

# MAINE STATE LEGISLATURE

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Legislative Record

OF THE

Seventy-Sixth Legislature

OF THE

STATE OF MAINE

1913

**SENATE.**

Wednesday, April 9, 1913.

Senate called to order by the President.

Prayer by Rev. Robert S. Pinkham of Gardiner.

Journal of previous session read and approved.

From the House: Resolve amending Chapter 235 of the Private and Special Laws of 1913, being a Resolve for laying county taxes.

In the House this bill was read twice and passed to be engrossed under suspension of the rules.

In the Senate, under suspension of the rules, the resolve was given its readings and passed to be engrossed in concurrence.

From the House: The committee of conference on the disagreeing action of the two branches of the Legislature on an Act relating to the assistant assessors of the city of Portland, reported that they were unable to agree.

The report was signed by all members of the committee.

Mr. FLAHERTY of Cumberland: Mr. President, I move that the Senate recede and concur with the House.

The PRESIDENT: The Chair will state that the parliamentary situation is peculiar. There was disagreeing action on the bill, the House having passed it, and the Senate having indefinitely postponed it. The bill was then sent to a committee of conference. The committee of conference has reported that they cannot agree and that report was accepted in the House. Concurrent action with the House would seem to be the acceptance of the report.

Mr. MOREY of Androscoggin: Mr. President, I move that we reconsider the vote whereby we indefinitely postponed this bill.

The motion was agreed to.

Mr. MOREY: Mr. President, I now move that we concur with the House in the action taken.

Mr. COLE of York: Mr. President, I move that the matter be indefinitely postponed, if that motion is in order.

The PRESIDENT: The Chair will

state that this being the same stage of the bill, and a motion to indefinitely postpone having been reconsidered, another motion to indefinitely postpone would not be in order. The question is upon the passage of the bill.

Mr. COLE: Mr. President, I ask for the yeas and nays on the passage of the bill.

A sufficient number having arisen, the yeas and nays were ordered.

Mr. ALLEN of Kennebec: Mr. President, I move that the bill lie on the table.

The PRESIDENT: The question being on the passage of the bill to be enacted, and the yeas and nays having been ordered, the senator from Kennebec, Senator Allen, moves that the bill lie on the table.

A viva voce vote was taken. The Chair being in doubt a rising vote was had. Three having voted in the affirmative and seventeen in the negative, the motion did not prevail.

The pending question being on the passage of the bill to be enacted, and upon that question the yeas and nays having been ordered, the secretary called the roll.

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

Mr. ALLEN of Kennebec: Mr. President, I would like to rise to a point of order. I would like to know where Senator Murphy is. He was not called under the absentees.

The PRESIDENT: The Chair will state that he heard and evidently the secretary heard a response when Senator Murphy's name was called. Probably Senator Moulton responded by mistake. The roll call will be corrected.

Twelve senators having voted in the affirmative, and fifteen in the negative, the bill failed in its passage to be enacted.

Mr. FLAHERTY of Cumberland: Mr. President, I move that the bill lie on the table.

The PRESIDENT: The motion is not in order.

Mr. COLE: Mr. President, I move that the bill be indefinitely postponed.

The PRESIDENT: The only motion that can be considered is a motion to reconsider this vote.

The PRESIDENT: Under unfinished business, the Chair lays before the Senate for consideration, an Act amendatory of and additional to Chapter 37 of the Public Laws of 1903, relating to the issuance of mileage books by railroad corporations.

This bill was introduced in the House under suspension of the rules. The pending question now is shall the rules be suspended on the introduction of the bill.

Mr. RICHARDSON of Penobscot: Mr. President. I yield to the senator from Sagadahoc, Senator Maxwell.

Mr. MAXWELL of Sagadahoc: Mr. President and gentlemen of the Senate: When the original bill came into the Senate last week I had supposed that arrangement had been made, as I was called away on account of sickness at that time, that in case the bill did come in that it should be put over until the next morning that I might say a few words on it, but through some misunderstanding that was not brought about.

I feel that a little should be said in regard to this bill, as I was a member of the committee that had this matter under consideration.

Now this was a bill that was introduced early in the session. A hearing was advertised and a large number of people appeared before the committee on railroads and expresses in favor of this bill. The only opposition that appeared before our committee was the position of the railroad attorneys. They opposed this bill very strongly on the ground that it would decrease the revenue of the roads several thousand dollars per year. That was their only objection. They felt, they said, that the people who now purchase the local ticket at 2¼, 2½ and 3 cents a mile, would be able to buy a \$100 mileage where they are now now able to

put \$20 into a mileage, and they felt that it was a hardship on the railroad companies to grant this 500 mile mileage.

Now for a moment, let us see about this hardship to the railroad. Now within a year and a half the Maine Central Railroad—or about a year and a half—the Maine Central Railroad,—and I would say to start with, that I feel justified in making this statement, and that it cannot be said that I am taking this position in the interests of the railroad because I am a very large stockholder in the securities of the Maine Central Railroad and I represent estates that hold very large holdings in this same corporation—therefore I am not working in the interest of any moneyed interest. Now the Maine Central Railroad within about a year and a half have increased their capital stock from five million to twenty-five million, which is enough increase to build five roads in the State of Maine to cost as much as the original road, because the original capital stock was only five million.

Now what has the Maine Central Railroad done in the State of Maine with that twenty million of increase? Is there any one here who knows of any expenditure that the Maine Central Railroad has made that caused the increase of the capital stock from five million to twenty-five million? Now it has been said that they were going to a large expenditure of money in the city of Portland, and an expenditure of four million dollars in a new terminal. But let us see whether any of this money is to be used for that or not.

In addition to the increase of their capital stock from five million to twenty-five, they have been granted a permit to issue ten million dollars' worth of bonds, which are to be used for all these purposes. Now what is the fact? It is this, that the Maine Central Railroad are paying to the stockholders holding that twenty-five million of stock six per cent. I believe that it is also an acknowledged fact that that money has been loaned to the Boston & Maine Railroad at four per cent.

Now if the Maine Central Railroad can issue an increase of their capital stock from five million to twenty-five million and pay six per cent. to the

stockholders, and take that money and loan it to somebody else for four, and by so doing losing two per cent. on the entire amount, I do not think there is any question but what they are able to issue a 500 mileage to a few people down here in the State of Maine. Not on that, but had they taken the money that they have spent in maintaining counsel in this Legislature for the past 15 weeks and applied it to that one item, I think it would have taken care of the loss that they will make in issuing this mileage.

Now let us go a little further. in the message that came in here with the veto to this bill, the statement was made that if it had not been for the Public Utilities Commission being created this bill would have been signed.

Now if this bill was a good bill to sign without the public utilities, what is the reason that it is not just as good a bill to sign with the public utilities? It is not necessary, a little matter like this, to bother the public utilities with it. If it is a good bill to sign, what is the matter with us people here passing it? This bill had a unanimous report in the committee. It passed both branches of the Legislature by a unanimous vote, and why should we be asked to defer this matter and let the public utilities decide it? That was the argument of this same railroad corporation by their attorneys before us, this matter of expense and that we were going to have a public utilities and we ought to leave this matter for them to decide. Evidently they thought if we did have a public utilities and this bill was referred to them to decide, that it would not perhaps become a law so soon.

Now there is no single measure that has been introduced and passed by this Legislature that means more to the common people of the State of Maine than this very same measure. There is no matter that has passed this Legislature that has received more favorable comment by the common people all over this State than this measure has received. And I submit to you, gentlemen, that there is no reason in the world why we should not give this mileage to the people.

Now we were very careful and we considered this matter for several weeks and we took up all of the differ-

ent phases of it. The question was raised in regard to the Bangor & Aroostook, as their mileage book of a thousand miles was issued at \$22.50, a mile at 2 1-4 cents. We were very careful in those matters, in passing this bill. It was arranged that the 500 mile mileage book on that road would cost \$11.25. We made no change in the rates of any road. We merely said that they should issue a 500 mile book at the same rate that they were issuing a thousand mile book. That is all you know, and I know that there are thousands of people in this state today that are buying and hiring these books of scalpers and paying 2 1-4 cents for the right to ride on them. We understand that that class of people are opposing this matter. It is a matter of business for them to oppose it. In addition to that, we understand that these railroad corporation lawyers of course have worked since this bill passed the committee day after day to try to bring about what was brought about here last week. But I do not believe the time has come when we are going to say that we shall not give to the people of Maine this mileage book of 500 miles.

I remember back in 1897 when we had the big fight for the 1000 mile book, they put up this same argument of the thousands of dollars that it would cost the corporation if this book was made good for any one, good for bearer.

Those same people have acknowledged time and time again since that it was the best thing that ever happened to the railroad, that it had increased their receipts to a very large amount. There is no question but that this matter will increase their receipts rather than decrease them.

There is no argument that these roads cannot afford to do this; as I say, if they practice a little economy in some other lines, and especially in the line of increasing the capital stock of this road from five million to twenty-five million, because Mr. Mellen came in possession and the Boston & Maine was bankrupt and the only place he had to raise any money was to come down here to the State of Maine to a corporation that was solvent and increase the capital stock of this road,

to take the money into Massachusetts to develop the Boston & Maine. If they can afford to do that, they can afford to do a little something for the common people of Maine, and, gentlemen, I hope that this bill will pass.

Mr. HERSEY of Aroostook: Mr. President, a few days ago when this matter came up in the Senate on the question of its several readings, and the Governor's veto of this bill, I made a few suggestions at that time, that the Governor was right, that the utilities commission, the bill having been signed by the Governor, had full control over the matters of fares of railroads, of passenger rates, and would regulate the matter, and that any bill of this kind which would not go into effect until next July was necessarily repealed and made void by the utilities commission law which took effect in the following September, as it repealed all prior acts and things inconsistent with that law.

Since that time, Mr. President, another condition has arisen in the Legislature of Maine. It is this: A new bill has been introduced, the one before us; the same subject matter, and practically the same bill. That bill was introduced, the one before us; the same subject matter, and practically the same bill. That bill was introduced after the utilities commission law has been signed by the Governor. That bill is on record this morning as to our position on mileage books.

If this measure passes this Legislature, it will be passed with the full knowledge of what we are doing. It is not a bill going along contemporaneously with the public utility bill. It is a deliberate bill, passed by the Legislature after the enactment of the utilities commission.

While I have the greatest respect for the judgment of the senator from Sagadahoc in these matters, I believe he is honestly being deceived in his position in this matter. I can conceive how at the time of the hearing by his committee they took the position that they did. Then the public utilities commission was not a law. It might never become law. The railroads were anxious to take care of it themselves, and they opposed the issue of 500 mile

mileage books. I say this, which the senator from Sagadahoc believed at that time, if you are to have mileage books, there is no sense in having it 1000 miles. You ought to have 500 miles as well, and I believe as the senator did at that time, if you could bring that about, you would be accomplishing so much. The railroads opposed it at that time and place, because if you had no utilities commission, the issuance of mileage books was some detriment to the railroad.

Since that time the utilities bill became law. In the discussion the other day in the Senate, the senator from Penobscot, Senator Bailey, spoke of the position of the railroads then, that it was practically satisfactory to the representatives of the railroads who appeared at the hearing. And the senator from Knox, Senator Packard, said: "I have talked with some of the representatives of the railroad since this veto came into the House, and they said that the law was agreeable to them." I call the attention of the senator from Sagadahoc to that. Senator Allen of Kennebec said that he asked the senator from Waldo what the matter was with it, and that he said nothing. He said the railroad people were satisfied with it.

Now here is the position: The Governor has vetoed the mileage bill. The utilities commission has become law by the signature of the Governor. The railroads see their position and they know immediately the utilities commission organizes and goes to work and that becomes law that there will be a flat rate on the railroads of this State, and that any man travelling 25 miles will get a rate the same as the man who travels 1000.

They know the power of the utilities commission to bring that about and they know it will be done. They know that making that flat rate will affect the issue of the 200 mile books. They know the utilities commission will investigate every railroad in the State as to what the rate shall be for passengers on the different roads and that they will make that rate, and then if the railroads want to issue mileage books, it would be a matter

of convenience, as the Boston & Maine issues them.

I say if you pass this bill out of this Senate this morning that you will fix upon this State this infamous mileage system that has been wicked and injurious to the people in the past.

Why, when the commission organizes and sits down to go to work, what is the first thing that confronts them? The first thing that they see is the law passed by this Legislature, a special act that you passed, and the utilities commission will say that you recognized a mileage system of 1000 and 500 mile books, and is your commission in the fact of that act going to regulate rates? Are they not going to say that the Legislature recognized the mileage system and that we will retain it?

What is the use to attempt to govern the railroads? This is to consent and agree to these mileage books and say that we want them.

Why, pass this bill and the railroads will not issue a single mileage and you can't force them to, and neither can the utilities commission force them to. They can regulate all rates, and you deprive them of this right. I say that I stand here as the senator from Sagadahoc does, for the man who does not want the 500 mile or the 1000 mile book, but wants but 250 miles, and in order to do that, he is going to the scalpers or is paying unjust fares. I say that he should have the privilege of going a short distance at the same rate; that the preference now is going to the rich man and not to the poor man, and I say that it should be done away with. You can trust your utility commission to do full justice to all.

The PRESIDENT: The Chair calls the attention of the Senate to the fact that the time has arrived to which the recess of the convention was taken.

Mr. MOREY of Androscoggin: Mr. President, I move the previous question.

The PRESIDENT: The previous question is upon the suspension of the rules for the introduction of this bill.

A rising vote was taken and 18 voting in the affirmative and six in the

negative the rules were suspended and the bill was received.

Mr. HERSEY: Mr. President, I move that the bill be indefinitely postponed.

A viva voce vote was taken and the motion was lost.

On motion by Mr. Maxwell of Sagadahoc, the rules were suspended 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 reform in convention to continue the proceedings for the removal of Sheriff Moulton.

A recess was then taken and the Senate proceeded to the Hall of the House.

#### After Recess.

Senate called to order by the President at 12.45.

The PRESIDENT: In accordance with the terms of the resolve adopted by both branches of the Legislature it is now the duty of Senate to proceed to consider the adoption of an address to the Governor, which would be in the following form:

#### STATE OF MAINE SEVENTY-SIXTH LEGISLATURE ADDRESS TO THE GOVERNOR

The Senate and House of Representatives in Legislature assembled present this address to the Governor and request the removal from office of Lewis W. Moulton, sheriff of Cumberland county, for the causes following: Because the said Lewis W. Boulton, who is now holding the office of sheriff for the county of Cumberland, and who has held said office continuously since the first day of January, A. D., 1913, wilfully or corruptly refuses or neglects to perform the duties required of him as such sheriff by section 69 of Chapter 29 of the Revised Statutes of this State, as amended by Chapter 41 of the Public Laws of 1905, and particularly his duties as said sheriff in enforcement of the laws against the illegal sale of intoxicating liquors and the keeping of drinking houses and tipping shops.

When the vote is taken, it will be taken by the yeas and nays. So many as are in favor of the adoption of the address, when their names are called, will vote yes. So many as are opposed when their names are called, will vote no.

The secretary called the roll. Those voting yea were: Messrs. Allen, Burleigh, Chase, Colby, Cole, Conant, Dutton, Hersey, Maxwell, Milliken, Patten, Reynolds, Richardson, Smith, Stearns, Walker, Wing—17. Those voting nay were: Messrs. Allan, Bailey, Boynton, Flaherty, Hagerthy, Hastings, Jillson, Mansfield, Morey, Moulton, Murphy, Packard,—12. Absentees: Messrs. Clark, Emery—2.

Seventeen having voted in the affirmative and 12 in the negative, the address was adopted.

Mr. COLE of York: Mr. President, I move that all the proceedings except the vote be expunged from the record. The motion was agreed to, and it was so ordered.

On motion by Mr. Stearns of Oxford, a recess was taken until 3 o'clock this afternoon.

#### IN THE SENATE.

##### After Recess.

Senate called to order by the President at 3.45 P. M.

On motion by Mr. Walker of Somerset, a recess was taken for ten minutes.

##### After Recess.

Senate called to order by the President at 4.05 P. M.

From the House: A joint order was received from the House in relation to proceedings against Sheriff Tolman of Knox County.

The order was given a passage in concurrence.

The Chair appointed as Senate members of the joint committee to formulate rules for the proceedings in this case, the Senator from Knox, Senator Stearns, the Senator from Androscoggin, Senator Morey.

On motion by Mr. Stearns of Ox-

ford, a recess was taken, subject to the call of the President.

##### After Recess.

Senate called to order by the President at 5 P. M.

From the House: The report of the committee appointed by joint order of the two branches to consider modifications of the order of procedure in the matter of an adoption of an address to the Governor for the removal of the sheriff of Knox county.

This report was accepted in the House and was sent up for concurrence with accompanying order.

The report of the committee was accepted in concurrence.

The accompanying order was adopted in concurrence.

On motion by Mr. Richardson of Penobscot, unanimous consent was given and that senator presented out of order, the following report of the committee on appropriations and financial affairs:

"Ought to pass" on Resolve providing for the payment of certain deficiencies accrued prior to January 1, 1913.

The report was accepted, and on motion by the same senator, the rules were suspended, the resolve was given its two readings and was passed to be engrossed.

"Ought to pass" on An Act to provide moneys for the expenditure of the government for the year 1913.

The report was accepted, and on motion by the same senator, the rules were suspended, the bill was given its two readings and was passed to be engrossed.

On motion by Mr. Wing of Franklin, An Act relative to compensation to employes for personal injuries received in the course of their employment and to the prevention of such injuries, was taken from the table.

Mr. WING: Mr. President, I understand that the House indefinitely postponed this bill. The senator from Oxford in an endeavor to make some changes that would make the bill more acceptable to the members of the



House, has offered two amendments. There is still another amendment which I believe is a very important matter, and one that was offered in the House before the bill was passed upon by that body. The member that offered the amendment was very much interested in it and other members of the House, and I believe it would add a great deal of strength to the bill if it was adopted by the Senate and included with the other amendments.

Mr. President, I offer Senate Amendment Q.

(The amendment was read by the President.)

Mr. STEARNS of Oxford: Mr. President, at the time the amendment which I think is similar to this was introduced in the House, it was considered somewhat by the committee, and it was not thought by them at that time to be a desirable amendment. We believed it was a stronger bill with the exemption as it was arranged. There did develop that there was some desire on the part of House members for this change, but the committee insisted and the House rejected the amendment. Since the matter has been under discussion between the two bodies on the disagreeing action of the two branches it has felt a desire to make it as near possible a bill that would be acceptable to the House. If the senator from Franklin believes that the present attitude of the House is such that this will remove some objections, I will not oppose the amendment at this time.

On motion by Mr. Wing, Senate Amendment Q was adopted.

On motion by the same senator, the Senate insisted upon its former action and the bill, as amended, was passed to be engrossed.

On motion by the same senator, the Senate insisted upon its action and asked for another committee of conference.

The Chair announced as the Senate members of the committee of conference on the disagreeing action of the two branches on this bill: The senator from Franklin, Senator Wing, the senator from Penobscot, Senator Bailey, and the senator from Waldo, Senator Conant.

The Senate then took a recess and proceeded to the hall of the House for the purpose of forming a joint convention.

#### After Recess.

Senate called to order by the President at 5.15 P. M.

MR. MOREY of Androscoggin: The lines are drawn for a little while and we have come to an hour in the day when all matters political which stir or may stir parties represented here are quiet, and we lay aside all matters pertaining to our legislative duties. We are fast nearing the end of the legislative session which in many ways will be unique.

Many questions, Mr. President, have arisen in the course of your duties as a presiding officer, to which you have given able and fair decision. The Senate wishes to show its mark of appreciation of your many sterling qualities as a man and as a presiding officer. In casting about for some little token that might perhaps please a President of Senate and at the same time show a mark of appreciation on the part of its members, and I say the unanimous, the unanimous kindly feeling towards the presiding officer, the committee selected what seemed to them to be appropriate, and we trust, Mr. President, and the senators of the Senate trust that it may be such as will be acceptable to you as the years come and go.

They thought perhaps that it would be highly appropriate, since we could not give you the most precious of things—because time is the most precious, no man or no set of men could do that—but we could make you a gift that would register time, register it with accuracy, and which within itself, in its life, will undoubtedly measure to you many changes in our government and in our State affairs.

We selected the case, Mr. President, of pure gold. It will not tarnish. It is almost indestructible. We felt that your heart was untarnished. The works selected are those of the Howard make, which will register with accuracy the time. Your parliamentary rulings have been in accordance with the rule. They have been accurate.

In order that this token might be sufficiently identified to impress it as yours

for yourself and your children and your children's children, if that should be the good fortune in store for them, there is engraven upon this case these words: "76th Legislature, Carl E. Milliken, President. Presented by the Senate of 1913."

What changes will appear in our national form of government, Mr. President, in our State government, within the span of the life of this watch? No one knows. But as a nation we are certainly embarking upon an almost different form of government, owing to the unrest that prevails, and to perhaps the strengthening of the Constitution that may be necessary to hold our government in times to come.

With this gift goes to you, Mr. President, the genuine good feeling and respect of every member of this Senate.

You have not yet reached the meridian of life. This is not intended as the golden milestone of your career. We all agree that the golden milestone is that beautifully expressed in Longfellow, that the hearthstone is the milestone, the golden milestone of every man. It is simply an incident in your career as a man. You have attained the second highest position presented in the State of Maine. I knew of you as a debater in Bates College, graduating several years after I had begun the work of life. And since that time, for one, I have kept, as undoubtedly all here have, watch of your steady progress up. What the future may hold in store, we know not, but certainly the wishes of us all are that there are yet higher places for you to attain. Most of us here have passed somewhat the meridian. Ours is to the West. We know not the future.

With the ticking of this watch, Mr. President, time coming and going, living as you will, we hope, the natural span of life, long before it ceases you will have marked and recorded as the presiding officer of this Senate the members one by one as they journey down the Western hillside.

In behalf of the Senate it is my very great pleasure to present to you, sir, this watch, and may it ever be to you a pleasant memento of the many strenuous, stirring, boisterous scenes

almost of this 76th Legislature. (Applause.)

The PRESIDENT: My dear friends, there are certain moments in the life of every man that stand out from the others like the mountain peak that rises above the surrounding plain. This moment is one of those for me—I dare say it may be for you, each of you, as we sit here, this afternoon; the surroundings in this hour, in this room, that has become familiar to us, will be stamped upon my mind and I shall never forget it as long as I live. I cannot trust my feelings or my voice to say what is in my heart to say to you.

This beautiful gift that you have presented to me, I need not say will always be treasured among my most precious possessions. I need not say, I thank you. That is almost trite and common. It falls far short of expressing what I want to say to you.

So far as it may express on your part any appreciation of the method of conducting the business of the Senate, I feel that the credit belongs not in any respect to me, but to you and especially to those who have been associated with me in the management of the clerical affairs, the executive affairs of the Senate. No man ever had more efficient, more loyal, more devoted help than I have had in the office force of this Senate. No man, I believe, in this place ever had such unanimous, loyal support from every member of the Senate as I have had from you this winter. I say that not to turn a phrase at this moment, not to say something pleasant as the time of parting comes, but I say it honestly and from the bottom of my heart, and out of an experience that I think makes it mean something.

We are here, this afternoon, tired, after a session of busy work, after a series of days of strenuous and persistent toil. I have had from you, from each one of you, invariably throughout this session, the most absolute and loyal support. You have been kind to me beyond any words that I can express. You have been considerate in my mistakes. You have been anxious, each one of you.

more than anything else, that the business of this Senate should proceed with fairness to all concerned, as expeditiously as possible, and to that end you have given me your splendid co-operation. I appreciate it more than I can tell you.

But the significance of this beautiful gift to me goes beyond anything that it may mean from you as to the business of this Senate. It comes to me not from the members of the Senate of this Legislature, but from 30 friends, the truest friends that a man ever had in such a capacity. It is a solemn moment in the life of any individual when it must be said of any experience that has grown common in the custom, "It is the last time." That moment is approaching for us here. In a very few days now we shall adjourn without day, and the experiences which have brought to each one of us so much happiness, so much pleasure, so much of satisfaction in the association with each other, will be over and will be a memory.

We know not, as the senator from Androscoggin has so eloquently said, what the hours and the days hold in store for any one of us. I know that whatever hours this cherished gift may tick off for me, there will be none more happy than those that I have spent here, this winter, in the house of my friends. I say the last time is coming. Now in a very few days we shall not meet together officially again. In all probability we shall never all of us meet together again here. We know not who will remain last and receive one by one the news that this one and that one of our group has gone. We know that sooner or later to each of us will come as the poet has so beautifully said, "twilight and evening bell, and after that the dark." But may we feel as we look into each others' faces here, this afternoon, that beyond the twilight and the darkness is the morning when we may all hope to meet again.

I thank you from the bottom of my heart. (Applause)

Mr. BAILEY of Penobscot: Mr. President, I cannot let this time go by without speaking a tribute and offer-

ing our full appreciation to those who have labored so faithfully, so industriously, and so efficiently with you in your work at this Legislature. We all appreciate how fair and how able have been your rulings, but we also appreciate the fact that without your able assistance, those who have helped you in the clerical work and have helped us, that the work of this Senate could not have been carried on anywhere nearly as well as it has been. We who have been here, this winter, and have worked as best we knew how, early and late, as we believe for the best interests of the people of Maine, must know and must appreciate at this time that the presiding officer and those who helped him do the work laid out before us are a very important part of this Legislature. And I think that every member of this Senate will say that they never, whether in private life or in public life, saw a more efficient and business-like administration of any enterprise in which they had taken part. There has been in years gone by a good deal of criticism about delays, about inefficiency. But I will say that I have heard nothing of criticism on account of any delay or on account of any inefficiency in the clerical affairs of this Senate.

And as has been said before, probably no Legislature ever had anywhere near the amount of legislation, or at least anywhere near the amount of important legislation that has been considered here. And the fact that it has been run off smoothly and orderly and well, is due to a large extent to the fact that it has been presented to us in an orderly and businesslike way.

In the presentation of the beautiful emblem to you, Mr. President, the thought struck me that we did not live by the watch alone. We have certain duties here at certain hours, we meet at certain times, we adjourn at certain times, we have certain fixed rules and regulations—to that extent we work by the watch. But some of us will carry away memories, which if we adhered to that hard and fast rule in life would not be pleasant to us afterwards, because it is in the interim between the work which we have here that we have made many acquaintances, have passed pleasant

hours, and have gained entertainment as well as instruction. And that, it seems to me, Mr. President, is worth something in this world, and as I said before, I for one, and I think the members of this Senate will bear me out, wish to thank the clerk, the assistant clerk, the reporters and the pages for their co-operation and for their efforts in this Legislature. (Applause.)

Mr. RICHARDSON of Penobscot: Mr. President, I think there was assigned for today—

Mr. ALLEN of Kennebec: Mr. President, I want to make a suggestion: Unless it is actually necessary, after this pleasant occasion, I would rather we would adjourn without taking up a little unfinished business. I suggest that to the gentleman from Penobscot.

Mr. RICHARDSON: Mr. President, that is a very proper objection.

On motion by Mr. Allen of Kennebec, Adjourned until tomorrow morning at 9 o'clock.