

MAINE STATE LEGISLATURE

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LEGISLATIVE RECORD
OF THE
Sixty-Ninth Legislature
OF THE
STATE OF MAINE.

1899.

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HOUSE.

Thursday, March 9. 1899.

Prayer by Rev. Mr. Boardman of Hallowell.

Papers from the Senate disposed of in concurrence.

Resolve in favor of the committee on education came from the Senate passed to be engrossed under suspension of the rules.

On motion by Mr. Burns of Westbrook, the rules were suspended, the resolve was read twice and was passed to be engrossed.

A majority and minority report came from the Senate on resolve in favor of the Central Maine State Normal school, the majority report being accepted.

On motion by Mr. King of Caribou, the House concurred with the Senate in the acceptance of the majority report that the resolve be referred to the next Legislature.

House order that the commissioner of shore fisheries be required to furnish an itemized account of the use of money expended by him came from the Senate indefinitely postponed in non-concurrence.

The House receded and concurred with the Senate in the indefinite postponement of the order.

An act relating to the sealers of weights and measures came from the Senate amended by Senate amendment A.

The House reconsidered the votes whereby the bill was passed to be enacted and passed to be engrossed, Senate amendment A was adopted and the bill was then passed to be engrossed as amended.

The following Senate bills were read and assigned:

Bill an act to amend Section 21, Chapter 11 of the Revised Statutes relating to the rights of towns to make by-laws concerning truants.

Resolve in favor of Greely Institute.

Bill an act to authorize the Castine Water Company to engage in the business of electric lighting and furnishing electric power.

Read the third time and passed to be engrossed under suspension of the rules on motion by Mr. Philbrook of Waterville.

Bill an act to incorporate the Patten, Allegash & Northern Railroad Company.

Read the third time and passed to be engrossed under suspension of the rules on motion by Mr. Philbrook of Waterville.

Bill an act to amend Chapter 285 of the Public Laws of 1897, relating to sea and shore fisheries.

Bill an act relating to the jurisdiction of municipal and police courts.

Resolve in favor of the commissioners appointed by the Governor to inquire into and report upon the advisability of establishing State Normal schools.

Bill an act to amend Chapter 407 of the Private and Special Laws of 1889, entitled "An act to incorporate the trustees of Van Buren College, and to authorize the faculty of said college to confer degrees."

Read the third time and passed to be engrossed under suspension of the rules on motion by Mr. Farrell of Van Buren.

Bill an act to extend the charter of the Ellsworth Street Railway.

Bill an act to amend the charter of the Waldo Street Railway.

Bill an act to amend the charter of the Augusta Safe Deposit and Trust Company.

Read the third time and passed to be engrossed under suspension of the rules on motion by Mr. Manley of Augusta.

Bill an act to extend the charter of the Bluehill Trust and Banking Company.

Read the third time and passed to be engrossed under suspension of the rules on motion by Mr. Philbrook of Waterville.

Bill an act to revive and amend Chapter 276 of the Private and Special Laws of 1895, entitled "An act to incorporate the Van Buren Trust and Banking Company."

Read the third time and passed to be engrossed under suspension of the rules on motion by Mr. Farrell of Van Buren.

(Mr. Hopkins of Deering, in the chair).

The following bills, petitions, etc., were presented and referred, matters of a private nature being introduced

under suspension of rules limiting the same to February 1:

JUDICIARY.

By Mr. Bird of Rockland—Remonstrance of E. K. Winchenbalk and four others against the passage of the law relating to gift enterprises in the sale of personal property and chattels.

By Mr. Beal of Bangor—Bill an act to promote the efficiency of the fire department of the city of Bangor.

By Mr. Mcfarlane of Greenville—Bill an act creating a board of public charities.

By Mr. Sutherland of Biddeford—Bill an act to amend Chapter 60 of the Private and Special Laws of the State of Maine of 1895.

FINANCIAL AFFAIRS.

By Mr. Maxwell of Richmond—Resolve relating to certain unpaid taxes assessed against certain street railroad corporations.

TAXATION.

By Mr. King of Caribou—Bill an act to amend Section 41 of Chapter 6 of the Revised Statutes of Maine relating to the taxation of railroads.

Was referred to the committee on taxation.

On motion of Mr. Parkhurst of Bangor, the bill was ordered printed and distributed.

AGRICULTURE.

By Mr. Fitz of Durham—Resolve in favor of Durham Agricultural Society.

SALARIES.

By Mr. Drummey of Ellsworth—Bill an act to increase the county attorney of the county of Hancock.

PLACED ON FILE.

By Mr. Gardner of Patten—Petition of Emery Whittier and 45 others of Thorndike for a 2-cent mileage book good to bearer.

By Mr. Murphy of Lewiston—Remonstrance of A. R. Knight and 26 others against the passage of the anti-scalping bill.

ORDERS.

On motion of Mr. Teel of St. George, Ordered, That leave of absence be granted Charles S. Hassell of Sebec, for one week on account of severe illness.

On motion of Mr. Gardner of Patten, Ordered, That the time before which the joint standing committees of this

Legislature be required to report be extended to March 21, 1899.

Pending passage the order was tabled on motion of the gentleman presenting it and tomorrow assigned for its consideration.

REPORTS OF COMMITTEES.

Mr. Manley from the committee on the judiciary, on bill an act to incorporate the American Ice Company, reported that the incorporators have leave to withdraw the bill.

Mr. Morey from the committee on legal affairs, reported ought not to pass on bill an act to amend section 8, of chapter 24, of the Revised Statutes, as amended by chapters 9 and 146, of the Public Laws of 1889, and chapter 60, of the Public Laws of 1891, relating to dependent soldiers and sailors.

Mr. Fuller from the committee on federal relations, reported ought not to pass on resolve relating to the Sperry bill, so-called.

Mr. Leavitt from the committee on railroads, telegraphs and expresses, reported legislation inexpedient on bill an act requiring railroad corporations to issue mileage tickets at a uniform rate, good for passage of bearer.

Mr. Spofford from the committee on agriculture, reported leave to withdraw on petition of I. C. Merrill and A. L. Robinson, milk inspectors of Lewiston and Auburn, for an amendment to the law relating to the inspection of milk.

Mr. De Coster from same committee, reported ought not to pass on bill an act to amend chapter 287, of the Public Laws of 1893, as amended by chapter 222, and 297, of the Public Laws of 1897, relating to the better protection of sheep.

Mr. Harris from the committee on the judiciary, on petition reported bill an act relating to the construction of sidewalks in the city of Auburn.

Mr. Philbrook from same committee, on bill an act to amend section 4, of chapter 304, of the Public Laws of 1893, as amended by chapter 40, of the Public Laws of 1895, reported ought to pass in new draft bill an act to amend the laws of 1893, chapter 304, as amended by Laws of 1895, chapter 40, relating to board of registration.

Mr. Manley from same committee, reported ought to pass on bill an act

to amend an act to incorporate the city of Gardiner.

Same gentleman from same committee, reported ought to pass in new draft under same title, bill an act in relation to the police court of the city of Gardiner.

Mr. Virgin from same committee reported same on bill an act in relation to political caucuses in towns.

Same gentleman from same committee, reported same on bill an act to amend section 11, of chapter 393, of the Private and Special Laws of 1897, entitled "An act to incorporate the Warren Water Company."

Same gentleman from same committee, reported ought to pass in new draft under same title, bill an act to amend the charter of the city of Westbrook.

Mr. McFaul from the committee on legal affairs, on bill an act to make valid the calling of the meeting of the Methodist and Baptist Meeting House Corporation of Whitefield, reported ought to pass in new draft bill an act to legalize the call issued for holding the meeting of the Methodist and Baptist Meeting House Corporation of Whitefield.

Mr. Murchie from the committee on railroads, telegraphs and expresses, reported ought to pass in new draft, under same title, bill an act to prevent the fraudulent sale and use of railroad tickets.

Mr. Leavitt from same committee, reported ought to pass in new draft, under same title, bill an act to carry into effect the provisions of chapter 250, of the Private and Special Laws of 1891, and also of chapter 193, of the Private and Special Laws of 1895, providing for the building of a railroad from Van Buren to Caribou.

Mr. Farnsworth from the committee on agriculture, reported ought to pass on bill an act for the better protection of sheep in the town of Perry.

Mr. King from the committee on interior waters, reported ought to pass in new draft under same title, bill an act to regulate the tolls of the Machias Boom.

Mr. Adams from the committee on ways and bridges, on petition, reported resolve in favor of the town of Prescott.

Mr. Wood from the committee on shore fisheries, on petition, reported bill an act establishing a close time on lobsters in Pigeon Hill bay in the towns of Milbridge and Steuben.

Mr. Spofford from the committee on agriculture, reported ought to pass on resolve in favor of the York County Agricultural Society.

Mr. Hughes from the committee on towns, reported ought not to pass on bill an act to set off a portion of the territory of the city of South Portland in the county of Cumberland and annex the same to the town of Cape Elizabeth in said county.

Mr. Britton from same committee, reported ought not to pass on bill an act to set off a portion of the territory of the city of South Portland in the county of Cumberland and to incorporate it as a new town by the name of Willard.

Same gentleman from same committee, reported same on bill an act to set off a part of the town of Old Orchard and annex the same to the city of Saco.

The reports were accepted and the bills and resolves ordered printed under joint rules.

THE TWO-CENT MILEAGE BILL.

Mr. Leavitt from the committee on railroads, telegraphs and expresses on order of the Legislature relating to an act requiring railroad corporations to issue mileage books good to bearer, reported that legislation thereon is inexpedient.

Mr. WEBB of Portland: From the early days of this session petitions have been coming to this House from all parts of the State and bearing thousands of signatures, praying that the railroads of Maine be required to issue mileage books good for bearer at a uniform rate of two cents per mile. Now nearly all the roads already issue a book at two cents a mile, but they sell that book under such restrictions that it is good only in the hands of the purchaser, so that what these petitioners really wanted to do was not so much to reduce the rate at which these books should be sold as to require the railroads to remove the restrictions which they had placed upon their sale. In common with many other members of this House it seemed to me that this

request was a reasonable one, and that it was one to which the Legislature should give the most careful and painstaking consideration, and I accordingly introduced, some weeks ago, a bill drawn to effect this result; but I never said, either in public or private, that this bill ought to pass right or wrong, or that the fact that so many people desired it, was, in itself, a sufficient reason for its passage. On the contrary I have always maintained that it was a question to which we should give the most careful, the most painstaking and the most thorough examination, with a perfectly fair and impartial spirit, and with a desire to do justice to both sides. The question involved is not a question of principle. One cannot say that one side is wholly right and the other wholly morally wrong. It is a question of policy, of expediency, of what is fair and just and reasonable; not a question that appeals to the conscience but to the judgment, not to the prejudice or to the passions but to the reason and the sense of fairness.

For the purpose of coming to some conclusion as to what the effect of such a bill or such a law might be on the earnings of the Maine railroads, I made a series of comparisons of the business of the year 1897 and the year 1898 in regard to all the railroads of the State. I found that generally speaking the average rate per mile had been slightly reduced with, in most cases, a slight increase or no change at all in earnings. In the case of the Maine Central Railroad I made an unfortunate error. It seems that the table I used from the report of the commissioners of 1897 was made up from the business of the road for the State of Maine, while the table used for the year 1898 was made up from the business of the entire line. Now a comparison of these figures shows an apparently large increase in the passenger earnings of this railroad, and I naturally drew the conclusion, and had no hesitation in saying so, that even if this change cost the road fully as much as it had been claimed it would, the business of the road was amply able to stand such a change. Some of my friends thought that under the circumstances the error that I made was natural; some have said it was excusable. While I appre-

ciate their kindness in being so ready to excuse myself I do not find it so easy to excuse myself, and I do not try to do so. I think it is generally conceded, however, that the error was one that was honestly made. It was not called to my attention until the day of the hearing, and then under circumstances calculated to be peculiarly embarrassing. I can only say now that the figures used for the purpose of comparison being wrong, the conclusions based solely upon them were wrong also. As a matter of fact it appears that the Maine Central Railroad in common with all the other roads of the State, has lightly reduced its average rate per mile, with no substantial change in its passenger earnings—there being in point of fact, a slight loss, instead of, as I supposed, a large gain.

But this whole matter does not depend upon any series of calculations, and is not disposed of by any single errors in any single table of figures. In fact, one of the difficulties in the matter is that it does not yield to calculation. The exact results of this change cannot be calculated, cannot be estimated, with any degree of accuracy. The removal of the restrictions now placed upon the sale of mileage books would undoubtedly result in a larger sale of them, which would be accompanied by decreased sale of local tickets, resulting in the reduction of the average rate per mile. This reduction would undoubtedly be the cause of increased travel, and an increase of the passenger earnings; but whether the increase in earnings would wholly make up for the loss in the average rate per mile is something that we do not know; and the suggestion is made as to whether it is fair and just to compel the roads to submit to an experiment the results of which are so uncertain. Now the force of this reasoning has appealed to all of the supporters of the original measure, so that, at the time of the hearing before this railroad committee, it was suggested to the committee—and the suggestion implied a doubt, of course, in the minds of the supporters of the bill—that if the committee believed it was not wise to pass the bill as it had been drafted, the committee might at least grant a part of the prayer of

these petitioners; if the committee were not satisfied that it was wise to remove all restrictions placed upon the sale of mileage books, they might at least remove a part of them; if the ticket could not be made good for bearer, it might at least be made good for a man and his family, or for the members of the same firm, provided the names of the family or of the firm were written in the book at the time of purchase. But this committee, after having taken time for careful and thorough deliberation, has reported adversely upon the original measure, and, as I understand it, that legislation is inexpedient on the entire subject.

Now, Mr. Speaker, it makes no particular difference to any one except myself what my own personal opinion may be, but it certainly does seem to me that railroads might issue such books without seriously injuring themselves, and under some circumstances I should be disposed to make an effort to secure that result by means of legislation. But I do not do so now because I believe that results in that same direction may effectually be accomplished without legislation.

There is another reason also which induces me to take this position, and that is that the pending bill does not go to the real root of the difficulty. I cannot for one moment assent to the proposition that these petitions mean nothing, and that the whole source of this agitation is in this State House. They do mean something. They mean a great deal. Thirteen or fourteen thousand people from all over this State have petitioned to this Legislature for one single thing. It may be that many of them have never used a mileage book; it may be that many of them never would use a mileage book even if this bill should be passed; it may be that many of them do not understand the real question presented; but I cannot doubt that a great many of them do understand the question, and do understand and do feel that there is occasion for something to be done. But the real cause of complaint which has caused these petitioners in such large numbers to sign these petitions is not entirely the restrictions placed on the sale of mileage books, but is a feeling of dissatisfaction with existing railroad rates, with local rates

as well as mileage rates, with freight rates as well as passenger rates. And these petitioners say, in a voice so loud that it cannot be unheard and in a manner so clear that it cannot be mistaken, that the existing railroad rates need revision. Mr. Speaker, I believe that every railroad director in the State of Maine has heard that voice. I believe every one understands what it means. I believe that they will listen to the voice and heed the warning. Now I hold in my hand a letter which, although it is addressed to me personally, is intended for the members of this House:

Portland, Me., March 2, 1899.

Richard Webb, Esq., House of Representatives, Augusta, Me.:

Dear Sir—The widespread agitation in favor of a 2-cent mileage book, good to bearer, which has taken form in numerous petitions presented to the Legislature and in the effort there being made to secure legislation to this end, has caused the Maine Central Railroad Company, in common with other railroad companies in the State, to carefully consider whether its past, present and prospective passenger business will warrant a more general use of such books.

It has been the policy of this company to accede to all reasonable demands made by our customers in the matter of rates and train service whenever it has been possible for it to do so, and it would give us great pleasure now to issue a transferable mileage book without legislation compelling us to do so, were we not convinced that such action upon our part would seriously cripple us. We especially deprecate legislation upon this subject, even if it does not go to the extent suggested in the pending bill. Because it makes a precedent which we consider bad; because it implies a lack of confidence in the management which has always endeavored to serve the best interests of the people of Maine, and if the impression is created abroad that the Legislature of Maine is disposed to interfere with the practical management of the business of railroads, except in extreme cases involving a clear abuse of power, the value of our securities will be unfavorably affected in the hands of investors; and to show that this company appreciates the force of the popular demand and is disposed to meet all concessions thereto within its power, we will at once place on sale mileage books which, at the request of the purchaser, may be used for his wife as well as himself, provided legislation shall be enacted which will tend to protect the company from the irregular use of such books. If future experience in the use of mileage books under these modified conditions shall demonstrate that additional changes in their form can safely be made, it will be the pleasure of the management to make them. In the meantime, if there now exists any equalities or injustice in

our local passenger rates or in our freight rates, it will be our endeavor to discover them and apply a remedy, as we have always endeavored to do in the past.

We trust that the people of Maine, as represented in the Legislature, will receive these assurances in the fair and friendly spirit with which they are given, and we assure them that it is our intention to do all we can to aid in the development of the State and to concede to the people all that the proper management of the large business interests committed to our care will allow.

Very truly yours,

GEO. F. EVANS,

Vice President and General Manager.

Mr. Speaker, in view of the assurances contained in this letter and in other letters which are in the hands of other members of this House, I wish to interpose no objection to the acceptance of this report. (Applause).

Mr. PIERCE of Blaine: In a manner I have been from the first identified with this cause of a reduction of mileage rates. From the first I have felt sure that the railroads would suffer no ultimate loss in giving a reduction of rates or of releasing purchasers of mileage books from certain restrictions. Whether or not that release should be given by means of a transferable mileage book I was not thoroughly convinced myself, but my mind has not changed, that the railroads can afford to release purchasers from some restrictions, and it is my firm belief that they will ultimately be benefited by giving the people of this State more uniform rates. In view of the fact that the railroad committee has reported adversely on the proposed bill, in regard to which I had hoped that something of a compromise might be gained, perhaps not a compromise, but a grant to the people, and knowing now that the railroads are willing to concede somewhat to the demands of these petitioners, I am forced to submit to the report of the committee; but I do so only from the fact that I know that the people are getting some return. I hold in my hand a letter from another railroad, also addressed to the gentleman from Portland but which I will read:

Bangor, Me., March 4, 1899.

Richard Webb, Esq., House of Representatives, Augusta, Me.:

Dear Sir—The Bangor & Aroostook Railroad Co. cannot, without loss, issue mileage books at 2 cents per mile good for the bearer. Ours is, and must be for all time, essentially a freight road, but for the best results in freight shipments we must, even though at a loss, maintain a modern passenger service. We desire

to, and are in all ways trying to encourage development in northeastern Maine, and we want as far and as fast as we can afford to accommodate every patron.

I am quite willing and glad to agree, on behalf of this company, that, if we can have legislation which will stop the present speculation, and a times fraud, in the matter of handling our mileage books, we will, upon the 1000-mile issue now valid only for one person, add—upon request of the purchaser—what will make the same valid for use for his wife as well as for himself.

The Bangor & Aroostook will be glad to make reductions in local rates whenever the condition of its affairs will permit.

Yours truly,

F. W. CRAM,

Vice President and General Manager.

And in consideration of this promise I must submit to the report of the committee.

Mr. GARDNER of Patten: I have a letter here from the Portland & Rumford Falls Railway Co. of similar import to that just read by the gentleman preceding:

Augusta, March 1, 1899.

Mr. H. P. Gardner, Augusta, Me.:

Dear Sir—The management of the Portland & Rumford Falls Railway desire to say to you as one of the authors and active advocates of the proposed mileage bill now pending in the Legislature, that the passenger business of this railway is now done at a loss, its profits coming from its freight traffic, and the management are convinced that should the so-called 2-cent mileage (good to bearer) be forced upon the company, it would cause large additional loss to its passenger income.

We have for a series of years sold mileage books good to the purchaser whose name is written in, and at request of purchaser have always written in the name of his wife, and it is our purpose to continue this practice.

The success that thus far has attended the management of this corporation we attribute to its settled policy of keeping in touch with the general public, both in its passenger and freight department, and giving to them the best rates it can afford. As our business and earnings increase it is our desire to make reductions in our local passenger rates and at the same time improve the passenger service.

This corporation thoroughly appreciates the good will of the Legislative branch of the State government so generously accorded it.

The interests of the public and the railroads of Maine should be identical, and it will be the constant effort of the management of the Portland & Rumford Falls Railway to contribute to this result.

PORTLAND & RUMFORD FALLS RAILWAY, by Waldo Pettengill, its Vice President.

I wish to say that, this morning, by a unanimous vote of the friends of the so-called "mileage bill," they agreed to a

compromise offered by the different railway companies. We have agreed not to oppose the so-called "anti-scalping bill," with certain conditions regarding the redemption of the ticket by the purchaser. In return for that, and our withdrawal of any fight on the floor of this House for legislation on the mileage book matters, we get this: We get the use of the mileage book doubled; the railroads agree to issue a ticket good to a man and his wife. We also have their promises that they will extend the use of that mileage book as fast as possible, but what we get that we claim most for, what we get that we claim is of the greatest benefit to the people of this State, and the reason why we withdraw from this fight and accept what might be the inevitable, the committee report, is this—that the railroad corporations of this State have agreed, and they do agree, that as fast as possible, consistent with safety to their business interests, they will reduce their local passenger and freight rates, and it is only that concession to the people of this State that actuates me in opposing no objection to the acceptance of the committee report.

Mr. LEAVITT of Eastport: Having that bill in charge, I want to say a word in behalf of a minor child among the railroads. I have a telegram from President Curran of the Washington County Railroad, which I will read:

Calais, Me., March 9, 1899.

Gen. S. D. Leavitt, Augusta:

The Washington County Railroad Co. will agree to President Wilson's proposition to include man and wife in mileage if scalping oil is passed.

GEO. A. CURRAN.

With the explanations made by gentlemen friendly to the bill indorsing the action of the committee in reporting legislation inexpedient at this time, I deem it necessary now for me to move that the report of the committee be accepted.

The motion was agreed to and the report accepted.

Mr. MACOMBER of Augusta: I move that the vote whereby this report was accepted be reconsidered; and I ask the members to vote down the proposition to reconsider.

The motion was lost.

READ AND ASSIGNED.

Bill and act to extend the charter of the Maine Live Stock Insurance Company.

Read the third time and passed to be engrossed under suspension of the rules, on motion by Mr. Chase of Portland.

Bill an act to renew and extend the charter of the Buckfield Water Company.

Read the third time and passed to be engrossed under suspension of the rules, on motion by Mr. De Coster of Buckfield.

Bill an act to extend the charter of the Westbrook, Windham & Harrison Railway, to extend the same and to change the name of said company.

Read the third time and passed to be engrossed under suspension of the rules, on motion by Mr. Burns of Westbrook.

Resolve in favor of the town of Rockport.

Resolve in favor of Maine State prison.

Resolve in favor of North Yarmouth Academy.

Resolve in favor of Francis Keefe in part payment of witness', magistrates' and officers' fees and disbursements made by him in the Kittery and Eliot contested election case.

Resolve in favor of the trustees of the State Normal schools.

Bill an act to amend chapter 33, section 1, of the Public Laws of 1887, relating to the burial of soldiers.

Bill an act to amend chapter 226 of the Private and Special Laws of 1849, as amended by chapter 502 of the Private and Special Laws of 1852, relating to the free bridge across Salt pond in Bluehill.

PASSED TO BE ENGROSSED.

Bill an act to amend section 13 of chapter 64 of the Revised Statutes, as amended by chapter 51 of the Public Laws of 1895, relating to probate of foreign wills.

Bill an act to prevent immoral exhibitions.

Bill an act to amend section 7 of chapter 11 of the Revised Statutes, relating to the duties of the Governor and Council in regard to payment to towns of State school fund and mill tax.

Bill an act to fix the salary of the judge and register of probate for the county of Oxford.

Resolve for the purchase of the Maine State Year Book and Legislative Manual for the years 1899 and 1900.

Bill an act to amend section 2 of chapter 60 of the Revised Statutes, as amended by chapter 179 of the Public Laws of 1892, relating to divorce.

(The Speaker in the chair.)

PASSED TO BE ENACTED.

An act to amend section 1 of chapter 6 of the Revised Statutes, relating to poll taxes, by adding to said section the words, "which said poll tax shall not exceed three dollars and shall not be less than one dollar."

An act to amend section 6 of chapter 562 of the Private and Special Laws of 1865, said chapter being entitled "an act to incorporate the Buxton and Hollis Savings Bank."

An act in relation to corporations issuing contracts for annuities commencing in the future.

An act to extend the time for construction of the Boothbay Railroad.

An act to apportion State and county taxes for the years 1899 and 1900 on township formerly known as Franklin Plantation in the county of Oxford.

An act providing for the appointment and compensation of recorder of the mu-

municipal court of the city of Saco.

An act to extend the rights, powers and privileges of the Eastport Street Railway.

An act to create a lien upon hay for the cutting and pressing thereof.

An act to amend the title of chapter 295 of the Public Laws of 1897.

An act authorizing the Manufacturers' Trust Company to establish a branch at Old Orchard.

An act to incorporate the Monmouth Center Village Corporation.

An act in relation to enforcing the liability of shareholders in trust and banking companies.

An act to extend and amend the charter of the Castine Railway and Navigation Company.

FINALLY PASSED.

Resolve in favor of improving the sanitary condition of the State camp ground.

Resolve authorizing a change in the location of a right of way to State lands in Augusta.

Resolve in favor of Ignace Blais.

Resolve in favor of the Maine Eye and Ear Infirmary.

Resolve in favor of Pennell Institute.

Resolve to repair the Forks bridge in the Forks Plantation, Somerset county.

ORDERS OF THE DAY.

On motion by Mr. Wood of Camden, the votes whereby the House passed to be enacted and engrossed bill an act to amend chapter 135 of the Public Acts of 1895 and acts additional thereto, were reconsidered.

Mr. Wood offered amendment "A," which was adopted, and the bill was then passed to be engrossed as amended.

On motion by Mr. Philbrook of Waterville, the vote was reconsidered whereby the House accepted the report of the committee on agriculture relative to the resolve in favor of the York County Agricultural Society, and on further motion by the same gentleman, the report was laid on the table.

On motion by Mr. Wood of Camden, bill an act to amend chapter 279 of the Public Laws of 1897, relating to the packing of sardines, was taken from the table and referred to the committee on shore fisheries.

On motion by Mr. Macomber of Augusta, bill an act to incorporate the Wintarop Telegraph and Telephone Company was taken from the table.

Mr. Macomber offered amendment "A," which was adopted, and the bill was then passed to be engrossed as amended.

The SPEAKER: The Chair desires to call the attention of the House to the matter of the committee on ways and means. In the appointment of the committees, Mr. Plummer of Portland, was appointed chairman of that committee. He has notified the Chair that he does not wish to serve on the committee; and the Chair will appoint Mr. Jordan of Lisbon, the ranking man on the committee, as chairman, and will add to the committee, in place of Mr. Plummer, Mr. Melcher of Portland.

On motion by Mr. Philbrook of Waterville, report of the committee on railroads, telegraphs and expresses, relating to the Franklin, Somerset & Kennebec Railway Company, was taken from the table.

On further motion by the same gentleman, the report of the committee was accepted.

On motion by Mr. Maxcy of Gardiner, bill an act to incorporate the Kennebec Water District was taken from the table.

Mr. Maxcy offered amendment "A," which was adopted.

The bill was then read a second time.

On motion by Mr. Philbrook of Waterville, the rules were suspended, the bill was read the third time and was passed to be engrossed as amended.

On motion by Mr. Gordon of Readfield, Adjourned.