

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

AS PASSED BY THE

Eighty-fifth Legislature

OF THE

STATE OF MAINE

1931

Published by the Secretary of State, in conjunction with the Revisor of Statutes
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Private and Special Laws

OF THE

STATE OF MAINE

As Passed by the Eighty-Fifth
Legislature

1931

duly signed by the treasurer and board of overseers of said corporation shall be its legal obligations.'

Approved April 3, 1931.

Chapter 121.

AN ACT Relating to the Dixfield-Peru Bridge.

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

P. and S. L., 1921, c. 103; relating to the Dixfield-Peru toll bridge, repealed. Chapter one hundred three of the private and special laws of nineteen hundred twenty-one is hereby repealed. This repeal shall take effect ninety days after the adjournment of the eighty-fifth legislature provided the new Dixfield-Peru bridge has been completed at that time and opened to the public. Otherwise it shall not become effective until the aforesaid new bridge is completed and opened to the public.

Approved April 3, 1931.

Chapter 122.

AN ACT to Provide for the Further Issuance of State Highway and Bridge Bonds.

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

Sec. 1. Provisions for further issuance of highway and bridge bonds, amended. In addition to state highway and bridge bonds heretofore issued in the name and behalf of the state, and in addition to three million dollars of bonds for state highway construction and reconstruction authorized to be issued by the eighty-fifth legislature under the provisions of an emergency bill, the treasurer of state is hereby expressly authorized, in accordance with and under the provisions of chapter one hundred thirty of the private and special laws of nineteen hundred twenty-nine, to issue from time to time during the calendar year nineteen hundred thirty-two serial coupon bonds in the name and behalf of the state to an amount not exceeding three million dollars; the proceeds thereof to be used in accordance with the comprehensive program for state highway construction laid out by the state highway commission and approved by the governor and council, under the provisions of section five of chapter one hundred thirty of the private and special laws of nineteen hundred twenty-nine. The governor and council are also hereby authorized, in ac-