

MAINE STATE LEGISLATURE

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LEGISLATIVE RECORD

OF THE

Ninety-Second Legislature

OF THE

STATE OF MAINE

1945

DAILY KENNEBEC JOURNAL

AUGUSTA, MAINE

HOUSE

Wednesday, March 28, 1945.

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

Prayer by the Rev. Earl Hubbard of Skowhegan.

Journal of the previous session read and approved.

Papers from the Senate Senate Reports of Committees Ought Not to Pass

Report of the Committee on Taxation reporting "Ought not to pass" on Bill "An Act relating to Inheritance Taxes" (S. P. 98) (L. D. 140) as it is covered by other legislation.

Came from the Senate read and adopted.

In the House, read and accepted in concurrence.

Ought to Pass in New Draft

Report of the Committee on Agriculture on Bill "An Act relating to Penalty for Obstructing Commissioner of Agriculture in Performance of Duty" (S. P. 185) (L. D. 495) reporting same in a new draft (S. P. 392) (L. D. 1015) under same title and that it "Ought to Pass"

Came from the Senate the Report read and adopted and the Bill passed to be engrossed.

In the House, Report read and accepted in concurrence, the Bill read twice, and tomorrow assigned.

Ought to Pass

Report of the Committee on Inland Fisheries and Game reporting "Ought to pass" on Resolve Opening Fennesseewassee Lake to Smelt Fishing (S. P. 113) (L. D. 239)

Report of the Committee on Public Health reporting same on Bill "An Act relating to Prenatal Examination" (S. P. 216) (L. D. 468)

Report of same Committee reporting same on Bill "An Act relating to Prenatal Medical Examinations" (S. P. 214) (L. D. 470)

Report of same Committee reporting same on Bill "An Act relating to Prevention of Blindness" (S. P. 217) (L. D. 467)

Report of the Committee on Taxation reporting same on Bill "An Act relating to Authority of State

Tax Assessor in Deorganized Towns" (S. P. 184) (L. D. 378)

Came from the Senate the Reports read and adopted and the Bills and Resolve passed to be engrossed.

In the House, Reports were read and accepted in concurrence, the Bills read twice, the Resolve read once, and tomorrow assigned.

Ought to Pass Report Accepted Resolve Indefinitely Postponed

Report of the Committee on Indian Affairs reporting "Ought to pass" on Resolve Creating an Interim Committee to Study the Tribal Rights and Needs of the Indians (S. P. 135) (L. D. 340)

Came from the Senate the Report read and adopted and the Resolve indefinitely postponed.

In the House:

The SPEAKER: The Chair recognizes the gentleman from Jefferson, Mr. Gross.

Mr. GROSS: Mr. Speaker, I move that the House accept the "Ought to pass" report of the Senate. We propose to offer a House amendment tomorrow, which we hope will remove the objection and prevent the indefinite postponement of the Resolve.

Thereupon, the "Ought to pass" Report was accepted in concurrence, the Resolve had its first reading and tomorrow assigned.

Non-concurrent Matter

Bill "An Act Amending the Unemployment Compensation Law as to Employer Coverage" (H. P. 1339) (L. D. 99) which was passed to be engrossed in the House on March 21st.

Came from the Senate passed to be engrossed as amended by Senate Amendment "A" in non-concurrence.

In the House, on motion by Mr. Warren of Westbrook, the House voted to reconsider its action whereby this Bill was passed to be engrossed on March 21st.

Senate Amendment "A" read by the Clerk as follows:

Senate Amendment "A" to H. P. 1339, L. D. 99, Bill "An Act Amending the Unemployment Compensation Law as to Employer Coverage."

Amend said Bill by striking out all of said Bill beginning with the 14th line thereof and inserting in place thereof the following:

'as of January 1st of any calendar year subsequent to such two calendar years, if not later than January 20th of such year only if at least 30 days prior to such first day of January such employing unit has filed with the commission a written notice to that effect an application for termination coverage.'

On further motion by Mr. Warren, Senate Amendment "A" was adopted, and the Bill was passed to be engrossed as amended in concurrence.

Messages and Documents

Third Biennial Report of the Maine-New Hampshire Interstate Bridge Authority (H. P. 1377)

Was read and ordered placed on file and sent up for concurrence.

Orders

On motion by Mr. Edwards of Oxford, it was

ORDERED, that the Clerk of the House convey to Representative Burton of Milo, who is ill at his home, the deep regrets of the members of the House of Representatives at his illness and their hopes that he may have a speedy recovery.

AND BE IT FURTHER ORDERED, that the Clerk of the House send to Representative Burton at his home a bouquet of flowers and a certified copy of this Order.

On motion by Miss Longstaff of Crystal, House Rule 25 was suspended for the remainder of today's session, in order to permit smoking. (Applause)

On motion by Mr. Hayward of Machias, it was

ORDERED, that Mr. Hanson of Machiasport, be excused from attendance Monday, Tuesday, Wednesday and Thursday of next week because of business.

Tabled

Mr. Rollins of Greenville, presented the following Order and moved its passage:

Whereas, a bill has been introduced into the House and it is important that the Legislature be informed as to the constitutionality of the proposed bill; and

Whereas, it appears to the House of Representatives of the 92nd Legislature that it presents im-

portant questions of law and that the occasion is a solemn one; now, therefore, be it

ORDERED: That in accordance with the provisions of the constitution of the state, the Justices of the Supreme Judicial Court are hereby respectfully requested to give this House their opinion of the following question:

"Would H. P. 1009, L. D. 530, 'An Act to Abolish Taxation of Intangibles', if enacted by the Legislature in its present form, be constitutional?"

The SPEAKER: The Chair at this time calls the attention of the House to House Rule No. 46: "A proposition to require the opinion of the judges of the Supreme Court, as provided by the Constitution, shall not be acted upon until the next day after such proposition is made."

The Order will therefore lie on the table until tomorrow.

On motion by Mr. Hemphill of Mechanic Falls, it was

ORDERED, that Rev. Charles B. Rodway of Mechanic Falls, be invited to act as Chaplain of the House on Friday, March 30th.

House Reports of Committees Divided Report Tabled and Assigned

Majority Report of the Committee on Legal Affairs on Bill "An Act Amending the Charter of the city of Portland" (H. P. 731) (L. D. 400) reported same in a new draft "A" (H. P. 1387) under same title and that it "Ought to pass".

Report was signed by the following members:

Messrs. BATCHELDER of York
LEAVITT of Cumberland
GOULD of Androscoggin
—of the Senate.

WELCH of Mars Hill
RANKIN of Bridgton
WEEKS of Waterville
WARREN of Westbrook
SNOW of Auburn

—of the House.

Minority Report of same Committee reporting same in a new draft "B" (H. P. 1388) under same title and that it "Ought to pass"

Report was signed by the following members:

Messrs. DONAHUE of Biddeford
PAYSON of Portland

—of the House.

The **SPEAKER**: The Chair recognizes the gentleman from Portland, Mr. Bowker.

Mr. **BOWKER**: Mr. Speaker, I move the acceptance of the majority report, "Ought to pass in New Draft".

The **SPEAKER**: The gentleman from Portland, Mr. Bowker, moves the acceptance of the Majority Report "Ought to pass in New Draft".

The Chair recognizes the gentleman from Portland, Mr. Payson.

Mr. **PAYSON**: Mr. Speaker, I note the absence of the gentleman from Biddeford, Mr. Donahue, and I move that the two reports, with accompanying bill, lie upon the table pending the motion for the acceptance of the majority report, and be specially assigned for next Tuesday morning.

Thereupon, the motion prevailed, and the two reports, with accompanying papers, were tabled pending the motion of the gentleman from Portland, Mr. Bowker, that the House accept the majority "Ought to pass in New Draft" report, ordered printed, and specially assigned for Tuesday, April 3rd.

Leave to Withdraw

Mr. Patterson from the Committee on Pensions on Resolve providing for a State Pension for Nancy E. Boyce, of Lakeville Plantation (H. P. 537) reported leave to withdraw.

Report was read and accepted and sent up for concurrence.

Ought Not to Pass

Mr. Hamilton from the Committee on Claims reported "Ought not to pass" on Resolve in favor of Mrs. Della M. Philbrook of West Enfield (H. P. 491) (L. D. 242)

Same gentleman from same Committee reported same on Resolve to reimburse the town of Brownville (H. P. 932)

Mr. Leathers from the Committee on Pensions reported same on Resolve in favor of the town of Danforth (H. P. 532) (L. D. 213)

Mr. Hawes from same Committee reported same on Resolve Providing for a State Pension for Martha B. Benner, of Waldoboro (H. P. 438)

Mr. Harrison from same Committee reported same on Resolve Providing for a State Pension for Stanley Bolstridge of Portage Lake (H. P. 533)

Reports were read and accepted and sent up for concurrence.

Tabled

Mr. Dorsey from the Committee on Taxation reported "Ought not to pass" on Bill "An Act Proposing an Amendment to the Constitution to Exempt all Intangible Property from Taxation" (H. P. 1264) (L. D. 887)

(On motion by Mr. Warren of Westbrook, tabled pending acceptance of Committee Report)

Mr. Boulter from the Committee on Ways and Bridges reported "Ought not to pass" on Bill "An Act relating to Maintenance of Unimproved Roads" (H. P. 249) (L. D. 99)

Mr. Lackee from same Committee reported same on Bill "An Act relating to the Reapportionment of Maintenance of Unimproved Roads and Construction of State-Aid and Third-Class Road Moneys" (H. P. 1104) (L. D. 788)

Same gentleman from same Committee reported same on Bill "An Act Providing for Limited Access Facility to State Highways, Parkways and Freeways" (H. P. 867) (L. D. 510) as legislation is inexpedient.

Reports were read and accepted and sent up for concurrence.

Ought to Pass in New Draft

Mr. Cobb from the Committee on Claims on Resolve in favor of Dr. Charles H. Buck of Naples (H. P. 1048) (L. D. 800) reported same in a new draft (H. P. 1378) under same title and that it "Ought to pass"

Same gentleman from same Committee on Resolve in favor of the Estate of R. Byron Flewelling, Late of West Gardiner, Deceased; for Loss of Life (H. P. 138) (L. D. 66) reported same in a new draft (H. P. 1379) under same title and that it "Ought to pass"

Mr. DeSanctis from same Committee on Resolve in favor of Charles B. Buck, of Newfield (H. P. 184) reported same in a new draft (H. P. 1380) under same title and that it "Ought to pass"

Mr. Knight from same Committee on Resolve in favor of Roy Marshall of Sanford (H. P. 1052) (L. D. 801) reported same in a new draft (H. P. 1389) under same title and that it "Ought to pass"

Mr. Thomas from same Committee on Resolve to Reimburse the town of Amherst for Suppression of a Forest Fire (H. P. 928) (L. D. 566) reported same in a new draft (H. P. 1381) under same title and that it "Ought to pass"

Mr. Hamilton from the Committee on Education on Bill "An Act relating to Towns Having No Free High Schools" (H. P. 503) (L. D. 200) reported same in a new draft (H. P. 1382) under same title and that it "Ought to pass"

Mr. Harrison from the Committee on Pensions on Bill "An Act relating to Special Legislative Pensions" (H. P. 342) (L. D. 120) reported same in a new draft (H. P. 1383) under same title and that it "Ought to pass"

Mr. Leathers from same Committee on Resolve Granting a State Pension to Eva M. Farrington Cary, of Bowdoinham (H. P. 154) reported same in a new draft (H. P. 1384) under same title and that it "Ought to pass"

Mr. Tozier from the Committee on Taxation on Bill "An Act relating to Inheritance Taxes" (H. P. 685) (L. D. 277) reported same in a new draft (H. P. 1385) under same title and that it "Ought to pass"

Mr. Boulier from the Committee on Ways and Bridges on Bill "An Act relating to Permits for Truck Loads upon Designated Roads" (H. P. 1158) (L. D. 810) reported same in a new draft (H. P. 1386) under same title and that it "Ought to pass"

Reports were read and accepted and the new drafts ordered printed under the Joint Rules.

**Ought to Pass
Printed Bills**

Mr. Bird from the Committee on Claims reported "Ought to pass" on Resolve in favor of Guy Brown of Guilford (H. P. 929) (L. D. 567)

Same gentleman from same Committee reported same on Resolve in favor of the town of Lincolnville (H. P. 411) (L. D. 184)

Mr. DeSanctis from same Committee reported same on Resolve in favor of Louis F. Fleming of Bangor (H. P. 1119) (L. D. 670)

Mr. Thomas from same Committee reported same on Resolve in favor of Mary Louise Bernier of Sanford (H. P. 1053) (L. D. 802)

Mr. Thomas from same Committee reported same on Resolve in favor of the town of Smyrna (H. P. 1229) (L. D. 853)

Mr. Springer from the Committee on Public Health reported same on Bill "An Act to Provide for the Making of a Survey of all Hospitals and Health Center Facilities in the State" (H. P. 844) (L. D. 508)

Reports were read and accepted, and the Bills and Resolves, having already been printed, under suspension of the rules the Bills were read twice, the Resolves read once, and tomorrow assigned.

Tabled and Assigned

Mr. Springer from Committee on Public Health reported "Ought to pass" on Bill "An Act relating to the Practice of Dentistry" (H. P. 734) (L. D. 392)

Report was read and accepted, and the Bill was read twice, and on motion by Mr. Ward of Millinocket, the Report, with accompanying papers, was tabled pending assignment for third reading, and specially assigned for Friday, March 30th.

Mr. Cole from the Committee on Ways and Bridges reported "Ought to pass" on Bill "An Act Providing for Maintenance of the Road Leading to Roaring Brook in Baxter State Park" (H. P. 875) (L. D. 459)

Mr. Dow from same Committee reported same on Bill "An Act Clarifying the Law in relation to Parkways and Freeways" (H. P. 874) (L. D. 522)

Same gentleman from same Committee reported same on Bill "An Act relating to Snow Removal" (H. P. 247) (L. D. 157)

Mr. Wood from same Committee reported same on Bill "An Act relating to Purchase of Certain Equipment by the State for Use by Towns" (H. P. 1266) (L. D. 889)

Reports were read and accepted, and the Bills, having already been printed, were read twice under suspension of the rules and tomorrow assigned.

The SPEAKER: At this time the Chair will remind the members of the House that a little later this morning we are going into Joint Convention. At that time the rules of the House will not be in order, and therefore the Chair trusts that the members of the House, out of

courtesy to the honored and distinguished guest that we will have, will refrain from smoking.

The SPEAKER: At this time the Chair recognizes the gentleman from Portland, Mr. Haskell, and appoints him Speaker pro tempore, and requests the Sergeant-at-Arms conduct him to the rostrum.

Thereupon, the Sergeant-at-Arms conducted Mr. Haskell to the rostrum, where he assumed the Chair amid the applause of the House, the members rising, and Speaker Barnes retired.

First Reading of Printed Bills

Bill "An Act to Increase the Salary of the Judge of the Municipal Court of Dexter" (H. P. 1368) (L. D. 1031)

Bill "An Act relating to Salary of Clerk of Courts and Clerk Hire in Office of Clerk of Courts in Penobscot County" (H. P. 1369) (L. D. 1032)

Bill "An Act relating to the Salary of the Recorder of the Old Town Municipal Court" (H. P. 1370) (L. D. 1033)

Bill "An Act relating to the Salary of the Judge of the Old Town Municipal Court" (H. P. 1371) (L. D. 1034)

Bill "An Act to Increase the Salaries of Judge and Recorder of the Millinocket Municipal Court" (H. P. 1372) (L. D. 1035)

Bill "An Act to Increase Salary of Judge of Probate and Clerks in Office of Register of Probate in Penobscot County" (H. P. 1373) (L. D. 1036)

Bill "An Act relating to the Salary of the Register of Probate of Kennebec County and Clerk Hire in Such Office" (H. P. 1374) (L. D. 1037)

Bill "An Act relating to Salary of Register of Deeds and Clerk Hire in Office of Register of Deeds in Penobscot County" (H. P. 1375) (L. D. 1038)

Bills were read twice and tomorrow assigned.

Passed to Be Engrossed

Bill "An Act relating to the State Prison" (S. P. 221) (L. D. 464)

Bill "An Act relating to the Salary of the Judge of Western Somerset Municipal Court" (S. P. 266) (L. D. 621)

Bill "An Act relating to Taxation of Real Estate on Leased Land" (H. P. 96) (L. D. 41)

Bill "An Act relating to Salaries of Clerks in County Offices in Penobscot County" (H. P. 1150) (L. D. 729)

Resolve for Repairing Fish Screen at Outlet of Messalonskee Lake (H. P. 1366) (L. D. 1026)

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

Amended Bills

Bill "An Act relating to the Duties of Directors and Trustees of Banks and Directors of Loan and Building Associations, regarding Insurance upon Mortgage Property" (S. P. 85) (L. D. 128)

Bill "An Act relating to Salary of County Attorney and Clerk Hire in Office of County Attorney in Penobscot County" (H. P. 855) (L. D. 456)

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

Speaker Barnes here assumed the Chair, and Mr. Haskell was conducted to his seat by the Sergeant-at-Arms, amid the applause of the House.

Passed to be Enacted

Emergency Measure

Tabled

An Act to Establish a Seed Potato Board and Define its Powers and Duties (S. P. 300) (L. D. 849)

(On motion by Mr. Ela of Anson, tabled pending enactment)

Finally Passed

Emergency Measure

Resolve Appropriating Money for Forest Insect Detection Service (H. P. 718) (L. D. 388)

Was reported by the Committee on Engrossed Bills as truly and strictly engrossed. This being an emergency measure and a two-thirds vote of all the members elected to the House being necessary, a division was had. 122 voted in favor of same and none against, and ac-

cordingly the Resolve was finally passed, signed by the Speaker and sent to the Senate.

**Passed to be Enacted
Tabled**

An Act to Provide for Scientific Investigation with Blueberries (S. P. 72) (L. D. 68)

(On motion by Mr. Crosby of Farmington, tabled pending enactment)

An Act relating to Prevention of Bang's Disease by the Department of Agriculture (S. P. 125) (L. D. 330)

An Act relating to Reenactment of Law Dealing with Unexpended Appropriations (S. P. 190) (L. D. 491)

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

Tabled

An Act relating to the Audit of the Department of Education and the Teachers' Retirement System (S. P. 193) (L. D. 488)

(On motion by Mr. Williams of Clifton, tabled pending enactment)

Tabled

An Act to Accomplish Conformity to State School Building Standards (S. P. 197) (L. D. 487)

(On motion by Mr. Thompson of Brewer, tabled pending enactment)

An Act relating to Aid to Veterans (S. P. 204) (L. D. 480)

An Act relating to Baxter State Park Payments to the Maine Forestry District (S. P. 274) (L. D. 613)

An Act relating to Removal of Notices on Roads Closed for Repairs (S. P. 340) (L. D. 811)

An Act relating to Compromise of Claims (S. P. 385) (L. D. 985)

An Act to Eliminate the "1937 Deficiency Account." (H. P. 406) (L. D. 182)

An Act relating to Hearings in Vacation (H. P. 645) (L. D. 296)

An Act to Incorporate the Clinton Water District (H. P. 671) (L. D. 321)

An Act relating to State Normal Schools Reserve Accounts (H. P. 717) (L. D. 394)

An Act Permitting Assessment of Taxes in Towns for Highway Purposes (H. P. 866) (L. D. 519)

An Act relating to Financial Responsibility Following Accident (H. P. 1070) (L. D. 689)

An Act Imposing a Tax on Sweet Corn for the Suppression of the European Corn Borer (H. P. 1135) (L. D. 693)

An Act relating to Trustee Process (H. P. 1186) (L. D. 747)

An Act to Extend the Charter of the Patten Water and Power Company (H. P. 1217) (L. D. 767)

An Act relating to Aides-de-Camp (H. P. 1340) (L. D. 991)

An Act to Incorporate the Patten Water District (H. P. 1341) (L. D. 992)

Finally Passed

Resolve Authorizing Conveyance of the Interest of the State in Certain Land in Township 1, Range 1, N. B. K. P. in Somerset County (S. P. 97) (L. D. 139)

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

Tabled

Resolve in favor of the University of Maine (H. P. 409) (L. D. 183)
(On motion by Mr. Brewer of Presque Isle, tabled pending final passage)

Resolve Authorizing the Forest Commissioner to Convey certain Interest of the State in Lands in Oxford County to Harland E. Kimball, of West Bethel (H. P. 742) (L. D. 410)

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

Tabled

Resolve Authorizing Commissioner of Agriculture to Employ Poultry Expert (H. P. 1047) (L. D. 655)
(On motion by Mr. Edwards of Oxford, tabled pending final passage.)

Orders of the Day

The SPEAKER: The Chair lays before the House the first tabled and today assigned matter, Majority Report "Ought not to pass" and

Minority Report "Ought to pass" of the Committee on Temperance on Bill "An Act Relating to Business Hours for State Liquor Stores" (H. P. 1015) (L. D. 534) tabled on March 22nd by the gentleman from Casco, Mr. Cole; and the Chair recognizes that gentleman.

On motion by Mr. Cole, the two reports, with accompanying bill, were recommitted to the Committee on Temperance for further consideration and sent up for concurrence.

The SPEAKER: The Chair lays before the House the second tabled and today assigned matter, House Report "Ought to pass in new draft under Title of 'An Act relating to Guaranteed Loans for Veterans by Trust Companies, Savings Banks and Loan and Building Associations'" (H. P. 1360) (L. D. 1025) of the Committee on Banks and Banking on Bill "An Act Relating to Guaranteed Loans for Veterans by Loan and Building Associations" (H. P. 1118) (L. D. 669); in the House, acceptance of report reconsidered; tabled on March 23rd by the gentleman from Brewer, Mr. Thompson, pending acceptance of report; and the Chair recognizes that gentleman.

On motion by Mr. Thompson, the "Ought to pass in new draft" report of the committee was accepted.

The new draft having been printed, under suspension of the rules the bill was given its two several readings and tomorrow assigned.

The SPEAKER: The Chair lays before the House the third tabled and today assigned matter An Act Amending the Unemployment Compensation Law as to Charges against Employers' Experience Rating Records (H. P. 948) (L. D. 604) tabled on March 27th by the gentleman from Biddeford, Mr. Renouf, pending enactment; and the Chair recognizes that gentleman.

Mr. RENOUF: Mr. Speaker, there are some things in these two bills that are not quite clear. I would like to withdraw in favor of the gentleman from Portland, Mr. Haskell.

On motion by Mr. Haskell, the bill was retabled pending enactment.

The SPEAKER: The Chair lays before the House the fourth tabled

and today assigned matter, an Act Amending the Unemployment Compensation Law as to Filing Pay Roll Reports and Penalty (H. P. 949) (L. D. 605) tabled on March 27th by the gentleman from Biddeford, Mr. Renouf, pending enactment; and the Chair recognizes that gentleman.

Mr. RENOUF: Mr. Speaker, this bill is likewise something that we will have to administer during the next two years; it is not quite right; and I yield to the gentleman from Portland, Mr. Haskell.

The SPEAKER: The Chair recognizes the gentleman from Portland, Mr. Haskell, in his own right.

On motion by Mr. Haskell, the bill was retabled pending enactment.

Mr. Rollins of Greenville moved that the House reconsider its action of yesterday whereby it accepted the "Ought not to pass" report of the Committee on Taxation on Bill "An Act to Abolish Taxation of Intangibles" (H. P. 1009) (L. D. 530)

On further motion by the same gentleman, the motion was tabled, and the matter was specially assigned for Friday, April 6th.

The SPEAKER: The House is proceeding under Orders of the Day and forty matters lie upon the table.

The Chair recognizes the gentleman from Portland, Mr. Haskell.

On motion by Mr. Haskell, the House voted to take from the table the thirteenth tabled and unassigned matter, An Act relating to Retirement of Justices of the Superior and Supreme Judicial Courts (H. P. 243) (L. D. 86) tabled on March 14th by that gentleman pending enactment; and on further motion by the same gentleman the bill was passed to be enacted, signed by the Speaker and sent to the Senate.

On motion by Mr. Springer of Danforth, the House voted to take from the table the second tabled and unassigned matter, House Report "Ought not to pass" of the Committee on Inland Fisheries and Game on Resolve regulating Fishing in East Grand Lake" (H. P. 146) (L. D. 48) tabled on February 15th by that gentleman pending acceptance of report; and on further motion by the same gentleman the report with accompanying papers, was recommitted to the Committee on Inland Fisheries and Game and sent up for concurrence.

On motion by Mr. Ward of Millinocket, the House voted to take from the table the 31st tabled and unassigned matter, Bill "An Act relating to the Salary of the County Attorney of Knox" (S. P. 156) (L. D. 360); in the Senate "Ought to pass" report accepted and bill passed to be engrossed; in the House, read three times and tabled on March 27th by that same gentleman pending passage to be engrossed.

Mr. Downs of Rome offered House Amendment "A" and moved its adoption.

House Amendment "A" was read by the Clerk as follows:

House Amendment "A" to S. P. 156, L. D. 360 Bill "An Act relating to the Salary of the County Attorney of Knox."

Amend said Bill by inserting after the word "Knox" in the title thereof, the word "County".

House Amendment "A" was adopted and the bill was passed to be engrossed as amended in non-concurrence and was sent up for concurrence.

On motion by Mr. Bowker of Portland, the House voted to take from the table the thirty-second tabled and unassigned matter, An Act relating to Ferry Between Indian Island and Old Town (H. P. 319) (L. D. 141) tabled on March 27th by that gentleman pending enactment.

Mr. BOWKER: Mr. Speaker, for the purpose of presenting an amendment, I ask that we reconsider our action whereby we passed this bill to be engrossed.

Thereupon, under suspension of the rules, the House voted to reconsider its action whereby this bill was passed to be engrossed on March 16th.

Mr. Bowker offered House Amendment "A" and moved its adoption.

The SPEAKER: The amendment, not having been reproduced, will lie upon the table pending its reproduction.

Mr. Boyker of Bethel was granted unanimous consent to address the House.

Mr. BOYKER: Mr. Speaker and Members of the House: There has been placed—and I believe unintentionally—a wrong interpretation on a remark which I made on the floor of this House a short time

ago. It was during the discussion of the resolve to raise the salaries of our Industrial Accident Commission.

I do not believe that any man or any group of men is indispensable to the government of our State. We have had these so-called indispensables who have served a term with our government and also served a term behind the doors of a Federal prison. I do not believe that we members of the House are indispensable to the government of our State. Our positions can be filled at any time with as competent women and men as we are today ourselves. And when we proclaim a man is indispensable to the State of Maine I consider that man above, and, when I referred to someone higher up, it was to the Chairman of our Industrial Accident Commission, Mr. Garcelon, and not to our Governor. I have no concern that our present Governor will tell this House what it should do and what it should not do. I was not with our Governor in the primaries, but after the primaries I was with him. I am with him today, and I always will be as long as he holds the office of Governor of our State, because I believe that our present Governor is one of the best that the State of Maine has ever had. Thank you.

On motion by Mr. Webber of Mapleton, the House voted to take from the table the 18th tabled and unassigned matter, House Report "Ought not to pass" of the Committee on Inland Fisheries and Game on Resolve Opening Squa Pan Lake in Castle Hill, Masardis, and Township 11, Range 4, to Ice Fishing. (H. P. 513) (L. D. 203) tabled on March 22nd by that gentleman pending acceptance of report; and on further motion by the same gentleman the report, with accompanying papers, was recommended to the Committee on Inland Fisheries and Game and sent up for concurrence.

The SPEAKER: The House is proceeding under Orders of the Day. There must be some business that the House can transact at this time.

On motion by Mr. Gay of Dam-ariscotta, the House voted to take from the table the tenth tabled and unassigned matter, Bill "An Act

Regulating the Use of Certain Kinds of Firearms" (H. P. 687) (L. D. 305); in the House read twice and tabled on March 13th by that gentleman pending third reading; and on further motion by the same gentleman, the bill was recommitted to the Committee on Inland Fisheries and Game and sent up for concurrence.

At this point the Senate entered the hall of the House and a Joint Convention was formed.

In Convention

The President of the Senate, Hon. George D. Varney, in the Chair.

On motion by Senator Spear of Cumberland, it was

ORDERED, that a Committee be appointed to wait upon His Excellency, Horace Hildreth, Governor of Maine, and inform him that the two branches of the Legislature are in convention assembled in the hall of the House of Representatives, and extend to him an invitation to attend the Convention with his guest, the Honorable L. Welch Pogue, Chairman of the Civil Aeronautics Board, of Washington, and address to the Convention such remarks as either of them may be pleased to make.

The Chairman appointed as members of such committee:

Senators:

Spear of Cumberland
Cross of Kennebec
Hopkins of Kennebec

Representatives:

True of Rangeley
Rollins of Greenville
Collins of Caribou
Carpenter of Augusta
Cobb of Bangor
Meloon of Portland
Gross of Jefferson

Mr. Spear for the committee subsequently reported that the committee had discharged the duties assigned it, and that His Excellency, Horace A. Hildreth, Governor of Maine, and his guest, L. Welch Pogue, would be pleased to attend the Convention forthwith.

Thereupon, the Honorable Harold I. Goss, Secretary of State, entered the Convention Hall, and announced the presence of His Excellency, the Governor, the Hon. Sumner Sewall, Ex-Governor, the Honorable Members of the Executive Council, escorting the Honorable L. Welch Pogue, Chairman of the Federal Aeronautics Board, and the Convention rose and applauded.

CHAIRMAN VARNEY: Ladies and Gentlemen of the Convention, the Chair presents His Excellency, the Governor of Maine. (Applause)

GOVERNOR HILDRETH: Mr. President, and Members of the 92nd Legislature: I am particularly glad to welcome Governor Sewall back this morning. He unexpectedly dropped in, and he could not have picked a more propitious day to visit us. We are all very glad to see him here. (Applause)

The importance of aviation to Maine can be very quickly and very readily grasped by merely looking at a map. I am not going to take any time speaking of that this morning, but I do just want to say a few personal words.

Some years ago, our distinguished visitor here this morning and I used to work in the largest law office in New England, and we burned the midnight oil there along with seventy other lawyers. At that time I became thoroughly familiar with the ability and integrity of this distinguished gentleman. Time passed, and, after we served our apprenticeship, I came back to my native State of Maine and Mr. Pogue went on to New York, and then the nation began to read about the outstanding and brilliant performance of the Chairman of the Civil Aeronautics Board.

It gives me the greatest confidence in the future of American aviation to see Mr. Pogue in the position he occupies. We are indeed glad here this morning to have Mr. Pogue with us, because I believe I am making no overstatement when I say that there is no voice in the world today that speaks with as much authority on matters of aviation and with as much influence as our visitor here this morning. The President of the United States has the power to overrule the decisions of this board, but this board, headed by Mr. Pogue, is spending all its time on aviation problems.

Mr. Pogue's presence here this morning makes me think of a story I heard the other day about the Vermont octogenarian who, after a very hard winter, was bundled up in blankets and brought out in the spring sunshine. A neighbor went by and said, "Well, John, how are you feeling this morning?" John tartly replied "None of your blinkety, blank, blank business, and I wouldn't tell you that much if you weren't my neighbor."

Now there is much, a great deal, that Mr. Pogue cannot tell us this morning. I do not know what he is going to talk about, but I do know that because of his interest in Maine, which is self-evident by his visit here this morning, that he is going to tell us all he possibly can. It is a distinct pleasure and honor to present the Honorable L. Welch Pogue, Chairman of the Civil Aeronautics Board.

(Applause, the audience rising)

Mr. L. WELCH POGUE: Governor Hildreth, Governor Sewall, Mr. President and Members of the Maine Senate, Mr. Speaker and Members of the House of Representatives, and Friends:

I deeply appreciate this occasion. It is a rare privilege and a unique honor to have the opportunity to address a joint session of the Senate and House of Representatives of the Pine Tree State. But there is also a very special pleasure to me in coming to Maine at the invitation of Governor Hildreth. For a number of years after law school days, we practiced law together as associates in the same firm in Boston, and there I came to admire and respect Horace Hildreth greatly for his sterling character, his warmth of personality, his human sympathy and understanding, and his rare ability to make people like to work with him. These as I see it, are all "must" qualities for leaders in our cherished democracy. Your Governor is richly endowed with them all.

I certainly greatly enjoyed the hospitality of Governor Hildreth and your honorable body. I have had occasion in the past to enjoy the hospitality of Maine, and I know how warm it can be. In fact, that hospitality and my reception reminds me of Mark Twain's remark when he first saw the ocean, having been long in the landlocked country of Missouri. Some of his friends took him down to the seashore and he stood for a long time gazing at the sea and the swells. His friends grew a little impatient, and finally he turned to them and said, "Boys, she's a success." That certainly is true of your hospitality.

I am glad, also, to have this opportunity of being in the home state of two of the most distinguished leaders of the United States Senate. Your senior Senator, Wallace H. White, Jr., is the Minority Floor Leader and a member of such important committees as Appropria-

tions, Foreign Relations, and Interstate Commerce. Your junior Senator, Owen Brewster, serves on important committees such as Commerce, Finance, and Naval Affairs; as an active member of the Subcommittee on Aviation of the Commerce Committee of the United States Senate, he is regarded as one of the best informed members of the Senate on aviation matters. It is good also to be in the home state of your Representatives Robert Hale, Margaret Chase Smith, and Frank Fellows.

Maine is a state of arresting beauty. Its rugged coast, its wooded interior, its hundreds of mountains, and its more than 2,000 lakes give it a charm that never dims but is always fresh and alluring. Truly the eyes of all America are upon Maine at these times.

I shall never forget the visits I used to make to Maine when we were practicing law in Boston. Ropes, Graves, Boyden and Perkins, as the firm was then called, had clients in Bangor, among other places, and frequently I had occasion to take that night Bangor boat from Boston and arrive in Bangor in the morning. After I had a little experience on that boat in the summer time, I always got up about four in the morning as we came into Penobscot Bay just to see the sheer beauty of that bay. At that hour in the morning, if you have ever tried it, the gulls are just beginning to wheel and squeal; the ships and boats that lie at anchor are lazily happy, the shore line is absolutely beautiful, and it is a sight my eyes will never forget if I live to be one hundred years old, and I intend to do so.

Environment is not only symbolic but also it is a maker of character. At least so it has been with Maine. In my many business and pleasure visits to Maine (they were all pleasure trips, but some had business thrown in) and in my many Maine friends, I have come to know well the solid worth of Maine citizens. Like your state, I can sincerely and honestly say, you are distinctive, outstanding, charming, and respected. That's about all one state can ask.

When I noted that the region which now is Maine was the first to build a ship in what is now the United States; that you had a part in the glory of the days of the clipper ships; and that the first time a departure was made from your

constitutional limitation on borrowing, the money was used for state highway purposes, it was easy for me to persuade myself that I should speak on the most modern form of transportation, i. e., aviation. But obviously I can touch only a few of the many points of interest here.

Probably the most interesting civil field is that of private flying. In 1938, the year in which the Civil Aeronautics Act was passed, there were only approximately 14,000 private pilots in the United States. In two years, by 1940, this number had grown to over 50,000, and in 1944 it had reached nearly 100,000. This tremendous increase in the number of private pilots is a reflection of the quickened interest in aviation stimulated by the war and encouraged by the Government's Civilian Pilot Training Program, administered by the Administrator of Civil Aeronautics. At the same time it represents a growth achieved under the difficulties of flying restrictions and lack of equipment.

The technological brains which are now going into the production of the fastest and best military type aircraft will be able, at the conclusion of the war, to devote a portion of their talent to the design and manufacture of a personal type airplane which will bring aviation to additional hundreds of thousands of our citizens. The years after the war may see the production of a private plane standing in as sharp a contrast to the types produced before the war as those types stood in contrast to the plane in which the Wright Brothers made their first flight.

There have been a good many predictions about the number of personal airplanes which would be in use in the United States in some given number of years. Those predictions may be high, low, or right. But a prediction is supposed to be an estimate of an unknown, whereas, with such a dynamic and developing art as aeronautics, there are many unknowns. Thus are we going to have 100,000, or 300,000, or 1,000,000, or 10,000,000 personal aircraft in 10 years from now. The answer is related to such unknown matters as: Will there be further revolutionary changes in aircraft design (such as the flying wing illustrates in the transport field); will it be possible to utilize new and radically different power plants

(such as the gas turbine engine); will there be enough airports, air parks, or sky stops to permit whatever we fly in then to have a great utility; will the helicopter become a feasible flying machine for the common man, thus revolutionizing this whole business of personal transportation again; will we as a nation be wise enough to see that the necessary research and experimentation for great progress is assured? These are truly large unknowns. No one can answer them with accuracy today.

In any event, within the limits of technological advances now foreseeable, we can reasonably count on having hundreds of thousands of personal aircraft in this country within the next decade, in my opinion. Given a wise policy of research and development adequate to our needs, we shall have even more. It is always possible that some new revolutionary development will take place to provide the nation with an airplane that is more inexpensive in initial cost, easier to operate, and more tempting to own and fly than anything that is even dreamed of today. Do not forget that as a possibility.

The social and economic effect of widespread personal flying can scarcely be overestimated. If the development of private flying should even approach in our national life the widespread acceptance of the automobile, the effects will be very great indeed. The aircraft manufacturing industry would in peacetime be one of the big three industries of the nation. Airports would become much more important in our national life. We would then travel from state to state in private planes as often perhaps and certainly with as much ease as we now travel between nearby cities in our automobiles. The contrast between our life then and now would be nearly as great as that between the automobile age and horse-and-buggy days.

Extensive developments in private flying will have a profound effect upon Maine, I predict. The people of Maine would find it even easier to travel about the state for business and in enjoyment of your great recreational facilities. Perhaps the most revolutionary effect of the widespread development of private flying upon Maine, however, would be the resultant hundreds and thousands of additional

people who would find it easy to make quick trips from remote parts of the United States to enjoy the beauty and hospitality of your state. For over seventy-five years now Maine has been developing tourist fame and tourist business. Private flying would give an added impetus and facility to this development, and additional thousands who have read and heard of Maine's great beauty would fly up some day to see it for themselves.

The airport development program and many of the problems of private flying are the responsibility of the Administrator of Civil Aeronautics who is the head of the Civil Aeronautics Administration. This agency also has to do with the civil airways, the enforcement of regulations in the certification of pilots, planes, mechanics, and air agencies, the War Training Service, and the control of air traffic and aids to air navigation. The Civil Aeronautics Administration is entirely separate from the Civil Aeronautics Board. The Board's functions fall into three major fields as follows: First, the economic regulation of air lines, including such matters as authorizing air transportation service where required by public convenience and necessity, passing upon applications for approval of interlocking relationships, consolidations, mergers, and certain agreements between carriers, establishing the mail rate to be paid by the Government for the carriage of mail by air, and handling the other aspects of economic regulation of the air transportation industry; second, the making of safety rules and standards, including those pursuant to which aircraft are made and aircraft, pilots, and mechanics are licensed, and including the air traffic rules; and, third, the investigation of civil aircraft accidents.

Of course, I am a member of the Civil Aeronautics Board and am, therefore, more intimately associated with commercial air transportation and its possibilities for development in the future. We have all witnessed with amazement the growth which has taken place in the last few years. Here in Maine you have air service authorized from Portland to Caribou and from Bangor across the border to Moncton in Canada. You participate in both domestic and international air services. While schedules have been

necessarily curtailed during the war, air transportation has, nevertheless, grown to become increasingly important in its service to your state and our nation at war.

The development of air transportation in Maine is illustrative of the developments which have taken place all over the United States. At the time of the passage of the Civil Aeronautics Act in 1938, there were only about 39,000 miles of air routes in the United States. There are now roughly 60,000 miles. Last year alone, 16 cities and 5,316 miles of route were added to our domestic air-transportation system to bring the total number of cities served approximately to 400. Suspensions of service are still authorized on some of these routes and it has not been possible to inaugurate service on many of the new routes which have been granted. But those routes which are operated are carrying record loads of priority passengers, mail, and express. With a utilization of equipment which before the war would probably have been viewed as an impossible feat, the air lines have made their contribution to victory on the home front as well as on the far-flung world-wide routes which they have operated under contract with the Air Transport Command.

Detach your mind from the present and slide back in your memory to 1938. A flight across the Atlantic was a sensation, still. If you had then prophesied that by 1944 the usual and accepted way of crossing that ocean would have been by plane, or that there would be an organization (which is known as the Air Transport Command) making 65 transport crossings of the North Atlantic daily, even your friends would have said that you were quite out of your mind. The war has made America accept the air enmasse.

I think it is interesting in this connection to note the circumstances surrounding the delegates at the Chicago International Civil Aviation Conference last November. There were about one thousand people gathered in Chicago from all over the world for that conference. No actual poll was taken as to how they arrived there, but I feel confident in my mind, from such information as I had, that the great majority of them arrived by plane, and most of them left their homes

all over the world not more than four days before the conference started.

The vast expanses of our nation have been a natural inducement to the intensive development of our domestic air-transportation system. We have not been unmindful, however, of the benefits to be achieved from the establishment of air services throughout the world. In 1938 our international air-transportation system amounted to about 31,000 miles. Since that time, and before our entry into the war, we have added approximately 20,000 miles of routes in our expansion of this new form of transportation beyond our national borders.

These achievements of the past, however, great and rapid as they are, do not reflect the strength of the current interest in the further development of air transportation. In Maine, for example, there are on hand to be acted upon by the Civil Aeronautics Board seven applications for nonscheduled air transportation operations. Nine applications are on file for authorization to establish air routes providing for the carriage of persons, property and mail, with conventional-type and pick-up aircraft and with helicopters. As you know, the pick-up aircraft is one that does not land at its points but merely swoops down and picks up mail and express with a patented hook-up device and drops it off at the delivery point and goes on without stopping. There are two additional applicants who wish to carry only property and mail and one other who seeks authority to operate routes providing cargo service only. One of the non-scheduled applications seeks authority to make department store deliveries. These applications seek to provide air service to a total of 49 cities in the state of Maine. This gives some idea of the interest in the development of air transportation.

I have a map of Maine showing the existing authorized services and those that are applied for so far as scheduled operations are concerned, that some of you might like to determine at a later time. Of course the non-scheduled points could not be shown on the map, because they go everywhere.

There remain well over 500 applications for tens of thousands of miles of additional routes in our domestic air-transportation system.

In order to dispose of these applications, the Civil Aeronautics Board had divided the United States into eleven regions or areas. In this way the applications which are related are consolidated for the purpose of hearing. The consolidated proceeding involving additional service in the New England area was heard in Boston beginning the fourth and including the sixteenth of last December. Briefs have been submitted to the Examiner who heard the case. A publicly available report will be made by the Examiner to the Board. Exceptions and briefs will be filed, the Board will hear oral argument, and the case will proceed to disposition as rapidly as possible.

Before leaving the domestic interest in the expansion of air transportation, I should like to make special mention of the widespread enthusiasm which has been manifested for what has been termed "local air service." Many of the applications received by the Board are for the carriage of passengers, mail, and cargo to hundreds upon hundreds of small cities over tens upon tens of thousands of route miles in the United States.

I am glad to see the people of the United States so anxious to render and receive air-transportation service. Obviously, however, the Civil Aeronautics Board could not grant authorization for all the services for which applications have been made. The amount of traffic which will be developed at these small cities is unknown. While we are all anxious to give the fullest opportunity to the development of air transportation, the board has felt in its study of the problem that local and feeder services should be authorized under certain safeguards for the over-all economy of our air-transportation system and for the financial liability of the Government in the form of mail compensation. The safeguards considered by the Board include temporary three-year certificates and the authorization of only those services which show a justifiable expectation of success at a reasonable cost to the Government.

In my personal approach to the problem of the best means by which we might bring the benefits of air transportation to the largest number of people, I have frequently been impressed with the possibilities of the development of nonscheduled

air transportation in order to serve the air transportation needs of smaller communities which may not be able to generate sufficient traffic to maintain an economic regularly scheduled route operation.

What I have in mind for example is that instead of starting off in Maine, let us say, with two or three thousand miles of route over which a carrier or carriers would be expected to operate two round trips daily, there would be established, at a certain sufficient number of well located points, operators who would serve all or part of the state of Maine as the demand for traffic arose. I have previously termed this "a glorified regional taxi service by air for an air-minded nation — a service always available to go the longest distances, in the straightest lines, in the shortest time, largely between points where no scheduled air services exist." Whenever the traffic between particular points becomes sizable and regular, an application, of course, can always be filed with the Civil Aeronautics Board for authority to conduct a regularly scheduled service.

We have taxi service in our cities to cover such irregular demands for surface travel. Considering the much greater speed and range of the airplane, it does not seem unreasonable to me to think in terms of an aerial taxi service reaching out over a large area. Here in Maine, the center of operation for such services could be at your larger cities and they could reach out to provide swift transportation upon demand to all the smaller cities of your state where landing facilities are available or nearby.

This idea, of course, like so many things in air transportation, has not been tested, and I do not propose it as a full solution to the problem of local service. It is only one of the courses of development which air transportation might very well take in the future. At the present time, as a matter of fact, there is in progress in Washington a hearing on nonscheduled operations at which this and many of the other problems of nonscheduled air transportation will be thoroughly investigated.

This investigation is the result of an order issued by the Civil Aeronautics Board in July 1944 to investigate all matters relating to and concerning nonscheduled air

transportation. It followed the release of the Board's opinion in its local service investigation dealing with regularly scheduled service to smaller communities started over a year before. We have invited all interested persons from all over the United States to present their views in this new nonscheduled air-transportation investigation. We are hopeful that as a result of the facts which are presented during the course of the hearing we shall learn a great deal more about the problem. We have no preconceived objectives in this investigation, except the one we always have, namely, to learn and become fully informed before acting. In any event, this investigation should aid in permitting nonscheduled air transportation to fit neatly and effectively into the development of adequate air-transportation facilities for an air-minded nation, and for the air-minded State of Maine.

In the international field, the interest in expansion to all parts of the world is no less intense than the desire to blanket the United States with the benefits of air transportation. In June of last year, the Board made tentative proposals for international air routes which would add roughly 75,000 route miles to our international air-transportation system and bring the total to around 125,000 miles of globe-circling routes. The nearly 100 applications in the international field, like those in the domestic, have been consolidated in area proceedings. Hearings have been held in the North Atlantic, the South Atlantic, the Latin American, and the Pacific cases. The Pacific hearing, having to do with proposed routes to Australasia and the Orient, was completed only recently. An examiner's report has been issued in the Latin American case which proposes disposition of applications for air service to link us more closely with our good neighbors in Mexico, the Caribbean islands, and Central and South America. An examiner's report is in progress in the South Atlantic case. Oral argument in the North Atlantic case was heard recently by the Board and that will be the first of the international cases to be decided. The applications considered here were for service to Europe, Northern Africa, and through the Near East to India.

The decisions in such cases must, of course, first be submitted to the President as they are subject to his approval.

When we look then to the future of aviation, we must not measure it in terms of a past which is gone; or even of a present which is also gone, even as we speak. We must look with imagination. Only in that way can we approach the truth. I doubt if the man who first discovered fire saw more than campfire uses for it; or if the man who invented the wheel could strain his imagination and conceive of more than a few of the millions of uses to which it has been put. And I doubt if even the most optimistic of the aviation enthusiasts see the full vision of the future.

Despite the tremendous advances which we can review in the past, when we look to the future we know that aviation is on the threshold of even more spectacular achievements. As a result of the research which has been necessitated by the war, many new tools have been developed which can be used in civil aviation. Radar will enable planes to land in zero zero conditions. There are gas turbine engines, jet propulsion, new fuels, the flying wing, and a host of other developments coming on that promise a new era in peacetime flying. We hear talk now of supersonic airplane speeds, that is, those exceeding 750 miles per hour—the speed of sound. There is increasing reference to clock-stopping schedules from, say, Boston to Los Angeles. Under such a schedule you could leave Boston at 12 noon and arrive in Los Angeles at noon, sharp, on the same day. That's only 867 miles per hour via the great circle course. Our National Advisory Committee for Aeronautics, which is responsible for much of our splendid aeronautical advancement, is even now building a wind tunnel designed to make tests for planes flying 2,000 miles per hour. Why, at that rate we would be in Los Angeles at 10:15—one hour and 45 minutes before we left Boston. I must cease this speculation before I become my own grandfather.

But, seriously, increased speed, safety, and comfort will all be injected into air transportation in the future. Who can say what the effects of all these spectacular developments will be upon our life?

Who among us, for example, has the confidence to say that he can predict with certainty what will be the precise effect upon your life when you, your letters, or the products of your factory are no more than 12 or 14 hours from any point in the United States? Or what the effect will be when you find yourself as close to nearly any great city of the world in point of time as you were in 1832 to Washington? What will be the new impact of your culture upon the nation and the world? Or the impact of the cultures of the rest of the world upon us which will come as a result of the increased and quickened social and business interchange of world-wide travellers and commodities?

I have the deep conviction that aviation is a revolutionary force in the life of man. It is forcing him, and it will continue to require him, to rethink his world. The world we are here talking of is organized upon ideas. The airplane, having brought all the physical world into easy reach, makes it necessary to re-examine such ideas as nationalism, international cooperation, balance of power, trade barriers, travel restrictions, public health, and many other important promises accepted by our ancestors and passed on to our own time. We should condemn no one because we must now rapidly grow into a new mental world. It is our opportunity, announced by the whirr of propellers. We shall hear those propellers or their counterparts constantly in our future lives. Let us pray that man will be equal to the task of so rethinking his world as to make the future whirr of those propellers not a prelude to death, but symbols of a united economic, political, and cultural world.

Governor Hildreth and his suite then retired, amid the applause of the Convention, the audience rising.

The CHAIRMAN: The purposes for which this Convention was assembled having been accomplished, the Chair declares the Convention dissolved, and the Senate will retire to its chamber.

Thereupon, the Senate retired to its chamber, amid the applause of the House, the members rising.

In the House

The House was called to order by Speaker Barnes.

The SPEAKER: If there is no further business, the Clerk will read the notices.

On motion by Mr. Stillings of Berwick,
Adjourned until ten o'clock tomorrow morning.