

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

AS PASSED BY THE

One Hundred and Third Legislature

OF THE

STATE OF MAINE

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PRIVATE AND SPECIAL LAWS
OF THE
STATE OF MAINE
AS PASSED BY THE
One Hundred and Third Legislature
1967

Chapter 54

AN ACT Describing the Boundary Line Between the Towns of Paris and West Paris.

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

P. & S. L., 1957, c. 130, § 1, repealed and replaced. Section 1 of chapter 130 of the private and special laws of 1957 is repealed and the following enacted in place thereof:

Sec. 1. Incorporation. All that part of the Town of Paris, including North Paris and West Paris, so called, being all that part of the Town of Paris lying northerly of the following described line, namely: Commencing at a cut granite marker which marks and establishes the easterly end of the line herein described and which stands on the westerly boundary line of the Town of Buckfield approximately 1,600 feet southerly from the northwesterly corner of said Town of Buckfield; thence westerly along a spotted and painted line on a magnetic bearing (1966) of North $69^{\circ} 30'$ West for a distance of approximately 3,100 feet to a cut granite marker which marks and locates the easterly end of the lot line between lots 18 and 19 in range 9 as shown on the Town of Paris map of 1951; thence along said lot line on a magnetic bearing of South $76^{\circ} 30'$ West along a short barbed-wire fence to and along a continuing stone wall for a distance of approximately $1\frac{1}{4}$ miles to the end of said wall; thence on same magnetic bearing along a spotted and painted line to a cut granite marker standing on the westerly side of the Ellingwood Road, so called, leading from Paris Hill to the Forbes School District; thence on same magnetic bearing along a spotted and painted line to a cut granite marker standing on the westerly side of the Stearns Hill Road, so called, leading from Hungry Hollow to Stearns Hill; thence same course to a cut granite marker standing on the easterly side of State Highway Route 26 leading from South Paris to Bryant's Pond; thence same course across said Route 26 and along a spotted and painted line to a cut granite marker which stands approximately 800 feet westerly of said Route 26, thence on a magnetic bearing of North $62^{\circ} 20'$ West along a spotted and painted line for a distance of approximately 800 feet to a cut granite marker which stands on the lot line between lots 18 and 19 as shown on Town of Paris map of 1951; thence follow a magnetic bearing of South 76° West along a stone wall on said lot line to a cut granite marker standing on the westerly side of the Jackson Crossing Road, so called, leading from Hungry Hollow to Bisco Falls on the Little Androscoggin River; thence on same course along a spotted and painted line to and across the Little Androscoggin River, to and across the right-of-way of the Canadian National Railroad, to and along a continuing stone wall to High Street, so called, leading from South Paris to West Paris Village; thence on same course across said High Street to a cut granite marker standing on the westerly side of said High Street and at the easterly end of a stone wall; thence same course along said stone wall to its westerly end and then along a continuing spotted and painted line to a cut granite marker which stands on the easterly boundary line of the Town of Norway and which marks and locates the westerly end of the lot line between lots 18 and 19 in range 1 as shown on the Town of Paris map of 1951 and the westerly end of the line herein described between the Town of Paris and the Town of West Paris; thence in a northerly direction along the town line between the Towns of Paris and Norway to the town line between the Town of Paris and the Town of Greenwood; thence continuing in the same northerly direction along the town line between the Towns of Paris and Greenwood to the Woodstock town line; thence in an easterly direction along the town line between the Towns of Paris and Woodstock to the town line of the Town of Sumner;

thence in a southerly direction along the town line between the Town of Paris and the Town of Sumner to a granite marker defining the southwesterly corner of the Town of Sumner; thence south 20° 30' east for a distance of 3,100 feet, more or less, to a marker on the northwesterly corner of the Town of Buckfield; thence southerly to the point of beginning, together with the inhabitants thereof, is hereby incorporated into a town by the name of West Paris; and said Town of West Paris is hereby invested with all the powers and privileges and subject to all the duties and obligations incident to other towns of the State.

Effective October 7, 1967

Chapter 55

AN ACT Relating to Costs of Flander's Bay Community School District.

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

P. & S. L., 1951, c. 203, amended. Chapter 203 of the private and special laws of 1951 is amended by adding at the end the following new sentence:

Any funds received by the Flander's Bay Community School District under P. L. 874, Aid to Schools in Federally Affected Areas, shall be credited to the assessment of the individual towns where the students reside.

Effective October 7, 1967

Chapter 56

AN ACT Permitting Town of Brunswick to Raise Money for Boarding Home.

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

Whereas, a boarding home operated in a structure owned by the Town of Brunswick will be closed early in 1967 because of Maine Department of Health and Welfare regulations governing boarding homes; and

Whereas, there is a lack of boarding home facilities in Brunswick; and

Whereas, many residents of said boarding home are residents of Brunswick, have limited income, and will have to be placed in homes in other towns against their wishes, and in so doing will have to be separated from each other, all because of the lack of boarding home facilities in Brunswick; and

Whereas, for these reasons there is a need for designing and constructing a boarding home facility as early as possible in 1967; and