

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

AS PASSED BY THE

Eighty - Third Legislature

OF THE

STATE OF MAINE

1927

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PUBLIC LAWS
OF THE
STATE OF MAINE

As Passed by the Eighty-third Legislature

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[supplied from page 1 of volume]

On any application for registration applied for by an owner resident of this state, of a motor vehicle or trailer, not including a log hauler, or traction engine, during the period between the first day of October and the thirty-first day of December, one-half the registration fee shall be charged. The secretary upon granting the application shall register in a book or upon suitable index cards to be kept for the purpose, the vehicle described in the application, giving to its owner a distinguishing number or other mark, and shall thereupon issue a certificate of registration which shall contain the name, place of residence and address of the owner.'

Approved April 12, 1927.

Chapter 152.

An Act Relating to Diplomas to be Issued by State Normal Schools.

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

R. S., c. 16, sec. 142; relating to diplomas issued by state normal schools, amended. Section one hundred forty-two, chapter sixteen of the revised statutes, is hereby amended by adding at the end of the paragraph, 'provided, further, that the state board of trustees for normal schools may confer appropriate educational degrees based upon four years of academic and professional instruction with such equipment and faculties as will safeguard the integrity and standardization of the degrees conferred,' so that said section, when amended, shall read as follows:

'Sec. 142. Educational degrees may be conferred by state normal schools. Any student who completes the course of study prescribed, and otherwise complies with the regulations of the school, shall receive a diploma certifying the same, provided, further, that the state board of trustees for normal schools may confer appropriate educational degrees based upon four years of academic and professional instruction with such equipment and faculties as will safeguard the integrity of the degrees conferred.'

Approved April 11, 1927.

Chapter 153.

An Act Amending Acts Providing for State and County Aid in the Construction of Highway Bridges.

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

Sec. 1. P. L., 1915, c. 319, sec. 1; 1917, c. 304; 1919, c. 140; 1923, c. 193; relating to aid in construction of highway bridges, amended. Section

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one of chapter three hundred and nineteen of the public laws of nineteen hundred and fifteen, as amended by section one of chapter three hundred and four of the public laws of nineteen hundred and seventeen, by chapter one hundred and forty of the public laws of nineteen hundred and nineteen and by section one of chapter one hundred and ninety-three of the public laws of nineteen hundred and twenty-three is hereby further amended by adding the words 'or deem that any bridge owned and maintained wholly by said county on any main thoroughfare in any town or organized plantation must be rebuilt,' after the word "rebuilt" in the third line of the third paragraph of said section, so that said section, as amended, shall read as follows:

'Sec. 1. Provisions made applicable to rebuilding bridges owned and maintained by counties. When the municipal officers of any town or city deem that any bridge on any main thoroughfare must be built or rebuilt they may petition the commissioners of the county in which said bridge is, or may be built or rebuilt, and the state highway commission to meet with them for the purpose of examining into and determining whether public convenience and necessity require the building or rebuilding of said bridge. The petition shall be sent to the state highway commission and upon its receipt said commission shall transmit a copy thereof to the county commissioners referred to above. The state highway commission shall make such surveys and investigations as it may deem important and necessary for the preparation of survey plans, and estimates of cost of construction.

'The municipal officers of the town or city together with the county commissioners and the state highway commission shall constitute a joint board to determine whether or not the bridge is or may be built on a main thoroughfare; whether or not public convenience and necessity require the building or rebuilding of said bridge and to determine the type of construction and general dimensions; furthermore, this board shall determine the estimated cost of construction. Said board shall keep or cause to be kept a written record of its doings, including its findings as to preliminary facts necessary to its organization and jurisdiction. The decision of said board, or a majority thereof, upon any matter within its jurisdiction shall be final and conclusive, and the record of its findings upon all preliminary matters shall be prima facie evidence of the truth thereof. The state highway commission shall appoint the time and place for the meeting of said board and give such notice thereof as it shall deem reasonable and proper.

'When the county commissioners of any county deem that any bridge on any main thoroughfare in any unorganized township in said county

must be built or rebuilt or deem that any bridge owned and maintained wholly by said county on any main thoroughfare in any town or organized plantation must be rebuilt, they may petition the state highway commission for the purpose of forming a joint board composed of said county commissioners and the state highway commission. This joint board shall possess all the powers and prerogatives of joint boards constituted as described in the second paragraph of this section. The state highway commission shall make such surveys and investigations as it may deem important and necessary for the preparation of survey plans and estimates of cost of construction, and shall appoint the time and place for the meeting of said board and give such notice thereof as it shall deem reasonable and proper.

'When the state highway commission shall deem that any bridge on any state or state aid highway must be built or rebuilt it may notify the municipal officers of the town or city, or the county commissioners having jurisdiction of the roads in any unorganized township in which said bridge is located or may be built, and the county commissioners of the county in which said bridge is located or may be built or rebuilt, to meet with it for the purpose of forming a joint board possessing the same powers and prerogatives as a joint board formed in response to a petition emanating from the municipal officers of a town or city. The state highway commission shall make such surveys and investigations as it may deem important and necessary for the preparation of survey plans and estimates of cost. On each question arising in all meetings of joint boards each component body shall have one vote, and its vote shall be recorded in the records of the meetings.'

Sec. 2. P. L., 1915, c. 319, sec. 2; 1917, c. 304; 1919, c. 243; 1923, c. 193; relating to apportionment of cost in constructing bridges, amended. Section two of chapter three hundred and nineteen of the public laws of nineteen hundred and fifteen, as amended by section two of chapter three hundred and four of the public laws of nineteen hundred and seventeen, by section one of chapter two hundred and forty-three of the public laws of nineteen hundred and nineteen, and by section two of chapter one hundred and ninety-three of the public laws of nineteen hundred and twenty-three, is hereby further amended by striking out all of said section and substituting therefor the following section, so that said section, as amended, shall read as follows:

'**Sec. 2. Reapportionment of costs; effective as to construction begun after January 15, 1927.** The cost of construction of a bridge built or rebuilt under the provisions of this act shall be divided as follows: When the cost of said construction makes a tax rate of five mills or less on the valuation of the town last made by the board of state assessors, forty-five

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per cent by the town, thirty per cent by the county in which said town is located and twenty-five per cent by the state; when the tax rate determined as above is ten mills the cost shall be borne as follows: forty per cent by the town, thirty per cent by the county and thirty per cent by the state; when the tax rate determined as above is fifteen mills the cost shall be borne as follows: thirty-five per cent by the town, thirty per cent by the county, and thirty-five per cent by the state; when the tax rate determined as above is twenty mills the cost shall be borne as follows: thirty per cent by the town, thirty per cent by the county, and forty per cent by the state; when the tax rate determined as above is thirty mills the cost shall be borne as follows: twenty-five per cent by the town, thirty per cent by the county and forty-five per cent by the state; when the tax rate determined as above is forty mills the cost shall be borne as follows: twenty per cent by the town, thirty per cent by the county and fifty per cent by the state; when the tax rate determined as above is sixty mills the cost shall be borne as follows: fifteen per cent by the town, thirty per cent by the county and fifty-five per cent by the state; when the tax rate determined as above is eighty mills the cost shall be borne as follows: twelve per cent by the town, thirty per cent by the county and fifty-eight per cent by the state; when the tax rate determined as above is one hundred mills the cost shall be borne as follows: ten per cent by the town, thirty per cent by the county and sixty per cent by the state. For intermediate tax rates the percentage of cost to be borne by the town and state shall be proportional, computed to the nearest tenth of one per cent. When the tax rate determined as above is over one hundred mills the town shall pay a fixed sum, equivalent to one per cent of its state valuation, the county thirty per cent of the cost of construction, and the state the balance. The cost of reconstruction of a bridge owned and maintained wholly by the county, but located in a town or organized plantation, shall be borne as follows: fifty per cent by the county and fifty per cent by the state. The division of cost herein provided shall apply to all bridges, the construction of which under the provisions of this act is begun after January fifteenth, nineteen hundred and twenty-seven.

‘In the event of two or more bridges being built or rebuilt simultaneously or practically so, in the same town, then the total cost of the construction of these bridges shall be made the basis for computing the tax rate used in determining the apportionments of cost to be borne by the state and the town. The cost of construction shall include the complete cost of the bridge proper, and such embankments, surfacing and other work as is necessary to provide proper, adequate, and safe approaches to the bridge; the maintenance of traffic by temporary detours and structures whenever existing highways cannot satisfactorily be used for such service; and such

charges for engineering, advertising and inspection as may be incurred in the preliminary and actual construction phases of the work.

'Unless otherwise expressed or implied, wherever the word "town" occurs in this act, it shall be construed as including towns, cities and plantations, as provided in section six of chapter one of the revised statutes.'

Approved April 11, 1927.

Chapter 154.

An Act to Accept the Provisions of the Act of the Congress of the United States, Approved November 23, 1921, as Amended and Approved January 22, 1927, Entitled An Act for the Promotion of the Welfare and Hygiene of Maternity and Infancy and for Other Purposes.

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

Sec. 1. Federal act relating to promotion of welfare and hygiene of maternity and infancy, accepted. That the state of Maine hereby accepts the provisions of the act of the congress of the United States approved November twenty-third, nineteen hundred and twenty-one, as amended and approved January twenty-second, nineteen hundred and twenty-seven, entitled "An Act for the Promotion of the Welfare and Hygiene of Maternity and Infancy."

Sec. 2. Department of health to co-operate with federal children's bureau. The state department of health is hereby authorized and directed to co-operate, through its division of public health nursing and child welfare, with the federal children's bureau in the administration of the provisions of the act of congress aforesaid, and to do all things necessary to entitle the state to receive all the benefits thereof.

Sec. 3. Moneys received to be deposited with state treasurer. All moneys accruing to this state under the provisions of the act of congress aforesaid shall be deposited with the state treasurer.

Sec. 4. Appropriations made to carry out provisions. For the purpose of carrying out the provisions of the act of congress aforesaid, the sum necessary to enable the state to secure the full benefits of said act, is hereby appropriated for the years from July first, nineteen hundred and twenty-seven, to June thirtieth, nineteen hundred and twenty-eight, and from July first, nineteen hundred and twenty-eight, to June thirtieth, nineteen hundred and twenty-nine, said sum not to exceed ten thousand dollars annually.

Sec. 5. Rights of parents and guardians not restricted. Nothing in this