

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

AS PASSED BY THE

Ninety-fifth Legislature

OF THE

STATE OF MAINE

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Private and Special Laws

OF THE

STATE OF MAINE

As Passed by the Ninety-fifth Legislature

1951

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

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PRIVATE AND SPECIAL, 1951

Department	1951-52	1952-53
BOND RETIREMENT	\$ 1,119,000	\$ 944,000
FORE RIVER BRIDGE, PORTLAND AND SOUTH PORTLAND, bond in- terest	40,000	110,000
HIGHWAYS AND BRIDGES		
General Administration, State Highway Commission	457,903	457,011
Construction of state aid roads, engi- neering and supervision	1,230,000	1,230,000
Construction of bridges (R. S., 1944, Chap. 20, Secs. 82-92)	600,000	600,000
Highway construction (for matching federal funds apportionment under Federal-Aid Highway Acts)	3,700,000	3,900,000
Maintenance of state and state aid roads	6,500,000	6,500,000
Betterments, state and state aid roads	1,000,000	1,000,000
Snow removal	2,250,000	2,250,000
Maintenance of bridges	450,000	450,000
Special resolves of the legislature for re- pair and construction of highways and bridges	175,000	150,000
Special resolves of the legislature, claims	4,355	
Town road improvement fund	500,000	500,000
Compensation for injuries	50,000	50,000
Traffic services	150,000	150,000
Topographic mapping	10,000	10,000
Grade crossing protection, state and state aid highways	20,000	20,000
Special resolves (not included in above, to be paid from the general highway fund)	124,000	
Contingent expenses	150,000	150,000
PROTECTION OF PERSONS AND PROPERTY		
STATE POLICE:		
General administration	848,338	861,921
Maintenance of state police headquar- ters building	8,409	8,543
Highway safety	10,000	

ALLOCATIONS FROM GENERAL HIGHWAY FUND		991
PRIVATE AND SPECIAL, 1951		CHAP. 220
Department	1951-52	1952-53
SECRETARY OF STATE		
Motor Vehicle Division, general administration	\$ 352,195	\$ 351,945
Maintenance, motor vehicle registration building	11,330	11,330
CONTRIBUTIONS AND TRANSFERS TO OTHER FUNDS		
To General Fund:		
Accounting services	51,150	51,700
Auditing services	4,180	4,180
Purchasing services	2,092	2,212
Legal services	3,905	3,905
Bureau of Taxation, administration of gasoline and use fuel tax	42,892	43,258
To other special revenue funds auditing services	5,170	5,170
To Trust Funds		
Employees' Retirement System—pension	191,865	188,906
Employees' Retirement System—expense	6,000	6,000
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Total legislative allocations	\$20,252,863	\$20,157,181

Sec. 2. Reduction in revenue. In the event that actual revenue receipts are less than the estimated revenues projected for either year of the biennium ending June 30, 1953, the state highway commission, with the approval of the governor and council, shall reduce the funds herein allocated for new construction of highways, except those highways which may be determined by the state highway commission and the governor and council to be vital for national security purposes. The reduction in allocations to be such as to offset, as nearly as possible, the reduction in revenue.

Sec. 3. Allocation of the unappropriated general highway fund surplus. The unappropriated general highway fund surplus, with the approval of the governor and council, may be apportioned by the state highway commission for the following purposes:

1. For payment of such cost as may be necessary for bond interest and retirement in addition to the amounts hereinbefore allocated.
2. For federal matching funds.
3. For maintenance of state and state aid highways.

4. For construction of bridges on state, state aid and third class highways under the provisions of sections 82 to 92, inclusive, of chapter 20 of the revised statutes.

5. For extra administration costs not anticipated in the budget of any department or agency receiving allocations from the general highway fund.

At the end of each year of the biennium all unencumbered allocated balances representing state monies, except those that carry forward as provided by law, shall be lapsed to unappropriated surplus as provided by section 23, of chapter 14, of the revised statutes of 1944. At the end of each fiscal year of the biennium all encumbered allocation balances shall be carried forward to the next fiscal year, but in no event shall encumbered allocation balances be carried more than once.

Emergency clause. In view of the emergency cited in the preamble, this act shall take effect when approved.

Effective May 21, 1951

Chapter 221

AN ACT Relating to Combination Highway and Railroad Bridge Across Fore River.

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

P. & S. L., 1949, c. 154, § 4-A, additional. Chapter 154 of the private and special laws of 1949 is hereby amended by adding thereto a new section, to be numbered 4-A, to read as follows:

'Sec. 4-A. Toll bridge. Said bridge, when constructed, shall be operated as a toll bridge until all the bonds issued as provided by this chapter shall be retired.'

Referendum. The aldermen of cities, the selectmen of towns and the assessors of the several plantations of this state are hereby empowered and directed to notify the inhabitants of their respective cities, towns and plantations to meet in the manner prescribed by law for calling and holding biennial meetings of said inhabitants for the election of senators and representatives, at a special state-wide election to be held on September 10, 1951 to give in their votes upon the acceptance or rejection of the foregoing act, and the question shall be: