

MAINE STATE LEGISLATURE

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Legislative Record

OF THE

Seventy-Sixth Legislature

OF THE

STATE OF MAINE

1913

SENATE.

Tuesday, April 8, 1913.

Senate called to order by the President.

Prayer by Rev. Melville C. Miner of Gardiner.

Journal of previous session read and approved.

Papers from the House disposed of in concurrence.

From the House: Resolve in favor of H. D. Maxwell, secretary to the committee on public health for expenditures incurred in the employment of stenographic services.

In the House this resolve was received and passed to be engrossed, under suspension of the rules.

On motion by Mr. Boynton of Lincoln, the rules were suspended and the resolve received its readings and was passed to be engrossed in concurrence.

From the House: House Document 481. An Act to provide for the inspection of bakeries and confectionaries.

This bill was reported to the House "ought not to pass," and the bill was substituted for the report, and then passed to be engrossed.

In the Senate the report of the committee was accepted in non-concurrence.

The bill came from the House, that branch insisting upon its former action and asking for a committee of conference.

On motion by Mr. Stearns of Oxford, the Senate insisted and granted a committee of conference.

The Chair appointed as Senate members of such committee: Senator Stearns of Oxford, Senator Moulton of Cumberland and Senator Patten of Hancock.

From the House: House Document 718, An Act to provide temporary compensation for the recorder of the Houlton municipal court.

This bill was reported to the House by the committee on salaries and fees "ought to pass," the report was accepted and the bill was passed to be engrossed.

In the Senate the bill was indefinitely postponed.

It came from the House that branch insisting upon its former action and asking for a committee of conference.

On motion by Mr. Wing of Franklin, the Senate insisted and granted a committee of conference.

The Chair appointed as Senate members of such committee: The senator from Franklin, Senator Wing, the senator from Kennebec, Senator Dutton, and the senator from Somerset, Senator Colby.

Passed to Be Enacted.

An Act to revise, collate and arrange and consolidate the inland fish and game laws of the State, both general and public and private and special, and the rules and regulations of the commissioners of inland fisheries and game now in force.

An Act to amend Chapter 120 of the Private and Special Laws of 1899, relating to the establishment of a municipal court in the town of East Livermore.

An Act to amend the Act which constitutes the police court for the city of Rockland.

(On motion by Mr. Packard of Knox, tabled and assigned for tomorrow morning.)

An Act to amend Chapter 193 of the Public Laws creating the Maine Forestry District and providing for protection against forest fires therein.

An Act to amend sections 2, 3, 4, 5, 6 and 9 of chapter 17 of the Public Laws of 1905, as amended, regulating the practices of veterinary surgery, medicine and dentistry.

An Act to amend sections 2, 9 and 12 of chapter 111 in relation to the control of contagious diseases among cattle, sheep and swine.

An Act to supply the town of Winthrop with pure water.

An Act providing temporary clerk hire for the clerk of courts in Cumberland county.

An Act authorizing the Secretary of State to prepare and publish a list of corporations delinquent in payment of their franchise taxes, and providing for the expense of such publication.

An Act to provide for the preservation of highways and bridges.

An Act in relation to the safety and improvement of highways.

An Act to amend section 67 of chapter 52 of the Revised Statutes, relating to accidents on railroads.

An Act providing temporary clerk hire for the municipal court of the city of Lewiston.

An Act to amend section 2 of chapter 250 of the Public Laws of 1909, relating to the payment of fees accruing to State institutions and departments.

(On motion by Mr. Richardson of Penobscot, tabled for the purpose of offering an amendment, and assigned for tomorrow morning.)

An Act to establish a neutral automobile zone with adjacent states.

An Act to amend section 88 of chapter 15 of the Revised Statutes, as amended by chapter 48 of the Public Laws of 1905, as amended by chapter 48 of the Public Laws of 1907, as amended by chapter 190 of the Public Laws of 1909, as amended by chapter 23 of the Public Laws of 1911, relating to school holidays.

An Act providing temporary clerk hire for the clerk of courts in Aroostook county.

An Act to regulate the business of dealing in securities.

An Act providing temporary clerk hire for the register of probate in Piscataquis county.

An Act providing temporary clerk hire for the register of probate in Penobscot county.

An Act to amend section 69 of chapter 29 of the Revised Statutes, as amended by chapter 41 of the Public Laws of 1905, relating to non-feasance of duties by sheriffs, deputy sheriffs and county attorneys.

Finally Passed.

Resolve in favor of the appointment of street commissioners by the Governor to act with the commissioners from certain other states in proposing and recommending a uniform code of laws for motor vehicles to be adopted by the legislatures of said states.

Resolve in favor of Mary H. Perkins, for services as stenographer to the President of the Senate and Speaker of the House and for clerical assistance in the office of the secretary of Senate.

Resolve making an appropriation for the purpose of obtaining information in

regard to wild lands for the purposes of taxation.

Resolve in favor of Steward & Blunt for extra labor and material used in the reconstruction of the State House.

Resolve in favor of Benjamin F. Sturgis for the committee on State prison.

Resolve in favor of Cassie K. Turner for services as stenographer to the subcommittee on the Public Utilities Commission.

Resolve in favor of the clerk, stenographer and messenger to the legal affairs committee.

Resolve in favor of T. W. Prince, for services rendered as clerk of the Senate committee on bills in the second reading.

Resolve in favor of the clerk, stenographer and messenger to the committee on appropriations and financial affairs.

Resolve in favor of Louis O. Haskell, clerk to the committee on agriculture, for certain committee expenses.

Resolve in favor of Thomas J. Lyons for services as clerk and stenographer to the committee on labor.

Resolve in favor of Helen Gaffney.

Resolve in favor of James W. Harvey, document clerk, for preparing weekly printed index.

Resolve in favor of Charles R. Kingsbury for services as clerk, messenger and stenographer to the committee on State lands and forest preservation.

Resolve in favor of Charles R. Kingsbury for services as clerk, messenger and stenographer to the committee on interior waters.

Resolve in favor of T. M. Rollins, mail carrier of the House.

Resolve in favor of the commissioners of pharmacy for the liquidation of certain deficiencies.

Resolve in favor of C. A. Gage for services as clerk and stenographer to the committee on towns.

Resolve in favor of M. S. Hill for services as clerk, stenographer and messenger to the committee on taxation.

Resolve in favor of Louis O. Haskell for Services as Clerk, Typewriter and Messenger to the Committee on Agriculture.

Resolve in favor of Thomas J. Lyons for Services and Clerk, Stenographer and Typewriter of the Committee on Sea and Shore Fisheries.

Resolve in favor of C. M. Conant, Chairman of the Committee on Ways and Bridges for Certain Stenographic and Clerical Expenses Authorized by said Committee.

Resolve in favor of Louis O. Haskell for Services as Clerk and Typewriter to the Committee on Education.

Resolve in Favor of the Maine Insane Hospital to Liquidate a Deficiency in Certain Accounts.

Resolve in Favor of Charles R. Kingsbury for Services as Clerk and Messenger to the Committee on Salaries and Fees.

Resolve in favor of H. P. Hawes and C. A. Gage, Clerk and Stenographer, Respectively, to the Committee on Ways and Bridges.

Resolve in Favor of the Children's Hospital, for Maintenance.

Resolve in Favor of the Reconstruction of the Easterly Span of the Old Town-Milford Bridge.

Resolve Waiving a Forfeiture of the Public Lots in the North Half of Township Number Twenty-seven in Washington County, Eastern Division.

Orders of the Day.

The PRESIDENT: The Chair lays before the Senate for consideration, Senate Document 670, An Act to require certain vehicles to carry lights at night on public highways and bridges.

Mr. ALLEN of Kennebec: Mr. President, it is very evident that in striving to pass some measures which we believe to be good that we overlook the fact that for a large number of our citizens the measure would be bad, if enacted. I believe this is the situation in connection with this bill.

I am well aware when I take this stand that I am opposing a good many of the members and a good many of the men in this State who have automobiles. But I want to call their attention to the fact that they should not forget to give due consideration to the rural districts, the farming community, when we are passing bills that directly affect the running of automobiles. I do not feel that the automobile friends can take any offence at the action of this Legislature at this present session, when they stop and think what is being done to benefit them in the way of good roads and many other ways, and I doubt

if they take into consideration what this means to the farmer, this bill as now presented.

I understand, by the way, there is an amendment to it in the House, but I believe the amendment cuts out the best part of the bill, if there is any best to it. As I understand this bill here, it practically covers everything but wagons hauling hay or straw. I understand that the amendment leaves out and excepts all heavy teams, the very kind of a team that requires the middle of the road, the best part of the road, and if any team ought to be obliged to carry a light it is a big, loaded team.

Many people that run automobiles wholly and have very little use for a carriage do not realize the fact that our average farmer would have three or four vehicles that would require lights, and as I understand the bill, every one would require two lights. Have you stopped to think what that means to impose upon the farmer in the way of expense alone. There must be trimmed and ready for burning two lights on every vehicle which he has, and I say it should include heavy vehicles, for they are the most dangerous to meet on the road, because when they are loaded they have to be in the main traveled part, the best part of the road. I do not know as I have put it high enough when I say three or four. I believe the average man in our country towns has at least three driving carriages alone.

Had we passed an act, this winter—there was one introduced something on this line, requiring the bushes to be cut in the road way—then we would have rendered valuable assistance to all men with teams and automobiles. For some reason or other this act was turned down. We should especially pass one that would require the bushes to be cut on all angles on the road, so that not only the people driving in carriages, but the people driving automobiles could look by and have a better opportunity of knowing who they were to meet, and when they were to meet some one.

I have heard many complaints from the rural districts in regard to this bill. The carrying of a light in many cases is all right, and I think more people are using lights every year, but to bind the farmers down to carrying lights I

think we would find to be very objectionable, and for one I want to record my vote against it. I move that the bill be indefinitely postponed and call for the yeas and nays.

Mr. BAILEY of Penobscot: Mr. President, I am very sorry and deeply moved that such burdens and grievances are put upon the poor farmer, that he should be obliged to put a light, costing perhaps 50 cents on his wagon so that it would be easier not only for the automobile people but also easier for others on the public highway, and that they could travel with more safety.

The farmer in this State no doubt has a very hard show. The automobiles are doubly taxed and one of those taxes is used for the benefit of good roads. Those taxes pay for those good roads. The farmer does not have any use for good roads. I suppose when they are built that he will travel around them.

This bill no doubt, according to the statement of the senator from Kennebec, was intended entirely for the benefit of the automobile owner. It is not for the benefit of the farmer travelling at night that his wagon can be seen so that it will not be run into. I say that a number of accidents, and I know personally about one, would have been avoided, if a buggy had been carrying a light.

This bill is particularly effective when there is a sort of haze in the air. At that time a wagon cannot be seen by an automobile or by anyone else until you are nearly up to it, but a light can be seen some little distance off and will give warning.

In Massachusetts and Connecticut they have a law like this. We are passing laws to get those people into our State, but when they come here they find conditions that they do not understand and that they make complaints about a good deal.

It seems to me that this is a trivial matter, that a man cannot afford to pay 50 cents or 75 cents for a light to put on his wagon. These lights are put on by straps and can be taken from one vehicle to another, and surely, they are not alone for the benefit of the automobile owners, but for the safety of all travelling on public highways.

The loaded vehicles need them less, as they will be protected, as a heavily load-

ed team, if an automobile runs into it, is not hurt, but the automobile people are liable to damage.

This bill is intended for light vehicles, and for the life of me I cannot see why farmers should object to it, except that they object to anything where they have to put their hands in their pockets and pay out a little money.

It looks to me when they go to market and sell two pounds of butter and gets 10 cents, that they could get a light and put it on their wagon.

I hope the motion of the senator from Kennebec will not prevail.

MR. REYNOLDS of Kennebec: Mr. President, I want to say for the benefit of the senator from Penobscot, that in Massachusetts and Connecticut they use a great many rubber-tired wagons, and they are fast going out of existence. If you go down there and go to a livery stable for a team, if the man hitches up a rubber-tired wagon for you, he puts on a light, but if he hitches up a steel-tired wagon, he does not put on a light. In this State the rubber-tired wagons, they are fast going away with. They are about all gone here. They are going as fast as they can. A man never buys a pneumatic-tired wagon but once. They soon go out of fashion with that man.

I think this bill would be quite a hardship on the livery men. If a man has two lights, it may be all right, but if he has but one, he is sure to get run into. I should be sorry myself to have such a bill pass.

MR. WALKER of Somerset: Mr. President, I wonder if the senator from Penobscot realizes just how that sentence sounded in relation to the farmer being opposed to everything where he has to put his hand in his pocket to pay it; if he wants that sentence to go broadcast over his county and into the farming communities of the State, as of course it will, being a matter of public record—when we consider the ambitions of the senator from Penobscot.

Now when I was at home this week several farmers interviewed me in relation to this bill. They complained that there were a good many of the matters which had been passed here this session which had not been in their interest and which would discommode them. They

claimed that in the many years that Maine had been a State it had never even been proposed, and that it was not now proposed by the farmers.

While it may be a good bill and may operate to the advantage of everybody, yet I do not believe when there is no other good argument to use to secure its adoption that the argument should be put up that it is for the benefit of the poor farmer. We have heard that a good deal in this present Legislature. When the men wanted to exempt their money which was secured by mortgages of real estate, they gave as their reason that it was for the benefit of the farmer that they wished that exemption to be granted, although it was shown very plainly that the farmer was paying as much interest, as high a rate of interest under mortgage exemption, as he was when the mortgage was taxed.

When they wanted to exempt the savings banks from as high a rate of taxation as they are now paying, or, in other words, when they wanted to diminish the tax on savings banks, it was that the farmer might get his money at a cheaper rate. And even when it was wished to introduce a system of better accounting into this State in relation to the State institutions, in order to defeat that measure they endeavored to show that the farmer would be discommoded if a better system of accounting took place in our State institutions.

Now if this bill passed, why not let the farmers of the State understand that it is not the farmer that is asking for this bill, but it is being asked for by the automobilist, and let things go by their right names. As I said before, it may be a good bill, but as a great many of the constituents in my section who are farmers have interviewed me in relation to it, wishing me to vote against it, I shall second the motion of the senator from Kennebec.

Mr. COLBY of Somerset: Mr. President, I will take the time of the Senate for just a moment.

As one of the members of the committee who signed the report, I have just this to add: The bill has been amended and that amendment practically exempts farmers and lumber-

men excepting with their riding vehicles. I was not in favor of the amendment, but I think it is the only way it can pass the House. I do not see why farmers and lumbermen should be exempt on the workmen's compensation bill. I am a lumberman, but I do not know why we should not take our chances with the rest. I think this would be a good bill to pass, not only for the farmer but for the whole travelling public.

Mr. DUTTON of Kennebec: Mr. President, I do not rise to discuss the merits of this bill for the reason that so far I have failed to discover any. It strikes me to be next to an absurdity to compel farmers who live out 10 or 20 miles coming in here in the day time to put their lanterns on their vehicles. It would be a great inconvenience in addition to being no small expense, notwithstanding the remarks of the senator from Penobscot.

Why, this suggestion reminds me of that famous Greek character in history, Diogenes. You know he started out going through the Athenian cities with a lantern in broad day light, looking and searching with a lantern in front of him. I think Alexander, the Great met him one day, and he said, "What can I do for you? What are you looking for?" And Diogenes said, "You can get out of my light. I am looking for an honest man."

If this Legislature passes this bill and it becomes law, the farmers of the State of Maine, in broad day light, will be out carrying a lantern and they will not be looking for an honest man, but they will be looking for a member of the 76th Legislature. (Laughter)

Mr. RICHARDSON of Penobscot: Mr. President, when we are considering a measure that makes for the safety of the traveling public on the public highways, it seems to me an absurdity for a senator to rise in his seat and speak about the inconvenience that a farmer, or any man driving a team, would be put to. Why should he not be put to inconvenience? My car is provided with five lamps which are supposed to be lighted. It surely is no hardship to a man driving a vehicle to put on one lamp,

or at most two. I think that any man who has driven an automobile realizes that a law of this kind is absolutely necessary. I have had experiences that made it very apparent to me that all moving vehicles should be equipped with lamps after dark.

Mr. ALLEN: Mr. President, it has been quite common to remark in this Senate this winter when a measure is opposed that it has not had consideration. We knew not what we said, we knew not what we thought. We simply in a haphazard way opposed it. I would like to suggest to the senator from Penobscot, from Bangor, that I would like to see him out with his fifty and sixty-five cent lanterns on his automobile.

That is the kind of lights he is talking about that a farmer would naturally have on his carriages. I wonder if he views a farmer in that light. I do not. I am not a farmer, but I have more respect for them than that. They would not be driving into the city of Augusta with a nice carriage with a sixty-five cent lantern on it. I think the senator from Penobscot realizes that too. They would have the kind we generally sell for about \$3.25. That is the average carriage light they use up my way.

Another thing he said, and he laid a good deal of force on the fact that the automobile owners pay a license tax. I want to ask the gentleman, how many, in comparison with the miles he runs with his automobile—how many carriages have you got to set up to equal that? A whole neighborhood—the carriages of a large part of some of the towns, would have to be added together—the mileage of the whole bunch—to equal what he runs with one of his automobiles. Why shouldn't he pay a reasonable license?

Look at the road he runs over, north, south, east and west, and these farmers simply cover a small area when driving back and forth.

Mr. BOYNTON of Lincoln: Mr. President, I move the previous question.

The question being on the motion of the senator from Kennebec, Senator Allen, that the bill be indefinitely

postponed, the yeas and nays were ordered.

The secretary called the roll. Those voting yea were: Messrs. Allen, Burleigh, Cole, Dutton, Hagerthy, Hershey, Jillson, Maxwell, Packard, Patten, Reynolds, Walker—12. Those voting nay were: Messrs. Allan, Bailey, Boynton, Chase, Colby, Conant, Flaherty, Mansfield, Morey, Moulton, Murphy, Richardson, Smith, Stearns, Wing—15. Absentees: Messrs. Clark, Emery, Hastings—3.

Twelve senators voting in the affirmative and fifteen in the negative, the motion of the senator from Kennebec did not prevail, and the bill was given its two readings and was passed to be engrossed.

The PRESIDENT: The time having arrived to which the recess of the convention was taken, the Senate will proceed to the Hall of the House and re-form in convention to continue the proceedings for the removal of Sheriff Moulton.

The Senate then proceeded to the Hall of the House.

After Recess.

Senate called to order by the President at 10.55 P. M.

On motion by Mr. Richardson of Penobscot, unanimous consent was given and that senator presented, out of order, resolve providing for the payment of certain deficiencies accruing prior to January 1, 1913, and on further motion by the same senator, the bill was referred to the committee on appropriations and financial affairs.

On motion by Mr. Stearns of Oxford, that senator presented the report of the committee of conference on the disagreeing action of the two branches on the workmen's compensation bill, reporting that the committee was not able to agree.

The report was accepted and on motion by the same senator, the committee was discharged from further consideration of the bill.

On motion by the same senator, the vote whereby the same bill was passed to be enacted, was reconsidered.

On further motion by the same sen-

ator, the vote whereby this bill was passed to be engrossed, was reconsidered.

Mr. STEARNS: Mr. President, I decide to say briefly that the difficulty between the two branches of the Legislature seems to be upon the question of the proposed amendments which were not favorably acted upon in the exemption to lumbermen.

I desire to offer an amendment at this time, an exemption to the bill which exempts lumbermen from the operation of the bill, being Senate Amendment O to Senate Document 575. And I move its adoption.

The motion was agreed to and the amendment was adopted.

Mr. STEARNS: Mr. President, I decide to offer Senate Amendment P which amends the bill by exempting the small employer, the phrase that has been used, "up to ten." That is the original form of the bill. All the employers of ten or less were exempted from the bill, and in the House this was amended so as to read "five or less." This amendment puts it back in its original form in that respect. I offer Senate Amendment P and move its adoption. This amendment relates to the engrossed bill.

The motion was agreed to and Amendment P was adopted.

Mr. STEARNS: Mr. President, I now move that the bill as amended, be passed to be engrossed.

Mr. WALKER of Somerset: Mr. President, there has been no explanation given as to why these amendments have been offered in relation to the lumbermen. I would like an explanation.

Mr. STEARNS: I will say, Mr. President, for the information of the senator from Somerset, that the objection in the House seemed to be generally, as far as could be ascertained, the main objection seemed to be to the lumbermen, and while this Senate did not at the time so consider it wise to exempt the lumbermen, yet the purpose of offering an amendment is that with the lumbermen exempted, it is better than no bill at all, and if it can be made acceptable to the House by the exemption of the lumbermen, it was thought best to concede that to

them. That is the only explanation I can give briefly.

Mr. MANSFIELD of Washington: Mr. President, I move that the bill, as amended, be indefinitely postponed.

Mr. STEARNS: Mr. President, at this hour I do not care to make any argument on the question. I would not care to discuss it at length, and I do not think the senators here would desire to.

Mr. FLAHERTY of Cumberland: Mr. President, I move that the bill be tabled until tomorrow morning.

Mr. STEARNS: Mr. President, I hope the bill will not be indefinitely postponed because that if the Senate passes the bill as it is, I think the House may consider it worthy in its present form and may concur with the Senate.

The pending question being on the motion of the senator from Washington that the bill be indefinitely postponed, the senator from Cumberland moved that the bill lie on the table.

The motion was lost by a viva voce vote.

The question then being on the motion of the senator from Washington, that the bill be indefinitely postponed, on request by the same senator, a sufficient number having arisen, the yeas and nays were ordered.

The secretary called the roll. Those voting yea were: Messrs. Allan, Boynton, Hastings, Mansfield, Packard—5. Those voting nay were: Messrs. Allen, Bailey, Burleigh, Chase, Colby, Cole, Conant, Dutton, Flaherty, Hersey, Maxwell, Milliken, Morey, Patten, Richardson, Smith, Stearns, Walker, Wing—19. Absentees: Messrs. Clark, Emery, Jillson, Moulton, Reynolds—5.

Five having voted in the affirmative and 19 in the negative, the motion did not prevail.

Mr. WING of Franklin: Mr. President, I move that the bill lie on the table and I will take it up at any time.

Mr. STEARNS: Mr. President, I understand this motion is not debatable. If the senator cannot assign a day, it seems rather a hardship on the part of the senate.

Mr. WING: Mr. President, I have

already said that I would take it from the table at any time. I will assign it for Thursday morning.

The pending question being on the motion of the senator from Franklin, Mr. Wing, that the bill be tabled a rising vote was taken and the motion prevailed.

On motion by Mr. Conant of Waldo, unanimous consent was given and that senator presented out of order the report of the committee of conference on the disagreeing action of the two branches on bill, An Act to provide for the appointment of road commissioners by selectmen, Senate Document 639, reporting that the committee recommend the Senate recede and concur with the House in the adoption of House Amendment A, and the passage of the bill, as amendment A.

The report was signed by all members of the committee.

The report was accepted.

On motion by the senator from Waldo, the vote whereby this bill was passed to be engrossed, was reconsidered, and on further motion by the same senator, House Amendment A was adopted in concurrence. The bill, as amended, by House Amendment A, was passed to be engrossed in concurrence.

Mr. COLBY of Somerset: Mr. President, I desire to correct a mistake in regard to the bill for carrying lights, Senate Document 670, I find that we passed to be engrossed the wrong bill. I move that we reconsider the vote whereby we passed to be engrossed Senate bill, 670.

The motion was agreed to.

On further motion by the same senator, Senate bill 670, was then indefinitely postponed.

Mr. COLBY: I now move that the original draft, House Document 225, have its readings and as amended by House Amendment A, be passed to be engrossed.

Mr. DUTTON of Kennebec: I had read the other bill and thought that was bad enough. I would like an opportunity to read the other bill.

The PRESIDENT: The Chair will state as the Chair understands it, the

bill which was passed to be engrossed by mistake was the original bill, and the bill now before us is the new draft, as amended.

Mr. COLBY: Mr. President, I will say, Mr. President, that this be done so that we may concur with the House. They rejected the Senate bill and have agreed on the other.

The bill and the amendment were then read.

Mr. MAXWELL of Sagadahoc: Mr. President, do I understand that a board of selectmen would have authority to exempt anyone that asked for an exemption under this bill?

Mr. COLBY: Mr. President, that is the way I understand that amendment.

Mr. MAXWELL: I think that is a law that will compel selectmen to be in office all the time. There is not a soul in Maine but will ask to be exempt and the selectmen will have to stay there to exempt them or hire a clerk to do the same thing. I move that the bill be indefinitely postponed.

Mr. ALLEN of Kennebec: Mr. President, before I vote on this, I would like to ask the senator from Somerset one question. I would like to know if the lights will apply to moonlight?

Mr. COLBY: Mr. President, I am not especially interested in this bill. I am doing this on account of a member of the House who wanted this done. I am willing to abide by the wishes of the Senate.

Mr. BURLEIGH of Aroostook: Mr. President, I would move to amend the bill so that by a vote of the town all vehicles of the town could be exempt.

Mr. MAXWELL: Mr. President, I would say that that will make the bill worse. It would be absolutely voted down.

The pending question being on the motion of the senator from Sagadahoc, Senator Maxwell, that the bill be indefinitely postponed, the senator from Somerset moved that the bill be tabled until tomorrow morning.

A rising vote was taken and 10 voting in the affirmative and 11 in the negative the motion did not prevail.

The pending question then being on

the motion of the senator from Sagadahoc, the bill was then tabled and dahoc, that the bill be indefinitely then assigned for tomorrow. postponed, a rising vote was had, and
11 voting in the affirmative and 11 in On motion by the senator from Sag-
the negative, the motion did not pre- adahoc,
vail. Adjourned until tomorrow morning

On motion by the senator from Sag- at 9 o'clock.