

MAINE STATE LEGISLATURE

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REVISED STATUTES
OF THE
STATE OF MAINE
1954

1963 CUMULATIVE SUPPLEMENT

ANNOTATED

IN FIVE VOLUMES

VOLUME 1

Discard Previous Supplement

THE MICHIE COMPANY
CHARLOTTESVILLE, VIRGINIA
1963

tion committee among the districts already organized or to be organized, in accordance with the procedure specified in subsection II. All moneys allocated to any district by the said committee shall be available to the supervisors of such district for all administrative and other expenses of the district under this chapter.

II. Budget and allocations. Allocations to soil conservation districts shall be made on the basis of a budget submitted by each district to the state committee by February 1st of each year. In making such allocations of such moneys, the committee shall retain an amount estimated by it to be adequate to enable it to make subsequent allocations in accordance with this section from time to time among newly organized districts. (R. S. c. 29, § 10. 1945, c. 109, §§ 1, 2. 1963, c. 401, § 7.)

Effect of amendment.—The 1963 amendment in subsection I substituted the former reference to moneys available to pay the expenses of soil conservation districts for moneys under the control of the state committee in the soil conservation districts fund, deleted “during the ensuing biennial fiscal period” after “to be organized” in

the middle of the first sentence of subsection I, substituted the present first sentence of subsection II for the former first two sentences, added “newly organized” preceding “districts” at the end of subsection II and deleted all the language formerly appearing after the word “districts” at the end of subsection II.

Sec. 11. Repealed by Public Laws 1963, c. 401, § 8.

Chapter 35.

Uniform Agricultural Cooperative Association Act.

Sec. 4. Purposes.

IV. Financing. Financing any of the above enumerated activities for its members, subject to the limitations of chapter 59, section 1-J, subsection II. (R. S. c. 31. 1945, c. 294. 1961, c. 385, § 14.)

Effect of amendment.—The 1961 amendment substituted “chapter 59, section 1-J, subsection II” for “section 4 of chapter 59” at the end of subsection IV.

As the rest of this section was not affected by the amendment, only subsection IV is set out.

Sec. 18. Misdemeanor to induce breach of marketing contract; spreading false reports.—Any person or any corporation whose officers or employees knowingly induce or attempt to induce any member or stockholder of an association to violate his marketing contract with the association, or who maliciously and knowingly spread false reports about the finances or management thereof, shall be guilty of a misdemeanor and shall be subject to a fine of not less than \$100 nor more than \$1,000 for each such offense; and shall be liable to the association aggrieved in a civil action in the penal sum of \$500 for each such offense. (R. S. c. 31. 1945, c. 294. 1961, c. 417, § 103.)

Effect of amendment.—The 1961 amendment substituted “action” for “suit” near the end of the section.

Sec. 21. Voluntary dissolution.—

II. In the case of an association dissolving pursuant to this section, the superior court, upon the petition of the trustees or a majority of them, or a proper case upon the petition of a creditor or member, or upon the petition of the attorney general, upon notice to all of the trustees and to such other interested persons as the court may specify, from time to time may order and adjudge in respect to the following matters:

(1961, c. 417, § 104.)

Effect of amendment.—The 1961 amendment deleted “provisions of” before “this section” and deleted “or supreme judicial” following “superior” near the beginning of the opening paragraph of subsection II.

As the rest of the section was not affected by the amendment, it is not set out.

Chapter 35-A.

Passenger Tramway Safety.

Sec. 1. Declaration of policy.—It shall be the policy of the state of Maine to protect its citizens and visitors from unnecessary mechanical hazards in the operation of ski tows, lifts and tramways, to ensure that reasonable design and construction are used, that accepted safety devices and sufficient personnel are provided for, and that periodic inspections and adjustments are made which are deemed essential to the safe operation of ski tows, ski lifts and passenger tramways. The primary responsibility for design, construction, maintenance and inspection rests with the operators of such passenger tramway devices. The state, through its passenger tramway safety board, shall register all ski lift devices, establish reasonable standards of design and operational practices, and make such independent inspections as may be necessary in carrying out this policy. (1961, c. 325.)

Sec. 2. Definitions.—Each word or term defined in this section has the meaning indicated in this section for the purposes of this chapter, unless a different meaning is plainly required by the context:

I. Board. “Board” means the passenger tramway safety board.

II. Commission. “Commission” means the state park commission.

III. Industry. “Industry” means the activities of all those persons in the state who own or control the operation of passenger tramways.

IV. Operator. “Operator” means a person who owns or controls the operation of a passenger tramway. “Operator” shall include the state or any political subdivision.

V. Passenger tramway. “Passenger tramway” means a device used to transport passengers uphill on skis, or in cars on tracks or suspended in the air, by the use of steel cables, chains or belts or by ropes, and usually supported by trestles or towers with one or more spans. “Passenger tramway” shall include the following:

A. Two-car aerial passenger tramway, a device used to transport passengers in 2 open or enclosed cars attached to, and suspended from, a moving wire rope or attached to a moving wire rope and supported on a standing wire rope, or similar devices.

B. Multi-car aerial passenger tramway, a device used to transport passengers in several open or enclosed cars attached to, and suspended from, a moving wire rope or attached to a moving wire rope and supported on a standing wire rope, or similar devices.

C. Skimobile, a device in which a passenger car running on steel or wooden tracks is attached to and pulled by a steel cable, or similar devices.

D. Chair lift, a type of transportation on which passengers are carried on chairs suspended in the air and attached to a moving cable, chain or link belt supported by trestles or towers with one or more spans, or similar devices.

E. J bar, T bar, platter pull, so called, and similar types of devices are means of transportation which pull skiers riding on skis by means of an attachment to a main overhead cable supported by trestles or towers with one or more spans.