

# MAINE STATE LEGISLATURE

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LEGISLATIVE RECORD

OF THE

*Ninety-Ninth Legislature*

OF THE

STATE OF MAINE

VOLUME II

1959  
and  
SPECIAL SESSION  
1960

DAILY KENNEBEC JOURNAL

AUGUSTA, MAINE

**SENATE**

Tuesday, June 9, 1959

Senate called to order by the President.

Prayer by Rev. Horace E. Colpitts of Augusta.

On motion by Mr. Bates of Penobscot,

Journal of yesterday read and approved.

The PRESIDENT: The Chair notes in the Senate Chamber the presence of the son of a distinguished member of the Maine Senate, and the Chair would ask the Sergeant-at-Arms to escort John Rogerson, son of Senator Norman Rogerson of Aroostook to the rostrum.

This was done amidst the applause of the Senate, the members rising.

**House Committee Reports  
Committee of Conference**

The Committee of Conference on the disagreeing action of the two branches of the Legislature on "Resolve Regulating Fishing in Long Pond, Franklin County." (H. P. 348) (L. D. 507) reported that they are unable to agree.

Which report was read and accepted in concurrence.

Majority — ONTP

Minority — OTP New Draft, New Title

The Majority of the Committee on Education on Bill, "An Act to Create a School Administrative District in the Town of Cape Elizabeth." (H. P. 685) (L. D. 985) reported that the same Ought not to pass.

(Signed)

Senators:

DOW of Lincoln  
BATES of Penobscot

Representatives:

MATHIESON of Montville  
ERVIN of Houlton  
FRAZIER of Lee  
CORMIER of Rumford  
ROWE of Madawaska

The Minority of the same Committee on the same subject matter reported the bill in New Draft (H. P. 971) (L. D. 1380) under New Title: "An Act to Create a School

Administrative District in the Town of Cape Elizabeth and a School Administrative District in the Town of Scarborough." and that it Ought to pass.

(Signed)

Senator

COFFIN of Cumberland

Representatives:

CLARK of Scarborough  
HANSON of Lebanon

In House, indefinitely postponed.

In the Senate, on motion by Mr. Stilphen of Knox, the bill and reports were tabled pending acceptance of either report.

The President laid before the Senate, the first tabled and today assigned item being House Reports from the Committee on Welfare: Majority Report, Ought not to pass; Minority Report, Ought to pass, on bill, "An Act Repealing Relative Responsibility in Old Age Assistance, Aid to the Blind and Aid to the Disabled." (H. P. 19) (L. D. 28) tabled on June 5 by the Senator from Penobscot, Senator Woodcock, pending motion by Senator Willey of Hancock to reconsider indefinite postponement.

Mr. WOODCOCK of Penobscot: Mr. President, I hope that the pending motion does not prevail and when the vote is taken I ask for a division.

Mr. BOUCHER of Androscoggin: Mr. President, I hope that the pending motion does prevail, and, in support of that is the fact that I would like to see that bill advanced to the Appropriations Table. At this stage of the game nobody knows exactly how much money we are going to have in the final hours of the session.

By the admission of the Senator from Sagadahoc, Senator Ross, this is one of the finest bills we have had before this legislature. The only argument against the bill is the fact that no money is available. I have heard that so many times in my twenty-five years in the legislature that it is not funny. We always haven't got the money to do the things we should do. We all agreed in the committee that this is a needed thing in the State of Maine but still part of the committee did not agree because they said we haven't got the money.

This bill, if passed, would be a wonderful thing for the economy of the State of Maine. I wish to make you realize that this bill, which runs into two million dollars in the biennium, or one million dollars a year, will be financed in the ratio two dollars by the State and three dollars by the federal government for every dollar we spend. Now I know of no better opportunity in a business way of getting economy into the state than by throwing in two dollars and getting back three dollars and put into the economy of the State a million extra dollars a year. These old people are not going to put that money in the bank or hoard it; they need it to buy food, to buy clothing and other necessities of life.

We have now 1220 of these recipients who are deprived of what they might get if this bill goes through. These people would be increased from thirty-nine dollars a month, which is the average grant now, to sixty-five dollars a month, giving them an extra twenty-six dollars a month to live on. The Department of Welfare estimates that about nine hundred new cases would be added the first year and about seven hundred cases the second year, making a total of sixteen hundred cases as a maximum. If that is true, I cannot see why we cannot try to find the extra money involved. As I say, it would take about four hundred thousand a year from the State, which would be matched by six hundred thousand from the federal government, and that would all go into the economy of the State. It would relieve our towns from giving pauper aid to these old people.

I think we will all agree that children who do not want to support their old parents will not be sued by the parents and I am sure that the parents will not give the state the right to sue them. So let us follow the modern way; let us get away from ways and means of doing things of a hundred years ago; let us modernize; let us take advantage of that money which is now available from the federal government and which is now going into the economy of other states; let us take care of our old people in the way they should be taken care of.

In this great country of ours I understand, and I think you do, that no one shall be deprived of the necessities of life, no one shall starve or be ill-fed or ill-clothed.

Therefore, I would back up the proposition for reconsideration of the motion whereby this was indefinitely postponed, and I hope that you members will see fit to at least advance that bill to the Appropriations Table, and when the time comes for the cutting-up of the cake, I ask that we bear in mind that that will be probably one of the most important bills on that table insofar as the economy of the State. Therefore, Mr. President, I hope that the motion to reconsider prevails.

Mr. ROSS of Sagadahoc: Mr. President and members of the Senate: As the Senator from Androscoggin, Senator Boucher said, last week I debated this bill at some length, but I did not say that it was one of the finest bills before the legislature. I said, and the record will bear it out, that I had genuine concern for the older persons in our state and their problems. But aside from the cost of this bill, which would be at least \$1,250,000 and might be two or three million dollars, because at the present time the maximum is 1600 people and nobody knows what it would be if we opened the door wide — but aside from the cost, in my personal opinion the merits of this particular bill are not really sound.

When you say that no matter what financial circumstances a relative may be in the state should support their parents, I do not believe that is the type of premise we should have unless we plan to have a completely welfare state.

I sincerely believe that children should help their parents if they are able to do so, and that they should make a concerted effort so to do. I know this fact exists, and I think it is a shame, that in some families, because of family differences and squabbles, the children are unwilling to support their parents. I feel it is different in those families where they do have definite financial difficulties and problems of their own but where they have definite concern for their par-

ents but they are just unable to help their parents. And of course that is the basic reason why we now have the formula set up that says that the amount that the recipient shall receive is based on income and dependants. I maintain that those who want to help our old-age recipients can do so by making an additional appropriation to Welfare in the supplemental budget, and that is where I think it should be and not in this piece of legislation. I support the motion of the Senator from Penobscot, Senator Woodcock, and hope that reconsideration does fail.

Mr. BOUCHER of Androscoggin: Mr. President, when the vote is taken I ask for a division.

The PRESIDENT: The pending question is: Shall the Senate reconsider its former action whereby L. D. 28 was indefinitely postponed?

A division of the Senate was had.

Nine having voted in the affirmative and seventeen opposed, the motion did not prevail.

On motion by Mr. Lessard of Androscoggin, the Senate voted to take from the table the 1st tabled and unassigned item being Senate Reports from the Committee on Judiciary: Majority Report, ought not to pass; Minority Report, ought to pass; on bill, "An Act Providing for a Motor Vehicle Liability Insurance Law." (S. P. 257) (L. D. 670) tabled by that Senator on April 10 pending acceptance of either report.

Mr. LESSARD of Androscoggin: Mr. President and members of the Senate: I suppose it is about high time that I took this off the table so as to allow the lobbyists to go home. There is not much left for them to be here for, so I propose to give them a chance to go back home even though I can't go.

Now the 98th Legislature referred to the Legislative Research Committee many problems. These problems were presented to us in the form of questions to be answered as best we could. I served as a member of that committee which was ably chaired by the able and distinguished Senator from Sagadahoc, Senator Ross, and perhaps of all the problems that were entertained by us, of all the problems

that were presented to us, the one of the uninsured motorist was perhaps the most challenging. I do not think that any problem was more fully discussed or more fully studied and more fully baffled the members of the committee. The committee finally, in its wisdom, decided to set forth to this 99th Legislature as best they could the facts that were presented to them and their conclusions in the form of recommendations, not exactly recommendations but what to them were the possible solutions of the uninsured motorist problem.

I might say we were all strongly unanimous that the uninsured motorist problem was a very serious problem; we all agreed that it was a problem here in Maine and we had sufficient facts to bring out the fact that this was not only true in Maine but in every state in the Union.

We were also, I think, unanimous in our thinking that this problem would not become smaller as time went on but would become greater.

Facts and figures were hard to obtain and a lot of them were estimates. It was estimated that there are some twenty-five thousand motor vehicles on the highways of the State of Maine which are uninsured motor vehicles upon our highways. As you recall, the committee recommended to the 99th Legislature three separate pieces of legislation. One was the legislation which would require a person who buys insurance to have in his policy an added clause whereby he would insure himself against the uninsured motorist. That seemed hardly fair, because it would tend to let the uninsured motorist go about his way without any possibility of him contributing to what losses might occur. It just imposed upon those who are forthright and those who are responsible the paying of an extra premium so that they might insure themselves against the uninsured motorist. And of course it did not solve the problem of the pedestrian, the person who did not own an automobile, who received injuries, because he, not having a vehicle, could not have a clause in his insurance policy, and therefore he was not insured. That left much to be wanted. By the way, as you

know, that legislation was presented to this session of the legislature and has gone down the drain and been defeated and is no longer before us.

Another piece of legislation presented to us was one which provided for the uninsured motorist fund, whereby the uninsured motorist would contribute to a fund from which would be taken certain moneys if he became involved in an accident. As you know, that piece of legislation has gone down the drain also because of the advisory opinion received from the Supreme Court that it was unconstitutional. So the only vehicle now left before this legislature is the present bill which we are discussing; it is the only vehicle left with which something can be done to answer this problem of the uninsured motorist, a problem which we all appreciate, a problem which we all know is present, and which is not going to decrease but is going to increase. That is the only thing we can do, and if this piece of legislation is turned down then we are going back to the people of Maine and say, "Yes, we appreciate your problem, we know there is a problem, we know the problem is getting greater, but we have failed to do anything about it."

Now what impressed me the most was the testimony which was given before our committee by one of our state officials, a man who perhaps knows more about this motor vehicle insurance control than anyone in the State of Maine, in my opinion. He came before us, not on compulsory insurance, he came with another plan, but in his testimony he did say this: "Sooner or later you are going to have compulsory insurance not only in this state but in every state in the union, because it is the only full answer, the only complete answer to the uninsured motorist problem, and sometime in the future you are going to have it."

So how much better off would we be if we did place this law on our books so that we would be prepared as time goes on? I will admit that perhaps there are many bugs in the law, I will admit that perhaps it will take some years of

legislatures in the future to iron out these bugs.

Now the bill which is before you is a model after the New York law. I know what the arguments are going to be against this bill. The argument is going to be that your insurance rates are going to rise, and they are going to compare it with Massachusetts. I say that it is not fair to compare the Massachusetts law with the present law which is before you. I admit that the Massachusetts law was a badly-drawn law and badly administered, but I do not think it is fair to compare Massachusetts, congested areas and drivers with the people here in Maine. I think the type of driving and the type of people in Maine are a lot different than in Massachusetts, but they will compare them—they will give you areas in Massachusetts where the cost of insurance has gone up and up and up and say that is what is going to happen to Maine if you put it on the books. I do not believe that is true, because this same state official stated before our committee: "The insurance companies are fighting a rear-guard action. They are fighting it in every single state." And, by the way, that problem was before practically every single legislature this year. All have the same problem.

Another official said: "The insurance companies, if they wanted to put their know-how techniques and ability together could draw a law which could be administered in all fairness to themselves and to the insured motorist." However, they have chosen to fight a rear-guard action tending to stop this type of legislation because they want to continue to pick and choose as they wish.

An insurance company representative from New York, a very brilliant man — I forget which member of the committee it was, but he asked about the New York Law, and he said, "Didn't the insurance companies draw this law? The answer was "Yes. When we saw a law was going through anyway we finally set down and drew the law." So there was a case where they decided if they were going to have a law they might as well sit down and draw it. As a result, the

New York statute was drawn by the insurance companies themselves.

This problem probably does not hit home to anyone of you unless you happen to have been involved in one of these accidents. There are thousands and thousands of dollars lost every year in the State of Maine in the way of hospital bills, doctors' bills, loss of earnings. That is a tremendous loss and runs into hundreds of thousands of dollars each year and it is going to get larger as it goes along; it is not going to diminish, it is going to increase.

You may say it is just the individual that gets involved in one of these accidents. If that is true that is all right if he can afford it, but the man who cannot afford it, the poor workingman who does not have sufficient funds to pay the hospital and does not have sufficient funds to pay the hospital or to pay the doctor and who does not have sufficient funds to take care of his family while he is laid up, we must all share in that burden. If the hospital does not get paid they have got to tax those who can pay and so their rates become higher. If the doctor doesn't get paid by this man he must turn around and charge more to the man who can pay. The man who cannot afford to take care of his children will have to go to relief agencies and you and I have got to contribute. It is going to affect our own economy in taxes, the money we spend for hospitals and doctors.

I would mention two cases that I have at the present time in my own office. There are my own personal cases which I have pending in my office. If I ever get back to practicing law, I hope to be able to do something about them. I have a young man fourteen years of age who was smashed up badly in an automobile accident. The hospital bill at the present time is somewhere around \$1400; the doctor's bill is \$800. This boy has a permanent injury; he will be handicapped for the rest of his life; he will be handicapped in earning his living and he will be handicapped in whatever line of work he might attempt. And yet the automobile which struck him was uninsured.

His father is very ill and has not worked for some eight or ten years. He formerly worked in one of the local shoeshops in Lewiston. There are five other children. There is a hospital bill of \$1400 which is not going to get paid and a doctor's bill of \$800 which is not going to get paid, and this boy will be physically handicapped and will become a burden on someone. I knew the man who owned the car which hurt this boy. I went to him — he is a very fine man who works in a textile mill — and I said to him, "Why didn't you have insurance on your car? How does it happen you have a 1956 or a 1957 Buick and do not have insurance?" He says, "Well, I will tell you what happened. I went down to one of the large mercantile agencies that sell insurance and I asked for some insurance. The agent started to make out the application, and one of the questions was: 'Do you have any minor child driving your car?' The answer was 'Yes, I have a boy seventeen years old.' He says, 'I am sorry, I don't want to sell you any insurance.'" He says, "I left there and I assumed that was the way with all of them and I didn't buy any insurance." This man cannot possibly pay the hospital bill even though the operator of the car was negligent. He says, "I can't pay it. I am working in a textile mill, I have four children and I am having a hard time making a living." He can't pay the hospital bill or the doctor's bill. True, under the present statute I could bring suit against him and take his license away from him under the financial responsibility law. That won't help the doctor or the hospital or the boy who is physically handicapped for the rest of his life.

I have another case almost parallel to this, a boy sixteen years old. If in my very small law practice I have two cases presently pending in my office there must be hundreds of such cases throughout the state.

As I said before, in the arguments this is going to be compared to Massachusetts, the Maine rates are going to be compared to the Massachusetts rates. They will say that the Massachusetts rates are up way high and if you vote this bill

through it is going to happen in Maine. I say that is not so. I say the Massachusetts law is a poor law, poorly administered and badly drawn, and I say that you cannot compare the people of Maine and the type of enforcement we have in Maine with the situation in Massachusetts. I say there are controls here so we can and will do a good job on insurance. Let us assume that perhaps I do pay an extra five or ten dollars, I personally would be willing to pay it if I thought that if anything happened to me or to my loved ones or my friends they would have at least something to pay them back for the property damage and personal injury.

I now move that we accept the minority "Ought to pass" report of the committee.

Mr. WEEKS of Cumberland: Mr. President I merely rise in opposition to the motion to accept the minority ought to pass report of the committee. That report I believe was nine to one, nine being the majority ought not to pass report.

I am not going to indulge in any extended discussion of this bill. I listened very attentively to the great Senator from Androscoggin, Senator Lessard, and he makes quite a case. Everybody who has been in the law game over a period of years has run into a certain number of cases involving uninsured motorists. That doesn't mean that the uninsured motorist is always to blame, and this insurance bill is not going to correct that. Contrary to common impression, compulsory insurance does not bring one hundred per cent financial relief, for obvious reasons.

One thing it does bring about is higher rates, and everybody realizes that. Wherever it goes, the rates go up very rapidly and I don't believe there is going to be any doubt about that. There cannot be any doubt but that is what will happen here. Compulsory insurance does not cover cases where there is no legal liability; it doesn't cover out of state cars; it doesn't cover residents of the state injured outside the state. Neither does it cover cars used without permission of the owner. In other words it is not the complete answer to highway safety.

So far as I am concerned you are not going to get improvement in the highway safety conditions by passing insurance. As I was riding home the other day I picked up a youngster who must have been about nineteen years old and in the course of riding home, I keep a conversation going if I can do so, and he just happened to mention the fact that he had been in trouble with the police. I asked him what the trouble was and he said, "Oh they caught me going eighty five miles an hour in a fifteen mile zone and I didn't have any license." That is just a simple little statement as of yesterday.

Now, insurance is not going to be any cure for that kind of activity. The records show, I believe — and I will admit that statistics sometimes are odious — that compulsory insurance increases accidents because of emphasis on insurance diverting the attention of the individual from the safety angle. How many of us have heard people say, "Oh I don't care. I have got insurance. If I have an accident, why worry about it?"

I am not going to talk very much longer. There is much to be said against compulsory insurance. I know any car I ever had was covered to the hilt and I believe all responsible parties are. I dare say, without being able to back it up, but I believe that the Secretary of State did say that each year because of these financial responsibility law, more and more people are being covered. I believe he said that New Hampshire is 95 per cent covered and that we are between 80 percent and 90 per cent. As I said before, I believe the percentage is rising.

I believe also that statistics will indicate that the cost of minimum coverage will be somewhere around forty to fifty dollars and that, in Massachusetts, covers just personal injury, I understand, and does not cover out of state as I said before. I do not believe that this is the kind of law I want to pass this time. I think that very strict or more strict enforcement of the law is going to bring a good deal of improvement in our highway safety record. I don't believe that compulsory insurance is going to make



the highway safe for anybody. It is going to put an awful hardship upon some of the very people that Senator Lessard of Androscoggin was speaking about, those with low income. It may be the difference between driving the vehicle on a weekend and not driving it, if he has to pay forty to fifty dollars for an insurance premium with the prospect of paying increasingly more each year as time goes on. I believe the records of all states that have compulsory insurance, have a record of acceleration so far as your rate is concerned. I therefore oppose the motion to accept the minority ought to pass report of the committee.

Mr. STILPHEN of Knox: Mr. President and members of the Senate: I rise in support of the motion of the Senator from Androscoggin, Senator Lessard. I concur heartily with the Senator from Cumberland, Senator Weeks that the Senator from Androscoggin, Senator Lessard, has entered a good case. He has a good case. The compulsory insurance law which we are discussing this morning is something that has been kicked around in the minds of the people of Maine for several years.

The first bill regarding this particular piece of legislation was introduced in the 98th legislature and at that time our good friends from the industry flocked into Augusta and asked that a study be made of this situation. They agreed heartily with everybody, with tears streaming down their cheeks that there was a problem. The 98th Legislature agreed that they would send this to the Legislative Research Committee and at every turn of the road during the Legislative Research Committee hearings, our good friends from the insurance industry were there to throw cold water on every proposition.

Unlike the insurance industry when it came to a critical point in New York, where they passed the bill, and they turned to and helped the people in the state of New York and helped them get a good law on their books. Now this piece of legislation is patterned after the New York law, but all you heard during any hearing that have been held that I attended, was the Mas-

sachusetts Law. Now let's stop for a moment and compare the two laws. Let's compare the New York law as it is operating, with the Massachusetts Law.

First, the Massachusetts law is controlled by the state. They set the rate. The New York Law, the rates are set by the rate making bureau that is just the same as we have here today in our insurance industry. In other words, if you have insurance on your automobile with a coverage of ten and twenty, and the rate making bureau has established that as the rate and the type of insurance to be sold, you abide by it and you pay a certain rate for a certain amount of insurance. If you had that today there would be no change tomorrow if this compulsory insurance went into effect and the 22 per cent of the motorists in Maine who are not covered by any type of insurance would then be forced to buy the same type of insurance that the Maine Commission of Insurance authorizes and sets up.

The Massachusetts law is not extra territorial. In other words it is good only on the streets and the highways in Massachusetts. The type of insurance you would be buying under this particular law would be extra territorial. It would cover you anywhere in the country the same as the standard policy does. The Massachusetts law requires only a five and ten coverage. Maine has a standard of ten and twenty, and this law would do the same thing.

Let us look for a moment at the highway safety angle and I would like at this time to read to you what was written under a date line of Albany, New York, February 1, 1957:

The headline is "New York Law Piling Jalopies in Junk Yards". "The vanguard of an expected horde of jalopies hit the junk yards in New York State today. It was the first day that all motorists were required by state law to carry liability insurance. It also was the first day of compulsory safety inspection for vehicles more than four years old. The number of old cars discarded were especially noticeable in New York City and Syracuse."

Now that is what we would do here in Maine if we impose this law on an irresponsible motorist. The irresponsible man today can go down to the jalopy yard and for a ten dollar bill he can come out with a shiny new old automobile. He goes down to the board of assessments, down to the appraisers office in his city or town and for a five dollar bill he can get his excise tax. Then we have the law on our books. We are going to impose upon him a real restriction. We ask him if he is financially responsible to the effect, "Have you paid your poll tax?" He answers, "Yes". He goes from there down to the registration bureau and for fourteen dollars, we the people of the State of Maine, give him a license to go out on the highway with that old ten dollar machine. He probably owes thirty or forty dollars on the machine as a balance; he has no equity in it other than the ten dollars, and we by authority of the legislature, by authority of the laws of Maine have given him the right to go out on the highways and go about his business doing just what he wants to do without asking him any other question than "Have you paid your poll tax?"

Now what happens? He starts down the highway and he meets with you, or you, or you, some wage earner who has a family to support. He wallops his car and staves up the man who is the wage earner for a family. He puts him into the hospital. You have no recourse whatever. You can take the old jalopy? No, the man back at the garage has the equity in it and you can't take that. The man who was injured may lie in the hospital for weeks and months on end, and who is the loser? As the Senator from Androscoggin says, the hospital and society, people paying taxes. To bear that out, I would like to read to you a letter written to me by the Director of the Oxford County General Hospital:

"A review of the records in the Knox County General Hospital reveals during last year there were 43 automobile accidents treated at the hospital. Of these, 23 were discharged after emergency first aid treatment and 20 were hospitalized for further care. The total bill ren-

dered to those who were hospitalized amounted to \$8,675.13. Of this amount only \$3,480 has been paid, leaving a balance unpaid of this date, of \$5,195.13. While it is almost impossible to know the exact number of accidents which did or did not involve public liability and property damage, perhaps the following case will serve to illustrate what can and does happen. This was one patient. Patient X was involved in an accident in which there was no insurance coverage. His bill at this hospital alone was \$1325.18 on which nothing has been paid. He was later transferred to the Maine Medical Center in Portland for further treatment for which I would assume they have not received payment.

"I know at least three other cases not quite so dramatic in which there was no insurance coverage. It is my strong personal opinion that compulsory insurance would be a step in the right direction and would serve to lessen the losses incurred by hospitals in the treatment of automobile accident victims. These same people who have been injured by the irresponsible motorist may end up being a public charge. They may end up by either getting mother's aid, or getting care from the town or city in which they live and I contend that we as legislators here in Maine, by virtue of the fact that we license these men to go on the highways, that we should be responsible to see that they are responsible for their acts. We not only have that obligation but we have a moral obligation to the young men and young women of the state, the boys and girls who are sons and daughters of men who are workers, men who are going about earning their livelihood and earning the family sustenance. I claim that we owe to the youth of the state that obligation to see to it that they are taken care of no matter what happens to their fathers.

For example when we meet up with some young man or some young woman on the street after we return from our sojourn here in Augusta, and we find out that their father has been the victim of an uninsured motorist and we have them look up into our faces and say, "Mr. Senator, Mrs. Sena-

tor, have you done something over in Augusta this winter so that the same fate may not befall another that has befallen me?" I am going to leave it with you folks to stand here today and support this motion because you have a long way to go. You have conscience my friend, and as the great evangelist Billy Sunday said once, "To be alone with my conscience is hell enough for me." I therefore will leave it with you.

Mr. FARLEY of York: Mr. President and members of the Senate: Again I have got to oppose my leader. On a major bill before this legislature I have never shirked in stating my position. I have followed the Massachusetts law. I do not like it. I do not like the compulsory insurance law in Massachusetts. We have trucks that run in and out of there and we have our drivers. I think myself that when you compel people to do these things you are certainly making a lot of Barney Oldfields on the highway. The Massachusetts drivers shoot in and shoot out and they don't care where they are going, and they make business for the insurance companies. I am in the trucking business and we are paying a considerable amount of money to insure our trucks. I also assure you that we have to pay in January when there is hardly any business; we have to pay for our insurance and have to pay for our registration. I do not think that those who are insured should be penalized just because one or two accidents may happen. Let's take an accident under our Maine laws where the insurance is ten to twenty thousand and let us say that the jury verdict is seventy - five thousand dollars against the fellow who owns the automobile. Where is he going to get the rest of the money to pay for the judgment of the jury? I think when you compel people to do something you create a greater hazard on the highways than we have today. I don't like these hot-shots that have cars, but I think the majority of the people in the State are willing to go along with insurance as it is and take their chances on the rates. They try to compare Massachusetts, but I think I will stay in the State of Maine.

I have got to oppose the motion of the Senator from Androscoggin, Senator Lessard.

Mr. WYMAN of Washington: Mr. President and members of the Senate: I want to rise in support of the motion of the Senator from Androscoggin, Senator Lessard. It seems to me that we have a problem and the best known way of meeting that problem at this time is compulsory insurance. As the good Senator has said, it may not be the perfect answer but it is the best we have at this time. Now it will admittedly cost more money. However, we cannot get something for nothing, and it seems to me that the protection that this would afford to those people who are in accidents caused by uninsured motorists is well worth the small increase we might be obliged to pay in insurance premiums.

As the good Senator says, this law is patterned after the New York law and the New York law seems to be working much better than the Massachusetts law. As a member of the Research Committee, I signed a report in favor of compulsory insurance, and I certainly hope that this bill may pass.

Mr. CARPENTER of Somerset: Mr. President and members of the Senate: I rise in opposition to the motion of my good friend, the Senator from Androscoggin, Senator Lessard, on this compulsory insurance bill.

In the first place, I do not think that we here in the legislature should legislate a law to compel eighty per cent of our motorists to do exactly what they are doing today, and that is carrying liability insurance.

They speak about the New York State law, and here in the Wall Street Journal, the issue of April first it states that the insurance companies ask for an increase of forty per cent in their premiums for the first year under the compulsory plan. The state granted them a fourteen per cent increase, and there is no question in my mind but what that will go up year after year.

I was a member of this same Legislative Research Committee that had all of these many hearings on these various bills, and one of the

officials from our Insurance Department attempted to put into practice the same type of formula that would apply to Massachusetts and he figured we would have an increase of around 202 per cent. That would mean that if you are paying a forty-five or fifty-five dollar premium now you would be paying eventually some one hundred and fifty dollars. In order not to exaggerate it, let us double it and say eighty dollars, and in some localities in your different zone areas it would be considerably more than that.

Another thing we should take into consideration is that many policies are issued on a credit basis. Very few people come in and pay a premium on a policy and take it out. They either are sent the policy or they come in and apply for a policy and the policy is issued and you send them a bill.

If a compulsory insurance bill passed it would take at least the time of eight or ten of our state policemen to go and pick up plates from policyholders who had not paid their premiums and were in the process of cancellation. That would be of considerable cost to the State of Maine. Roughly, the State of Maine takes in some seventeen or eighteen million dollars probably in liability premiums, and if we here wish to impose a severe tax upon our people it will cost the public at least twenty million dollars in the next year or two, then I do not think we should fuss about raising two and a half or three million dollars for other causes.

As far as protecting the motorist, this bill calls for a ten to twenty public liability and five thousand property damage. I don't know whether there is any medical connected with it or not. People would come in with the idea that if they had to have insurance they would buy these small limits. Most of our policies today are issued 25-50, 50-100 and up to three hundred thousand. People are becoming conscious about having good, full-coverage protection.

We all know that the Massachusetts law has not worked out well. They probably have more claims pending than any other state in the

Union, and all in all it has not been a satisfactory piece of legislation.

Again, it eventually will put the state into the insurance business. The State of Massachusetts is in the insurance business now. So the State would take over private industry, which is not good business.

We have recently here in Maine had a slight reduction in rates, which would indicate to most of us that the present law is working out very adequately. We have a financial responsibility law; if a person is involved in an accident they must file a bond and also must file insurance if it amounts to over one hundred dollars. I have been in the insurance business some thirty-two years in a small town in Somerset County, in Skowhegan, and I am going to say that we have not had any problem with our uninsured motorist. Occasionally you would have a problem, but not very many in the many years I have been in business. Therefore I want to oppose the motion of my good friend, the Senator from Androscoggin, Senator, Lessard, and when the vote is taken I ask for a division.

Mr. BOUCHER of Androscoggin: Mr. President and members of the Senate: I hate to get up on this question, but I feel that I must for the reason that I fathered this present responsibility law in the legislature two years ago. I too at that time introduced a compulsory law where everybody would have to be insured, but at the hearings I was convinced that the present law is the best of the two. It is not a perfect law. I do not think the compulsory law would be any better, from what I hear and understand in other states, so I say to you: Let's leave well enough alone.

Mr. LESSARD of Androscoggin: Mr. President and members of the Senate: I would like to add that the present financial responsibility law was considered by our committee in an attempt perhaps to strengthen it. However, after much consideration and after the advice of those who know, we were told that the present law is as strong as it can be. In other words, there was some thought that perhaps we could add to the present financial responsibility law as it is on our

books and perhaps strengthen it and help abate the problem of the uninsured motorist. However, after considering the matter we found that the law was doing all it could. Therefore that does not answer the uninsured motorist problem because we have had a financial responsibility law on our books for some years, and we all agree, in spite of what the Senator from Somerset, Senator Carpenter, has said, that no one has yet offered a solution for the twenty-five thousand who are traveling on our highways without insurance. No one talks about the poor little boy, the poor man who has been injured, no one talks about the hospitals, the doctors and the loss of income that is happening to these people who are injured. As I said before, it becomes a problem when it involves you. I do not know how many here have been involved in such a problem whereby you were injured by an uninsured motorist. I have. I went through a very serious accident where an uninsured motorist was involved. Fortunately I was able to pay my own. However, it is a great loss. It is a good deal like the man whose neighbor next door is unemployed — that is the recession, but when he is unemployed that is a depression. Being an attorney, I run into it more than any of you people would, and I am sure that the good Senator from Cumberland, Senator Weeks, must have run into it. I am quite sure that in his files, like mine, he has executions around the office he would like to collect, but they just remain there and the dust gathers, because the defendant was uninsured and has no financial responsibility, and those people must suffer their own losses because the uninsured motorist is unable to pay.

Mr. ROSS of Sagadahoc: Mr. President and members of the Senate: It is very difficult for me to oppose this, because, as my good friend the Senator from Androscoggin, Senator Lessard said, even the opposition admits there is a problem, and I will be the first to admit that I feel there is a definite problem here. I was a member of the Research Committee. We had two long public hearings. We spent a great many hours in consideration

of this problem. There were hundreds of pages of data submitted to us for study, the subcommittee took the trip to Boston where we talked with the Massachusetts Commissioner. Now the majority of the committee felt that the unsatisfied judgment fund which you have heard mentioned was the best solution to this problem. But that unfortunately has never even been debated on the floor of the Senate this year, because as you may or may not know, it was declared unconstitutional.

I certainly do have concern for the 22 to 40 per cent of the motorists on our highways who carry no insurance and I also hate to leave here without finding some solution for this. But I think that this specific legislation which we are considering is a very complicated piece of legislation. Although the problem has been given a great deal of study, I doubt if this bill has been given too much study as far as the administrative procedures here in the State of Maine. I understand that this law which is copied from New York and works there fine, administrative-wise would not be workable here in the State of Maine.

Now aside from this administrative angle, and this has been mentioned before, rates of course would go up appreciably and those would go up for the eighty per cent that now carry insurance, and I just hate to have an unworkable law on our books. The problem is serious and we must eventually solve it but we should find a satisfactory solution, and not just take the path of least resistance in terms of expediency. Just to have a law on our books, clothed primarily but unrealistically as a highway safety measure does not seem sound to me so I must oppose the motion although I do admit the problem.

Mr. STILPHEN of Knox: Mr. President, we have heard quite a bit here about rates going up. I would like to analyze the rate situation as it is today for a minute. The rate making bureau and the bureau of the insurance commissioner here authorizes rate increases on public liability policies. If you and I have within our homes a young man who is our son under

twenty-five years of age, unmarried, our policies and our premiums go up appreciably. We do not hear anything about that. We haven't heard anything about it from the insurance industry. If that same young man happens to be living with us and has control of the car and is married there is another rate and if he has full control of the car and owns the car himself, then that is when they really put the works to him.

So what are they doing? What is happening here? Two years ago we had about eighteen per cent of the motorists who were uninsured here in Maine and today there are twenty-two per cent. I therefore have to disagree with the Senator from Cumberland, Senator Weeks, that the number of uninsured motorists is on the decrease, because it absolutely is not. And why isn't it? The man who has a son who is old enough to drive an automobile, gets his license and immediately his insurance rate goes up. They go up on my car when my child gets old enough to drive. And from that time until he is married or until he reaches twenty-five, my insurance rates stay up so if I am on the borderline as to whether or not I am going to have insurance, I am forced practically to go without insurance because of these increased rates and we, the people of Maine say, "Yes all right. Go ahead and drive. You can drive without any insurance, but if your son drives, your premium rates are going to practically double.

Mr. LESSARD of Androscoggin: Mr. President and members of the Senate, I want to get all the facts to you. There were three Senators who did sign on behalf of the Research Committee, Senator Wyman, myself, and Senator Haskell. We each signed the report recommending compulsory insurance. Now before the report was ready, when it was out around that it was going to be part of the report, the insurance lobbyists, the insurance companies immediately started their work, and so much so had they done their ground work to defeat this recommendation, defeat any law for compulsory insurance — the New York Law or the Massachusetts Law, even before the law was drawn, and

I say this because I don't want anyone to think that I was laboring under a misapprehension; I am not perhaps quite as stupid as I appear. It got so bad and I heard so much about it before I came to the Session that it was defeated and didn't have a chance, that I was even reluctant to present the bill, any form of legislation. And the Director of Research, Sam Slosser, said, "Al, you have got to present it. It is part of your duty as a member of the Research Committee." Having the reports throughout the whole session from the earliest days that the thing was licked because the insurance companies had done their work so well. Paul MacDonald told us that here again the insurance companies were fighting this rear guard action instead of cooperating and using their know-how and their knowledge to assist in giving us a bill which would answer the problems of the uninsured motorist.

As I said, I am not laboring under any misapprehension that perhaps the bill should never have been presented from the standpoint of trying to pass something which is good for the people of Maine. I will say that this is the last vehicle left. We have a problem. Everyone agrees there is a problem and it is not going to diminish. It is going to get larger as we go on. There are going to be more cars on the highway, more irresponsible drivers, it is going to grow and grow until such time as public opinion will be so strong that not only in this state but every state in the union, compulsory insurance will be put on the statute books. Let's for once go forward and let us be one of the first to recognize the problem and go back to the people and say, "We recognize the problem and we are going to try to do something to alleviate that problem"

Mr. WEEKS of Cumberland: Mr. President and members of the Senate, I don't intend to delay this discussion, although it is a very important subject and I dare say it could demand a good deal more of our time than has been taken already. The committee hearing was extensive and everyone all afternoon had an opportunity to talk for or against this measure. The fact

that we have already disposed of other measures before this same legislature dealing with insurance, doesn't necessarily mean that the last one on the list is any better than the others.

I want to point out too that during the last few months, you probably have all been reading the papers and just last night, a very fine young man going over the turnpike ran into an abutment and was instantly killed. Assume for instance, that he was seriously injured rather than killed, compulsory insurance would not do any hospital any good; it wouldn't do anybody any good because he was by himself and the insurance covers others and not himself. Take the four young fellows who were killed in Livermore Falls last week. Compulsory insurance wouldn't have done a bit of good for those youngsters. All of these multiple death cases you have seen, strangely enough, many of the death cases involve no contact with any other vehicle. It seems to me that the secret of highway safety is teaching, as we have recommended in our own wisdom. We have got the program going and put money into it and also we need strict enforcement of the law together with the Secretary of State's activities under the financial responsibility law.

I wish to remind the Senator from Knox, Senator Stilphen that when I referred to some figures, I quoted the Secretary of State's office and did not pretend to quote statistics on my own. That is a very dangerous habit to get into. Possibly it is also dangerous to quote somebody else's.

New York has had the law since February 1, 1957; they have lived with it for two short years and a bit more. The rate this year went up to eighteen percent; accidents increased 13.8 percent; fatalities increased; personal injuries increased 16 percent. There is one other proposition. It isn't always the jalopy that causes the accident. It isn't the jalopy probably which goes one hundred miles an hour — well, that is an extreme — but it probably doesn't go eighty miles an hour. It isn't the jalopy that causes all the accidents and it isn't the uninsured motorist that causes all the acci-

dents. This kind of insurance is not going to protect you in all respects and everybody knows it. It will guarantee to increase everybody's rates, so that the poor man you are always talking about, won't even be able to drive his car.

Mr. PARKER of Piscataquis: Mr. President, I too was a member of the Research Committee. I too listened to all of the arguments for the different bills that were before that committee and the different prospects of curbing the uninsured motorist. I did oppose the bill at that time. I still feel that this is not the answer. I am very sure that one of the two that have been mentioned by the Senator from Androscoggin, that went down the drain would, either one of them, have been a preference of mine rather than this one. I shall oppose the motion of the Senator from Androscoggin.

Mr. BRIGGS of Aroostook: Mr. President, if there is one thing that has been enlightening about this lengthy dissertation relative to compulsory insurance, it has been the oratory regarding the influence of that powerful mob, the Third House, the industrial lobby.

I wanted to rise up to tell my fellow Senators this day that I have been contacted by representatives of this group, but not very forcefully, just that the question was mentioned to me. I did not have any difficulty in replying that I have not been a friend of compulsory automotive insurance plans since prior to the time I was contacted about it, and I am not now. Although I too recognize that there is a very serious problem with this minor percentage of Maine motorists, I doubt if the end will justify the means which are being propounded.

I think that there will be as much of a "holler" from the people who see their insurance rates increase at least double in all probability, as there will be regarding our not having taken any action on this proposition. I hope that the idea of having compulsory insurance in Maine will not be successful until the matter has been given a great deal more study. I hope further that no one in this body will judge that anything which I have had to say this morning will have result-

ed from my having been contacted by a member of the industrial lobby.

The PRESIDENT: The pending question is on the motion of the Senator from Androscoggin, Senator Lessard, to accept the minority ought to pass report of the committee.

A division of the Senate was had. Seven having voted in the affirmative and twenty-one opposed, the motion did not prevail.

Thereupon, on motion by Mr. Weeks of Cumberland, the Majority ought not to pass report of the committee was accepted.

Thereupon, it was ordered that L. D. 670, bill, "An Act Providing for a Motor Vehicle Liability Insurance Law" be sent forthwith to the House.

On motion by Mr. Boucher of Androscoggin, the Senate voted to take from the table the 3rd tabled and unassigned item being Senate Report from the Committee on Appropriations and Financial Affairs: Ought not to pass, on bill, "An Act to Authorize General Fund Bond Issue in Amount of Ten Million Dollars to Provide Major Repairs, Construction and Equipment." (S. P. 200) (L. D. 539) tabled by that Senator on May 27 pending acceptance of the report; and on further motion by the same Senator, the bill was substituted for the ought not to pass report and read once.

Mr. Rogerson of Aroostook presented Senate Amendment A and moved its adoption.

The Secretary read Senate Amendment A.

Mr. PARKER of Piscataquis: Mr. President and members of the Senate, late in 1958, the Scott Paper Company gave to the State of Maine a tract of land on the shores of Moosehead Lake.

This area consisted of 576 acres with approximately four miles of shore line. When this gift was made to the state it was expected that at this session of the legislature something would be done to appropriate something for the development of this area. I could go on and speak for the need for funds to develop this park area up there, but I believe that we are all well aware of conditions over the state and

the need for additional park areas. I will only say this: that I believe unless we do appropriate some money to start this development that we are certainly heading off any possibility of additional parks being given to the State of Maine by other large landowners. For that reason I will offer Senate Amendment A to Senate Amendment A and move its adoption. Senate Amendment A to Senate Amendment A was read by the Secretary and adopted.

The PRESIDENT: The Senator from Washington, Senator Wyman, proposes a question to the Senator from Aroostook, Senator Rogerson, for a brief explanation of Senate Amendment A. The Senator may answer if he chooses.

Mr. ROGERSON of Aroostook: Mr. President, the construction program of eleven million dollars was divided into two parts, principally for the reason that one part was being financed out of surplus and the other part was being financed possibly out of a bond issue. We had five million dollars in the surplus account with which to start off the capital construction program and so that part of the program was set up in one package and it was thought that the balance, the six million dollar part of the program would be set up in the bond issue package.

When the five million dollar construction program, financed out of surplus, went to the other branch, approximately \$450,000 of that program was deleted and it was felt that rather than allow this surplus to lie unused or to use it in some other area, that it would be better to reduce the amount of the bond issue by that amount and so the bond issue which was originally planned for six million dollars was reduced by this amendment to five and a half million which takes into consideration the deletion made in the other branch.

Mr. Ross of Sagadahoc presented Senate Amendment B to Senate Amendment A and moved its adoption.

The Secretary read Senate Amendment B to Senate Amendment A.

Mr. ROSS of Sagadahoc: Mr. President and members of the Sen-



ate, as you can see this deletes the tuberculosis hospital in Fort Fairfield. I don't think this amendment would require a lengthy debate. We have heard about this proposition all session but to me, I do not see the wisdom in appropriating \$533,000 to take care of twenty-six patients and building on addition to a private hospital in Fort Fairfield. Against the advice of the Trudeau Society, the T.B. Association and other authorities, especially since in the final analysis and in future years, sanatoria may well be consolidated.

Mr. WOODCOCK of Penobscot: Mr. President, I move that the Senate recess for twenty minutes.

The motion to recess prevailed.

#### After Recess

The Senate was called to order by the President.

The PRESIDENT: The pending question is on the motion of the Senator from Sagadahoc, Senator Ross, for adoption of Senate Amendment B to Senate Amendment A.

Mr. ROGERSON of Aroostook: Mr. President, I thought I should review very quickly some of the thinking of the Appropriations Committee in considering the question of the northern Maine sanatorium. I for one, and I think most of the members of the committee assumed that the philosophy of the Health and Welfare Department was such that it appeared desirable to continue the treatment of tubercular patients in the several areas where they were being treated; not necessarily in the institutions where they were being treated, but at least in the areas.

The philosophy was one that didn't seem to indicate that centralization was the thing which was desirable at the present time. Not being a specialist in these things, and having little knowledge of professional aspects of this matter, it seemed to me that we should go along with the thinking of the department head of Health and Welfare. His recommendation was that the institution in Presque Isle be closed and that in its stead we should have a wing built adjacent to a general hospital where the state might purchase the various

services which it required and where they might have available the medical staff of the hospital to treat the patients for other ailments than T.B. Of course it is a known fact that much of the treatment which is given to tubercular patients is not for tuberculosis but for other ailments and so it is desirable that they be close to the professional services of medical men available at community hospitals where they are located.

As you know, the recommendation of the department was that Caribou — some thought was given to Presque Isle and those of us in Houlton felt that we had some rights to consideration because of our geographical location and medical facilities that we have. Fort Fairfield felt the same way and so the four communities got together and attempted to decide which would be the most suitable. Fort Fairfield had the most persuasive arguments apparently and in the balloting by the county delegations that was the site selected. I was influenced by the opinion of Health and Welfare that, professionally, treatment should be continued in outlying areas. The long range plan as I understand it consists of building at some time in the future, a wing adjacent to a general hospital, in a suitable area of the state. I think it should be borne in mind due to the fact that we have now closed Hebron, that patients in the southern part of the state, coming from the most remote area, Kittery, would have to travel approximately 130 miles to reach Fairfield, whereas the people from the most remote areas in northern Maine would have to travel more than twice that far. I think that is some argument in favor of continuing the treatment of tubercular patients in outlying areas. For those reasons, I find it necessary to move that Senate Amendment B to Senate Amendment A be indefinitely postponed.

Mr. PIERCE of Hancock: Mr. President I request a division.

Mr. CARPENTER of Somerset: Mr. President and members of the Senate, I would just like to make a few brief remarks on this amendment. I think this legislature would be way out of line in providing a

half million dollar building for the care of our T.B. patients in northern Maine. We have just abandoned Hebron at a saving of some several hundred thousand dollars and the number of patients that we do have at northern Maine would not in my estimation and my good legislative judgment and conscience, give us the belief that we should provide a half million dollar building there. Eventually I believe all of the patients should be transferred to Fairfield where they have adequate staff, and adequate equipment which is one of the things that we, as legislators, are interested in, — good treatment to get the patient well so that he may return home. Therefore I would like to go along with Senator Ross' amendment.

The PRESIDENT: The pending motion is on the motion of the Senator from Sagadahoc, Senator Rogerson, that Senate Amendment B be indefinitely postponed; a division has been requested.

A division of the Senate was had.

Seventeen having voted in the affirmative and eleven opposed, the motion prevailed.

Mr. HUNT of Kennebec presented Senate Amendment C to Senate Amendment A and moved its adoption.

The Secretary read the amendment.

Mr. HUNT of Kennebec: Mr. President, this is the bill that so many of you have heard me speak about and this is the bill that the Senator from Piscataquis, Senator Parker and I have been co-sponsoring at this session. It is based as you know upon the report of the Legislative Research Committee which was appointed by the 98th Legislature to determine the need of vocational, technical education in the state.

This bill would set up simply the pilot or initial plant in what should prove to be a system of such schools throughout the state. The location of this particular plant would be determined by the State Board of Education, and, as you have noticed by the amendment, by and with the consent of the Governor and Council. The school would probably offer some seven or eight courses, including I imagine, carpentry, automobile repairs and body work, electricity, tool making, blue

print reading and perhaps plumbing and sheet metal work. I think the value of this course has already been brought out here many times and it is a fact that at the present time in the state only about twenty to twenty-five percent of our boys and girls in high school are going on to college and yet the courses in the high schools are pretty much geared, especially in the smaller ones, for that twenty to twenty-five percent. The seventy or eighty percent of our boys and girls in school often do not find any course that particularly interests them or fits them for work after they graduate.

I had the opportunity at the first of the legislative session to visit some of these schools in Connecticut and in Massachusetts, and I want to say that the chief impression that I gathered from visiting these schools was that in both Massachusetts and in Connecticut, and I know that the same is true in New Jersey because I have heard their reports, they prepare the boys and girls who graduate from these vocational schools, to immediately step into good paying jobs. In Worcester, Massachusetts, for instance, where they have a very large school, I was informed that practically ninety-seven percent of the boys and girls who graduate from that school are being immediately placed in jobs for which they are fitted and for which they receive adequate remuneration.

This then is the purpose or one of the purposes of this school, to prepare high school students for definite job placements immediately upon graduation and those who graduate from the electrical course, the automotive course, the tool making course, any of those courses in these schools which offer four years of education, are able to step out and command good salaries.

In contrast to this there is an article which appeared in the Portland Sunday Telegram some three or four Sundays ago, which was written by Steve Riley and it is entitled:

"Those Who Quit School are Licked." The article points out that it has been the experience of those in the employment office here in the state that those boys and girls who do not graduate from high

school find it difficult both to obtain and to continue in jobs for the rest of their lives. This, I believe, is in sharp contrast to those who graduate from the type of vocational school which I have been mentioning, who having become a qualified electrician before graduation have a trade which they can show for the rest of their lives.

Another article in this last Sunday Telegram of June 7 reads as follows: "American Drop-out Problem. Nearly a million potential high school graduates will not get June diplomas". Here again I think is a value of this course. We feel that this type of education will appeal to those who have manual skills but who at the present time do not have an opportunity to perfect these skills or to become adequately trained so that they can step out into a position in the particular line which they would like.

Of course at the present time we have some courses here in our high schools but I prefer to think of them as industrial arts courses. I do not think that they attempt to prepare the high school students for particular jobs upon graduation, and that is the difference between the industrial arts program as we have it here in the state, and what I believe is the principle criteria of these out of state vocational schools.

In Massachusetts and in Connecticut both, they have a separate director of the schools who keeps in contact with industrial leaders and labor leaders and who prepares the students in that school for definite placement in local industries. As I mentioned previously the general average in Connecticut for those graduating from the vocational technical school is 92 percent placed immediately on graduation, in jobs for which they are trained.

In two Massachusetts schools which I visited, Newton and Worcester, they had an average of around 97 percent of their graduates who were immediately placed in jobs for which they were fitted. In both of the Massachusetts schools they told me that they kept records for five years after the student graduated to see how well they made out and practically all of them stayed with the job in which they were placed.

While I was there in March, a big garage came to the Worcester School and picked up five seniors who were taking automotive repair course at their Worcester School, and placed them in permanent jobs at very good pay. That was before they even graduated.

So there is a difference between the type of schools set up there and the ordinary type of industrial arts course in the high schools. You have a separate director whose yardstick of success is the number of graduates he places in industry.

These schools in New Jersey, Massachusetts and Connecticut also have on their Board of School Directors, principally, leaders in industry and labor so that your contract between the employer and the potential employee is constantly kept in mind.

Cony, of course, is one of the larger schools in the state, and yet I think an article in the Kennebec Journal on May 11 points out the very point I am trying to make here. A group of fifteen evaluators went to Cony to check on their two year vocational course, or industrial arts course as it is sometimes called and their report was that the course should be discontinued because it was not serving perhaps the purpose for which it was instituted. Certainly if a school of this size with over a thousand pupils cannot carry on in such a way that a group of impartial evaluators recommend its discontinuance, then I am sure the smaller schools in the state cannot, and so it seems to me from what little I have observed that you have to have a large population, large area in order to maintain one of these type of schools. I believe it is fair to say that the schools in Connecticut had at least a hundred thousand population in the area, and in Massachusetts it was even larger. I do not believe — and I might add parenthetically that both Mr. Emmett O'Brien, the Director of Vocational Education in Connecticut and Mr. Walter Markham, the Director of Vocational Education in Massachusetts, both stated that they felt that one of the reasons why it would be better to have the area vocational schools, as we have recommended here, rather than have

it connected with any high school, was that it required a larger area to support a school of this kind and they feel that there are probably very few cities, if any in Maine that would be large enough to support the type of school that we are talking about.

Another thing that I think we are all interested in is attracting industry. I feel that a school of this type would attract industry. In a brochure which the state of Connecticut puts out to potential industrial clients, they have listed the skill of their workers as the first and chief attribute which the state of Connecticut offers and certainly if probably the leading industrial state in the union feels that its skilled workers is its chief asset, then they have substantial backing for their viewpoint. I feel here that just the inauguration of this program and the start by commencing with one school would show to potential industrial clients that we had made a start towards providing them with the skilled labor which they would need.

Although, as I have stated, there is no definite location for this school, I cannot help thinking how well it would work in with the possible new industry which has been hinted was coming to Lewiston. If such an industry did come to Lewiston and a school of the type I am here recommending were founded there, it would be of tremendous benefit to both because the schools could be fitting students for some definite place in an existing industry and I know that the industry itself would look with favor upon having this sort of skilled labor. Unquestionably someone from the new company, as well as the other two companies in the city, would be on the Board of Directors, and the Director of the school would gear the courses as far as possible to the needs that he saw coming up in these various industries in that city.

So I feel that this is a start toward providing a pool of skilled labor and toward entering the race for new industries which every state is now entering into.

Some may say, "Well why not wait two years and study it?" As you know, those of you who heard Mr. Emmet O'Brien speak here a

short time ago, Connecticut already has had this type of education for fifty years. While we are waiting to make up our minds in the next two years, some big industry may go to another location which we could have helped to bring here in showing the proper interest in providing a training ground for skilled labor and not only would this help those who wanted to go into an industry of that kind, but it would furnish electricians, plumbers, sheet metal workers, carpenters, auto mechanics and others who, once they graduated from here, could go out and accept and gain a good paying job.

I don't think there are any here who would say that we have an overabundance of skilled auto mechanical, skilled electricians, plumbers, tool makers or other skilled workers of that type.

So I feel that this is a real step forward. I think it would help those boys and girls who do not find in the present type of course in the high schools, the type of education they want. I think it would keep some of the twenty-five to thirty percent who have been dropping out of high school, I think it would keep them in high school and studying, because here they would find the sort of thing they were interested in, and when you know that 92 percent of the graduates of the school are going to be placed in good paying jobs, then certainly you have some reason for staying on in that school. I have no reason to think that the percentage of our boys and girls here in Maine that would be placed in jobs would be any less than those in other states.

This is new. This is progressive, but at least the Senate has shown over the past few weeks that they are not afraid of something just because it has not been tried before. I was very fortunate to see almost an exact replica of this type of school in operation in Norway, Connecticut. I know it would be a tremendous thing for the State of Maine, and I hope you all will see fit to go along with me. Thank you.

Mr. DOW of Lincoln: Mr. President and members of the Senate: Having been a vocational teacher for some twelve years, I certainly know the value of vocational train-

ing and I do not stand here to oppose the merits of vocational training in the State of Maine. However, I would like to bring some things to your attention for your consideration before you make up your minds on this piece of legislation.

I would like to call to your attention the fact that last Saturday while at the University I was informed that twenty-six professors have handed in their resignations in the last few weeks. There have been one hundred and fifty-four resignations in the faculty over the past four years. It is true that these positions will be refilled but it is questionable whether the caliber of individuals to replace the men who have gone will be had. Now the reason for this is that so far we have been unable to provide money enough to meet the competition for our faculty members at this school and others and hold our good teaching personnel. Our state colleges are faced with tremendous problems and terrible conditions of overcrowding and lack of facilities. The Sinclair Act is in its infancy. I do not think any of us know what the cost of carrying out the provisions of the Sinclair Act and building construction will be in the next few years.

Now at the present time we have some forty or fifty vocational schools in operation in connection with our high school courses. I know that in thirty odd of these schools that courses are being taught automotive mechanics, electricity, carpentry, masonry, concrete work, plumbing, surveying, painting and varnishing, forgery — that is hot iron work — work with hot iron, I mean, with a forge, and cold metal and sheet metal work, and several other types of vocational work.

Now while an industrial school of the type proposed may well work to great advantage in Massachusetts and Connecticut and may have proven so, I would remind you that we are not heavily industrialized like those two states, so I think it is unwise at this time that we branch out into an entirely new field until we know where the money will come from to take care of our present educational financial problems. For that reason I most

oppose this amendment and will also ask for a division.

Mr. PARKER of Piscataquis: Mr. President and members of the Senate: I rise in support of the amendment that has been presented. I do so with the firm conviction that this is the time to make every effort on the part of the State of Maine to construct and maintain and operate a school of this type.

We have seen efforts made in the past two sessions to go part way on this type of school, which in my estimation would have been a help but never would have obtained the results that this type of school will produce. Certainly, having been a member of the committee that was appointed by the Commissioner of Education and which has held meetings for the past two years, during which time thousands of questionnaires were sent to both industry, high school principals and other points of information, that we felt that we should obtain their thinking on this type of school — the committee being made up of leaders in industry, agriculture, education and labor — it was the unanimous recommendation of that committee that at least one such school as could be constructed under this bill should be attempted at this time.

It is my firm conviction that no matter how long we wait, the next session or the session after that, before we attempt something like this, just so long are we going to wait here in the State of Maine for an opportunity to find out whether the State of Maine can prosper much faster than we are at the present time. I think all of us agree that after all the State of Maine is going to depend on our industries. Certainly we have points of prosperity in agriculture, lumbering and in other industries, but I believe that the future of the State of Maine lies in our manufacturing and repair plants.

It is not possible, of course, to establish any large number of schools. It will be years before the need for those perhaps, but certainly we are missing the boat here in the State of Maine if we do not, at this session of the legislature, provide funds to construct one such school as a pilot plant which

will indicate whether this is something that will be valuable for the State of Maine or whether although Massachusetts, Connecticut, New Jersey and other eastern states have prospered that we just do not have the type of young people here in the State of Maine that need this type of education. I cannot subscribe to that idea at all. I am sure that our young people here in Maine have the know-how and with the proper training can do something in Maine that in years to come they can point back to the 99th legislature and say, "Thanks for getting us started in the right direction. Why didn't we do it before?" Thank you.

The PRESIDENT: The pending question is on the motion of the Senator from Kennebec, Senator Hunt, that the Senate adopt Senate Amendment C to Senate Amendment A.

Mr. LEWIS of Somerset; Mr. President and members of the Senate: I rise in support of the amendment presented by the Senator from Kennebec, Senator Hunt.

I have kept pretty quiet here this session, but I feel that today I should rise in support of this amendment. I feel quite strongly for vocational schools. I think the establishment of an area vocational high school would be a great step forward in the educational field in this State. Vocational high schools are not a new idea, they were introduced in Massachusetts and other states before the first World War, and I have an idea that some have been in operation upwards of fifty years. Therefore vocational high schools have been tried and have been successful in many other states. Maine certainly would be helping high school boys and girls to obtain a vocational education and at the same time be helping industry to obtain skilled workers and the community in having good useful citizens.

Vocations are now being taught in our present high schools to some extent. Most high schools up my way have home economics and some have agriculture. The Maine Central Institute in Pittsfield, besides home economics and agriculture, has shop, and here boys learn a little carpentry work and some

tinsmithing. I assume that the larger high schools in the lower part of the state are more developed than they are in the central part of the state, but in my area this seems to be what they are teaching: agriculture, home economics and a little shop work. Therefore the present high schools do not have the size and the money to equip a vocational program, with qualified teachers, to graduate boys and girls from high school right into industry. Thus the need for an area vocational high school.

I asked my wife about vocational high schools, as she had taught home economics in vocational schools in Massachusetts for twelve years, one being in Roxbury, Massachusetts, and this is what she had to say:

"This was just for girls, so the subjects taught applied only to them. There were five trades taught at this school in Roxbury — and this was twenty years ago — plus high school level academic subjects.

"The first year was rather general. By the second year the students had decided what vocation they wished to pursue, and while a little of some of the other vocations were taught to give good background material, concentration was placed on their chosen vocation. The senior year was devoted entirely to one vocation with time spent in industry as part of their training."

She has listed some of the subjects taught. It shows that they had some high school background.

"Now vocational night schools are an important factor in education. The type of education offered is more vocational than academic, possibly, in the evening schools. Your students, however, are all there because they want the education. It is a wonderful group to work with, and much constructive teaching can be accomplished.

"This is a type of school that Maine needs very much. What better use could a building be put to than both day and night availability for vocational education?"

These are a few little notes that my wife made. I also asked a lady whom I know. She was an English teacher for a good many years in

the town of Newton, which is in Massachusetts, and she now lives up my way. I asked her what the results were over the years that she taught in Newton. She wrote down a few things — I had a little trouble in deciphering it — but she goes on to explain that a technical and vocational school was set up in one building in 1911. In 1927 Newton combined into a comprehensive high school all of the Technical High School and a few courses of the Vocational. She speaks more or less about the school situation there and she gets down to the vocational part of it, and she says: "Vocational — attracted 'hand' rather than 'book-minded.' Graduates also in demand and filled excellent positions. Courses in English, history, mathematics for practical work, sciences for practical work, printing, crafts — such as furniture making, tool making, mechanical drawing for all uses, carpenter's plans and practice, jewelry, etc. of metals and many more. These graduates and better students as well, worked part time under supervision in garages, offices, factories, construction building and so forth."

She goes on to say that it worked out well in Newton, and that it got a different brand of boys and girls that were not taking the technical courses. She says that there was a minimum of days out between entering class and graduating class. "Students learned more because work was all on the level of class members. Standards were high for work done. Pupils in demand beyond supply. There is always a job for the expert."

She went on further and said: "Careless, standardless workmen cost every employer money and prestige. I believe such attitudes are fostered by high school classes that discourage the 'best' by offering no challenge and the 'worst' by offering no challenge. Neither group wants to, and soon can't think. The hand-minded are not stupid. They can be among our finest citizens if not quenched by boredom. 'The devil finds work for idle hands to do', an adage our generation was brought up on, is more true for idle minds as well.

"I firmly believe our community would gain greatly by such a train-

ing school for high school age boys and girls."

Thus an area vocational high school would mean a lot to high school boys and girls here in Maine. It is a step forward for education in Maine. I hope you will give this serious consideration.

Mr. HUNT of Kennebec: Mr. President and members of the Senate: I just want to say one thing with regard to the point made by the good Senator from Lincoln, Senator Dow.

I have consistently and continually worked for all legislation to help the University of Maine, and I cannot possibly see how this bill is taking anything away from the University of Maine. We have had many bills here for building and equipment at the University of Maine, and I think most of them were cut. This amendment would simply add another item onto the bond issue, and I cannot see how, if it was not added, it could be appropriated to the University of Maine or any other existing school building. In other words, this is something different and apart and it has no connection with any other school or educational bill. Therefore, I feel free in saying that a vote for this does not in any way, and I do not see how it can in any way, hurt or affect any other school legislation now pending.

Mr. DOW of Lincoln: Mr. President, in answer to that, I can only say, whether it is a bond issue or whether it is current expenses, or whatever it is, it all costs money, and I just do not feel that the time is right when we should step into a brand new field until we take care of the problems that we have before us now, and those all cost money.

I would also like to say that in the thirty or forty schools now giving vocational work in high school, that from one-third to one-half of their four-year course is given to shop work.

Now it was stated that these instructors that we have at the present time were not qualified. I maintain that they are qualified. Although I have not cracked a book for five years, I stand ready to take a test on any subject of vocational work that has been men-

tioned here today, and I feel sure that I could pass that test. I feel sure that the present teachers could make a much better showing than I. I say this in defense of those teachers who have been alluded to as not being qualified for teaching the vocational work that is being taught in thirty or forty schools at the present time.

The PRESIDENT: The pending question is on the motion of the Senator from Kennebec, Senator Hunt, to adopt Senate Amendment C to Senate Amendment A.

A division of the Senate was had.

Sixteen having voted in the affirmative and eight opposed, the motion prevailed.

Thereupon, Senate Amendment A as amended by Senate Amendment A and Senate Amendment C was adopted; and under suspension of the rules, the bill was read a second time and passed to be engrossed.

Mr. Charles of Cumberland was granted unanimous consent to address the Senate.

Mr. CHARLES: Mr. President and members of the Senate: I know it is getting late and that the hour is almost one o'clock. I did jump the gun a little bit on that last motion because I did not want to have you adjourn for lunch.

My motive in presenting this little message to you today is relative to the celebration of Cumberland County Day unofficially today. I have earmarked to our other Cumberland County senators that other counties have been getting a little notoriety here and we felt a bit slighted. However, we have done a little bit of a promotional job in the last few days in securing a few items that we manufacture and produce in Cumberland County. Some of them have been distributed before you this morning. I am sure that you will enjoy them, not to extend the time of the session but to take home with you and enjoy at home. I certainly do not want to encourage any lengthier session this year.

Cumberland County has many fine features, there is no question about that. Very soon now we will be observing our 200th anniversary next year, and it is the wish and

desire of we in Cumberland County that you pass along the word to your constituents to come to Cumberland County and visit us any time, and especially during our 200th Anniversary which starts next year.

I want to particularly acknowledge the very fine cooperation given to us by the various manufacturers of these products, namely the Nissen Baking Company, Burnham & Morrill Packing Company, Humpty-Dumpty Potato Chips, the F. H. Snow Canning Company, and the H. T. Baxter Brothers Snowflake Canning Division, Brunswick, Maine. Also we have some peanuts, which I do not see on my desk at present and they have probably disappeared, but they were produced by Nuts by Nutter, Scarborough, Maine. We certainly appreciate the opportunity of bringing them before you. We would have liked to have asked for more gifts, but perhaps this small amount is sufficient to properly designate this as Cumberland County day. Thank you very much. (Applause)

Mr. DOW of Cumberland: Mr. President, it just occurred to me that in the future, possibly at the next session, that if the counties could get together and have their day all at the same time, what a feed we would have. (Laughter)

The PRESIDENT: On behalf of the Senate, it is a real pleasure to thank the Senator from Cumberland, Senator Charles, and the other distinguished Senators from Cumberland County and all of the manufacturers of the products which we have on our desks this morning for their very generous contribution and the fine display of products. We are very proud of Cumberland County and we are certainly grateful to the folks from Cumberland County for bringing these products to the Senate.

On motion by Mr. Woodcock of Penobscot.

Recessed until 2:30 P.M.

#### After Recess

The Senate was called to order by the President.

The following Communication was taken up out of order:



"To Hon. Chester T. Winslow,  
Secretary of the Senate:

The Speaker of the House today appointed the following conferees on the part of the House on the disagreeing action between the two bodies of the Legislature on Bill, "An Act to authorize the construction of housing at the University of Maine and the insurance of not exceeding \$24,000,000 of bonds of the State of Maine for the financing thereof:

Representatives:

ERVIN of Houlton  
FRAZIER of Lee  
CORMIER of Rumford

Respectfully,

HARVEY R PEASE,  
Clerk of the House."

The communication was accepted and placed on file.

On motion by Mr. Pierce of Hancock, the Senate voted to take from the table the 6th tabled item being bill, "An Act Appropriating Moneys to Effectuate Pay Plan for State Employees." (S. P. 505) (L. D. 1387) tabled by that Senator on June 5 pending consideration; and that Senator moved that the Senate recede and concur.

The motion to recede and concur prevailed.

Subsequently, on motion by Mr. Rogerson of Aroostook, the Senate voted to reconsider its action whereby the Senate voted to recede and concur; and on further motion by the same Senator, the bill was laid upon the table pending consideration, and was especially assigned for tomorrow.

The PRESIDENT: At this time the Chair recognizes in the Senate Chamber the presence of a former distinguished member of the Maine Senate, and the Chair would ask the Sergeant-at-Arms to escort the Honorable Philip Chapman of Cumberland County to the rostrum. (Applause, members rising.)

On motion by Mr. Rogerson of Aroostook, the Senate voted to take from the Special Appropriations table L. D. 490, Bill, "An Act relating to use of Draggers in Sheepscot Bay."

Mr. ROGERSON: Mr. President and members of the Senate: This bill was originally placed on the Special Appropriations Table because we had been advised that there was a cost involved in connection with this bill. We are now advised that the cost has been removed, so I now move that the bill be passed to be enacted.

The bill was thereupon passed to be enacted.

On motion by Mr. Rogerson of Aroostook, the Senate voted to take from the Special Appropriations Table L. D. 1294, bill, "An Act Relating to Use of Draggers in Penobscot Bay"; and on further motion by the same Senator, the bill was passed to be enacted.

#### Order — Out of Order

On motion by Mr. Woodcock of Penobscot,

ORDERED, the House concurring, that there be prepared after adjournment of the present session, under the direction of the Clerk of the House, a Register of all Bills and Resolves considered by both branches of the Legislature, showing the history and final disposition of each Bill and Resolve, and that there be printed six hundred copies of the same. The Clerk of the House is hereby authorized to employ the necessary clerical assistance to prepare such Register.

The Clerk shall mail a copy of the Register to each member and officer of the Legislature and the State Library shall receive such number of copies as may be required. (S. P. 513)

Which was read and passed.  
Sent down for concurrence.

#### Senate Committee Report Out of Order Committee of Conference

The Committee of Conference on the disagreeing action of the two branches of the Legislature on Bill, "An Act Relating to Definition of Tavern Under Liquor Laws." (H. P. 695) (L. D. 995) reported that they are unable to agree.

Which report was read and accepted.

Sent down for concurrence.

On motion by Mr. Wyman of Washington, the Senate voted to take from the table the 7th tabled item, being bill, "An Act Relating to Salaries of County Officials and Clerk Hire." ((S. P. 491) (L. D. 1369) tabled by that Senator on June 5 pending consideration.

The Secretary read House Amendment B to Senate Amendment A.

Mr. WYMAN: Mr. President, this amendment B to Senate Amendment A reduces the salary of the Deputy Register of Deeds in Cumberland County from \$4200 to \$4000 and I move the indefinite postponement of House Amendment B to Senate Amendment A.

The motion prevailed.

The Secretary read House Amendment C to Senate Amendment A.

Mr. WYMAN of Washington: Mr. President and members of the Senate: A few days ago we had a bill relative to the salaries of County Officers being retroactive, and at that time the bill had been indefinitely postponed in the House, and in the Senate it was passed by a rather one-sided vote. The feeling of the committee was that salaries should not be retroactive and that October 1st. would be nearly enough to have them effective.

I do not intend to debate this any further, and, in order to bring the matter to a vote I will move indefinite postponement of this amendment. However, if the amendment prevails then I would like to offer an amendment providing that salary increases, county clerk hire and salaries of county officers and salaries of municipal court judges and recorders authorized by the legislature shall not become effective until January 1st of the year following the enactment. This would begin after this biennium and it would give the county officers and delegations a chance to fix the salaries having in mind that they will not be retroactive. Therefore, in order to bring this to a vote, I now move indefinite postponement of this amendment.

The PRESIDENT: Is it the pleasure of the Senate that House Amendment C to Senate Amendment A be indefinitely postponed?

Mr. LESSARD of Androscoggin: Mr. President and members of the

Senate: I believe this amendment provides that the salaries of county officers be retroactive to January 1, 1959 in Androscoggin County. I have taken the matter up with the County Commissioners and they are perfectly satisfied and the budget has been drawn so that it could be retroactive. We are not going to have any raise in taxes this year in my county and they are perfectly satisfied. I am going to speak against the motion of the Senator from Washington, Senator Wyman.

May I ask a question? Do I understand that you have another amendment prepared that it will not become effective until when?

The PRESIDENT: The Senator from Androscoggin, Senator Lessard, proposes a question through the Chair of the Senator from Washington, Senator Wyman, and the Senator may answer if he chooses.

Mr. WYMAN of Washington: Mr. President and members of the Senate: It has always disturbed us to have the counties at so much of a variance, and so it seemed to me that if we go along this time and have the salaries, part of them retroactive, salaries in some counties retroactive and other counties not retroactive, that it would be well to pass an amendment to this bill so that beginning with the next biennium the salaries would not be retroactive, and in the meantime the county delegations would meet and fix the salaries of the various county officers and have that in mind.

Mr. LESSARD of Androscoggin: It would take effect when it became law after the legislature adjourned. That may be very well for the next legislature. However, I speak against the motion to indefinitely postpone. I speak for Androscoggin County, and other senators here can speak for their counties, because I do not know what their financial condition is.

I might add that we in Androscoggin County are on a line budget, and because of the line budget we have saved a great deal of money and we have had a reduction in the last three or four years in our county tax, and I am assured by our County Commissioners that our tax this year will not be increased and that we can take care of these

raises retroactive as of that date. Therefore I am against the motion.

Mr. STILPHEN of Knox: Mr. President and members of the Senate: I would like to say in the instance of Knox County that the entire delegation which, as you know, is not very large, met with the County Commissioners and it was agreed that the salaries should be retroactive to January 1, 1959 and the budget is all set up accordingly and everything is in harmony in Knox County, therefore I have got to oppose the motion to indefinitely postpone this amendment.

Mr. FARLEY of York: Mr. President and members of the Senate: I also am affected here in that the salaries in York County shall be retroactive to January 1, 1959. The Senator from Knox, Senator Stilphen, has spoken relative to the delegation meeting with the County Commissioners. That probably would be the easiest way to settle these salaries and we would not need a Towns & Counties Committee. Some of the counties wanted to have it retroactive to January 1st and others didn't have any notation upon any of their bills relative to when the salaries would go into operation. The committee took action upon it. As you all know, through some scheme or something that I spoke about two or three weeks ago, it got before the committee and was given consideration by the committee. The other counties which did not put it in to be retroactive were a few more than those who had put it in to be retroactive to January 1st. The committee felt that the only way to send the bill out was that the salaries would begin October 1, 1959, so we took a vote and judged it the best we could do, and this is the report that we came out with and I will stand behind the Chairman of the Towns and Counties Committee.

Mr. DOW of Lincoln: Mr. President and members of the Senate: I feel that I must agree with everything the Senator from Knox, Senator Stilphen has said that our budget in Lincoln County is based on beginning January 1st, the salaries and the whole budget. In addition in spite of that fact, the retroactive fact, in Lincoln County we were

able to cut our budget in the next two years over that of the past two years and we would like to have the retroactive clause.

The PRESIDENT: The pending question is on the motion of the Senator from Washington, Senator Wyman, that House Amendment C to Senate Amendment A be indefinitely postponed.

A viva voce vote being had, the motion did not prevail.

Thereupon, the rules were suspended and the Senate voted to reconsider its action whereby Senate Amendment A was adopted, and House Amendment C to Senate Amendment A was adopted in concurrence.

The President declared a short recess.

#### After Recess

The Senate called to order by the President.

Thereupon, with respect to L. D. 1369, Senate Amendment A as amended by Senate Amendment A and House Amendment C was adopted.

The Secretary read House Amendment L to the bill.

Mr. WYMAN: Mr. President, this makes one slight change in the salaries of Somerset County, and I understand it is agreeable to the delegation from Somerset County, and I move its adoption.

Thereupon, House Amendment L to the bill was adopted.

The Secretary read House Amendment M to the bill.

Mr. WYMAN of Washington: Mr. President and members of the Senate, House Amendment M proposes to take out of the bill that part which provides for the fees of the county officers to go direct to the counties after 1961. The reason we put that in the bill is because in some counties the fees are substantial and it is very difficult for us to fix county salaries when we don't know what the officers are getting.

In conversation just now with the good Senator from Kennebec, Senator Martin, he told me that they had one county officer who was receiving around \$1100 in fees. They eventually eliminated the fee sys-

tem in Kennebec County as they have also in Waldo and Penobscot and they have county officers on straight salary. If this amendment is indefinitely postponed, that same method will apply to all counties, but not until after 1961 and after the delegations have met again and reviewed the salary picture and made new recommendations. Therefore I move indefinite postponement of Amendment M.

The motion prevailed and House Amendment M was indefinitely postponed in non-concurrence.

Thereupon, on motion by Mr. Wyman of Washington, House Amendment O was read and adopted; Senate Amendment E was read and adopted and Senate Amendment F was read and adopted.

The bill was passed to be engrossed as amended by Senate Amendment A as amended by Senate Amendment A and House Amendment C thereto; and as further amended by Senate Amendments B, C, D, E, and F and by House Amendments L and O in non-concurrence.

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On motion by Mr. Woodcock of Penobscot,

Recessed until tonight at eight o'clock.

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**After Recess**

There being no further business to come before the Senate, on motion by Mr. Woodcock of Penobscot

Adjourned until tomorrow morning at nine-thirty o'clock.