

# MAINE STATE LEGISLATURE

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# ACTS AND RESOLVES

AS PASSED BY THE

## Ninety-fourth Legislature

OF THE

# STATE OF MAINE

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1949



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**PUBLIC LAWS**  
OF THE  
**STATE OF MAINE**

As Passed by the Ninety-fourth Legislature

**1949**

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## Chapter 112

### AN ACT Relating to Maine Real Estate Commission and Brokers' Licenses and Fees.

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

R. S., c. 75, § 5, amended. Section 5 of chapter 75 of the revised statutes is hereby amended by adding at the end thereof a new paragraph, to read as follows:

'The commission is hereby authorized to require every applicant for a first-time broker's license, or a first-time salesman's license, to appear in person at such time and place as the commission shall designate for that purpose, for a personal written or oral examination as to his qualifications to act as a broker or salesman, and the commission shall collect a fee of \$10 for such examination, which fee will entitle any applicant for a license to 1 retake examination, without additional charge, should the applicant fail to pass the first examination. The examination fee, provided herein, shall be in addition to any other fees authorized by this chapter.'

Effective August 6, 1949

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## Chapter 113

### AN ACT Relating to Service Retirement Benefits for Airplane Pilots Who are Employed as Such by the State of Maine.

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

Sec. 1. R. S., c. 60, § 6-A, sub-§ V-A, additional. Section 6-A of chapter 60 of the revised statutes, as enacted by section 3 of chapter 384 of the public laws of 1947, is hereby amended by adding thereto a new subsection to be numbered V-A, to read as follows:

'V-A. Any airplane pilot who is employed as such by the state of Maine and who becomes a member of this system and who has creditable service of at least 25 years in this capacity may be retired at  $\frac{1}{2}$  of his average final compensation provided such retirement is requested either by such pilot or the head of his department. If any such pilot should become eligible under the provisions of this system, as a result of prior service and membership service, to a retirement allowance in excess of  $\frac{1}{2}$  of his average final compensation, he shall be entitled to the higher retirement allowance.'