

# MAINE STATE LEGISLATURE

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# ACTS AND RESOLVES

AS PASSED BY THE

One Hundred and Second Legislature

OF THE

# STATE OF MAINE

Published by the Director of Legislative Research in accordance with  
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**PRIVATE AND SPECIAL LAWS**  
OF THE  
**STATE OF MAINE**  
AS PASSED BY THE  
**One Hundred and First Legislature**  
AT THE  
**SPECIAL SESSIONS**  
January 6-17, 1964  
September 28-30, 1964

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held in each member town and the member city of June 15, 1964, wherein it was voted to authorize the school directors of School Administrative District No. 34 to issue bonds and notes in the name of said district for capital outlay purposes in an amount not to exceed \$1,100,000 are hereby confirmed, validated and made effective.

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

Effective September 30, 1964

## Chapter 238

**AN ACT** Authorizing the Maine-New Hampshire Interstate Bridge Authority to Install a Movable Draw Span on the Lower Deck Level at Pier 21 of the Piscataqua River Bridge.

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

**P. & S. L., 1937, c. 18, § 19, additional.** Chapter 18 of the private and special laws of 1937, as amended, is further amended by adding a new section, to be numbered 19, to read as follows:

'Sec. 19. Additional powers. The Maine-New Hampshire Interstate Bridge Authority, created by the compact or agreement between the State of Maine and the State of New Hampshire, to which the consent of the Congress of the United States was given by Act approved July 28, 1937 (50 Stat. 538), is authorized and empowered to proceed with the installation of a movable draw span on the lower deck level at pier 21 of the Piscataqua River Bridge, including any necessary river dredging in order to provide for a movable railroad span, thus making an opening in the lower deck railroad girders to permit the passage of small harbor craft without interfering with passage of vehicles at the highway level, all in accord with the general plans therefor as prepared by Harrington & Cortelou, Consulting Engineers of Kansas City, Missouri, under date of January 21, 1964; and the authority is further authorized to pay for the same either out of current revenue from the operation of the bridge, or from any trust funds held by the authority under section 10 of the Act creating the authority. The total expenditure to be made by the authority under this authorization shall not exceed the sum of \$400,000.'

Effective December 30, 1964

## Chapter 239

**AN ACT** to Authorize School Administrative District No. 31 to Issue Bonds or Notes for Capital Outlay Purposes in an Amount Not to Exceed \$300,000.

**Emergency preamble.** Whereas, Acts of the Legislature do not become effective until 90 days after adjournment unless enacted as emergencies; and