

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

RESOLVES
OF THE
STATE OF MAINE

As Passed by the Ninety-fifth Legislature

1951

CHAP. 122**RESOLVES, 1951**

effect as of the week ending March 10, 1951 the proposed salary plan for the employees of the state of Maine developed in accordance with chapter 201 of the resolves of 1949 and to grant to each state employee affected by the salary plan, a salary increase of one step in said salary plan by assigning each class of employment to the salary range next above that range to which it is allocated in the salary plan; and be it further

Resolved: That no part of such increase shall be granted, to any employee, which has the effect of placing such employee's salary above the adjusted maximum salary rate established for his class; and be it further

Resolved: That the salary rate of any employee who is regularly being paid at or above the adjusted maximum rate established for his class shall not be changed as a result of the approval of this resolve.

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

Effective May 19, 1951

Chapter 121

RESOLVE, in Favor of Howard P. Fairfield, of Skowhegan.

Howard P. Fairfield; reimbursed. Resolved: That there be, and hereby is, appropriated the sum of \$193.25 to be paid to Howard P. Fairfield, of Skowhegan, as a full and final settlement of his claim against the state for rebate of gasoline tax due him; said sum to be paid from the general highway fund.

Effective August 20, 1951

Chapter 122

RESOLVE, in Favor of Eathel F. Rowe, of Aurora.

Eathel F. Rowe; compensated. Resolved: That there be, and hereby is, appropriated the sum of \$200 from the general highway fund to be paid to Eathel F. Rowe, of Aurora, to compensate him for damage to his blueberry land caused by construction of state aid road over schoolhouse hill, so called.

Effective August 20, 1951