

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 in accordance with the Resolves of the Legislature, approved June 28, 1820, March 18, 1840, March 16, 1842, and an Act of August 6, 1930.

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1931

RESOLVES

OF THE

STATE OF MAINE

As Passed by the Eighty-Fifth
Legislature

1931

Chapter 136.

RESOLVE, Dividing the State into Executive Councillor Districts.

Apportionment executive councillor districts. Resolved: That for the years nineteen hundred and thirty-three to and including the year nineteen hundred and forty-two, the state is hereby divided into seven councillor districts, each of which districts shall be entitled to one councillor to be chosen in the manner prescribed by the constitution and laws of the state, as follows:

First: York, 1933-34, 1935-36, 1941-42. Oxford, 1937-38, 1939-40.

Second: Cumberland, one for each year.

Third: Sagadahoc, 1933-34. Androscoggin, 1935-36, 1939-40, 1941-42. Franklin, 1937-38.

Fourth: Somerset, 1933-34, 1935-36. Kennebec, 1937-38, 1939-40, 1941-42.

Fifth: Lincoln, 1933-34. Waldo, 1935-36. Hancock, 1937-38, 1939-40. Knox, 1941-42.

Sixth: Piscataquis, 1933-34. Penobscot, 1935-36, 1937-38, 1939-40, 1941-42.

Seventh: Washington, 1933-34, 1935-36. Aroostook, 1937-38, 1939-40, 1941-42.

Approved April 3, 1931.

Chapter 137.

RESOLVE, Relative to Expense of the Town of Woolwich in Connection with Elimination of a Grade Crossing.

Expense to town of Woolwich assumed. Resolved: That the expense to the town of Woolwich as provided under section thirty-nine, chapter twenty-seven of the revised statutes in connection with the elimination of a grade crossing on the state highway running from Woolwich to Wiscasset, on line of the Maine Central Railroad in the town of Woolwich, to wit: the grade crossing at a point two thousand nine hundred feet westerly of Montsweag Brook, and the substitution of an overhead bridge to be located approximately one thousand two hundred seventy feet easterly of the present grade crossing, as indicated on a plan filed in the case designated as R. R. number one thousand six hundred ninety-two on the docket