 14 and inserting in place thereof the following:

'Sec. 14. The County of Waldo shall choose 4 Representatives to be apportioned as follows: Belfast, Northport, 1 Representative; Winterport, Frankfort, Prospect, Searsport, Swanville, Stockton Springs, 1 Representative; Burnham, Unity, Freedom, Montville, Morrill, Waldo, Knox, Brooks, Monroe, Jackson, Thorndike, Troy, 1 Representative; Somerville Plantation (Lincoln), Washington, Union, Appleton, Palermo (Waldo), Liberty (Waldo) Searsmont (Waldo) Belmont (Waldo) Lincolnville (Waldo) Islesboro (Waldo), 1 Representative.'

Further amend said Bill in section 15 by inserting after the words "Macwahoc Plantation (Aroostook)," in the 6th line (5th and 6th lines in L. D.) the following: 'Topsfield,'

Further amend said Bill by striking out all of the first paragraph of section 16 and inserting in place thereof the following:

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Sec. 16.

The County of York shall choose 17 Representatives to be

apportioned as follows: The Town of York and that portion

of the ~~town~~ of Kittery contained within a boundary beginning at the intersection of Cutt Island Lane and an unnamed creek which flows into Chauncey Creek, proceeding south on unnamed creek to Chauncey Creek, then west to Portsmouth Harbor then west to the outflow of Spruce Creek then north to the outflow of Crocketts Creek, then northeast to Haley Road then east along a line across a marsh from that intersection to the intersection of an unnamed creek and state highway 103, proceeding east and south on unnamed creek to point of origin, 1 Representative; that portion of the Town of

Kittery not contained within the previously described district

and in the next described district, 1 Representative;

the entire Town of Eliot and that

portion of the town of Kittery contained within a boundary which begins on the Maine-New Hampshire border in the Piscataqua River south of Seavey Island then proceeds northwest to the Route 1 by-pass bridge then northeast on Route 1 by-pass to the exit onto Rogers Road then on Rogers Road which becomes Shipleigh Road to Whipple Road proceed east to the bridge crossing Spruce Creek then on a line due south to the Maine-New Hampshire border, proceed west to point of origin, 1 Representative; Berwick, South Berwick,

1 Representative; North Berwick, Wells, 1 Representative;

Kennebunk, Alfred, 1 Representative; the Towns of Lebanon, Acton, Newfield,

Shapleigh and that portion of the city of Sanford located within a boundary beginning at the intersection of the Great Works River and the Sanford City line, proceeding north and east and south on the Sanford City line to the Gebung Road then south to Beaver Hill Road then north and west to power transmission line crossing Beaver Hill Road then north to Elm Street, then northeast to Littlefield Road,

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proceeding north and west to Back Road, proceeding south becoming Main Street (State Routes 11 and 109) to Bridge Street, then northeast to Pleasant Street, then southeast to abandoned railroad grade then west to Oak Street (State Route 11A), then southwest to Hanson Ridge Road, then southwest to its intersection with the Howe Road, proceeding south on a line from this intersection to the intersection the Great Works River with Lebanon Street (U.S. Route 202 State 11) then southeast on Great Works River to Twombly Road, proceeding south to Old Mill Road, proceeding east to Great Works River, proceeding south to point of origin, 1 Representative; the Towns of Parsonfield, Cornish,

Limerick, Limington and Hollis and that portion of the Town of Waterboro not described in the next district, 1 Representative; the Towns of Kennebunkport, Lyman,

Dayton, and Arundel, and in the town of Waterboro that portion located within a boundary beginning at the intersection of the Waterboro-Alfred Town and the Alfred Road proceeding north on the Alfred Road to Goodwin Mills Road, proceeding east to Waterboro-Lyman town line proceeding south and west to point of origin, and in the city of Saco all that area located to the exit of a line formed by Bay View Road a portion of Ferry Road and Ferry Lane and in the city of Biddeford all that portion of Biddeford lying to the south and east of a line formed by Breakwater Street, Hills Beach Road, Old Pool Road, and Pool Road (Route 9), 1 Representative; that portion of Sanford contained within a boundary beginning at the intersection of the Mousam River and School Street, proceeding northwest on School Street to Washington Street, then north to High Street, proceeding east to North Avenue, proceeding north to Cottage Street, then southwest becoming Winter Street to Main Street, proceeding northwest to Pleasant Street, proceeding northeast to William Oscar Emery Drive, proceeding north to Front Street, then southwest to Grandview Avenue, proceeding west to Douglas Street, then south to Hanson Ridge Road, proceeding northwest to Oak Street, (State Route 11A), then northeast to Main Street (State Routes 11 and 109), proceeding northwest to Back Road, then north to Littlefield Road, proceeding East and South to Elm Street, then west to power transmission line, south to Beaver Hill Road, proceeding east to Railroad Avenue, then southwest to Snows Ridge Road, then southeast to Snow Road, then southwest to transmission line, proceeding southeast and southwest to High Street, proceeding northwest to Rushton Street, proceeding southwest to School Street, then west to point of origin, 1 Representative;

that portion of the City of Banford not included in the previous 2 districts, 1 Representative;

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beginning at the Saco River and the intersection of Alfred Street thence south on Alfred Street to West Myrtle Street, west on West Myrtle to Graham Street thence north on Graham Street to Mason Street, thence west on Mason Street to the intersection with Elm Street thence south on Elm Street to Alfred Road thence south west on Alfred Road to the Maine Turnpike thence south on the Maine Turnpike to the Biddeford-Arundel town line. Said district comprises all that portion of Biddeford westerly of the above described line, 1 Representative; start at southern Biddeford town line at Elm Street, northeast to Grayson Street, southeast to West Brook, northeast to West Street, southeast to Bernard Street, northeast to Williams Street, northwest to Granite Street, north to Summer Street, north to Alfred Street, northeast to Biddeford/Saco line, east on line to Breakwater Street, southwest to Hills Beach Road, southwest to Old Pool Road, southeast to Pool Road (Route 9), south and southwest to Biddeford town line then westerly to origin, 1 Representative; all of the Town of Biddeford excepting those portions previously included, 1 Representative; Old Orchard Beach and that portion of Saco which starts where Bay View Road intersects Ferry Road, northwest to Boston and Maine Railroad, east to Saco town line, east to shore then south to Bay View Road, southwest to origin, 1 Representative; Buxton and that portion of Saco which starts at the Biddeford/Saco town line at the intersection with abandoned Boston and Maine Railroad, thence on the Saco line northwest, northeast, southeast to Henry Road, southwest to Flag Pond Road, southeast to Jenkins Road, southwest to Buxton Road, southeast becoming North Street to Spring Street, southwest to Lincoln Street, west to abandoned Boston and Maine Railroad, southwest to origin, 1 Representative;

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all of Saco excepting those areas previously included, 1 Representative.'

Statement of Fact

The purpose of this amendment is to apportion the House of Representatives into single member districts.

Filed by Mr. Simpson of Standish.

Reproduced and distributed under the direction of the Clerk of the House.

1/15/74

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