

# MAINE STATE LEGISLATURE

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LEGISLATIVE RECORD

OF THE

*One Hundred and Fifth*

*Legislature*

OF THE

STATE OF MAINE

1971

KENNEBEC JOURNAL  
AUGUSTA, MAINE

**HOUSE**

Thursday, March 18, 1971

The House met according to adjournment and was called to order by the Speaker.

Prayer by the Rev. Mr. Douglas H. Robbins of Augusta.

The journal of yesterday was read and approved.

**Papers from the Senate**

From the Senate: The following Communication: (S. P. 466)

STATE OF MAINE  
BUREAU OF PUBLIC  
IMPROVEMENTS  
AUGUSTA, MAINE

March 16, 1971

To the Senate and House of Representatives of the One Hundred and Fifth Legislature  
Gentlemen:

In accordance with the provisions of Title 5, M.R.S.A., Section 1742, I present the accompanying Recommended Priorities for Capital Improvement Requests submitted to the One Hundred and Fifth Legislature for the fiscal years 1971-72 and 1972-73.

Respectfully submitted,

(Signed)

NIRAN C. BATES

State Director of  
Public Improvements

Came from the Senate read and with accompanying papers ordered placed on file.

In the House, the Communication was read and with accompanying papers ordered placed on file in concurrence.

Bills from the Senate requiring reference were disposed of in concurrence.

**Non-Concurrent Matter**

Joint Order relative to Portrait of Hon. Nathan A. Farwell (H. P. 1134) which was passed in the House on March 16.

Came from the Senate indefinitely postponed in non-concurrence.

In the House: On motion of Mr. Emery of Rockland, the House voted to recede and concur.

**Orders**

Mr. Henley of Norway was granted unanimous consent to address the House.

Mr. HENLEY: Mr. Speaker and Ladies and Gentlemen of the House: I would like to announce, as briefly as I can, my town, the Town of Norway, and the Health Council of Maine are presenting Norway's first product and its finest product, its children, in the rotunda this morning from 9:30 until 12:30.

The children are all 18-year olds who have been drinking fluoridated water all their lives. Dr. Easton, who is one of the fathers of dentistry and of dental care, will be present; and the Town Manager, Mr. McAlister and 15 other Norway residents out there to answer questions. There will be booklets distributed, and please ask for information on fluoridation.

Each legislator who lives in or represents a fluoridated area will find a daisy on his desk. You are asked to wear it with pride, whether you are for mandatory fluoridation or whether you are not. If you represent an area that is using public fluoridated water it would be well to find out what it has done. And any legislator who is interested to compare the teeth of these youngsters out here who have been drinking it all their lives with some other areas that have not, I think you will find the comparison may be surprising.

I would like to make a little note in passing. The drinking water test bowl that they have out here, one with fluoridated water, one without, that some of you may have sampled — some joker, who probably thinks he is funny, threw a handful of salt into the fluoridated one. So anyone that found that that water tasted horrible, I am informed there is good reason for it. They are changing the water, and I think you will find that it tastes just as good as the other. Thank you.

On motion of Mr. Faucher of Solon, it was

ORDERED, that Rev. Herbert L. Reid of Fairfield be invited to officiate as Chaplain of the House on Thursday, March 25, 1971.

**Tabled and Assigned**

Mr. Emery of Rockland presented the following Order and moved its passage:

WHEREAS, Nathan A. Farwell was the only United States Senator from Maine to reside in Rockland; and

WHEREAS, his contributions to the State and the Nation deserve to be remembered through his image; and

WHEREAS, his portrait is presently obscured by a coatrack located adjacent to Room 228 at the State House; now, therefore, be it

ORDERED, that the Maine Art Commission and Bureau of Public Improvements be directed to relocate the portrait of this distinguished United States Senator to a more honorable and conspicuous location within the State House; and be it further

ORDERED, upon passage of this Order, that copies be transmitted forthwith to said Commission and Bureau as notice of the directives contained herein.

(On motion of Mr. Martin of Eagle Lake, tabled pending passage, and tomorrow assigned.)

**House Reports of Committees****Ought to Pass with Committee Amendment**

Mr. Murray from the Committee on Education on Bill "An Act Providing for Adult Education" (H. P. 384) (L. D. 499) reported "Ought to pass" as amended by Committee Amendment "A" (H-52) submitted therewith.

Mr. Lebel from the Committee on Transportation on Bill "An Act Repealing Law Providing for Statutory Agent for Foreign Domiciled Carriers Purchasing Semitrailer Plates" (H. P. 512) (L. D. 657) reported "Ought to pass" as amended by Committee Amendment "A" (H-53) submitted therewith.

Reports were read and accepted and the Bills read twice. Committee Amendment "A" to each was read by the Clerk and adopted, and tomorrow assigned for third reading of the Bills.

**Divided Report  
Tabled and Assigned**

Majority Report of the Committee on Education reporting "Ought not to pass" on Bill "An Act relating to School Construction Aid" (H. P. 333) (L. D. 442)

Report was signed by the following members:

Messrs. KATZ of Kennebec  
CHICK of Kennebec  
— of the Senate.

Messrs. LYNCH  
— of Livermore Falls  
LAWRY of Fairfield  
MILLETT of Dixmont  
HASKELL of Houlton  
TYNDALE

— of Kennebunkport  
BITHER of Houlton  
SIMPSON of Standish  
WOODBURY of Gray  
— of the House.

Minority Report of same Committee on same Bill reporting "Ought to pass" as amended by Committee Amendment "A" submitted therewith.

Report was signed by the following members:

Mr. MINKOWSKY  
— of Androscoggin  
— of the Senate.

Messrs. LUCAS of Portland  
MURRAY of Bangor  
— of the House.

Reports were read.

The SPEAKER: The Chair recognizes the gentleman from Dixmont, Mr. Millett.

Mr. MILLETT: Mr. Speaker and Ladies and Gentlemen of the House: I move the acceptance of the Majority "Ought not to pass" Report and will speak briefly to my motion.

The SPEAKER: The gentleman from Dixmont, Mr. Millett, moves the House accept the "Ought not to pass" Report. The gentleman may proceed.

Mr. MILLETT: Mr. Speaker and Ladies and Gentlemen of the House: You have before you a very short bill which is actually contained in its entirety in House amendment H-54. It is a bill designed for two communities in the State of Maine, at the present time at least, the City of Lewiston and the City of Portland, who have been designated model cities. The bill would in effect allow the

substitution of federal funds for local effort in the construction of school projects in these two cities.

It is the feeling of the majority of the committee that this would represent an imbalance of local effort for the construction of these projects, and would put an excessive reliance upon the state funds. For these reasons and others which we feel are mainly philosophical, we are opposed to the bill as it stands.

I might point out that out of 40 bills that we have reported out, this is our first divided report, and I want to give full opportunity for the two House members who signed the minority to defend their position, and would encourage them to do so. I also notice that the sponsor of the bill is not in his seat at this time, and possibly one of those gentlemen might like to table the bill for one more day.

(On motion of Mr. Lucas of Portland, tabled pending the motion of Mr. Millett of Dixmont to accept the Majority "Ought not to pass" Report, and specially assigned for Tuesday, March 23.)

#### Divided Report Tabled and Assigned

Majority Report of the Committee on Transportation reporting "Ought to pass" on Bill "An Act Removing Tolls from Bangor-Brewer Bridge" (H. P. 16) (L. D. 25)

Report was signed by the following members:

Messrs. GREELEY of Waldo  
JOHNSON of Somerset  
KELLAM of Cumberland  
— of the Senate.  
Messrs. WOOD of Brooks  
CROSBY of Kennebunk  
DUDLEY of Enfield  
HALL of Windham  
BARNES of Alton  
KEYTE of Dexter  
FRASER of Mexico

— of the House.

Minority Report of same Committee reporting "Ought not to pass" on same Bill.

Report was signed by the following members:

Messrs. LEBEL of Van Buren  
LEE of Albion  
McNALLY of Ellsworth  
— of the House.

Reports were read.

The SPEAKER: The Chair recognizes the gentleman from Bangor, Mr. Kelleher.

Mr. KELLEHER: Mr. Speaker, I move that we accept the "Ought to pass" Report.

The SPEAKER: The gentleman from Bangor, Mr. Kelleher, moves that the House accept the Majority "Ought to pass" Report.

The Chair recognizes the gentleman from Orrington, Mrs. Baker.

Mrs. BAKER: Mr. Speaker and Members of the House: I oppose the acceptance of the "Ought to pass" Report.

This legislation as proposed in L. D. 25, "An Act Removing Tolls from Bangor-Brewer Bridge," is a proposal which would terminate a confidence that was established with the people of the State of Maine in the referendum of September 10, 1951, at which time the people concurred with the deliberations of the 95th Legislature and approved the issuance of bonds in the amount of \$2,500,000 for the construction of a toll bridge across the Penobscot River, between the Cities of Bangor and Brewer.

The Chamberlain Bridge was opened to traffic on November 1, 1954 and has proven to be a major factor in the economy of the Bangor-Brewer area. An average of over 13,000 vehicles use this facility daily with over one-half of these trips considered as being locally oriented traffic. The heavy traffic using the bridge produced revenues of over \$210,000 during the past fiscal year, yet the cost for the local commuter is a very modest amount to pay, considering the convenience and savings of time that are realized when using the bridge. The cost of strip tickets for a passenger car is eight tickets for twenty-five cents, or approximately three cents a trip, with the rates for other vehicles on a proportionately modest basis.

The 103rd Maine Legislature directed the Legislative Research Committee to study the feasibility of removing the tolls from this structure. The Committee held a public hearing in the City of Brewer in this regard. Following

a study of the information received at the public hearing and a review of other information relating to this operation, the conclusions of the Research Committee were reported to the 104th Maine Legislature and their conclusions were as follows:

“The Committee concludes, after serious consideration of all the testimony presented at that hearing and its own deliberations, that it is not a policy of this State to arbitrarily remove tolls from bridges after a few years use and that it is in the best interests of the State of Maine to continue to operate the Joshua L. Chamberlain Bridge as a toll bridge providing it continues to generate sufficient revenue for repayment of its financial obligation and such operation is not unduly burdensome upon the citizens of that locale.”

Additionally, this session of the Legislature is faced with the problem of trying to find sufficient revenues to finance the highway program for the next two years. The program, as proposed, requires that approximately \$26 million of additional monies must be found to continue the current level of maintenance and construction and to provide funds for the several town aid programs that have been established by the Legislature. This is not an appropriate time to add the burden of the debt retirement and interest payments on the Bangor-Brewer Bridge to the highway financing problem. Approximately \$157,000 would be required during the 1972-73 biennium alone to meet these obligations. Over \$2,200,000 of General Highway Fund revenues would be required to meet the total bond retirement and interest obligations during the next several years if the tolls are removed.

Some additional facts that are pertinent and must be recognized include consideration for those who now gain their livelihood from toll collection work on the bridge. Eight full-time and eight part-time employees would be released if the bridge were to become toll free. Also, the costs of all snow removal obligations and for the lighting of the bridge would become the responsibility of the Cities of Bangor and Brewer. And I am told

that that amounts to some \$12,000 per year, which would be shared by the two cities.

Therefore, I urge you to retain the financing of this bridge in the manner that the people of the State of Maine determined.

Now, I live in this area. I live near this bridge. I cross it frequently, very often, and I do not find that any burden to pay the three cents toll. It is really cheaper than it is for me to go up around. I do not think it is any hardship on the people, and as long as the bridge is paying its way, paying the upkeep and the cost of collection, I cannot see why we should take this from highway funds. I think it should continue to go on as it is. Thank you.

The SPEAKER: The Chair recognizes the gentleman from Bangor, Mr. Kelleher.

Mr. KELLEHER: Mr. Speaker and Ladies and Gentlemen of the House: I find myself at kind of an odd position, being on the opposite side of a viewpoint with the gentlewoman from Orrington, Mrs. Baker. But just to state a few facts here this morning, one comment the gentlewoman said that the people in my area will be breaking faith with the people of the State of Maine. I do not agree with that at all.

We have removed tolls from other bridges in the state, and their total cost of — the payment program has never been paid for. The people in my area, since 1954 — and I am talking about the Greater Bangor area — have contributed roughly \$2.6 million to the program. So I don't think that they have broken faith with anyone. I am not saying this is entirely all their money, but about 92 percent of it would be.

We have built bridges in the state, in this state, and we haven't put tolls on them. We are going to build a beautiful bridge over the Androscoggin River in the near future, and that is at \$3.5 million; no toll on that. We have got a bridge down in South Portland, the Fore River Bridge, cost many millions of dollars; there was no toll on that. The Winslow-Waterville Bridge, they have done some

repairs on it, roughly around a million dollars; there was no tolls put on that.

These bridges aren't owned by individual communities; they are owned by the people of the state. And after 18 years I feel that my community has more or less met their obligations. This is not a short figure for 18 years on tolls. There have been other bridges where the tolls have been on a little longer, and some that have been on much less.

We are very proud of Penobscot County, and the Bangor-Brewer area, and we wouldn't want to hold the distinction of having the only toll bridge in the state. And I hope we don't after this committee report is accepted this morning.

Maintenance and cost of the bridge in my area would be no different than any other bridge anywhere else in the state. It comes out of the General Highway Fund. We all use gasoline up home, as the rest of you people do. And I feel that we have got a double set of standards for my particular area. We are contributing to the upkeep of a number of bridges in the State of Maine, and we are also more or less taking a certain segment of an area, and on a particular bridge.

This morning when I came in here I was talking to a number of people about this issue, and they wanted to know what was the cost of the remaining money on the bridge. Well, by next September or October, if this bill should pass, there will be debts of roughly \$1.5 million. And it won't be paid off until the year 2004, and I hope the bridge stands up until the year 2004. But these bonds are already put out at 1.5 percent.

Mrs. Baker quoted a figure that we would be robbing the treasury for two or two and a half million for the next several years. I don't see how we would be doing this. These bonds are liquidating themselves at \$50,000 a year. Their interest rate continually goes down as the years progress. And I feel, ladies and gentlemen, for the reason I put this bill in, that my people have more or less taken care of their obligation. We are not breaking faith with anybody,

and we ask the House this morning to support our side of the issue. Thank you.

The SPEAKER: The Chair recognizes the gentleman from Ellsworth, Mr. McNally.

Mr. McNALLY: Mr. Speaker, Ladies and Gentlemen of the House: I am not perhaps as fully prepared as I ought to be, but I would like for the Legislature to remember one thing, that when this bridge was built the citizens of Bangor who are now petitioning to get out from under, petitioned to have the bridge and were willing to have it as tolls. Now I also, if anybody looks up my record, will find that I wasn't one that approved taking the tolls off the Augusta bridge. And I am going to correct a little thing about the Lewiston bridge.

We met yesterday with the Highway Commission on the Current Services Budget and money needed, and we find that Lewiston is going to have a unique experience with a bridge sitting there without any approaches on either end. There is no money for it. It has been delayed so long since the bond issue came out that prices have gone up, the location couldn't be decided between the two cities, and so now they have arrived at the position where they are building the bridge — the Highway Commission felt that they had a duty to do to build it. They are building the bridge with what money they have, which is four million and a half, and not three million and a half; and any monies to do the approaches to that one is going to come out of state funds entirely because the present bridge is being built in such a way with such specifications that no federal money can be put into it at its completion. I just simply want the Legislature to know that.

I have also heard a good many people here in the City of Augusta, since the tolls were taken off this bridge, think it is one of the bad things that has happened, that we are fast approaching the point where we are going to have to pay as you go to get roads. Folks are getting at the point where they will not vote in bond issues for roads or bridges or anything else. And you will find the oil

companies, although it doesn't cost them one nickel, are not for any raise in the gas tax. It won't hurt their sale of gasoline one particle, yet they oppose all raises in gas taxes, and that is about the only way you have outside of tolls.

Now the simple fact remains, if you take the toll off this bridge, along with having to supply extra money to get them onto the bridge without a row boat, down to Lewiston, you are going to have to do away with several repairs to your roads or several new roads because there is only just so much there and it has got to be paid for some way.

I think it is very foolish to take the tolls off this. I was at the hearing that Mrs. Baker told you about and at that time it was decided that they needed the money very badly to keep going, and I am afraid you are going to find it would be just as much of a mistake as it was when they took it off at Augusta.

The SPEAKER: The Chair recognizes the gentleman from Enfield, Mr. Dudley.

Mr. DUDLEY: Mr. Speaker and Members of the House: I stand before you this morning, I may look like some sort of a liberal, which I am not; but I am always ready to defend my position when I put my name on a document that comes before this House. And I had what I thought were some pretty sound reasons for doing this.

There has been a lot of water over the dam, so to speak, since this bridge was built, and namely these are some of the things that have gone on. First, the people that entered into this agreement, a lot of them are deceased by now. Second of all, we have had at least three increases in the gas tax, two for sure and possibly three since 1954, and these people in that area have had to pay these. I don't think Penobscot County should have the distinction of having the only toll bridge in the State of Maine. The concept of toll bridges seems to be being done away with — we did away with it here in Augusta and some others, so we end up now with the only toll bridge in the whole State of Maine.

Now I can't stand here this morning and I can't drop any tears

for the Highway Committee or the Highway Department and all their poverty, because it was only just a short time ago they found \$2 million to build a bridge across the river just a few miles above where I live, in the Town of Lincoln, without tolls, in the woods — for the Town of Lincoln, with less than 5,000 population. Now if they have got this kind of money, they surely can take the toll off this Brewer bridge.

Now they are not talking about paying this toll bridge off, the million or so dollars that is due on it, we are only talking about paying off the bonds that come due each year for the next so many years, and this doesn't put any great stress on the Highway budget.

I would like to point out to you that the Highway Department passed you out a report that looks like this (indicating paper). It says the "57th Annual Report of the State Highway Commission, 1970." I think you all have one if you will cruise around your desk. Let me read you some of the figures in the back of the book. Surplus as of January 30, 1970 — \$5,586,000. I am one of those that took the trouble before I voted for this bill to go over and see how the surplus account is doing. Well, on January 31, 1970, it was \$6,564,000. I hope you have got a sharp pencil to write this down because it is going up every day.

Now with surplus going up like this and with over \$12 million in the equipment account that they siphon off like the oldtimers used to siphon beer out of a barrel, and we in the legislature have no control over what they siphon off, most of you don't know how they siphon it off. I see no reason why this, in fairness to the people in this area of Penobscot County and we can say to other states that Maine has bridges — we don't have any toll bridges in the State of Maine. Now we really can't say that to some of our tourists.

And while I am here I might give you some idea of how this money is siphoned off. I call it siphoned off; you might have some other fancy way of saying it, but they have all this equipment around the state and they are al-



lowed to set the price of this equipment. For instance, they used to be able to charge \$5 an hour for one of these big trucks you see parked side of the road, but now they can charge any fee that they set per hour, and they charge that to maintenance or state aid, or what have you, whatever they are working on, and this builds up this tremendous account known as the equipment account. Now the legislature has no control over the equipment account; but they may, I have a bill before you later in the session, that may give us a finger in the pie. But at the present time we don't have any say over this equipment account, so they can siphon off whatever money they need for their own toys or playthings or what have you, or to build buildings and many other things.

And as I read the Constitution as amended of the State of Maine, I think it is on about page twenty something, Article XIX, it says that when we give them this designated revenue, we gave this Highway Commission this money designated for highways and bridges. It doesn't go on to say anywhere in the article in the Constitution that we can spend this money for monuments, highway garages, and dig wells and all the other things that now they seem to be doing in disregard to the amendment to the Constitution.

And these are only some of the reasons that I think. I won't bore you with a lot of conversation, except to say that I don't want you people to think that I am the extreme liberal overnight, because this is not a matter of fact.

The SPEAKER: The Chair recognizes the gentleman from Pittsfield, Mr. Susi.

Mr. SUSI: Mr. Speaker, Ladies and Gentlemen of the House: This is an extremely interesting bill and I am sure we are going to have much more discussion on it, but we have nine third readers this morning and ten enactors, and we do want to adjourn at ten o'clock so that we can have our Executive meetings of committees or else we won't be having bills before us to work on tomorrow or the next day. So I would hope that someone

would move that we could table this and also we will be moving to table the divided reports that are ahead of us so that we can get to our enactors and third readers. I thank you.

The SPEAKER: The Chair recognizes the gentleman from Lincoln, Mr. Porter.

Mr. PORTER: Mr. Speaker, I move this item be tabled for one legislative day.

The SPEAKER: The gentleman from Lincoln, Mr. Porter, moves that item four, L. D. 25, be tabled until the next legislative day, pending the motion of the gentleman from Bangor, Mr. Kelleher, that the House accept the Majority "Ought to pass" Report. Is this the pleasure of the House?

(Cries of "No")

The SPEAKER: The Chair will order a vote. All in favor of tabling will vote yes; those opposed will vote no.

A vote of the House was taken.

69 having voted in the affirmative and 52 in the negative, the motion did prevail.

#### Divided Report Tabled and Assigned

Majority Report of the Committee on Transportation reporting "Ought not to pass" on Resolve Designating Part of Route 219 as a State Highway (H. P. 283) (L. D. 372)

Report was signed by the following members:

Mr. GREELEY of Waldo  
— of the Senate.  
Messrs. WOOD of Brooks  
CROSBY of Kennebunk  
HALL of Windham  
DUDLEY of Enfield  
LEE of Albion  
McNALLY of Ellsworth  
— of the House.

Minority Report of same Committee reporting "Ought to pass" on same Resolve.

Report was signed by the following members:

Messrs. JOHNSON of Somerset  
KELLAM of Cumberland  
— of the Senate.  
Messrs. LEBEL of Van Buren  
FRASER of Mexico  
KEYTE of Dexter  
BARNES of Alton  
— of the House.

Reports were read.

(On motion of Mr. Rollins of Dixfield, tabled pending acceptance of either Report and specially assigned for Tuesday, March 23.)

#### **Divided Report Tabled and Assigned**

Majority Report of the Committee on Transportation reporting "Ought not to pass" on Bill "An Act relating to Riding in Trailers" (H. P. 471) (L. D. 599)

Report was signed by the following members:

Messrs. GREELEY of Waldo  
JOHNSON of Somerset  
KELLAM of Cumberland  
— of the Senate.

Messrs. WOOD of Brooks  
CROSBY of Kennebunk  
LEE of Albion  
HALL of Windham  
DUDLEY of Enfield  
McNALLY of Ellsworth  
LEBEL of Van Buren  
KEYTE of Dexter  
FRASER of Mexico

— of the House.

Minority Report of same Committee reporting "Ought to pass" on same Bill.

Report was signed by the following member:

Mr. BARNES of Alton  
— of the House.

Reports were read.

(On motion of Mr. Simpson of Standish, tabled pending acceptance of either Report and tomorrow assigned.)

#### **Order Out of Order**

Mr. Mosher of Gorham presented the following Joint Order and moved its passage:

WHEREAS, Gorham High School is the proud holder of the State of Maine Championship in cross country running for 1970; and

WHEREAS, the school also proudly holds the first State of Maine Championship title ever to be awarded for soccer; and

WHEREAS, the school basketball team was the winner of the Cumberland County Conference and a semifinalist in the Western Maine play-offs; and

WHEREAS, Gorham High School has had a record year for athletic competition with several

distinguished individual honors; now, therefore, be it

ORDERED, the Senate concurring, that we, the Members of the Senate and House of Representatives of the One Hundred and Fifth Legislature now assembled, take this opportunity to recognize and honor the outstanding achievements of the Gorham High School athletic teams and their coaches, EVANS, STEVENSON and RIDLON, and wish them continued success in their efforts in the field of sports to bring honor to their school, community and State; and be it further

ORDERED, that copies of this Order, duly attested by the President of the Senate and Speaker of the House, be transmitted forthwith by the Secretary of the Senate to the principal and coaches of Gorham High School in token of the sentiments expressed herein. (H. P. 1209)

The Joint Order was received out of order by unanimous consent, read and passed and sent up for concurrence.

#### **Passed to Be Engrossed**

Bill "An Act Revising the Law Relating to Traveling Libraries" (S. P. 136) (L. D. 348)

Bill "An Act relating to Business Hours for Taverns" (S. P. 299) (L. D. 856)

Were reported by the Committee on Bills in the Third Reading, read the third time, passed to be engrossed and sent to the Senate.

#### **Third Reader Tabled and Assigned**

Bill "An Act Providing for Presidential Preferences in Primary Election" (H. P. 62) (L. D. 103)

Was reported by the Committee on Bills in the Third Reading and read the third time.

Mr. Starbird of Kingman Township offered House Amendment "A" and moved its adoption.

House Amendment "A" (H-55) was read by the Clerk.

The SPEAKER: The Chair recognizes the gentleman from Perham, Mr. Bragdon.

Mr. BRAGDON: Mr. Speaker and Members of the House: Sometimes it is a little difficult for me to understand amendments. You

are aware that I opposed this bill in its original form yesterday. If I understand this amendment correctly, it makes the whole thing a pretty hollow effort. It doesn't really leave much for the original bill to accomplish.

Apparently under the original bill the delegates and alternates are elected in the conventions. I would question whether or not the amendment has much effect anyway. But I would much prefer that we debate the bill in its original form than it is here amended, and I would move the indefinite postponement of this amendment at this time.

The SPEAKER: The gentleman from Perham, Mr. Bragdon, moves the indefinite postponement of House Amendment "A".

The Chair recognizes the gentleman from Pittsfield, Mr. Susi.

Mr. SUSI: Mr. Speaker, I move the tabling of this until tomorrow pending the indefinite postponement of the amendment.

The SPEAKER: The gentleman from Pittsfield, Mr. Susi, moves that this matter be tabled until the next legislative day pending the motion of Mr. Bragdon of Perham to indefinitely postpone House Amendment "A".

Mr. Starbird of Kingman Township requested a division.

The SPEAKER: A division has been requested. All in favor of tabling will vote yes; those opposed will vote no.

A vote of the House was taken.

85 having voted in the affirmative and 42 having voted in the negative, the motion did prevail.

Bill "An Act relating to Charges for Transporting Milk" (H. P. 515) (L. D. 678)

Bill "An Act Increasing the Hundredweight Fees Payable to Maine Milk Commission" (H. P. 516) (L. D. 679)

Bill "An Act to Appropriate Funds for Payment to Veterinarians for Vaccinating against Brucellosis" (H. P. 626) (L. D. 849)

Were reported by the Committee on Bills in the Third Reading, read the third time, passed to be engrossed and sent to the Senate.

### Third Reader Tabled and Assigned

Bill "An Act relating to Reporting of Motor Vehicle Accidents" (H. P. 1206) (L. D. 1267)

Was reported by the Committee on Bills in the Third Reading and read the third time.

The SPEAKER: The Chair recognizes the gentleman from Cape Elizabeth, Mr. Hewes.

Mr. HEWES: Mr. Speaker, an amendment has been prepared and is being circulated, and I would appreciate it if this could be tabled until later in today's session.

(On motion of Mr. Porter of Lincoln, tabled pending passage to be engrossed and tomorrow assigned.)

### Amended Bills

Bill "An Act relating to Fire Protection for Township 16, Range 4, Aroostook County" (S. P. 108) (L. D. 287)

Bill "An Act Increasing Salaries of District Court Judges" (H. P. 489) (L. D. 630)

Were reported by the Committee on Bills in the Third Reading, read the third time, passed to be engrossed as amended by Committee Amendment "A" and sent to the Senate.

### Passed to Be Enacted Emergency Measure

An Act Amending Charter of Eliot and Kittery Mutual Fire Insurance Company (H. P. 450) (L. D. 605)

Was reported by the Committee on Engrossed Bills as truly and strictly engrossed. This being an emergency measure and a two-thirds vote of all the members elected to the House being necessary, a total was taken. 127 voted in favor of same and none against, and accordingly the Bill was passed to be enacted, signed by the Speaker and sent to the Senate.

### Passed to Be Enacted

An Act Authorizing a Mortgagee to Bid and Purchase Real Estate Sold under Power of Sale (S. P. 117) (L. D. 296)

An Act relating to Computation of Housing Expenses for Members of the Legislature (S. P. 241) (L. D. 702)

An Act relating to Trust Assets of Banks and Trust Companies (S. P. 427) (L. D. 1125)

An Act Increasing Indebtedness of Town of York School District (H. P. 44) (L. D. 76)

An Act relating to Temporary Registration Certificates for Vehicles (H. P. 313) (L. D. 413)

An Act relating to Payment of Fees to Secretary of State for Reports of Records (H. P. 486) (L. D. 627)

An Act Including Escalators and Manlifts in the Elevator Law (H. P. 1066) (L. D. 1126)

An Act relating to the Property Tax Exemption for Parsonages (H. P. 1068) (L. D. 1128)

Were reported by the Committee on Engrossed Bills as truly and strictly engrossed, passed to be enacted, signed by the Speaker and sent to the Senate.

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#### Enactor

#### Tabled and Assigned

Resolve Reimbursing Certain Municipalities on Account of Property Tax Exemptions of Veterans (S. P. 88) (L. D. 217)

Was reported by the Committee on Engrossed Bills as truly and strictly engrossed.

(On motion of Mr. Shaw of Chelsea, tabled pending final passage and specially assigned for Tuesday, March 23.)

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#### Orders of the Day

On request of Mr. Jalbert of Lewiston, the following matter was taken up out of order by unanimous consent:

Resolution Proposing an Amendment to the Constitution Authorizing the Legislature to Enact Self-amortizing Bonds Upon Petition or Referral by the Legislature (H. P. 209) (L. D. 275)

Tabled—March 16, by Mr. Cote of Lewiston.

Pending—Passage to be engrossed.

The SPEAKER: The Chair recognizes the gentleman from Lewiston, Mr. Jalbert.

Mr. JALBERT: Mr. Speaker and Members of the House: I have talked to wiser heads, and I have discussed this proposition with several people, and discussed it with myself also. As I stated last week, I feel this measure has a tremendous amount of merit. I think eventually we will go into the problem anyway. However, I feel it needs to be further studied so that definite safeguards would be put so we would not find ourselves in the position of saving on one hand and spending on the other, number one reason.

Number two, if this measure did get by this House, as it did get by with an overwhelming vote, and I tabled it because the gentleman from Lubec, Mr. Donaghy, is unable to be here, and I didn't want to have this bill go out of here without his talking on it. He was opposed to it.

And regardless of that fact, now, I feel that to keep tabling a measure is expensive timewise, and printingwise; sending it over to the other body to come back here would serve no useful purpose. I would appreciate those who have supported me, I know this measure will be back here after further study.

Mr. Speaker, I now move the indefinite postponement of this measure and all of its accompanying papers.

Thereupon the Resolution was indefinitely postponed and sent up for concurrence.

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On motion of Mr. Susi of Pittsfield,

Adjourned until nine o'clock tomorrow morning.