

MAINE STATE LEGISLATURE

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LEGISLATIVE RECORD

OF THE

Seventy-Ninth Legislature

OF THE

STATE OF MAINE

1919

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SENATE

Wednesday, March 12, 1919.

The Senate was called to order by the President.

Prayer by Rev. C. O. Perry of Hallowell.

Journal of previous session read and approved.

On motion by Mr. Thombs of Penobscot, the rules were suspended and that gentleman was permitted to introduce out of order the following order:

Ordered, the House concurring, that all bills and resolves presented to the Legislature after Thursday, March 13th, with the exception of such resolves relating to the administration expenses of the present Legislature, be referred to the next legislature.

The order received a passage.

Papers from the House disposed of in concurrence.

House Bills on First Reading

From the House: Resolve making appropriation for the control of contagious diseases among domestic animals.

In the House this resolve was re-committed to the committee on agriculture.

On motion by Mr. Walker of Somerset, the Senate voted to concur with the House in recommitting the resolve to the committee on agriculture.

H. D. 349: Resolve in favor of Benjamin H. Varney, secretary of the committee on education.

H. D. 357: Resolve in favor of Alfred D. Sawyer.

H. D. 350: Resolve reimbursing the town of Lyman for expenses on account of State paupers.

H. D. 351: Resolve in favor of Elizabeth J. Pierce.

H. D. 352: Resolve in favor of the town of Brownfield.

H. D. 346: Resolve in favor of John G. Flemming.

H. D. 249: An Act to amend Section 85 of Chapter 16 of the Revised

Statutes, as amended by Chapter 229 of the Public Laws of 1917, relating to tuition paid by towns for secondary school pupils.

H. D. 248: An Act to amend Sections 73 and 74 of Chapter 16 of the Revised Statutes, and Section 75 of Chapter 16 of the Revised Statutes, as amended by Chapter 67 of the Public Laws of 1917, relating to the classification of high schools.

H. D. 353: An Act relating to sale of standing wood and timber on islands within the limits of the Indian Reservation of the Penobscot tribe of Indians.

H. D. 354: An Act authorizing the American Realty Company to locate, erect and maintain piers and booms in the Aroostook river.

H. D. 267: An Act to amend the charter of the city of Calais, providing for biennial elections.

H. D. 139: An Act to amend Section 12 of Chapter 76 of the Revised Statutes, concerning sale of estate of deceased non-residents or of minors out of the State.

H. D. 358: An Act to amend Section 12 of Chapter 87 of the Revised Statutes, relating to affidavits of plaintiffs.

H. D. 356: An Act to make valid the municipal elections of the city of Rockland.

H. D. 355: An Act to amend Section 4 of Chapter 40 of the Revised Statutes, relating to the filing of examination questions with the State librarian for public reference.

H. D. 359: An Act to provide for a draft, when necessary, to maintain the minimum number required by law for organizations of the National Guard in time of peace.

From the House: Report of the committee on pensions on resolves in favor of the following named persons:

Meldon Nealley, Brewer; Susan E. Dumpshe, Yarmouthville; Joan P. Libby, Greenwood; Elias Lyon, Augusta; Wilson Mayo, Bar Harbor; Olive Hamm, Bangor; Cynthia Witham, Sebago; Eliza J. Washburn, Waterville; Marietta Fowler, Saco; Geo. C. Goodhue, Winthrop; Betsey

Allen, Farmington; Reuben Ross, Rangeley; Seward D. McKenney, Farmington; Jennie L. Barrows, Norway; Flora E. Devereux, Ellsworth; Mary J. Black, Augusta; Annie L. Durham, Belfast; Simon E. McNeill, Auburn; Arthur H. King, Lewiston; Emma H. Cayting, Bangor; Moses Cottle, Ellsworth; Mary Edwards, Jackson; Wallace W. Stewart, Bowdoin; Rebecca Cookson, Carmel; Julia P. Nickerson, Searsport; Thomas A. Mennealy, Lewiston; Thaddeus Cross, Norway; Sarah F. Robinson, Madison; John T. Clark, Hartland; Catherine Hennessey, Bangor; Josiah L. McCobb, Hermon; Samantha J. Foss, Foxcroft; Drusilla Chase, Portland; Lizzie S. Waterman, Belfast; Frank Metcalf, Searsmont, reporting that same ought not to pass, as they will be taken care of by the pension department under regular appropriations.

On motion by Mr. Ricker of Hancock, the report was laid upon the table.

H. D. 348: Resolve providing state pension for Caroline Davis.

H. D. 5: Resolve providing for state pension for Mrs. Alfred Polk of Lewiston.

H. D. 41: An Act to amend Section 13 of Chapter 10 of the Revised Statutes, relating to assessment of taxes.

The following communication was received from the Secretary of State: "To the President of the Senate and Speaker of the House of Representatives,

Gentlemen:—

In accordance with the requirements of Section 4, Chapter 1, of the Revised Statutes, I have the honor to notify you that the public acts, a list of the titles of which is hereto appended, have been approved by the Governor.

Very Respectfully,

Your Obedient Servant,

(Signed) FRANK W. BALL,
Secretary of State."

On motion by Mr. Thombs of Penobscot, the communication was accepted and placed on file.

The following bills, resolves, etc., were presented and on recommenda-

tion of the committee on reference of bills were referred to the following committees:

Appropriations and Financial Affairs

By Mr. Gannett of Kennebec, An Act to defray the necessary expenses of an assessors' convention.

By Mr. Emerson of Aroostook, An Act in relation to salaries and clerk hire in the office of the attorney general.

Education

By Mr. Ricker of Hancock, An Act to amend Section 20 of Chapter 117 of the Revised Statutes as amended by Chapter 179 of the Public Laws of 1917 relating to the employing of clerks and agents by the State superintendent of public schools. (500 copies ordered printed.)

Judiciary

By Mr. Gurney of Cumberland, An Act to amend Section 55 of Chapter 91 of the Revised Statutes relating to trustee process. (500 copies ordered printed.)

By Mr. Grant of Cumberland, Resolve amending Article 9 of the Constitution as amended by Article 25 of the Constitution increasing the State debt limit. (500 copies ordered printed.)

Legal Affairs

By Mr. Gurney of Cumberland, An Act to amend Section 67 of Chapter 82 of the Revised Statutes relating to the appointment of assistants and deputies to the attorney general. (500 copies ordered printed.)

By Mr. Ames of Washington, An Act providing for the enforcement of rules and regulations and providing punishments for violations thereof.

By the same senator, An Act providing for co-operation with the United States in the settlement of the returned soldiers, sailors and marines on State lands and lands acquired under this Act; creating a soldier settlement board, defining its powers, and duties, and making an appropriation therefor. (500 copies ordered printed.)

By Mr. Ames of Washington, An Act to amend Section 7 of Chapter 303, Public Laws of 1917, relating to

the farm lands, loan commissioners of Maine. (500 copies ordered printed.)

Military Affairs

By Mr. Gannett of Kennebec, An Act to enable towns or cities to secure State aid in the construction of armories. (500 copies ordered printed.)

Mr. DEERING of York: Mr. President, I think in regard to that bill, it should be sent immediately to the House so that they can give notice on it today in order to have the hearing a week from today.

The PRESIDENT: The Chair will comply with the request of the Senator and have it sent immediately to the House.

Sea and Shore Fisheries

By Mr. Ricker of Hancock: An Act for the better protection of alewives in the waters of this State. (500 copies ordered printed.)

Ways and Bridges

By Mr. Peacock of Washington, Resolve amending Article 9 of the Constitution as amended by Article 35 of the Constitution increasing the amount of bonds to be issued for the purpose of building and maintaining of State highways and providing for the building and maintaining of intrastate, interstate and international bridges. (1000 copies ordered printed.)

First Reading of Printed Bills and Resolves

S. D. 183: Resolve providing for the payment of certain deficiencies that accrued prior to January first, 1918.

S. D. 184: An Act to amend Section 61 of Chapter 8 of the Revised Statutes, relative to the Maine Forestry District tax.

S. D. 185: An Act to amend Section 16 of Chapter 9 of the Revised Statutes to provide for inventory of exempt live stock, etc.

S. D. 186: An Act to amend Section 3 of Chapter 253 of the Revised Statutes, to provide for the collection of delinquent taxes.

S. D. 187: An Act authorizing the Clark Power Company to construct and maintain a dam or dams on Saco waters in the cities of Saco and Biddeford.

S. D. 188: An Act to supplement Chapter 29 of the Revised Statutes and to provide for the care of persons requiring full support, or more than temporary relief.

S. D. 189: An Act to regulate the employment of legislative counsel or agents and to provide a legislative docket in secretary of State's office open to public inspection, disclosing information in relation to such employment.

On motion by Mr. Folsom of Somerset, the rules were suspended, the bill received its second reading and was passed to be engrossed.

S. D. 190: Resolve relating to payment of damages arising out of the death of Edgar Chase Harnden.

S. D. 191: Resolve to provide schools with vocational education.

S. D. 192: Resolve to amend Section 86 of Chapter 16 of the Revised Statutes, relating to returns from towns showing expenditure for high school tuition.

S. D. 193: Resolve providing for the care, support and medical or surgical treatment of dependent persons in or by certain charitable and benevolent institutions and organizations not owned or controlled by the State, and for other purposes.

Reports of Committees

Mr. Emerson for the committee on appropriation and financial affairs on Resolve, in favor of York County Children's Aid Society, for the care support and education of indigent persons and for other purposes, reported that the same ought not to pass, as the same has been cared for in a Resolve under a new draft.

Mr. Grant for the same committee on Resolve in favor of Women's Christian Association of Lewiston, for the purpose of maintaining a home and reading room for working women, reported that the same ought not to pass as the same has been cared for in a Resolve under a new draft.

The reports were accepted and sent down for concurrence.

Mr. Grant for the same committee on resolve in favor of the Bath Military and Naval Orphan Asylum for maintenance and other purposes for

the years 1919 and 1920, reported that the same ought to pass.

The report was accepted and the Resolve tabled for printing under the joint rules.

Mr. Emerson for the same committee on Resolve in favor of the Maine General hospital, reported that the same ought not to pass as the same has been carried for in a Resolve under a new draft.

Mr. Davies for the committee on judiciary, on An Act to amend Section 1, Chapter 84 of the Revised Statutes, in relation to the appointment of clerks of the judicial courts, reported that the same ought not to pass.

Mr. Gordon for the committee on State sanatoriums on An Act to authorize the trustees of sanatoriums for the treatment of tuberculosis to employ a special investigator and clerk and manner of payment of same, reported that the same ought not to pass.

The reports were accepted and sent down for concurrence.

Mr. Gordon for the same committee on Resolve in favor of the State tuberculosis sanatoriums for maintenance and other purposes for the years 1919 and 1920, submitted the same in a new draft under the same title and that it ought to pass.

The report was accepted and the Resolve tabled for printing under the joint rules.

Passed to Be Engrossed

H. D. 220: An Act to amend Section 51 of Chapter 4 of the Revised Statutes as amended by Chapter 59 of the Public Laws of 1917, relating to the payment by the State of the burial expenses of honorably discharged soldiers and sailors.

H. D. 337: Resolve for extra pay to the Maine volunteers in the War with Spain.

H. D. 338: Resolve to reimburse certain cities and towns for money expended for the support of dependent families of members of the National Guard. (Tabled pending its passage to be engrossed on motion by Mr. Gannett of Kennebec.)

H. D. 339: Resolve in favor of Rachel Stanley of Paris, for annual State pension.

H. D. 340: Resolve in favor of Mary S. Hillman of Island Falls for State pension.

H. D. 341: An Act to amend Section 67 of Chapter 56 of the Revised Statutes of 1916, relating to crossings.

H. D. 342: An Act to extend the charter of the Livermore & Augusta Railway Company.

H. D. 343: An Act to incorporate the Skowhegan Water District.

H. D. 344: An Act to amend Section 20 of Chapter 68 of the Revised Statutes, concerning the granting of administration without bond under certain conditions.

(Tabled pending its passage to be engrossed on motion by Mr. Thornton of Aroostook.)

Resolve appropriating money for the protection of plants, trees and shrubs from the ravages of dangerous insects and diseases.

On motion by Mr. Emerson of Aroostook the vote was reconsidered whereby this resolve was passed to be engrossed, and on further motion by the same gentleman the resolve was re-committed to the committee on appropriations and financial affairs.

Passed to Be Enacted

An Act to establish the Northern Cumberland municipal court.

An Act to incorporate the Chase Stream Improvement Company.

An Act to amend the charter of the city of Calais with reference to the Calais municipal court.

An Act to amend Chapter 358 of the Private and Special Laws of 1867, entitled An Act to incorporate the Great Works Log Driving Company as amended by Chapter 466 of the Private and Special Laws of 1868.

An Act to incorporate the Industry Water Company.

An Act to amend Section 57 of Chapter 33 of the Revised Statutes, as amended by Chapter 219 of the Public Laws of 1917, relating to the protection of wild birds.

An Act to amend Section 67 of Chapter 33 of the Revised Statutes, as amended by Chapters 219 and 244 of the Public Laws of 1917, relating to the licensing of taxidermists.

An Act to amend Section 55 of Chapter 33 of the Revised Statutes, as amended by Chapters 219 and 244 of the Public Laws of 1917, relating to the protection of game birds.

An Act to extend and amend the charter of the Eastern Maine Railroad.

An Act to amend Section 40 of Chapter 55 of the Revised Statutes, relating to powers of public utilities.

An Act to amend Section 4 of Chapter 217 of the Public Laws of 1917, relating to the carrying of dangerous weapons without a license.

Orders of the Day

The PRESIDENT: Under orders of the day, the Chair lays before the Senate, H. D. 330, Resolve relating to the erection of a free highway bridge across and over the Piscataqua river from some point in Kittery, York county, in the State of Maine, to some point in Portsmouth, Rockingham county, in the State of New Hampshire, tabled by the senator from Somerset, Senator Walker; the pending question being the second reading.

Mr. WALKER: Mr. President, this resolve contemplates an amendment to the constitution of Maine. If said amendment is adopted it proposes to raise \$500,000 for the erection of a bridge across the Piscataqua river between Kittery, Maine, and Portsmouth, N. H.

I have hoped that some member who is versed in debate and is used to presenting an argument in cases in court would have taken the position which I now am in. But having embarked on this enterprise, not realizing how formidable the opposition was when I laid the matter on the table, I wish to see the thing through to the end, and as there are some things on my mind of which I wish to unburden it, and in order that I may keep within my parliamentary rights, it seems necessary to me to move that this resolve be indefinitely postponed.

The Legislature of 1917 chose a commission to investigate the question of an interstate highway or free

bridge between Portsmouth, N. H., and Kittery, Maine. The Legislature of New Hampshire, in 1917, passed a similar resolve. This commission on the part of Maine was made up of the highway commission of Maine.

The report of this joint commission is to be found in Senate Document 154, and as it contains the gist of the whole subject matter under discussion I shall quote quite extensively from this document.

This commission met in Portsmouth on October 10, 1917, and proceeded to organize by the choice of a president and secretary. Our own Paul D. Sargent, of the State highway commission of Maine, was chosen the secretary of this joint commission.

The commission first proceeded to familiarize themselves with the history of the present toll-bridge between Portsmouth, N. H., and Kittery, Maine, and they ascertained that this had been a toll-bridge for 97 years; that it was chartered first by the state of New Hampshire in 1819, next by the state of Massachusetts in 1820, then by the State of Maine, in 1821, or soon after Maine became a State. It has been operated ever since that time by the Proprietors of the Portsmouth Bridge.

"In 1841 the 'Eastern Railroad in New Hampshire' acquired the ownership of its capital stock and of the bridge, and operated it for about twenty years for the tracks of their railroad, and as a highway, maintaining it, and collecting tolls for all passengers and traffic over it for all purposes, except by the railroad trains.

About 1880 the Boston & Maine Railroad absorbed the Eastern Railroad in New Hampshire, and succeeded to the ownership, use and control of the Portsmouth bridge, and has since used it as a railroad bridge, and a toll-bridge for passengers and traffic.

"It is the only bridge connecting New Hampshire and Maine at this point, and for all the lower reach of the Piscataqua. The only other

means of communication here between New Hampshire and Maine is by boat, regular or chance, plying between Portsmouth and the navy yard, or by a ferry run by the Atlantic Shore Line.

"This bridge is in two sections, or divisions and extends from Portsmouth to Noble's Island, 500 feet, thence over the main channel to Kittery, 1650 feet, making the whole length 2,150 feet, by 40 feet in width.

"It is an ordinary open, railed, wooden bridge, on piles, having a draw, and originally cost \$40,000 in days when such constructions were much less expensive than now."

Then they go on to state in relation to the charter of this bridge that it seems that the charter is perpetual and cannot be amended by the Legislature of Maine. Indeed the Boston & Maine Railroad Company consider it a very valuable franchise and gave the commission to understand that they would have to buy this franchise in order to erect a bridge between the points covered by the charter. They made investigation of other possible sites which were not covered by the railroad charter held by the Boston & Maine Railroad. The one which to them seemed feasible from the point of view of the navy yard and also from the point of view of the commission to be entirely independent of the railroad company, was a location commencing at Brewery wharf in Portsmouth, crossing the southern end of Badger's Island, and thence to the Maine shore to connect with New Armory street in Kittery. Their report states:

"This location leaves the New Hampshire shore a short distance from the business center of the city of Portsmouth and is the most direct line between Portsmouth and the navy yard in Kittery upon which it is possible and practical to construct a bridge. A considerable portion of the business of Portsmouth comes from the navy yard. Practically ninety per cent of the employees of the yard live in the city of Portsmouth and a large amount of government supplies

are handled between Portsmouth and the navy yard."

"A bridge at this location will accommodate," so this report says, "the interstate traffic between Maine and New Hampshire better than any other possible site viewed by the commission."

At this meeting the question of the cost of this bridge was taken up, and although they did not go into any extensive engineering study of the subject matter, yet the report of this commission was that they thought it would cost something less than three millions of dollars. This is to be found on page 8, Senate bill 154. These estimates were made in the summer of 1918. They also further state that as material and labor have been since that time decreasing, they thought the expense might be something under that estimate.

"Realizing that the federal government have a commanding interest in the location and carrying capacity of a bridge at this point, a hearing was arranged with the secretary of the navy early in December 1918. As a result of this hearing the secretary expressed himself as being in sympathy with the project, and arrangements were made for laying the whole matter before the naval affairs committee of the House of Representatives.

At this hearing, which was attended by representatives of the joint commission, Secretary Daniels made a very splendid statement as to the interest of the navy department in this project."

The secretary presented to the committee a report from Admiral C. J. Boush, Commandant, Portsmouth Navy Yard, which so well explained the government's interest in the construction of a new bridge that the report was introduced into this report in full. I do not purpose to go very extensively into the report made by the Commandant of the Kittery navy yard any more than to state that the bridge at the new point of construction will reduce the distance from the main point in Portsmouth to the Kit-

tery navy yard about one-half. At the present time it is something like two miles, and by the proposed new bridge the distance will be reduced to about one mile. He stated to this committee, as the commandant of the Kittery navy yards, that that would be a direct saving to the navy in tolls and truckage estimated as follows, the figures being taken as an average of past expenditures. The sum total of these figures amounted to \$5130.48. He also stated in this report to Secretary Daniels that the employees of the Kittery navy yard living in Portsmouth to the number of 2000 now go to their work and return over the railroad, paying for their round fare eleven cents, and he estimated the cost of this for the year as \$64,000; that is the estimated amount that would be saved by the new bridge. He further states:

"A very important point in this connection is the increased satisfaction and contentment on the part of the working force of the navy yard which, in itself, has a vital bearing upon the general efficiency of the work. It is understood that the employees have for some time been endeavoring to obtain free transportation from Portsmouth to the navy yard. The saving to the government by such increased satisfaction and contentment will, no doubt be large, but it is impossible to estimate it. This yard has always had more or less difficulty in obtaining an adequate working force, and this is believed to be due in part to its isolation. Furthermore, during severe weather in the winter, much time is lost, due to delays and stoppages of transportation by rail and water, particularly so during the past winter. This results in decided loss to the navy yard work, and this would be eliminated by the free bridge as proposed. The advantage to the employees, themselves, is considered a point of great importance in the consideration of the construction of this bridge, and this works indirectly to the advantage of the government also."

The water transportation cost to the navy yard, on page 14 of this report, is averaging about \$39,615, of which they hope much might be saved. Then in conclusion he states:

"The commandant is of the opinion that a new highway bridge such as is proposed would be of great advantage to the navy yard and its work, although the actual saving in money cannot definitely be determined. The potential advantages of such a bridge would be very great. The swift currents in the Piscataqua river make water transportation difficult and dangerous."

In conclusion this joint commission, made up of our highway commission and the commissioners from New Hampshire, state this:

"The outcome of this hearing was a recommendation by the secretary that the government ought to participate in the construction of this bridge to the extent of one-third of its cost."

Now I want to make an observation right there. The government at the present time is operating the railroads of the country and among those railroads is the Boston & Maine. We do not know but that the government will retain the control and operation of those railroads. Well, now, in view of the fact of the uncertainty as to the railroad problem in the future, and the fact that they are operating those railroads at the present time, would not the proper procedure be up to the United States government to make proposals to the states of Maine and New Hampshire rather than for the state of New Hampshire to make proposals to the United States government? If the conclusion of this commission is correct, that his bridge is insecure and unsafe for public travel, isn't it up to the United States government to make that bridge secure? They are operating that bridge; they are sending trains loaded with precious lives over that bridge, and if it is not at the present time secure, as represented on page 15 of this report, isn't it the United States government that is at fault, not the State of Maine?

I submit to you that in view of the uncertainty of the railroad proposition of this country that it might be wise not to be too hasty in passing large appropriations for the construction of a railroad and highway traffic bridge across the Piscataqua river.

Now, Mr. President, this resolve immediately under discussion contemplates the amending of the State constitution of Maine. Section 14 of Article 9 of our constitution reads as follows: "The credit of the State shall not be directly or indirectly loaned in any case. The Legislature shall not create any debt or debts, liability or liabilities, on behalf of the State, which shall singly or in the aggregate, with previous debts and liabilities hereafter incurred at any one time, exceed three hundred thousand dollars, except to suppress insurrection, to repel invasion, or for purposes of war." Two years ago, for the purposes of war, the Legislature of Maine, in less than 30 minutes after the act was introduced, appropriated a million dollars. At the time I thought that we could have met all the requirements of the case without being quite so hasty. But that was for the purposes of war. For all other purposes that section never has been repealed. It has been in existence in our constitution for nearly 100 years. Past Legislatures made up of men that perhaps stood on an equality with members of the present Legislature, of which I will mention a few—Hon. James G. Blaine of which the scene yesterday was the most touching of anything that has ever occurred in the six terms of my service in the Legislature—Thomas B. Reed has been a member of this Legislature, Nelson Dingley, William P. Frye, Eugene Hale, Charles E. Littlefield, and many others—and they all stood for this provision in the constitution of the State of Maine. I submit to you, Mr. President, it has been the bulwark against which frenzied finance in the past has not been able to successfully combat. It has been supported by the people of the State of Maine in all the years of the past, and I believe would be supported by the people of the State of Maine, by a majority of those people at the present time. And therefore, before we embark on any enterprise contemplating a change in this wise provision of the constitution, which has served us so well for so many years, I believe it should be something that is very necessary, and that we should refrain from embark-

ing on this contemplated change without serious contemplation.

The first amendment to the constitution of Maine, I wish to call your attention to. The constitution, as originally passed, did not provide for municipal indebtedness, and so after a series of years some of the towns went wild and it was necessary to apply the brakes. I wish to call your attention to some of the towns in my own county that went wild over the building of the Somerset Railroad, and some of the towns in Knox and Lincoln counties that went wild because of the building of the Knox & Lincoln Railroad. And because of these things it seemed wise and necessary to make an amendment to the constitution in relation to municipal indebtedness. And so the first amendment which was submitted to the people and adopted, reads as follows: "No city or town shall hereafter create any debt or liability which singly or in the aggregate with previous debts or liabilities shall exceed five per centum of the last regular valuation of said city or town; provided, however, that the adoption of this article shall not be construed as applying to any fund received in trust by said city or town nor to any loan for the purpose of renewing existing loans, or for war." Has not that been a shield for the municipalities in the State of Maine? Only one municipality to my knowledge has had an ambition to go beyond those bounds. That is the city of Portland. They had such an ambition, and therefore they procured legislation providing for an amendment to the constitution that they might increase their municipal indebtedness to 7½ per cent. I imagine they are up to the limit or nearly to the limit at the present time, and if they were to increase it to 10 per cent. they would very soon be up to the limit. And so when we as a state break over the bounds and issue bonds, if we issue bonds for \$10,000,000—as I understand such a bill has already been introduced—we are spending the money before even it is issued—presently it may be \$20,000,000, \$30,000,000—we know not how

much. Now the old fashioned way of paying as you go has in the past appealed to the Legislature of Maine and to the people of Maine. Of course it seems easy to find money to pay bills. A neighbor of mine a few years ago stated that he never paid his tax so easily as he did that year. On being asked how that came about—why, he replied, he hired the money at the bank and mortgaged his farm. It is true he mortgaged his farm. It was his first mortgage. The mortgage is on there today and others added, and in the end undoubtedly he will lose his farm. Now this idea may be old-fashioned, and I may stand alone upon this proposition in this Senate, but inasmuch as I am sincere in this position which I have taken, and inasmuch as I believe I voice the sentiment of a large part of my constituency, I feel it to be my duty even though I am not familiar with addressing bodies as many of the members of this Senate are, yet as well as I can I desire to make known the faith that is in me.

Another thing perhaps in this respect is that it shall be a memorial bridge and that the bonds shall be memorial bonds. Why should it be called a memorial bridge? Why should the bonds be called memorial bonds? Is it an offering to the soldiers of the 103rd Maine Regiment? According to this report the bridge is necessary to the security of the traveling public. Where does a memorial come in?

I can imagine in some future years, if this resolve is passed and this bridge built by the issuing of these bonds, that some of the fathers and mothers of these soldiers, or some of the soldiers who will come back from France in a crippled condition, might make a pilgrimage down to Kittery and get off the train at Kittery. They would not do it unless it was to see this memorial. And as they gaze on the inscription on the Kittery side and as they see the employees of the Kittery yard filing merrily over the bridge, perhaps some of those soldiers' old companions are sleeping in France, wrapped perhaps in the stars and stripes which they

gave their all to defend, alongside with the French soldier wrapped in the tri-color of France,—perhaps as they look at that inscription and see those men of the navy yard merrily going back and forth, they will think what the Government did for them while they were across in France, those boys who were the perfection of American manhood—would not be accepted in the American army unless they were physically perfect—on the one side the United States Government paying the employees of that Portsmouth yard, three, four, five, six, eight, ten, twelve dollars a day or more—not in the first line trenches—while those boys commemorated in this memorial had been defending with their lives, for \$30 a month, their country, and all that it meant to them and to us. If it benefits anybody, does it not benefit the employees of the Kittery navy yard, the people living in that immediate vicinity? Are those soldier boys asking for this thing as a memorial?

Yesterday we were touched by the action of the daughter of James G. Blaine, who gave to the State of Maine that property because her son, Walker Blaine Beale, had given his life for the service of his country. It was a touching incident. That to my mind is what a memorial should be. How many of these boys in the 103rd regiment, I say, would ever see that bridge?

We had a company that went across from Skowhegan known as Company E. It served along the Mexican border, and when the call to join the colors came that company was recruited to full war strength. Well do I remember some of the scenes that took place in my town before that company took their departure. Boys from the high school who had not graduated, boys just out of college, offered their all, went across, and were so well trained that they were the equal of the famous marines. They were ordered to stay, with the rest of the 103rd regiment, the onward march of the Huns upon Paris and western civilization. They were ordered to charge up the railroad. The Huns got in a cross fire on them with their machine guns and many of those brave boys

gave their lives then and there. So well did they do their duty that when arrangements were being made for the itinerary of General Edwards by the committee which had been chosen by this Legislature, General Edwards, the commander of the 26th Corps, wanted to go to Skowhegan, and he asked that a special train be provided by the government from Waterville to Skowhegan, that he might go there and take those fathers and mothers by the hand, and in that hand clasp and looking direct into their eyes, express what words cannot convey. And he was going and arrangements had already been made. He would have gone in April. And undoubtedly when General Edwards does come to the state later, the same arrangements will be made.

Now in view of all these things, Mr. President, in view of the fact that it is better to pay as we go, shoulder the responsibility—if this thing is necessary and it is up to the State of Maine to do the job, assess the tax, which would be about one mill—I want to help to pay my part of the tax while I am alive and not pass it along to the rising generation—pay the tax, go home, shoulder the responsibility like men. Thank you. (Applause.)

Mr. PEACOCK of Washington: Mr. President, in considering this or any other resolve I think it our duty to consider the necessity of the proposition, and I would like to call the attention of the Senate to the necessity of this bridge. The senator from Somerset has very explicitly stated the condition of the bridge as it exists there at the present time. Our bridge commission has stated that this bridge was built a number of years ago and that it cost somewhere about \$40,000, and in driving over the bridge and looking at it I am led to believe that their estimate is very nearly correct. Now the bridge that crosses that river at the present time is not safe for the travel that is required of it. We believe it is the duty of the State of Maine to provide transportation that is safe for our people coming into and going out of the State. This resolve asks for an appropriation of \$500,000 to be raised by a bond issue. There is also another

bond issue that has been introduced into this Legislature, a measure calling for an amendment to our constitution authorizing the issue of a sum up to \$10,000,000 for the purpose of building good roads and bridges throughout our State, and if this resolve goes through that will provide for that \$500,000.

Now the necessity of the case is this: That this resolve calls for an appropriation to build a part of the bridge across this river, and the state of New Hampshire has offered to furnish a like amount of money, and this would mean that the two states would contribute the sum of \$1,000,000, with the understanding that the federal government will furnish the balance of the money to complete the bridge, which will probably be considerably over a million dollars. The resolve does not compel our federal government to contribute this money and it is not conditional upon that, because your committee found out that further up the river it narrowed up and it would be possible to build a much shorter bridge, and it may be built for the sum of \$1,000,000, but the trouble was that it would not accommodate the navy yard, the people employed at the navy yard, and the proposition that is put up to them was that if the State of Maine and the state of New Hampshire will contribute the cost that it would take to build a bridge further up the river they will move the bridge down so that the navy yard would get some advantage from the bridge, provided they would pay the additional cost.

It was at first considered that this amount of money should be raised, as the senator from Somerset recommends, by direct taxation, \$250,000 per year. I can tell you that I like the sound of the phrase "pay as you go;" it appeals to me, but tell me, gentlemen, if it is fair for the Legislature to say to the people of the State of Maine that we will tax you \$250,000 in 1919 and \$250,000 in 1920 to erect a bridge that will last for at least a hundred years. I do not believe that our people at home, that the State of Maine is warranted in forcing the people to such a course for the next two years, especially with the financial conditions of

the country as they are at this time, to provide money for such purposes under those conditions. No broad-gauged business man doing business today, when he sees that it is to his advantage to increase his business, no man will hesitate about doing it simply because he has got to pay as he goes. We all know that the corporations of this country issue bonds when they see it is to their advantage to increase their business. Is it any different with the State of Maine? Are we not warranted, if we can bring more business into the State and make it safer for the people of the State of Maine—are we not warranted in issuing those bonds and letting the people who come after us contribute in part for the advantages which they will receive?

Our fellow senator from Somerset, Senator Walker, has suggested that these railroads at the present time are under federal control, and that we have no assurance that they would not build a bridge there. I admit that, but it would be a free bridge or a toll bridge, and the commission has shown you what the tolls are now; and if the federal government would build a bridge there and if it were governed and handled in the same way they do their other business then the people going across the bridge would pay double the amount in tolls from what they pay today. They are asking double price for freight and double price for passengers, and have we not a right to assume that when they build that new bridge that it will be a toll bridge there, and that if they will charge us for toll in the same ratio it will be double what it is today.

The senator from Somerset has touched on the matter of a memorial bridge. That matter was discussed in the hearing at Washington, and it appealed very much to our federal government from the fact that it was so advantageously located for a memorial for our soldiers and sailors. Our boys from the State of Maine went across the ocean for what? Was it for the State of Maine or for the United States? They gave up their lives for the United States. Why,

then, is it not proper that the people of the State of Maine, the people of the state of New Hampshire and the federal government should unite in making this a memorial bridge?

Mr. President, if this resolve should be indefinitely postponed I believe that it would be impossible to erect a bridge under any other proposition to meet the requirements of the State. I believe that we at this time should avail ourselves of this opportunity, because the State of New Hampshire is ready at this time to co-operate with us. Looking at the matter from the standpoint of a citizen of the State of Maine, where the state of New Hampshire is willing to furnish dollar for dollar, as I understand, it seem to me that we are going to get a great deal more in the way of benefit from the construction of this bridge than will the state of New Hampshire. I say to you, that we should not let the opportunity pass, when the people of New Hampshire are feeling as they do today.

The benefits of this bridge were demonstrated to the federal government more during the last year than ever before, on account of the extreme cold weather they had in that locality, when the navy yard was tied up for want of material for a period of 10 days. Now the navy department has seen the advantage of that, and if we do not at this time avail ourselves of this opportunity I doubt whether it may not be some time before the same proposition may be tendered to us again. I hope that the motion to indefinitely postpone this resolve will not prevail.

Mr. DEERING of York: Mr. President, this matter has come upon us somewhat suddenly because we had not expected that any well-defined opposition would crystallize to this matter, upon which, as far as I have been able to learn, the Legislature was in accord. We have at this session of the Legislature been favored by the presence of a number of notable men. We had the pleasure of having Governor Bartlett of New Hampshire address a joint session of this Legislature, and

his principal theme was in regard to the proposed bridge between Maine and New Hampshire, which the United States government together with the states of Maine and New Hampshire were attempting to erect across the Piscataqua river. A few days later the state of New Hampshire had a visit from our Governor, who went to the city of Concord for the purpose of explaining to their legislature the sentiment that we had here toward the project, in regard to the building of this particular bridge to connect their state with ours. Those two meetings showed the accord in which the two states now stand; and I desire to say to this Senate that this is not a particularly new matter. It is a matter which has been brought up for several years, and there has been a great deal of talk made during the past six or eight years in regard to commissions which should act together on the part of these two states and endeavor to see what method was best to pursue, and how much money each state could furnish to build this particular bridge across the Piscataqua river.

At this time it comes before us in the shape of a resolve which proposes an amendment to the constitution of the State of Maine in order to raise the money with which to build the bridge. I desire to say, in the first place, that I do not think the Senator from Somerset, Senator Walker, needs to make any apology for his lack of practise in addressing this Senate. I believe that he has made as good an argument as could have been made from his point of view. I think, however, that the greater part of his remarks were confined to the history of this particular transaction in the erection of the bridge, and his reading from the report made by the government department in regard to this bridge, and the most of the things he said contained absolutely no argument in regard to the indefinite postponement of this particular measure.

Now I wish to call the attention of the Senate to one particular phase of the action to which this State has

been committed for several years, and that is the construction and maintenance of a large trunk line system of highways. I do not know how much money we have spent on our trunk line system of highways, or State aid roads or those third class roads which lead from our country districts to the trunk lines, but I believe I would not be wrong in saying that at least ten million dollars have been spent by the State of Maine in the past ten years in the construction of a trunk line highway which extends almost the entire length of the State of Maine, reaching back in some instances to the northern part of the State. Now we have spent that money for what purpose? Of course we have spent it for the purpose of permitting the people of the State to travel easily over the highways of the State, and that they may enjoy themselves in traveling and looking at the lakes and rivers and fishing in the various streams of our State, hunting in our woods and enjoying themselves generally throughout this State which we brag about as being the vacation State. We are building these highways for another purpose. We have built them in order that people from other states might come here more easily and stay longer, and in order that they might spend their money here for what they found here. We have spent that money for the purpose of bringing them here, and by advertising it we have constantly brought more and more here.

Now, having established that plan of a trunk line system of roads with all these intermittent branches all the way from Kittery down through the State, it would behoove us to look and see where the entrance to this State is. The entrance to that great system of highways which we have built is at Kittery, Maine, and at no other place do we connect with our neighboring state at large excepting at Kittery; and this bridge proposes to connect the State of Maine not only with the state of New Hampshire but with the rest of the Union lying to the west; and those people who travel not only from New Hampshire but from Massachusetts,

Rhode Island and Connecticut, and from all those states down through that section, use that particular road and come into the State of Maine across that particular bridge and use our trunk line system in order that they may spend their money in the State of Maine, where they expect to get pleasure and where we expect to get their money.

Gentlemen, it seems to me that argument in favor of the building of this bridge, if there were no other, would be sufficient argument to make everybody hesitate to vote to have this resolve indefinitely postponed this morning. There and only there is the entrance into our State, and there is the place through which the people of other states must come into our State, and at the present time before they can get into the State of Maine they must grope their way across a crooked, rotten, narrow, jiggly wooden bridge, a bridge that has been constructed a hundred years, a bridge that has been condemned, a bridge where even a year ago now one big section of it floated out to sea and a bridge that was saved last spring by the navy department, and in order to preserve the rest of that bridge last spring the navy department had to go and blow up the ice with dynamite so that it would not carry the rest of the bridge out to sea.

Gentlemen of the Senate, that is the bridge that the people must come over to get into Maine in their automobiles, their teams and on foot. It strikes me that the question of the indefinite postponement of this resolve at this time is ill-advised, for that reason if for no other.

It has been mentioned here in argument, I think, that the navy department should do more in regard to the construction of this bridge, and that the railroad, the United States government which is in control at the present time of the railroads, should take charge of it and see that it is put in a safe condition for travel. On those particular features of the case it will not be necessary for me to dwell at any great length. I need only to call your attention to section

two of the resolve which we are discussing, or rather to section three, and I will read it to you, and if a person reads that section of the resolve and understands its meaning he should have no hesitation of what connection the United States government has with the construction of this bridge. This section says:

"As the location of said proposed bridge determines its length, cost, and also its relative usefulness, this State and the state of New Hampshire shall not agree upon a location for said proposed bridge until the federal government has been asked to make an appropriation for the same purpose, for the reason that the most expensive location for said bridge is the one which will best serve the navy yard of the federal government located on an island or islands in said river, and it is equitable that the federal government should share in the expense and cost of said bridge, particularly if constructed on said location most favorable to it."

Now I do not care to go back and read from the old reports from which the senator from Somerset has quoted often. You will find that this bill only gives the State power to amend its constitution and not to change it. In regard to the contention that the railroad administration or the United States government at the present time having the Boston & Maine Railroad in charge, as well as all the other railroads, and owning this bridge as far as the management is concerned at the present time, it seems to me that is not any particular argument at all in favor of the indefinite postponement of this resolve. Everybody knows what kind of an administration the government has put into force in regard to the railroads. You need only to read the newspapers to find out that every morning somebody has a new idea as to when the railroads shall be turned back, if they shall be turned back at all, how much money they are going to need for a revolving fund or what the final disposition of the railroads is going to be by the United States government. Now while all those people are in so much of a difficulty in regard to the future action or disposition of the railroads,

as they seem to be, and while all of us know that the holding of the railroads at the present time under the present management is simply a temporary one until someone has brains enough to think out some method which will be better, it does not seem to concern us at all what particular thing they do with the railroads of the United States government when there is no provision at all in the bill and never was dreamed of, that any railroad under the direction of the United States government should run over that bridge at all.

I understand that the electric railroad from Kittery to Portsmouth will run over this bridge, but I do not understand that the Boston & Maine Railroad, at the present time anyway, has made any arrangements, or the United States government has made any arrangement to run the Boston & Maine railroad over this bridge at all. And so for our present consideration the idea of the railroads running over this bridge or the government constructing this bridge because the railroads are going to run over it is not in issue. You won't find anything in this particular bill that says they are going to.

Now I understand the bridge will cost about \$2,000,000, and of this sum we are to pay \$500,000, and the state of New Hampshire \$500,000, and the federal government \$1,000,000. The proposition that we enter into partnership in the building of this bridge at the present time is only another phase of a great process or partnership which is going on all the time. I understand that we have to put up dollar for dollar now for various appropriations which the United States government is making to us for ways and bridges. If I am not incorrectly informed, I think that we have to put up something like \$192,000 this year against money received from the federal government for ways and bridges. I understand the bill has either passed or is going to be passed, and part of this ten million dollar bond issue is going to take care of it; and I understand that there are some school moneys coming from the United States government if we put up dollar for dollar to match them. But I am not particularly familiar with that phase of

the case, and perhaps the senator from Somerset can inform us if it is not true, that there is money in the hands of the federal government now if we pass the laws that are demanded, that we can get by putting up dollar for dollar for school or educational purposes. This has all been taken care of so forcibly and so consistently by the senator from Washington, Senator Peacock, that it seems to me it will not be necessary for me to enter into that particular phase of the matter at all.

Now some particular ideas have been advanced in regard to whether or not this bridge should be a memorial bridge. I do not understand that there is any objection to our calling it a memorial bridge. I do not understand that there is any objection in New Hampshire to naming it a memorial bridge, or that the United States Government objects to our calling it that. Whether or not this bridge is a memorial to the soldiers and sailors of New Hampshire who went across the sea and fought for us is a question that we can determine, because I believe the memorial part of it will be largely in our dedication of it to the memory of those who went to France from Maine and New Hampshire. Now it strikes me that when the boys went from Maine and New Hampshire across the sea to fight to make the world a decent place to live in, or whether they stayed upon the sea in order to clean it of the sea-infested submarines and other menaces to civilization, that when they did that they went over there to preserve us, to make us safer, so that in the future all ideas similar to the idea which German autocracy had of imposing its will upon a free people, should be obliterated and done away with and put in such condition that a similar thing could never happen again. Those boys went to save us, in other words. If they sacrificed their lives for their country, that is a matter for which we can properly place a monument to their memory. We all are touched and affected by the recollection of certain instances of boys who went across to France and laid down their lives for their country. No one in the Senate is more particularly interested in that

subject than any other person. We all have our feelings about it.

But it seems to me that when we are constructing a memorial for boys who laid down their lives for their country, that if we shall construct one that shall be useful, it will appeal more to the common soldier than anything that is ephemeral or will fade away in a few years. If a memorial is constructed of cement or stone or iron or steel or any of those permanent things, it makes it almost a permanent memorial for the soldier or sailor who fell abroad. It will be far better to have him and his relatives and his friends go and look at a construction which does as he did. He went across the sea to save the world and make it a decent place to live in. He went to make the world safe for democracy. And if he comes back and sees a memorial constructed in a permanent structure, one that saves the people as they are in peace, and gives them security and help and a better place to live in, he will find that we in our wisdom, although we stayed at home, have done things almost the same as he has, although he went abroad and sacrificed his life.

I believe that the soldiers will like this bridge as a memorial, and that they should have something that is permanent and lasting rather than anything that might not be substantial. In regard to memorials, it seems to me no more fitting memorial can be made for any purpose to any cause than one which will be useful.

Now the part touched upon by the Senator from Somerset in regard to the great men that we have had in this State who never in their day touched the constitution of the State of Maine in order to amend it or change it, and the fact that some of them no doubt were men, I think he said, as competent, if not more so, than the present Senate. I desire to say that I yield to no man in my admiration for the distinguished names of Blaine, Hale, Dingley, Frye and those other ones that he has mentioned. And still in their day those men were men of progress, and if there had been a time in the days of

Blaine and Hale and Frye and Dingley, when it was necessary to spend a few million dollars, or any other sum of money, in order to protect the people, and in order to provide an entrance to the State of Maine for all the automobiles and people that come in here,—those very men would have been the first ones in their day to have advocated it; and if they were in our places they would be the first ones here today to advocate it.

I do not know what particular section of the State is opposed to this bridge. I understand the Senator from Somerset to say that he thinks he represents portions of Somerset county that are opposed to this particular thing, and he says that if we raise the debt limit of the State of Maine and sell bonds it will be the same as it was when the Somerset Railroad was constructed and people went wild in Somerset county because of that particular event. Of course it might be pertinent for me to remark that I have heard that Somerset county has gone wild on other occasions than the time that the Somerset railroad was built. But whatever be the fact, there is no particular argument in the fact that at the time the Somerset Railroad was built people did not like the idea of raising the constitutional debt limit.

Now we have—not this particular bill, but pending before this Legislature is a bond issue which proposes \$10,000,000. Whether or not that shall be cut down when the needs of the State are determined is a matter for us later to determine, but if we indefinitely postpone this bill today we cannot participate for the construction of this bridge in that bond issue which is going to be proposed to the people, but if we do let this bill pass then we have an opportunity to participate in the subscription of those bonds which are going to be issued when the matter is finally brought before the people. For this reason I say that the argument made by the distinguished Senator from Somerset is not pertinent to the particular motion that he has made. It might do well for some other motion, but either he

must admit that he has made the wrong argument or the wrong motion, one or the other, because here is a bill which he proposes to indefinitely postpone. Why not let the people of the State of Maine vote upon the bond issue, and if they reject the bond issue this bill is of no account whatever. It seems to me, with the importance of the matter and the collaboration which we have had between the people of the State of New Hampshire and the State of Maine and the United States Government in this particular matter, that we should be derelict to our duties as senators if we indefinitely postpone a bill which in its inception and its intent and the very objects which it proposes to accomplish, will be the greatest permanent improvement that we in our time have ever contributed to the State of Maine outside of the big trunk line system of which this is a part.

Gentlemen of the Senate, we cannot afford not to pass this bill. It is the entrance to our State and the source of the prosperity of the State, and we must let this bill go without indefinitely postponing it until we see what on the other great issues is going to be the result of our vote. I hope, gentlemen, that you will not vote to indefinitely postpone this important measure at this time.

The PRESIDENT: The pending question is on the motion of the senator from Somerset, Senator Walker, that this bill be indefinitely postponed.

Mr. DAVIES of Cumberland: Mr. President, are we acting on House Resolve No. 330? Is that the one under consideration?

The PRESIDENT: Yes, sir. All those in favor of the motion of the Senator from Somerset, Senator Walker, that the resolve be indefinitely postponed will manifest it by saying yes; those opposed will say no.

A viva voce vote being taken, the motion was lost.

The resolve then received its second reading and was passed to be engrossed, in concurrence.

The PRESIDENT: The Chair lays before the Senate S. D. 38, An Act relating to schooling in unorganized ter-

ritory, tabled, pending its second reading, by the Senator from Aroostook, Senator Thornton.

Mr. THORNTON: Mr. President, I am very much in favor of the object of this bill, but I do not approve perhaps of all the provisions in the bill. Yet it has the unanimous endorsement of the educational committee, and they are men of experience in educational affairs and have the best interests at heart. Therefore, with this record of my dissenting voice I move that the bill take its second reading.

The motion was agreed to, the bill was given its second reading and passed to be engrossed and sent down for concurrence.

The PRESIDENT: The Chair lays before the Senate H. D. 99, An Act to provide for the election of road commissioners by towns, tabled by the senator from Franklin, Senator Butler, the pending question being the adoption of House amendment A to House Amendment A.

Mr. BUTLER: Mr. President, I move that the Senate adopt House amendment A to House amendment A. As I understand it this provision will do no serious harm, although I am not familiar with these amendments and am uncertain whether that is the proper motion or not.

Mr. DAVIES of Cumberland: Would the Chair be kind enough to have the amendment under consideration read to the Senate at the present time.

The PRESIDENT: The secretary will read the amendment.

(The secretary then read the bill and amendments.)

Mr. RICKER of Hancock: Mr. President, I have been following this bill for some time and I think the effect of the amendment, striking out Section 3, simply takes away something from the bill which was not necessary to put in there. It was copied by mistake, and the first section of the bill takes care of the election. It was more a clerical error than anything else.

Mr. DAVIES: May I ask the senator from Hancock, Senator Ricker, if the amendment is offered by the friends of the bill?

Mr. RICKER: I do not know anything about that. In fact, I was against the bill, but if this amendment is passed, the amendment to the present law is satisfactory.

The PRESIDENT: The Chair will state for the information of the Senator from Cumberland that House amendment A to House amendment A was read and adopted in the House.

Mr. FOLSOM of Somerset: I was just going to answer that question, that the striking out of this section was offered by the friends of the bill. Section 16 provides the method by which the road commissioner shall be elected, and it was not necessary to make the amendment suggested by Section 3. Therefore we are now striking it out.

Mr. DAVIES: I understand. I thank you, gentlemen.

Mr. DEARTH of Penobscot: Mr. President, this question is one of great importance, and one which has agitated the people of the State of Maine from border to border for more than ten sessions that I remember of.

Now I am very anxious, when I come to vote, to know how I am voting, and I would like to ask the Chair this question: If we vote in favor of this amendment, whether under the terms of this bill the commissioners may be elected by the town or may not they be appointed by the municipal officers, or may they be elected and appointed both?

The PRESIDENT: The Chair will ask the senator from Somerset, Senator Folsom, to reply to the senator from Penobscot, Senator Dearth, through the Chair.

Mr. FOLSOM: Mr. President, I will state that under a former law it was optional with the towns whether they should elect a road commissioner or whether the road commissioner should be appointed by the selectmen. I do not remember when the change was made, but in one of those times when this law was being tinkered, the optional system was taken away and it was made mandatory upon the selectmen to appoint the road commissioner. Now we want to put it back where it was before, and this

bill does that. Does that answer the question?

Mr. DEARTH: Yes.

The PRESIDENT: Would the senator from Somerset, Senator Folsom, bear with the Chair for a moment, and would he kindly repeat his statement for the information of the Chair and such others as may care to listen?

Mr. FOLSOM: Each town shall hereafter at its annual town meeting elect by a majority vote a road commissioner who shall hold his office for the term of one year from the date of his election, except that any town may at its option vote at such meeting, pursuant to a proper article in the warrant calling the same, to instruct the selectmen to appoint such road commissioner, in which case the selectmen shall appoint as heretofore.

The PRESIDENT: The Chair thanks the senator from Somerset for his explanation.

The pending question being on the adoption of House Amendment A to House Amendment A, the motion was agreed to.

The vote being doubted by Mr. Creighton of Knox,

Mr. CREIGHTON: Mr. President, I would like to have that tabled until I can have a chance to look it over a little bit, or indefinitely postponed—one or the other, I don't care which.

Mr. Creighton then moved that the Senate reconsider its vote whereby this amendment was adopted, and the motion was agreed to.

Mr. DAVIES: I would ask the senator from Knox, Senator Creighton, if he would kindly have some specific time assigned when this matter may be taken up?

Mr. CREIGHTON: In one minute.

Mr. DAVIES: That is very satisfactory to me.

Mr. CREIGHTON: Mr. President, I wish to say that in our town we had a road commissioner there for about ten years, and we couldn't get rid of him. He was elected by his friends and he was very unsatisfactory, and since this other law was

adopted we have had some good road commissioners appointed by the selectmen of the town, and it has been very satisfactory. It seems to me that the selectmen are better fitted to appoint a road commissioner than the voters of the town.

The PRESIDENT: The Chair would state that the time limit of one minute has expired.

Mr. DEARTH of Penobscot: Mr. President, evidently the senator from Knox, Senator Creighton, does not care to have the matter acted upon today and I would suggest that it be tabled and specially assigned for consideration for tomorrow.

Mr. DAVIES: Mr. President, I do not know where the senator from Penobscot, Senator Dearth, gets his assumption from. The senator from Knox, Senator Creighton, made the statement that he wanted this matter acted upon in one minute, and the minute has expired, as the Chair has stated. May I inquire of the senator from Knox through the Chair if there is any objection to acting upon the matter now?

Mr. CREIGHTON: I have just simply stated my idea of this matter and you can go ahead and fight it out.

Mr. DAVIES: The senator from Knox, Senator Creighton, says "Go ahead and fight it out."

The PRESIDENT: Will the senator from Cumberland permit a suggestion on the part of the Chair?

Mr. DAVIES: Certainly.

The PRESIDENT: The suggestion of the Chair would be that the motion of the senator from Penobscot, Senator Dearth, that the matter be laid upon the table and especially assigned for consideration tomorrow, has precedence.

The motion was agreed to.

The PRESIDENT: The Chair lays before the Senate Resolve in favor of the town of Porter, tabled by the senator from Oxford, Senator Stanley, the pending question being the acceptance of the report.

Mr. STANLEY: Mr. President, this is a resolve that was recommitted to the committee on education. Last week I was unable to be here and the report came into the Senate yesterday soon

after I arrived. There are parties that I wish to get in communication with and I would ask the Senate to have it especially assigned for tomorrow morning.

The motion was agreed to.

The PRESIDENT: The Chair lays before the Senate S. D. 175, Resolve in favor of the Bangor State hospital for purposes herein enumerated for the years 1919 and 1920, tabled pending its second reading by the senator from Cumberland, Senator Grant.

Mr. GRANT: I move this be tabled till tomorrow morning when I will offer an amendment so that it will conform to the budget.

The motion was agreed to.

The PRESIDENT: The Chair lays before the Senate H. D. 238, An Act to amend Sections 1, 10, 11 and 24 of the Revised Statutes, all relating to the survey and sale of wood, bark, coal, hoops, staves and lumber, tabled pending its passage to be enacted by the senator from Kennebec, Senator Cobb.

On motion by Mr. Cobb it was retabled and specially assigned for next Tuesday.

The PRESIDENT: The Chair lays before the Senate communication from State auditor submitting biennial report, tabled by the senator from Cumberland, Senator Grant.

On motion by Mr. Grant the communication was accepted, placed on file and sent down for concurrence.

The PRESIDENT: The Chair lays before the Senate H. D. 164, Resolve in favor of the town of Eagle Lake to reimburse said town for a part of the excessive expenses incurred in the influenza and smallpox epidemics, tabled, pending final passage, by the senator from Aroostook, Senator Thornton.

Mr. THORNTON: I move the final passage of the resolve.

Mr. GRANT of Cumberland: Mr. President, this is entirely outside of the budget, and our committee was very liberal indeed in another bill that it going through for this hospital which helps the town, and I move that it be indefinitely postponed.

Mr. DAVIES of Cumberland: Mr. President, may I inquire to what committee this bill was referred?

Mr. GOOGIN of Androscoggin: Mr. President, the committee on claims, I think.

Mr. DAVIES: Mr. President, it seems to me that the Senate is justified in following the report of the committee on claims in regard to this matter. I know absolutely nothing about the merits of this resolve, neither have the merits been explained to the Senate, and it seems to me before it is indefinitely postponed some one should explain the conditions under which the committee on claims reported on it. It might have a little more significance and a little more importance than it appears to have on its face, and I should like to suggest, Mr. President, to the chairman of the committee on claims that he make some little explanation in relation to it, or, if he does not know, some one else in the Senate.

Mr. GOOGIN of Androscoggin: Mr. President, I would move that it lie on the table until tomorrow morning.

The motion was agreed to.

The vote being doubted by Mr. Creighton of Knox,

Mr. CREIGHTON: Mr. President, let's stop putting this stuff on the table or we won't get through here until next July. I have some business of my own to attend to, and let's take this stuff and go through with it.

The PRESIDENT: The Chair thinks the point is well taken.

Mr. CREIGHTON: We want to do something. I am being laughed at and I don't like that. I go down to Knox county where they are all Democrats and they say "What are you fellows doing up there? It don't amount to anything, just two of you—"

The PRESIDENT: If the Senator will further bear with the Chair —

Mr. CREIGHTON: I will do anything you say. I like you.

Mr. DAVIES: I desire to say to the Senator from Knox that the Democrats in his county are not

laughing at him; they are laughing at the Republicans. But as a matter of fact there is no occasion for it. We will be through on time, let me say to you.

Mr. CREIGHTON: We won't unless we get busy.

The PRESIDENT: I assure the Senator from Knox, Senator Creighton, that the Chair will be glad to join with him tomorrow in seeing that all these bills and any others are getting proper attention.

The PRESIDENT: The Chair lays before the Senate S. D. 163, Resolve in favor of Horace Purinton Company for material furnished by them in the construction of the Women's Reformatory at Skowhegan, tabled pending its first reading, by the senator from York, Senator Deering.

In the House, I might suggest for the information of the Senator, this has been recommitted to the committee on claims.

Mr. DEERING: Mr. President, there are five or six of these bills that all seek to collect money from the State for the construction of a cottage at the Women's Reformatory at Skowhegan, and the same motion that I am going to make applies to them all, and the same remarks. In order to save time and shorten up the session, we have made a plan so that all of these bills shall go into one resolve and be passed as one resolve instead of passing them in detail. We would then have perhaps four or five lines for this resolve that will probably pass instead of about forty or fifty pages, and when that resolve comes in from the committee on claims, if it comes in in proper shape, we are going to indefinitely postpone all these detail bills, so that the Governor and Council may pay the bill under the resolve that is coming in.

So I move that this be laid on the table until that resolve comes in, and then all the detail resolves will be indefinitely postponed.

The motion was agreed to.

The PRESIDENT: The Chair lays before the Senate resolve appropriating money to aid in screening lakes and ponds, S. D. 140, tabled by Senator Grant of Cumberland, the pending question being the second reading of the resolve.

On motion by Mr. Grant the resolve received its second reading and was passed to be engrossed.

The PRESIDENT: The Chair lays before the Senate resolve appropriating money for the care and maintenance of Fort William Henry in the town of Bristol, H. D. 205, tabled by Senator Walker of Somerset, the pending question being the second reading of the resolve.

Mr. WALKER: Mr. President, there may be an amendment offered to this resolve, and in order that an opportunity may be offered for the presentation of the amendment I move that it be laid upon the table and be specially assigned for consideration tomorrow morning.

Mr. CREIGHTON of Knox: Mr. President, I would like to ask the senator from Somerset why the amendment was not prepared?

Mr. LEWIS of Lincoln: Mr. President, why should this matter be laid upon the table? It has already been on the table for two weeks, and I think it is about time we took this matter up and disposed of it.

The PRESIDENT: The Chair would ask the senator from Lincoln, Senator Lewis, if he would extend to the senator from Somerset, Senator Walker, the courtesy of laying the matter upon the table and having it specially assigned for consideration tomorrow morning?

Mr. LEWIS: Mr. President, I am willing to do that.

The motion was agreed to, and the resolve was tabled and specially assigned for consideration tomorrow morning.

On motion by Mr. Thombs of Penobscot,

Adjourned.