

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

AS PASSED BY THE

Ninety-fifth Legislature

OF THE

STATE OF MAINE

Published by the Director of Legislative Research in accordance with subsection VI of section 26 of chapter 9 of the Revised Statutes of 1944.

KENNEBEC JOURNAL
AUGUSTA, MAINE
1951

Private and Special Laws

OF THE

STATE OF MAINE

As Passed by the Ninety-fifth Legislature

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Sec. 2. Educational and research program. The liquor research commission shall have the power to recommend a program of education in the public schools and state-supported colleges and universities in this state with respect to the effects of excessive drinking of alcoholic beverages and through such other methods as may be deemed essential for the enlightenment of the public; to establish and maintain one or more guidance centers in centrally located communities to disseminate information concerning alcoholism and to counsel victims of the disease or others who may be interested in dependable sources of treatment and rehabilitation for the afflicted; to continue and complete the studies authorized by chapter 213 of the private and special laws of 1949 with special reference to the feasibility of establishing state-supported clinics or other facilities for the care, treatment and rehabilitation of alcoholics; to utilize existing facilities in this state, including such buildings, equipment and professional or other personnel as may be available, or to contract for such facilities and personnel as may otherwise be required to accomplish the commission's objectives; and to expend such funds for said purposes as may, from time to time, be appropriated therefor by the legislature.

Sec. 3. Time of meeting; expenses. Said commission shall meet at the place designated by and at the call of the chairman, not less than 2 nor more than 12 times each year, for the promotion of its objectives. The members shall be paid \$10 per day for the day of each meeting and expenses to and from the meeting place, on vouchers approved by the chairman.

Sec. 4. Appropriation. There is hereby appropriated from the general fund the sum of \$25,000 for the fiscal year 1951-1952 to the said commission to be expended in the promotion of its objectives and in the payment of the necessary expenses of the commission. All unexpended balances shall not lapse, but shall remain a continuing carrying account until the purposes of this act have been accomplished.

Effective August 20, 1951

Chapter 219

AN ACT Providing for the Construction of a Ferry Landing and Approaches Thereto in the Town of Bar Harbor.

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

Sec. 1. State highway commission to build approaches; appropriation; limitation. The state highway commission is authorized and directed to lay out and establish a new highway, beginning at a point on route No. 3

at about .9 of a mile northwesterly of the junction of Eden street and West street in the town of Bar Harbor, and extending in a northeasterly direction across land of the property of the town of Bar Harbor (formerly of the Stotesbury estate), a distance of 600 feet, more or less, to the ocean shore, so that said highway shall connect with the causeway to the pier or terminal to be constructed as hereinafter provided. The sum of \$25,000 is hereby appropriated from the general highway fund for the establishing of such new highway. Provided, however, that no work shall be commenced on such highway until the funds for the pier or terminal have been made available as hereinafter provided.

Sec. 2. P. & S. L., 1929, c. 114, § 1, sub-§ (b), amended. The 1st sentence of subsection (b) of section 1 of chapter 114 of the private and special laws of 1929, as amended, is hereby further amended to read as follows:

‘The said Port Authority is constituted a public agency of the state of Maine for the general purpose of acquiring, constructing and operating piers and terminal facilities at the port of Portland and the port at Bar Harbor, with all the rights, privileges and power necessary therefor, and shall have the power of buying, leasing and otherwise acquiring and of holding, owning, controlling, constructing, leasing, operating and otherwise using and of selling and otherwise disposing of real and personal property and such rights and easements therein as its directors may from time to time consider necessary for the purpose of constructing, or securing the constructing or utilizing of piers and in connection therewith, highways, waterways, railroad connections, storage yards and sites for warehouses and industrial establishments, and may lay out and build thereon such piers, with buildings and appurtenances, docks, highways, waterways, railroad connections, storage yards, elevators, public warehouses, and every kind of railroad and marine terminal facility, as, in the opinion of its directors may be desirable; for a term not exceeding 5 years, it may lease, demise or rent any of its real or personal property not required in the performance of its functions; and for a period not exceeding 5 years, and in a sum not exceeding \$50,000 by vote of its directors, it may make any contract or agreement for the carrying on or performance of its purposes or for the more advantageous, expeditious or convenient discharge of its duties; no form of indebtedness issued or liabilities incurred by said Port Authority shall become an obligation of the state of Maine and all instruments so issued shall so state; it may acquire, hold and operate lighters and other vessels necessary or convenient; it may establish and collect the fees, rates, rentals and other compensation for the use of its property and facilities; it shall keep account of its income and expenditures, property and liabilities, in manner approved by the state auditor, who shall

audit its books of accounts at least once a year, and it shall make an annual report of the condition of its property and finances to the governor and council; the net income of the Port Authority may be used for improvements and extensions of the property of the Port Authority in the discretion of its directors.'

Sec. 3. Ferry landing at Bar Harbor. The directors of the Maine Port Authority, under the provisions of chapter 114 of the private and special laws of 1929, as amended, are authorized to construct a terminal or pier at Bar Harbor to be the Maine terminal of an International Ferry to be built by the Canadian government between Nova Scotia and Bar Harbor.

Effective August 20, 1951

Chapter 220

AN ACT to Make Allocations from the General Highway Fund for the Fiscal Years Ending June 30, 1952, and June 30, 1953.

Emergency preamble. Whereas, acts and resolves passed by the legislature do not become effective until 90 days after adjournment unless enacted as emergencies; and

Whereas, the said 90-day period will not terminate until after the beginning of the next fiscal year; and

Whereas, certain obligations and expenses incident to the operation of the state highway commission will become due and payable on or immediately after July 1, 1951; and

Whereas, in the judgment of the legislature these facts create an emergency within the meaning of the constitution of Maine and require the following legislation as immediately necessary for and preservation of the public peace, health and safety; now, therefore,

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

Sec. 1. Allocation of general highway fund. Income to the general highway fund for the next two fiscal years—from July 1, 1951, to June 30, 1952, and from July 1, 1952, to June 30, 1953—shall be segregated, apportioned, and expended as designated in the following schedules:

| Department | 1951-52 | 1952-53 |
|---------------|------------|------------|
| BOND INTEREST | \$ 185,079 | \$ 147,100 |