

# MAINE STATE LEGISLATURE

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LEGISLATIVE RECORD

OF THE

*One Hundred and First  
Legislature*

OF THE

STATE OF MAINE

1963

DAILY KENNEBEC JOURNAL  
AUGUSTA, MAINE

## HOUSE

Wednesday, March 6, 1963

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

Prayer by the Rev. Mr. Everett Sjoberg of the Baptist Church, West Peru.

The journal of yesterday was read and approved.

**The SPEAKER:** The Speaker this morning has a sad duty to inform the membership of the House of the passing of a long-time member of this body, the Honorable William T. Dostie of Winslow. It behooves all of us to stand a moment or two in silent meditation in honor of this wonderful gentleman.

Thereupon, the Members stood for a moment of silence out of respect to the late Representative Dostie.

### Papers from the Senate

From the Senate: The following Order:

**ORDERED,** the House concurring, that there be paid to John S. Nelson, Representative of the Penobscot Tribe of Indians, and to Joseph A. Nicholas, Representative of the Passamaquoddy Tribe of Indians, on account of compensation, the sum of one hundred dollars (S. P. 526)

Came from the Senate read and passed.

In the House, the Order was read and passed in concurrence.

### Senate Reports of Committees Ought Not to Pass

Report of the Committee on Health and Institutional Services reporting "Ought not to pass" on Bill "An Act relating to Sale of Certain Biologics to Registered Pharmacies" (S. P. 176) (L. D. 475)

Report of the Committee on Inland Fisheries and Game reporting same on Bill "An Act relating to Use of Walkie-Talkies in Hunting Deer Prohibited" (S. P. 103) (L. D. 240)

Report of the Committee on Public Utilities reporting same on Bill "An Act relating to Election of Trustees of and Meetings of East Boothbay Water District" (S. P. 252) (L. D. 626)

Came from the Senate read and accepted.

In the House, Reports were read and accepted in concurrence.

### Ought to Pass

Report of the Committee on Business Legislation reporting "Ought to pass" on Bill "An Act relating to Insurance for U-Drive Motor Vehicles" (S. P. 351) (L. D. 1017)

Report of same Committee reporting same on Bill "An Act relating to Capital Stock of Industrial Banks" (S. P. 352) (L. D. 1018)

Report of same Committee reporting same on Bill "An Act relating to Participation Loans, Other Than Real Estate, by Savings Banks" (S. P. 357) (L. D. 1023)

Report of the Committee on Liquor Control reporting same on Bill "An Act Providing for Adult Identification Cards under Liquor Law" (S. P. 300) (L. D. 873)

Report of same Committee reporting same on Bill "An Act Providing for Issuance of Warnings to Licensees for Liquor Violations" (S. P. 329) (L. D. 994)

Report of the Committee on Towns and Counties reporting same on Bill "An Act relating to Lapsing of Funds Appropriated to Construct a Fishway at Aroostook Falls" (S. P. 163) (L. D. 439)

Report of same Committee reporting same on Bill "An Act relating to Time of Salary Payments to County Commissioners" (S. P. 284) (L. D. 798)

Report of same Committee reporting same on Bill "An Act relating to Municipal Forest Fire Suppression Costs" (S. P. 408) (L. D. 1111)

Came from the Senate with the Reports read and accepted and the Bills passed to be engrossed.

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

### Ought to Pass with Committee Amendment

Report of the Committee on Business Legislation on Bill "An Act Revising the Savings and Loan Laws" (S. P. 350) (L. D. 1016) reporting "Ought to pass" as amended by Committee Amendment "A" submitted therewith.

Came from the Senate with the Report read and accepted and the Bill passed to be engrossed as amended by Committee Amendment "A".

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

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

COMMITTEE AMENDMENT "A" to S. P. 350, L. D. 1016, Bill, "An Act Revising the Savings and Loan Laws"

Amend said Bill by deleting Section 3, sub-paragraph IV and inserting in lieu thereof the following new Sub-paragraph IV:

"IV Prepaid and Investment Shares and Accounts.

Prepaid and investment shares and accounts may be issued in units of \$200 or multiples thereof".

Committee Amendment "A" was adopted in concurrence and the Bill assigned for third reading tomorrow.

#### Referred to Committee on Judiciary

Report of the Committee on Health and Institutional Services on Bill "An Act relating to Nonjudicial Involuntary Admission Procedure of Mentally Ill" (S. P. 290) (L. D. 863) reporting that it be referred to the Committee on Judiciary.

Came from the Senate with the Report read and accepted and the Bill referred to the Committee on Judiciary.

In the House, the Report was read and accepted and the Bill referred to the Committee on Judiciary in concurrence.

#### Divided Report Tabled and Assigned

Majority Report of the Committee on Business Legislation on Bill "An Act relating to Sale of Negotiable Checks and Money Orders" (S. P. 354) (L. D. 1020) reporting "Ought to pass" as amended by Committee Amendment "A" submitted therewith.

Report was signed by the following members:

Messrs. BROWN of Hancock  
JOHNSON of Somerset  
Mrs. SPOUL of Lincoln  
— of the Senate.

Mr. MacLEOD of Brewer  
Mrs. VAUGHN of Peru  
Messrs. WATKINS of Windham  
OBERG of Bridgton  
— of the House.

Minority Report of same Committee reporting "Ought not to pass" on same Bill.

Report was signed by the following members:

Messrs. BLOUIN of Sanford  
SCOTT of Wilton  
KARKOS of Lisbon  
— of the House.

Came from the Senate with the Majority Report accepted and the Bill passed to be engrossed as amended by Committee Amendment "A".

In the House: Reports were read. (On motion of Mr. Karkos of Lisbon, tabled pending acceptance of either Report and specially assigned for Wednesday, March 13.)

#### Petitions, Bills and Resolves Requiring Reference

The following two Bills, approved by a majority of the Committee on Reference of Bills for appearance on House Calendar, less than one-tenth of the members present objecting, were received and referred to the following Committees:

##### Municipal Affairs

Bill "An Act Increasing Salary of Mayor, Providing Compensation of Councilmen and Providing Initiative and Referendum for City of Gardiner" (H. P. 997) (Presented by Mr. Hanson of Gardiner)  
(Ordered Printed)  
Sent up for concurrence.

##### Public Utilities

Bill "An Act to Extend the Charter of the Eliot Water District" (H. P. 998) (Presented by Mr. Rust of York)  
(Ordered Printed)  
Sent up for concurrence.

#### Orders

On motion of Mr. Mendes of Topsham, it was  
ORDERED, that Mr. Smith of Strong be excused from attendance for the duration of his illness.

On motion of the gentlewoman from Falmouth, Mrs. Smith, House Rule 25 was suspended for the remainder of today's session in order to permit smoking.

On motion of Mr. Wellman of Bangor, it was

ORDERED, that Rev. John Brett Fort of the St. John's Episcopal Church, Bangor, be invited to officiate as Chaplain of the House on Wednesday, May 1, 1963.

Mr. Wellman of Bangor presented the following Order and moved its passage:

ORDERED, the Senate concurring, that the Secretary of the Senate and the Clerk of the House, respectively, be authorized to furnish to each member and officer of the Senate and House postage stamps in the amount of \$10 each and express and parcel post transportation not exceeding \$5 each, and that any unexpended balance at the close of the current biennium shall be available for use in 1965. (H. P. 1000)

The Order received passage and was sent up for concurrence.

#### House Reports of Committees Leave to Withdraw

Mr. Anderson from the Committee on Inland Fisheries and Game on Bill "An Act relating to Instruction to Minors in Firearms Safety" (H. P. 588) (L. D. 826) reported Leave to Withdraw.

Mr. Hawkes from same Committee reported same on Bill "An Act relating to Legal Size of Salmon Taken from Chain of Ponds, Franklin County" (H. P. 768) (L. D. 1122)

Mr. Wade from same Committee reported same on Bill "An Act Prohibiting Ice Fishing at Night" (H. P. 646) (L. D. 902)

Reports were read and accepted and sent up for concurrence.

#### Ought Not to Pass

Mr. Benson from the Committee on Inland Fisheries and Game reported "Ought not to pass" on Bill "An Act relating to Sale of Publications of Department of Inland Fisheries and Game" (H. P. 589) (L. D. 827)

Mr. Cookson from same Committee reported same on Bill "An Act relating to Legal Length on Trout in Aroostook County" (H. P. 734) (L. D. 1063)

Mr. Roberts from same Committee reported same on Bill "An Act Increasing Size and Daily Limit of Brook Trout" (H. P. 645) (L. D. 901)

Mr. Wade from same Committee reported same on Bill "An Act Permitting Penobscot Indians a Limited Open Season on Moose on Indian Lands" (H. P. 767) (L. D. 1121)

Reports were read and accepted and sent up for concurrence.

#### Covered by Other Legislation

Mr. Hawkes from the Committee on Inland Fisheries and Game reported "Ought not to pass" on Bill "An Act relating to Taking of Smelts" (H. P. 644) (L. D. 900), as it is covered by other legislation.

Report was read and accepted and sent up for concurrence.

#### Ought to Pass in New Draft New Draft Printed

Mr. Wade from the Committee on Inland Fisheries and Game on Bill "An Act relating to Hunting of Skunks and Raccoons at Night" (H. P. 651) (L. D. 907) reported same in a new draft (H. P. 999) (L. D. 1442) under title of "An Act relating to Hunting of Skunks and Raccoons in the Daytime" and that it "Ought to pass"

Report was read and accepted, the New Draft read twice and tomorrow assigned.

#### Ought to Pass Printed Bills

Mr. Gallant from the Committee on Claims reported "Ought to pass" on Resolve in favor of Town of Burlington for Winter Road Maintenance (H. P. 270) (L. D. 364)

Mr. Benson from the Committee on Inland Fisheries and Game reported same on Bill "An Act Changing Old Orchard Beach Bird Sanctuary to Ocean Park Game Preserve and Bird Sanctuary" (H. P. 648) (L. D. 904)

Mr. Cookson from same Committee reported same on Bill "An Act relating to Open Season for Fishing

in Fish River, Aroostook County" (H. P. 813) (L. D. 1200)

Mr. Reynolds from same Committee reported same on Bill "An Act relating to Seine or Bag Net of Bait Dealers under Fish and Game Law" (H. P. 647) (L. D. 903)

Reports were read and accepted, the Bills read twice, Resolve read once, and tomorrow assigned.

#### Ought to Pass with Committee Amendment

Mr. Easton from the Committee on Education on Bill "An Act to Create the Georges Valley Community School District" (H. P. 387) (L. D. 586) reported "Ought to pass" as amended by Committee Amendment "A" submitted therewith.

Report was read and accepted and the Bill read twice.

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

COMMITTEE AMENDMENT "A" to H. P. 387, L. D. 586, Bill, "An Act to Create the Georges Valley Community School District."

Amend said Bill by striking out all of section 12 and inserting in place thereof the following:

**'Sec. 12. Authority to receive property.** Whereas the Town of Thomaston has entered into an agreement with the Maine School Building Authority under date of February 1, 1962 for constructing, furnishing and equipping a new secondary or high school building situate on the Jordan Lot, so called, in said town, to be ready for occupancy September next, and whereas it is contemplated and proposed that said school building and property shall be used for said Community High School and that the district shall acquire the same for its purposes at the termination of said lease agreement upon the fulfillment and performance of the terms thereof by said town, the trustees of the district, upon this act becoming effective as herein provided, are hereby authorized and empowered to forthwith enter into an agreement with said Town of Thomaston, upon such terms and conditions as said trustees and said Town of Thomaston shall deem proper, wherein it shall be agreed that said district may use and occupy said Community High School premises for its educational and related programs

and that said Town of Thomaston, at the expiration of said lease agreement with the Maine School Building Authority as aforesaid shall convey to said district the said Jordan Lot and buildings thereon, and the furniture and equipment of said school building, excepting and reserving, however, to said Town of Thomaston the Lura Libby School Building and land now and heretofore used in connection therewith.

The participating towns of the district are authorized to sell, convey, transfer, assign and deliver any property, real, personal or mixed, now held or used by them respectively for secondary school purposes to the district, and the district is hereby authorized to acquire, accept and receive the same.'

Committee Amendment "A" was adopted.

Under suspension of the Rules, the Bill was given its third reading, passed to be engrossed and sent to the Senate.

Mr. Cressey from the Committee on Health and Institutional Services on Bill "An Act relating to Certificate of Registration to Practice Barbering" (H. P. 730) (L. D. 1059) reported "Ought to pass" as amended by Committee Amendment "A" submitted therewith.

Report was read and accepted and the Bill read twice.

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

COMMITTEE AMENDMENT "A" to H. P. 730, L. D. 1059, Bill, "An Act Relating to Certificate of Registration to Practice Barbering."

Amend said Bill by striking out everything after the amending clause and inserting in place thereof the following:

**"Any registered barber who fails in any year to renew certificate to practice barbering shall successfully pass a regular examination conducted by the Board of Barbers before a new certificate may be issued."**

Committee Amendment "A" was adopted and the Bill assigned for third reading tomorrow.

#### Passed to Be Engrossed

Bill "An Act to Revise the Election Laws" (S. P. 518) (L. D. 1425)

Bill "An Act Providing for Oxford County Funds for Buildings for Education Programs for Retarded Children" (S. P. 521) (L. D. 1429)

Bill "An Act relating to Licenses for Discharge into Classified Waters" (H. P. 241) (L. D. 309)

Bill "An Act to Authorize the Municipalities of Eagle Lake, Fort Kent, New Canada Plantation, St. Francis Plantation and Wallagrass Plantation to Suspend the Operation of Community School District No. 1 and Reorganize as a School Administrative District" (H. P. 327) (L. D. 454)

Bill "An Act relating to Registrar of Voters of Town of Rumford Holding Other Town Offices" (H. P. 386) (L. D. 585)

Bill "An Act relating to Purchase of Equipment and Vehicles by City of South Portland" (H. P. 476) (L. D. 679)

Bill "An Act Repealing Law Relating to Appointment of Members of Police Force of the City of Brewer" (H. P. 484) (L. D. 686)

Bill "An Act Amending the Charter of the City of Portland Concerning Election Districts" (H. P. 541) (L. D. 758)

Bill "An Act Regulating Taking of Smelts in Town of Surry" (H. P. 554) (L. D. 769)

Bill "An Act Providing for Rental Fees to Convert Subdivisions of State with the State Police Teletypewriter System" (H. P. 579) (L. D. 817)

Bill "An Act Increasing Salaries of Members of Council of City of Portland" (H. P. 604) (L. D. 839)

Bill "An Act relating to Closed Season for Scallops" (H. P. 681) (L. D. 937)

Bill "An Act relating to License Plates for Disabled or Paraplegic Veterans" (H. P. 995) (L. D. 1436)

Resolve to Repeal Certain Special Resolve Pensions (H. P. 397) (L. D. 596)

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

#### Third Reader Amended

Resolve Closing Fowler Brook, Kennebec County, to all Fishing (H. P. 456) (L. D. 660)

Was reported by the Committee on Bills in the Third Reading, and read the second time.

Mr. Kent of Benton offered House Amendment "A" and moved its adoption.

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

HOUSE AMENDMENT "A" to H. P. 456, L. D. 660, Resolve, Closing Fowler Brook, Kennebec County, to all Fishing.

Amend said Resolve by striking out all of the last 2 lines and inserting in place thereof the following: 'closing to all fishing that portion of Fowler Brook in Benton from the road culvert on the Unity Road (Route 139) to its confluence with the Sebasticook River.'

House Amendment "A" was adopted and the Resolve passed to be engrossed as amended and sent to the Senate.

#### Amended Bills

Bill "An Act relating to Confering Degrees by Thomas College" (S. P. 175) (L. D. 474)

Bill "An Act relating to the Teaching of Military Tactics at the University of Maine" (S. P. 245) (L. D. 619)

Bill "An Act to Incorporate the West Paris Water District" (H. P. 392) (L. D. 591)

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

#### Tabled and Assigned

Bill "An Act relating to Portland High School Athletic Commission" (H. P. 482) (L. D. 733)

Was reported by the Committee on Bills in the Third Reading and read the third time.

(On motion of Mr. Libby of Portland, tabled pending passage to be engrossed and specially assigned for Wednesday, March 13.)

#### Tabled

Bill "An Act to Incorporate the Town of Waldoboro School District" (H. P. 548) (L. D. 764)

Was reported by the Committee on Bills in the Third Reading and read the third time.

The SPEAKER: The Chair recognizes the gentleman from Waldoboro, Mr. Waltz.

Mr. WALTZ: Mr. Speaker, I move that item 20, House Paper 548, Legislative Document 764, be tabled unassigned.

The SPEAKER: The gentleman from Waldoboro, Mr. Waltz, moves that item 20, Bill "An Act to Incorporate the Town of Waldoboro School District," be tabled unassigned.

Mr. Pease of Wiscasset requested a division.

The SPEAKER: The question before the House is the motion of the gentleman from Waldoboro, Mr. Waltz, that this item be tabled unassigned, and a division has been requested.

All those in favor of the tabling motion, will please rise and remain standing until the monitors have made and returned their count.

A division of the House was had.

One hundred eleven having voted in the affirmative and fourteen having voted in the negative, the tabling motion did prevail.

#### Tabled and Assigned

Bill "An Act relating to Rules and Regulations for Length of Duty of Drivers of Vehicles for Hire" (H. P. 677) (L. D. 933)

Was reported by the Committee on Bills in the Third Reading and read the third time.

(On motion of Mr. Minsky of Bangor, tabled pending passage to be engrossed and specially assigned for Wednesday, March 13.)

Resolve Regulating Fishing in Certain Waters in Washington County (H. P. 591) (L. D. 829)

Was reported by the Committee on Bills in the Third Reading, read the second time, passed to be engrossed as amended by Committee Amendment "A" and sent to the Senate.

#### Passed to Be Enacted Emergency Measure

An Act relating to Definition of Domestic Fowl for Tax Purposes (H. P. 255) (L. D. 324)

Was reported by the Committee on Engrossed Bills as truly and strictly engrossed. This being an

emergency measure and a two-thirds vote of all the members elected to the House being necessary, a division was had. 132 voted in favor of same and none against, and accordingly the Bill was passed to be enacted, signed by the Speaker and sent to the Senate.

#### Emergency Measure

An Act Increasing Indebtedness of Baileyville School District (H. P. 345) (L. D. 500)

Was reported by the Committee on Engrossed Bills as truly and strictly engrossed. This being an emergency measure and a two-thirds vote of all the members elected to the House being necessary, a division was had. 130 voted in favor of same and none against, and accordingly the Bill was passed to be enacted, signed by the Speaker and sent to the Senate.

#### Emergency Measure

An Act to Incorporate the South Berwick Sewer District (H. P. 347) (L. D. 557)

Was reported by the Committee on Engrossed Bills as truly and strictly engrossed. This being an emergency measure and a two-thirds vote of all the members elected to the House being necessary, a division was had. 128 voted in favor of same and none against, and accordingly the Bill was passed to be enacted, signed by the Speaker and sent to the Senate.

#### Emergency Measure

An Act to Authorize the Municipalities of Frenchville and St. Agatha to Form a School Administrative District (H. P. 434) (L. D. 639)

Was reported by the Committee on Engrossed Bills as truly and strictly engrossed. This being an emergency measure and a two-thirds vote of all the members elected to the House being necessary, a division was had. 129 voted in favor of same and none against, and accordingly the Bill was passed to be enacted, signed by the Speaker and sent to the Senate.

#### Passed to Be Enacted

An Act relating to Salaries Paid by the State to Minister of the Gospel (S. P. 156) (L. D. 432)



An Act relating to Investment of Municipal Funds (S. P. 308) (L. D. 974)

An Act relating to Rental of Space in County Buildings by State Departments (S. P. 377) (L. D. 1043)

An Act relating to Definition of "Construction" under Construction Safety Rules and Regulations (H. P. 114) (L. D. 158)

An Act relating to Sick Leave and Vacations for Full-time Employees of Sheriff's Departments (H. P. 137) (L. D. 180)

An Act Increasing the Indebtedness of the Town of Machias School District to One Hundred and Fifty Thousand Dollars (H. P. 239) (L. D. 307)

An Act relating to Disability Retirement for State Employees (H. P. 247) (L. D. 315)

An Act Clarifying Payment of Salaries of County Attorneys (H. P. 506) (L. D. 708)

An Act Changing Name of Division of Veterans Affairs to Department of Veterans Services (H. P. 507) (L. D. 709)

An Act Requiring State and Municipal Consultation on Aid to Dependent Children (H. P. 621) (L. D. 853)

An Act relating to Services for the Blind (H. P. 713) (L. D. 969)

An Act relating to Age Requirement for Aid to the Disabled (H. P. 714) (L. D. 970)

An Act relating to Federal Matching of Public Assistance Funds (H. P. 715) (L. D. 971)

An Act Repealing Provisions of State Election Laws Concerning Island Wards of City of Portland (H. P. 726) (L. D. 1055)

#### Finally Passed

Resolve in favor of Oscar Hanley of Newcastle (S. P. 49) (L. D. 99)

Resolve Regulating Fishing in Certain Waters of Somerset and Kennebec Counties (S. P. 207) (L. D. 517)

Resolve Authorizing Anthony M. Look and the A. M. Look Canning Company to Sue the State of Maine (S. P. 248) (L. D. 622)

Resolve Authorizing Attorney General to Convey Certain Land in Southport to Izetta M. Pinkham (H. P. 133) (L. D. 176)

Resolve for Removal of Old Bridge Across Mattawamkeag Riv-

er in Haynesville (H. P. 278) (L. D. 372)

Resolve Regulating Fishing for Bass in Nequasset Pond, Sagadahoc County (H. P. 290) (L. D. 384)

Resolve Regulating Fishing on Part of Moose River, Somerset County (H. P. 374) (L. D. 547)

Resolve in favor of Certain Inhabitants of Webster Plantation, Penobscot County (H. P. 402) (L. D. 601)

Resolve in favor of Pauline G. Thompson, of York (H. P. 426) (L. D. 579)

Resolve in favor of Mrs. Asa Averill of Belgrade (H. P. 427) (L. D. 580)

Resolve in favor of John Brewer of Peru (H. P. 428) (L. D. 633)

Resolve Regulating Ice Fishing in Great Pond, Cumberland County (H. P. 450) (L. D. 654)

Resolve Regulating Fishing in Cross Lake, Aroostook County (H. P. 454) (L. D. 658)

Resolve Regulating Fishing in Tingley Brook and Tributary, Jose Brook, Kennebec County (H. P. 460) (L. D. 664)

Resolve Regulating Fishing in First Chase Lake, Aroostook County (H. P. 461) (L. D. 665)

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

#### Enactor

##### Tabled and Assigned

Resolve Authorizing the Maine Defense Commission to Convey Certain Land in Presque Isle (H. P. 511) (L. D. 713)

Was reported by the Committee on Engrossed Bills as truly and strictly engrossed.

(On motion of Mr. Wight of Presque Isle, tabled pending final passage and specially assigned for tomorrow.)

Resolve Regulating Ice Fishing on Nezinscot River, Androscoggin County (H. P. 529) (L. D. 746)

Resolve Regulating Fishing in Chain of Ponds, Franklin County (H. P. 530) (L. D. 747)

Resolve Regulating Fishing in Speck Pond, Grafton, Oxford County (H. P. 535) (L. D. 752)

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

### Orders of the Day

The Chair laid before the House the first tabled and today assigned matter:

Bill "An Act relating to Ballot Inspection and Recount Procedures for Municipal Referendums." (H. P. 727) (L. D. 1056)

Tabled — February 26, by Mr. Childs of Portland.

Pending — Passage to be Engrossed.

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

Mr. CHILDS: Mr. Speaker and Members of the House: In reference to Legislative Document 1056, may I say when you first look at this bill, it certainly looks like something that would be very workable and probably would save a lot of time in many cities and towns as far as inspections and recounts are concerned. But after you read it on a second occasion and you look at it literally, and that is what we are going to have to do before we have to assume that possibly this may end up in litigation, this may end up in the Courts and the Courts would have to interpret what this bill says.

It says upon written application of ten percent of the persons who actually voted in any municipal referendum or ballot question. Now the thing that concerns me is they are talking about ten percent of the persons who actually voted. The question I ask is, how do you know who actually voted? And how are you going to prove who actually voted? Certainly using a check list is not sufficient to prove that a person voted. All a check list indicates is that a person was given a ballot; but not that he voted. It might mean that in order to be successful with that petition that they would have to bring him to Court, ten percent of the people who actually voted, to say in a vote that they did vote in that election and they voted for that particular referendum.

As you undoubtedly know on referendum questions and on ballots, there are certainly many less ballots that are cast on the referendum questions than are actually cast in the election itself. So, I submit to you that the check list itself would not be sufficient evidence that a person voted.

Number two is on check lists themselves. There is nothing in our laws at the present time that would permit a city clerk or a town clerk to use a check list for this purpose. I maintain that he would be stopped from using a check list for this purpose because the present law does not provide for it.

And the third thing that certainly concerns me, assuming that you are able to get around the first two, what is going to happen as far as compensation is concerned for these people who work on these check lists to determine the validity of ballots? Talking about cities the size of Portland which casts 30,000 votes in a general election and Lewiston probably just as many and Auburn, and Waterville etc., you are talking about ten percent; you are talking about 3,000 in Portland, 2,500 possibly in Lewiston, and certainly larger amounts in others of our cities. That would mean probably two or three days' work for either the registrar or the city clerk's office on who will be working on these. It means that their time would be taken away from their regular municipal work, and there is nothing in the bill which refers to any compensation for the time they are going to be working on a question which actually would be somewhat a vested interest and not the interest of the town.

Therefore, because of the foregoing reasons, I move that this bill and its accompanying papers be indefinitely postponed.

The SPEAKER: The question before the House is the motion of the gentleman from Portland, Mr. Childs, that item 1, Bill "An Act relating to Ballot Inspection and Recount Procedures for Municipal Referendums," be indefinitely postponed.

The Chair recognizes the gentleman from Freeport, Mr. Crockett.

Mr. CROCKETT: Mr. Speaker, Ladies and Gentlemen of the House: My good friend from Portland, Mr. Childs, knows very well that when you go to to vote, you are checked once by a ballot clerk in there. From there, you go into your booth and mark your ballot. Then when you deposit the ballot into a box, you are checked twice and I can assure you that if you have any question at all, it will turn up right then and there. So when he says how are you going to know who voted, you have your check list there. Then if you want a recount, you can have it right there and then practically. So I hope that the indefinite postponement does not prevail.

The SPEAKER: The Chair recognizes the gentleman from Fairfield, Mr. Brown.

Mr. BROWN: Mr. Speaker, it was the committee's understanding that under the present statutes there were no provisions provided for any recount in the municipal elections, and we felt as though this was an attempt to correct that situation. Our statutes protect those recounts under general, but not for municipal.

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

Mr. CHILDS: Mr. Speaker, if the particular bill stated as Mr. Crockett stated, I would certainly wholeheartedly agree with him. The bill doesn't say those who were given ballots; it says those who actually voted. I may be walking into a polling booth, I am given a ballot, I walk into the booth, I may never mark it, it doesn't mean I voted. I walk out of the booth and I deposit it in the ballot box. It doesn't necessarily mean I voted. It means I was given a ballot. I walked in the ballot booth, and I walked out and I was checked out. The bill says who actually voted. Now given a ballot does not mean that you necessarily vote. As I pointed out before, there are many less referendum ballots that actually a check mark is made on than there are for a general election. And therefore because of the way the bill

is written, I have to move again that it be indefinitely postponed.

The SPEAKER: Is the House ready for the question?

The Chair recognizes the gentleman from Southport, Mr. Rankin.

Mr. RANKIN: Has a division been requested?

The SPEAKER: It has not.

Mr. RANKIN: I move that when the vote is taken, it be taken by a division.

The SPEAKER: Is the House ready for the question? The Chair recognizes the gentleman from Anson, Mr. Viles.

Mr. VILES: I would move that this bill be recommitted back to the committee.

The SPEAKER: The question now before the House is the motion of the gentleman from Anson, Mr. Viles, that Bill "An Act relating to Ballot Inspection and Recount Procedures for Municipal Referendums," be recommitted to the Committee on Election Laws. Is that the pleasure of the House?

All those in favor will say aye; those opposed, no.

A viva voce vote being taken, the motion prevailed.

Thereupon, the Bill was recommitted to the Committee on Election Laws and sent up for concurrence.

The Chair laid before the House the second tabled and today assigned matter:

Bill "An Act relating to Licenses for Slaughterhouses." (H. P. 317) (L. D. 444) — (Filing H-43)

Tabled — February 26, by Mr. Kent of Benton.

Pending — Passage to be Engrossed.

The SPEAKER: The Chair recognizes the gentleman from Benton, Mr. Kent.

Mr. KENT: Mr. Speaker, Ladies and Gentlemen of the House: This L. D. 444, a so-called Slaughterhouse Bill, I wonder if many of us realize how tight at the present time that the slaughterhouse laws are in the State of Maine. Over the last ten years or so, the last five sessions of Legislature, laws have been passed which now are so tight that a farmer does not even have the right to sell a quarter of beef to his own hired help.

Now what has happened is that these large slaughterhouses are monopolizing the business, and it has come to a point where that if we keep on losing our small places, they will have the farmer who has beef to take to market in a position where that they can pay him anything or any price which they wish.

The other day when we had the hearing on this bill, talking with Mr. Stearns from the Alco Packing Company in the corridor afterwards, he indicated that in another ten-year period, there would be no more small slaughterhouses in the State of Maine. They would all be large federal inspected slaughterhouses. I say to you people if this thing happens, it certainly is going to be a sorry day for the farmer who puts everything that you eat onto the table.

When this slaughterhouse went into Waterville, it was indicated at that time that the farmer would have a better market for his beef, that he could take it in there without transportation or going through dealers. At the present time the farmer taking stock into this place, takes two cents a pound less than any dealer. In other words, if a dealer comes and buys stock, he is allowed two cents a pound margin. But what do you run into then? Beef is bought by the dealer, he makes his two cents a pound or more when he buys it, then the packing company and then your retail. So there you have three margins of profit made from your farmer.

I certainly do not want to oppose the amendment to this bill. The only thing that I think is that it should cover the whole State of Maine. I realize Mr. Denbow's problem in Washington County as I have talked with him, that they do not have a slaughterhouse within 300 miles, so at the present time they're at the mercy of the dealers unless they face this trucking for a long distance.

I certainly would like to see this bill pass as it was written. However, I understand that there has been a great deal of pressure put on the committee from different packing houses and that is just what is

happening to our small businesses is because these large places want to monopolize this.

I am not going to try and change this now, but I bring these things to your attention because sooner or later it is going to be a hardship on the farmer. I would move that this now be passed with the amendment which Mr. Denbow has offered unless there is support in the House to do different. I thank you.

The SPEAKER: The gentleman from Benton, Mr. Kent, now moves that item 2, Bill "An Act relating to Licenses for Slaughterhouses," House Paper 317, Legislative Document 444, be passed as amended.

The Chair recognizes the gentleman from Lubec, Mr. Denbow.

Mr. DENBOW: Mr. Speaker, Members of the House: To clarify this bill a little more thoroughly, it was put in there to correct a hardship now existing in Washington County. Actually it probably should cover the whole state, but the Department is very much against it if it covers areas in which there are already custom slaughterhouses. We are in a position where we don't have any. So the committee brought it out with the full report that it "Ought to pass" and it leaves the law existing in the rest of the state as it presently is. It changes only Washington County, and the amendment puts a two-year time limit on it to give the County itself the opportunity to have constructed proper slaughterhouses. I hope this bill will pass to be engrossed.

The SPEAKER: Is it now the pleasure of the House that this Bill be passed to be engrossed?

The motion prevailed. Thereupon, the Bill was passed to be engrossed as amended by Committee Amendment "A" and sent up for concurrence.

The Chair laid before the House the third tabled and today assigned matter:

HOUSE REPORT — Ought not to pass — Committee on Claims on Resolve to Reimburse the Town of Orient for Aid to State Paupers. (H. P. 430) (L. D. 635)

Tabled — February 27, by Mr. Williams of Hodgdon.

Pending — Acceptance of Report. On motion of Mr. Williams of Hodgdon, retabled pending acceptance of "Ought not to pass" Report and specially assigned for Thursday, March 14.

The Chair laid before the House the fourth tabled and today assigned matter:

HOUSE REPORT — Ought not to pass — Committee on Judiciary on Resolve Authorizing the Estate of Frank E. Lemli, Formerly of The Forks, Maine, to Sue the State of Maine (H. P. 382) (L. D. 551)

Tabled — February 27, by Mr. Smith of Bar Harbor.

Pending — Acceptance.

Thereupon, the "Ought not to pass" Report was accepted and sent up for concurrence.

The Chair laid before the House the fifth tabled and today assigned matter:

SENATE REPORT — Ought to pass — Committee on Highways on Bill "An Act relating to Construction of a Bridge to Span the Piscataqua River from Kittery, Maine to Portsmouth, New Hampshire." (S. P. 58) (L. D. 108)

Tabled — February 27, by Mr. Turner of Auburn.

Pending — Acceptance in concurrence.

The SPEAKER: The Chair recognizes the gentleman from Auburn, Mr. Turner.

Mr. TURNER: Mr. Speaker and Members of the House: This Act relating to Construction of a Bridge to Span the Piscataqua River from Kittery, Maine to Portsmouth, New Hampshire. The State Highway Commission is directed to make the necessary arrangements to construct a bridge and approaches spanning the Piscataqua River from Kittery to Portsmouth, New Hampshire in accordance with the recommendations contained in the report by Wilbur Smith and Associates dated November 6, 1962 which report contains a recommendation that the bridge be a high-level structure constructed about one-half mile northerly over the existing Interstate Bridge, and that the bridge be financed with federal and state funds on a ninety percent basis

matched with state moneys on a ten percent basis.

The State Highway Commission is directed to cooperate with the Federal Bureau of Public Roads and with the State of New Hampshire for the purpose of arranging for the construction of a bridge and approaches, it being understood that the State of Maine would be responsible for the construction costs for the Maine approach and for such part of the bridge as may be determined to be the responsibility of the State of Maine.

If any of you folks have got this blue book here (holding up blue book) and you turn to page ten, and this Alternate A at the top of the page would show you the bridge that is recommended.

The 100th Legislature authorized a study for the location of a bridge between Maine and New Hampshire at Kittery on the Interstate Highway 95 which is the longest span in New England running from Houlton, Maine to New York City. This study was left in the hands of the Research Committee on which we have several legislators in the House today who were members of that committee. They employed the firm of Wilbur Smith and Associates, rated as tops in the field of highway planning. This engineering firm went into every detail in this study of a third bridge. They took into consideration the traffic service, navigation, economy factors, development costs and financing. As they completed their study, the Alternate A seemed to be the answer of the high level bridge, which has the approval of the Federal Bureau of Public Roads, the Maine State Highway Commission, the New Hampshire Highway Department, the Legislative Research Committee, the Maine Good Roads Association, the Maine Trucking interests, and the unanimous support of your Highway Committee.

Being a member of the Highway Committee and having had no experience in highway planning and engineering fields, about all I could do was okay the study which seemed to me to be logical and reasonable. Ladies and gentlemen, this is your highway. It is up to you to say what you want. A bridge is something that you have got to live

with for many years to come. A modern highway needs a modern bridge, and remember this 90-10 money is all ours. The ninety percent is money which we have sent to Washington and are still sending to Washington, both in gas tax and federal taxes on tires and what not. And if we do not take advantage by these projects, this money will go to other projects in other states. I have books here and figures upon figures. I can see no point in taking up more time. I feel we will make no mistake in the passage of this act, and I so move.

The SPEAKER: The gentleman from Auburn, Mr. Turner, moves the acceptance of the "Ought to pass" Report.

The Chair recognizes the gentleman from Brownville, Mr. Ross.

Mr. ROSS: Mr. Speaker, Ladies and Gentlemen of the House: I rise in support of this bill, L. D. 108. As a freshman legislator, these million dollar figures make me slightly dizzy, but I still feel that I can recognize a bargain when I see one.

As far as I can figure out for an investment of 60 cents, you are going to get back \$13. Definitely that seems like a good investment to me. That is what is being offered to the State of Maine. Thirteen and one-half million for \$620,000, and I think that one of the points that needs clarification, and I know it does to several of the legislators that I have spoken to, is the fact that of the tolls coming off the turnpike. Now they seem to feel that the tolls are coming off tomorrow. These tolls won't be taken off until the 1980's when all bonds have been paid by the Maine Turnpike Authority and the Turnpike is free and clear. And while I am on the subject of tolls, I might add that some members of the Legislature don't seem to be too happy about paying them because I believe there was a bill in to allow the legislators to ride free on the turnpike.

For making this promise of removing the tolls, we get this 90-10 deal from the Federal Government. All we are doing in the future is making a promise that when everything is free and clear, at that time the tolls will be removed. To cut this short, I am going to quote

from an article that was in the Down East Magazine, the March issue:

"Traffic between Maine and New Hampshire will be greatly facilitated if a proposal endorsed by the Maine Legislative Research Committee is accepted by the State. The Committee favors a new Kittery-Portsmouth high-level span over the Piscataqua River to be built at a cost of about thirteen and one-half million. The plan for the new bridge to be built, one-half mile above the present structure, is one of three proposals. Alternative plans which would be more costly would require rebuilding an expansion of the toll bridge now in use. However, if the new high-level span were built, only local traffic would use the present interstate bridge and its approaches. With the aid of federal funds, the cost of the new bridge would be \$750,000 to New Hampshire and between \$620,000 to one and one-half million for Maine's share. If the bridge approaches to the privately-owned Maine Turnpike can qualify for federal funds, the cost to Maine would be the lesser figure, \$620,000."

Ladies and gentlemen, this bill came out of committee with a unanimous "Ought to pass" Report. The opponents seem to me to have a personal interest at stake in their opposition. I urge you to vote for this bridge as it is part of an ultimate goal of having a toll-free interstate highway the entire length of Maine.

The SPEAKER: Is the House ready for the question? The question before the House is the motion of the gentleman from Auburn, Mr. Turner, that the "Ought to pass" Report on Bill "An Act relating to Construction of a Bridge to Span the Piscataqua River from Kittery, Maine to Portsmouth, New Hampshire," be accepted in concurrence. Is that the pleasure of the House?

The motion prevailed, the Bill was given its two several readings and assigned for third reading tomorrow.

The Chair laid before the House the sixth tabled and today assigned matter:

SENATE REPORT — Ought to pass — Committee on Highways on

Bill "An Act relating to Issuance of Bonds of and Termination of Maine Turnpike Authority." (S. P. 56) (L. D. 106)

Tabled — February 27, by Mr. Turner of Auburn.

Pending — Acceptance in concurrence.

The SPEAKER: The Chair recognizes the gentleman from Auburn, Mr. Turner.

Mr. TURNER: Mr. Speaker and Members of the House: Under Section 1, Private and Special Laws, 1941, Section 6 of Chapter 69 of the Private and Special Laws of 1941, is amended by inserting after the first sentence a new sentence to read as follows: No bonds shall be issued on or after the effective date of this act for the purpose of constructing any unit or extension of the Turnpike not already constructed on said date. Then termination of the Authority. When all bonds and the interest thereon shall have been paid or a sufficient amount for payment of all bonds and the interest to maturity thereon shall have been set aside in trust for the benefit of the bondholders and shall continue to be held for that purpose, the Authority shall become dissolved and the Turnpike, its connecting tunnels and bridges, overpasses and underpasses, leases, rights, easements, franchises, lands and properties shall become the property of the State of Maine and all revenue therefrom become payable to the Treasurer of the State of Maine as a part of the highway funds of the State of Maine and the Turnpike, its connecting tunnels, bridges, overpasses and underpasses, shall thereafter be maintained and operated free of tolls by the State Highway Commission, and all funds of the Authority not required for the payment of the bonds and all machinery, equipment and other property belonging to the Authority appertaining to the maintenance and operation of the Turnpike shall be vested in the State Highway Commission.

Now if this bill 106 is passed, it will not affect the bonds of the Maine Turnpike Authority. The Maine Turnpike Authority will continue to collect toll revenues for

the purpose of maintaining, operating and paying off the bonds of the Authority until such time as the bonds are entirely paid, which is estimated to be in the 1980's. Passage of L. D. 106 will not affect this procedure in any way, and I move this bill be passed.

The SPEAKER: The gentleman from Auburn, Mr. Turner, moves the acceptance of the "Ought to pass" Report. Is that the pleasure of the House?

The Chair recognizes the gentleman from Kittery, Mr. Dennett.

Mr. DENNETT: Mr. Speaker and Members of the House: This morning I tell you I am very deeply interested in this bill, and I will give you my assurance there is nothing personal. It has been more or less inferred this morning that I might have a personal interest in some of these bills. I assure you such is not the case. I hold no bonds of the Maine Turnpike. Personally I shouldn't care whether or not they lived or died. But I was quite interested in the reading of the bill by the gentleman from Auburn, Mr. Turner, because I hold in my hand Legislative Document number 575 of the 99th Legislature which was introduced by the gentleman from Auburn, Mr. Turner, and it reads word for word. At that time it went to the same Committee and this committee reported unanimously "Ought not to pass." I am wondering what has caused the change of heart, because I realize the bill is the same and the arguments both for and against have not differed in the least.

I will endeavor to be brief because I do not want to take your time this morning and that was the reason why I did not rise on the item that has already been before you. There is another day coming.

This bill relative to the Turnpike can be opposed on two points, either of which is perfectly valid to send this where it belongs—down the drain. But first let me say, to bring out a point, that you are convened here today as a Legislature. You are faced with terrific problems. How many of these problems are of your own making? Very very

few. These problems have been passed onto you by previous Legislatures.

Ladies and Gentlemen of this Legislature, would you sit here today and pass on a problem such as this to a legislature 20 years hence? Would you say that 20 years from now that this legislature must do this; this legislature must do that? We do not know. We have not the slightest idea of the problems which might face the Maine Legislature 20 years hence, and here in this bill, we are telling them what to do. That is enough to defeat anything. I don't know how anybody could be so presumptuous as to say that a Legislature at a minimum of 20 years hence based on the retrospect on what the Maine Turnpike has already done in collections for the past 15 years. These bonds would not be paid off until the year 2107. They have only accumulated \$500,000 each year in the last 15 years. Now of course they all say that traffic on the Turnpike is going to increase, perhaps it will, but I am neither a prophet nor a seer. I possess no crystal ball, and I can't tell you what is going to happen 150 years from now, and I certainly can't tell you what is going to happen 20 years from now.

Now the second point, and some of it was brought out yesterday, is the constant harassment of the Maine Turnpike Authority. Why are they so anxious to get a bill through like this? The arguments were the same four years ago, that if we don't get this through we won't get any federal monies. We can't do this and we can't do that. They made their improvements; they entered into the Turnpike; they got their federal monies and they will again. I contend that this has, despite all this talking from high places in this state that you can't do this and you can't do that. The evidence is before you. They did it before, and they can do it again. There are seventy-eight million dollars in turnpike bonds outstanding. The Turnpike in 15 years has bought in and has now on hand slightly over seven million dollars eventually to pay off the bonds.

Now the whole idea is we hear about this turnout and that turnout. This is going to kill off the Turnpike in revenue. How are they going to pay these bonds off? Whether this stuff is contemplated and they say we are going to do this and we are going to do that, these bonds I doubt will even be paid in the year 2107. They may never be paid. It may become the duty of the State of Maine to pick up seventy-one million dollars. What are we wishing on future generations with a bill like this? It is deplorable; it is unthinkable that a bill like this should even be in the Legislature.

Now this Route 95 is a commendable project, but instead of fooling around with these roads that we already have and putting in duplications, they know what they can do. North of Bangor there is plenty to do. That is where roads are needed. We have roads in the southern part of the State; they are not the best roads in the world, but they serve the traveling public. And the northern part of the State is nothing. It has been suggested that Route 95 be pushed toward Houlton where it belongs, but no, for some reason they want to fool around with existing roads and so forth. Ladies and gentlemen, I am not going to impose myself upon you any longer. I hope that you see what lies before you, that you see that it could be disastrous ultimately to the State of Maine; and I now move the indefinite postponement of this bill, and when the vote is taken I ask for a division.

The SPEAKER: The question before the House now is that this Report and Bill be indefinitely postponed.

The Chair recognizes the gentleman from York, Mr. Rust.

Mr. RUST: Mr. Speaker, Ladies and Gentlemen of the House: I rise in opposition to the motion of my good friend Mr. Dennett of Kittery to indefinitely postpone this bill, and in favor of the motion of the gentleman from Auburn, Mr. Turner, for passage of this bill.

Mr. Dennett has indicated to you that he sees no need for this type of legislation. I must take a differ-



ent opinion on that particular point. Just a few moments ago, you agreed to build a high-level bridge across the river between Maine and New Hampshire. The cost figures for that particular bridge are based on so-called 90-10 financing. In that project there is \$975,000 or close to a million which is directly attributable to 90-10 on this bill. If the bonds of the Maine Turnpike are not limited so that once they are paid off that road becomes a free highway, the State of Maine will have to pay an additional million dollars for this highway bridge, and I don't think that is what you intend to do because it would be a lot better to pay our ten percent of the \$975,000 than pay the whole \$975,000.

Now what is this interstate system? The interstate system is a federal highway project based on national defense. At the present time there are 1661 miles allocated of which in 1962, 693 miles were constructed. Maine's share of the Interstate 95 project is 312 miles. The State of Maine has built 117 miles out of the 312 it has to build, and this 117 includes the Maine Turnpike from Kittery to the Falmouth exit.

Now Mr. Dennett has indicated that in the 99th Legislature there was a bill in here to do this same thing, and the Highway Committee reported it out "Ought not to pass." Well, I am sure that at that time of construction of Interstate 95, that bill was not necessary. But at the present time, there are 14 interstate highway projects scheduled between now and 1972. This is not the start of construction; this is what will be completed between now and 1972. All of those projects require connections with the Maine Turnpike, and these connections involve 7.4 million dollars of construction costs.

Now if this bill is passed so that the Turnpike will become a free road when the bonds are paid off, the State's share of that 7.4 million will be \$740,000 and not \$7,400,000. This bill is necessary to take care of this money in connection with Interstate 95 which the State is obligated to complete between now and 1972. I am sure that that is the reason that the Highway Com-

mittee has seen fit to change its opinion. These projects requiring construction in connection with the Maine Turnpike are fast approaching. One of them is in connection with this high-level bridge. That is the reason for this bill today.

Now another thing I would like to point out to you gentlemen is that there might be some thought of keeping tolls on the Maine Turnpike even after the bonds are paid off for the production of revenue. Now this, I think most of you will agree if you think about it a while, that as far as revenues such as these, toll fees, they come off and they stay off once the facilities are paid for. In fact, in many cases the tolls have been removed by the state paying the revenue bonds before the facilities have been fully paid for. I know of no instance where the toll fees have remained on a facility after it has been paid.

Now even if the toll fees were to be maintained on the Maine Turnpike after it is paid for, I feel it would produce little or insignificant revenue for the simple reason that Interstate 95 would go from Kittery to Falmouth to Brunswick to Gardiner to Augusta. And the Maine Turnpike would then be from Falmouth to Augusta. Now if you were to go over the Turnpike or Interstate 95 from Kittery to Falmouth to Brunswick to Gardiner to Augusta, or stay on the Maine Turnpike, there is a difference of 10 miles in the routes. The Maine Turnpike is ten miles longer than going on Interstate 95, and I am sure that anybody that could take a route equivalent or in fact better than the Maine Turnpike and save ten miles and save toll fees, would certainly do so.

The next point is that, take a person going from Portland to Lewiston or to Augusta, he would be much better off to go up the Interstate 95, a free route, rather than go over the Turnpike because it is shorter, faster and no cost.

So, therefore, I don't see why there would be any reason to maintain tolls on the turnpike once it was paid off.

Therefore, I hope you ladies and gentlemen of the House will keep this important fact in mind, that this bill is necessary today in con-

nection with interstate projects that are about to be built and constructed in order to get our 90-10 federal financing. Thank you.

The SPEAKER: The Chair recognizes the gentleman from Lewiston, Mr. Jalbert.

Mr. JALBERT: Mr. Speaker, I would like to second the remarks of the last speaker and the first speaker, the gentleman from Auburn, Mr. Turner. Very rarely in the many, many years that Mr. Dennett and I have served have we opposed one another, and this morning I am rather surprised at some of the comments he made. I doubt if he is losing his touch. However, he mentioned that two sessions ago in 1959, that is, this measure was presented and had a committee report straight "Ought not to pass." It just occurs to me that L. D. 110 entitled "An Act relating to Rules and Regulations in Fishing" was presented two, four, six years ago, and came out of Committee with a straight "Ought not to pass" Report, and the measure now, if my information is correct, is nestling on the Governor's desk waiting for his signature. Maybe somewhat ruefully, but facts are facts. There are those that have chided some of us for it, particularly me, but I can well remember that on six different occasions I presented a bill that would change the election law from September to November. If my memory serves me correctly, that is now a law. I can also remember that on three different occasions a bill was presented and came out of committee with a straight "Ought not to pass" Report that would give us a four-year term for Governor. There are some who might raise an eyebrow on this, but facts being facts, that is now a law. So certainly that argument is not valid.

It is certainly my understanding that over the years that roads and maintenance and construction was usually paid through the medium of gasoline tax and issuance of bonds that would be paid for that purpose. Certainly it was my understanding that the present system would eliminate itself when the time would be up. I certainly hope that the motion of the gentleman

from Kittery, Mr. Dennett, does not prevail.

The SPEAKER: The Chair recognizes the gentleman from Bath, Mr. Drake.

Mr. DRAKE: Mr. Speaker and Members of the House: I would just like to record with you ladies and gentlemen of the House, that I think it is rather presumptuous of us to try to solve the problems of the Legislature of the 1980's. I am quite confident that we will have people in the Legislature at that time who are almost as able as some of the people in this present Legislature.

We have a chance to receive \$3,000,000 in order to take care of interchanges for the turnpike, or rather Interstate 95. I would like to remind the gentleman from Kittery, Mr. Dennett, who refers to the constant harassment of the Maine Turnpike Authority that one of the prime requirements of each of these bills which we have discussed in the last two days, requires the approval of the Maine Turnpike Authority before we can go anywhere with them. I think it would be very unfortunate if we continue the tolls indefinitely on the Maine Turnpike. One member of the Turnpike Authority said that he travelled from Maine to Florida and that he went over many, many toll highways. That may be very true, but I do not think it is sound business to have a toll highway at the entrance to the state which is on the end of the line. We are trying to attract vacationists and it puts us in kind of an odd position if we make people pay indefinitely for the privilege of entering Maine.

I think this all can be summed up very nicely by quoting from a column by Leonard Cohen in the Portland Sunday Telegram of January 27, which says: "To many the choice seems to be between a \$3,000,000 bird in the hand and no bird in the bush." Thank you very much.

The SPEAKER: The Chair recognizes the gentleman from Freeport, Mr. Crockett.

Mr. CROCKETT: Mr. Speaker and Members of the House: The gentleman from Kittery, Mr. Dennett, a few minutes ago said he didn't know whether the toll would ever be taken off of the turnpike. In the past the

Legislature has always removed tolls from toll facilities controlled by the State when the bonds were paid or before they were paid. For instance the Deer-Isle-S e d g w i c k Bridge, we took that toll off last session. We cut the tolls in half on the Jonesport-Beals Island Bridge within eight months from the time the bridge was opened for traffic, despite the fact that the original toll schedule would not pay the bonds. The bridge at Westport Island, the State contributed \$185,000 to assist in paying the bonds and took the tolls off the bridge. If this L. D. is not passed, this Legislature must find \$975,000 in addition to the amount contained in the Governor's Budget for highway construction to c o n s t r u c t the approaches to the Maine Turnpike at Kittery. I hope the motion to indefinitely postpone does not prevail.

The SPEAKER: The Chair recognizes the gentleman from Biddeford, Mr. Nadeau.

Mr. NADEAU: Mr. Speaker and Members of the House: I rise in opposition to the motion of the gentleman from Kittery, Mr. Dennett.

The SPEAKER: The Chair recognizes the gentleman from Cape Elizabeth, Mr. Berry.

Mr. BERRY: Mr. Speaker and Members of the House: I think that the arguments which have been given by the opponents of the motion made by the gentleman from Kittery, Mr. Dennett, may be summed up in one word. To my mind it is the key we have this morning, and the word is "expediency." Now I can't imagine us deciding this question on that fact alone and I don't think we should consider it is expedient to say to save \$3,000,000 in hand and say we have acted for the best interests of the state. Project yourself into the future and say it was the session the tolls were taken off, or before, and imagine how you would feel about the 101st Legislature. These approaches can be financed without selling our souls. The State Highway system has two good sources of revenues in dedicated revenues and I would be the first one to maintain that the chastity of these revenues should be main-

tained. If the State suffers because certain general requirements c a n n o t be met because of the turnpike, who should pay the bill? Certainly not the State of Maine, but the turnpike should pay the bill. If this is not deemed the right way, then we have the revenues from the gas tax. These two methods are available to us and will not prevent the financing and construction of anything to do with this bridge if we reject this measure.

When I was a boy, I recall a little story about an improved way to catch rabbits. The implements consist of a stick and a carrot. You stand by the rabbit hole and hold the stick in one hand and the carrot in the other. When the rabbit sticks his head out you hit him with the stick. I don't believe we want to grab for the carrot today because we might be very, very sorry. Now we are talking in terms of revenue of over \$5,000,000. We don't know what the vehicular traffic in Maine will be fifteen or twenty years from now. We are deciding what will happen to \$10,000,000 a year. What would we do with tolls at that time? The very simple answer is we could well use them, and well use them for one thing, to maintain the 107 miles of the turnpike which at that time that Legislature will have to provide for.

I would like to read from a little editorial in a leading newspaper of this morning: "None of the bills now before the 101st Legislature is more significant, in terms of money, or of state policy, or of high principle, than L. D. 106, which is entitled "An Act relating to Issuance of Bonds of and Termination of Maine Turnpike Authority." They go on to cite figures which I shall omit, but then they say: "It is fair to guess that the net 'profit' will be \$4,000,000 annually or a little higher." They could take in far more than we are talking about at this time. I feel that the motion of the gentleman from Kittery, Mr. Dennett, should prevail.

The SPEAKER: The Chair recognizes the gentleman from Lewiston, Mr. Jalbert.

Mr. JALBERT: Mr. Speaker, in commenting, the gentleman from Cape Elizabeth, Mr. Berry, said we

have two avenues of revenue, and he mentions the gas tax. I might remind the assembly that we pay the second highest gas tax in the country. I would like us to be known as members of the 101st that went away from the permanent toll tax. I would like to also comment further, having the same paper in hand, that the article he read had other things in it which I won't read, and then he went into the effects. What he didn't read are the arguments for the passage of this measure.

The SPEAKER: The Chair recognizes the gentleman from Ellsworth, Mr. Anderson.

Mr. ANDERSON: Mr. Speaker and Members of the House: I concur with the gentleman from Kittery, Mr. Dennett, that this bill should be indefinitely postponed. We have and still are too ready to impose a burden on posterity. I hope this motion to indefinitely postpone will prevail.

The SPEAKER: The Chair recognizes the gentleman from Bangor, Mr. Wellman.

Mr. WELLMAN: Mr. Speaker and Members of the House: I have listened to this debate carefully, and as I have sat here I have tried to project myself twenty years, and the thought occurred to me that the gentleman from Lewiston, Mr. Jalbert, who I know will be sitting in that same seat in twenty or twenty-five years, I wonder if this bill is defeated today, I wonder if that gentleman will not be here leading a fight to remove those tolls. I request a division.

The SPEAKER: A division has been requested.

The Chair recognizes the gentleman from Auburn, Mr. Turner.

Mr. TURNER: Mr. Speaker, I was the last one on the Committee to really agree to this bill, but I summed it up this way: With the interest the Federal Government has got in this highway and the amount of money we are sending to the Government every month from the gas tax and what-not, I came to the conclusion that eventually after the bonds were paid off, eventually the Federal Government would take hold and would

have to maintain these roads throughout the country. It has been estimated at \$2,000,000 a year when the road is completed and the bonds are paid off and I can't help feeling but what the Federal Government will be in to help us on that. That is the reason I changed my mind and voted for this bill.

The SPEAKER: The Chair recognizes the gentleman from York, Mr. Rust.

Mr. RUST: Mr. Speaker, I would like to reiterate three points in regard to this bill. We are talking about 7.4 million state revenue or federal money and not \$3 million. To the gentlemen in the House from the counties of York and Cumberland and Androscoggin — I mean Kennebec, I'm sorry, I would like to point out that there are four projects involving Interstate 95 connections in those counties. If the bill does not pass, the state will have to spend its money and not the federal money to build those.

Now the rest of you gentlemen here who are from up-state, I will say to you that the sooner those fast connecting links are built the sooner and the faster and the more traffic you are going to get in the northern part of the State. Thank you.

The SPEAKER: The Chair recognizes the gentleman from Kittery, Mr. Dennett.

Mr. DENNETT: Mr. Speaker, just one brief moment. I will not belabor the issue, but I would like to take issue with several points.

Four years ago the same arguments were presented that we would lose this federal money on these interchanges moving the toll houses in Augusta and in Falmouth. We did not lose the federal money. I would take issue with the gentleman from Freeport, Mr. Crockett. I think he bears out the point that I am trying to put over. He mentions the Jonesport Bridge. They cut the tolls in half. Yes they did. The tolls were bringing in no where near enough to pay for the bonds, so the State is assuming payment of the bonds. It is just what I am trying to prevent is the ultimate assumption by the State of \$78,000,000 in bonds.

The SPEAKER: Is the House ready for the question? The question before the House is the motion of the gentleman from Kittery, Mr. Dennett, that Bill "An Act relating to Issuance of Bonds of and Termination of Maine Turnpike Authority" Senate Paper 56, Legislative Document 106 and the accompanying Report be indefinitely postponed. A division has been requested. All those in favor of indefinite postponement will please rise and remain standing until the monitors have made and returned the count.

A division of the House was had. Forty-three having voted in the affirmative and eighty-nine having voted in the negative, the motion did not prevail.

Thereupon, the "Ought to pass" Committee Report was accepted in concurrence, the Bill read twice and tomorrow assigned.

The Chair laid before the House the seventh tabled and today assigned matter:

AN ACT to Reconstitute School Administrative District No. 2. (H. P. 94) (L. D. 138)

Tabled—February 27, by Mr. Easton of Winterport.

Pending—Passage to be Enacted.

On motion of Mr. Easton of Winterport, retabled pending passage to be enacted and specially assigned for Thursday, March 14.

The Chair laid before the House the eighth tabled and today assigned matter:

HOUSE REPORT—Ought not to pass—Committee on Highways on Bill "An Act Extending the Powers of the Maine-New Hampshire Interstate Bridge Authority." (H. P. 439) (L. D. 644)

Tabled—February 27, by Mr. Dennett of Kittery.

Pending—Acceptance of Report.

On motion of Mr. Dennett of Kittery, the Report and the Bill were indefinitely postponed and sent up for concurrence.

The Chair laid before the House the ninth tabled and today assigned matter:

HOUSE REPORT—Ought not to pass—Committee on Highways on

Bill "An Act Authorizing the Maine-New Hampshire Interstate Bridge Authority to Prepare Plans for Construction of an Additional Bridge and Approaches Connecting Portsmouth, New Hampshire with Kittery, Maine." (H. P. 440) (L. D. 645)

Tabled—February 27, by Mr. Dennett of Kittery.

Pending—Acceptance of Report.

The SPEAKER: The Chair recognizes the gentleman from Kittery, Mr. Dennett.

Mr. DENNETT: Mr. Speaker and Members of the House: The hour is getting late and I am not going to take much time. There is only one thing that I would wish to do on this particular bill. A bridge across the Piscataqua River must be the result of concurrent and agreeing action between the States of Maine and New Hampshire. What a legislature in a neighboring state is going to do, I have no idea. I would, because of the undetermined action of the State of New Hampshire, wish to keep this bill alive. If we fail to pass this bill, or at least to keep it alive, and the State of New Hampshire refuses the high level bridge, there is nothing, there is no bridge in any way, shape or manner across the Piscataqua River, and all will be lost. By keeping this bill alive, you at least have something to hang onto. If the State of New Hampshire takes affirmative action, the bill can be kicked out the window; and that's all there is to it. But I would earnestly request that you keep it alive to see what happens so that we might have something to hang onto in case of disagreeing action in New Hampshire, and with that only in mind I would now move that the bill be substituted for the report.

The SPEAKER: The gentleman from Kittery, Mr. Dennett, moves that the Bill be substituted for the "Ought not to pass" Report.

The Chair recognizes the gentleman from Auburn, Mr. Turner.

Mr. TURNER: Mr. Speaker, I was kind of amused when my good friend said "keep it alive." I didn't know as any bill was ever killed here. You can always go and pick them out of the hopper most

anytime you want to; call them out of the legislative files or dig them out of the ditch. So I can't see any mood or any reason for tabling this. It costs around three dollars, three dollars and a half a day, to keep this thing printed on the calendar; and we can always dig it out somewhere. So I move that it be indefinitely postponed.

The SPEAKER: The question now before the House is the motion of the gentleman from Auburn, Mr. Turner, that the Report and Bill be indefinitely postponed.

Mr. Dennett of Kittery requested a division.

The SPEAKER: A division has been requested. All those in favor of indefinite postponement of the Report and the Bill will rise and remain standing until the monitors have made and returned the count.

A division of the House was had. Seventy-one having voted in the affirmative and forty-eight having voted in the negative, the Report and Bill were indefinitely postponed and sent up for concurrence.

The Chair laid before the House the tenth tabled and today assigned matter:

HOUSE MAJORITY (7) REPORT—Ought not to pass—MINORITY (2) REPORT—Ought to pass—Committee on Election Laws on Bill "An Act relating to Nomination of Primary Candidates at State Conventions." (H. P. 804) (L. D. 1191)

Tabled—February 28, by Mr. Viles of Anson.

Pending—Acceptance of Either Report.

The SPEAKER: The Chair recognizes the gentleman from Anson, Mr. Viles.

Mr. VILES: Mr. Speaker, I have discussed this with the House chairman of the committee and other members. I would like to offer an amendment to the bill and I would move now the acceptance of the Minority "Ought to pass" Report.

Thereupon, the Minority "Ought to pass" Report was accepted, the Bill read twice and tomorrow assigned.

The Chair laid before the House

the eleventh tabled and today assigned matter:

HOUSE REPORT "A"—Ought to pass—HOUSE REPORT "B" — Ought not to pass—Committee on State Government on Bill "An Act relating to Location of Office of Board of Harbor Commissioners for the Harbor of Portland." (H. P. 502) (L. D. 704)

Tabled—February 28, by Mr. Brown of South Portland.

Pending—Motion of Mr. Berry of Cape Elizabeth to Accept Report "B."

The SPEAKER: The Chair recognizes the gentleman from South Portland, Mr. Brown.

Mr. BROWN: Mr. Speaker and Ladies and Gentlemen of the House: This is not an earth-shaking proposition in itself, but so that you might understand what has transpired in regard to this bill, I probably should give you a little background. There are four Harbor Commissioners, from act of the Legislature in 1917, I believe. Two of these Harbor Commissioners are paid by the City of Portland; two are paid by the City of South Portland. Their salary is \$200 per year. This is the only money that they're paid outside of issuing permits and charging fees for these permits. If they have to maintain an office in Portland, they will have to hire this office.

The last office — they are now in South Portland rent free. If they go back to paying in Portland, to live up to the law that is now written on the books, their last rent was eight or nine hundred dollars a year. The rent went up. They were in the red. They had to do something. They had to get more tax dollars or go up on their fees which were in some cases quite high.

At the hearing — all they are asking, that they be permitted to stay where they are, which I agree with the present laws of the State is against the law. And they would like this law to be changed, so they can maintain a rent-free office in South Portland. At the committee hearing, nobody appeared in person against this L. D., but I understand a letter from the City of Portland

was left with the Committee. Its contents I do not know.

With this I hope that you gentlemen will give these people who have found a method of saving tax dollars, a chance to have a rent-free office. I hope that the motion of my good friend from Cape Elizabeth, Mr. Berry, does not prevail.

The SPEAKER: The pending question is the motion of the gentleman from Cape Elizabeth, Mr. Berry, that Report "B" be accepted.

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

Mr. LIBBY: Mr. Speaker, I have in hand the letter referred to by the gentleman from South Portland, Mr. Brown. I wish to report the feelings of the Portland City Council in this matter, and I will read in part. The Council is opposed to this bill for the following reasons:

"1. The authority and responsibilities of the Board of Harbor Commissioners is centered solely around the harbor of Portland which is located between the Cities of Portland and South Portland. No other community in the greater Portland area has any direct interest in or responsibility for the harbor of Portland.

"2. The public costs of the Board of Harbor Commissioners are borne by the Cities of Portland and South Portland. South Portland contributes each year the sum of \$400, representing the annual salary of two harbor commissioners at \$200 apiece. The City of Portland, on the other hand, contributes each year the sum of \$1,300, which represents the salaries of its two commissioners, plus the salary of the harbor master (\$800) and the assistant harbor master (\$100). This division of the public cost recognizes the greater relative importance of the City of Portland's interest in the harbor of Portland.

"3. A majority of the activity of the harbor master and the harbor commissioners is engendered by that portion of the harbor of Portland located within the limits of the City of Portland where virtually all general cargo and miscellaneous (non-oil) harbor activity is centered."

Ladies and gentlemen, I do not understand the status of the rent-free office in South Portland. They have obviously been there without permission of this Legislature. Perhaps it is a very necessary expediency but that is history. There is no guarantee that this will remain free in the future. Mr. Speaker, I concur with the gentleman from Cape Elizabeth, Mr. Berry, in that Report "B" should pass.

The SPEAKER: The Chair recognizes the gentleman from Winthrop, Mr. Thaanum.

Mr. THAANUM: Mr. Speaker, as a member of the State Government Committee, we went over this very carefully and we had this letter from Portland that has been mentioned by the gentleman from South Portland; and I just want to state to the House the feelings of the committee, that we felt that inasmuch as most of the longshoremen's business which is the unloading business of the freight in Portland harbor is on the Portland side, and there was a request from the City of Portland that they would like to return back to the particular position that they are in now, that the committee — a great majority of the committee — felt that the office should remain in Portland — that the law should provide that the office should remain in Portland. I just want to make that explanation. I don't think that it's any great momentous question as was said by the gentleman from South Portland, but I did want to explain the committee's feelings in the matter.

The SPEAKER: The Chair recognizes the gentleman from South Portland, Mr. Gill.

Mr. GILL: Mr. Speaker, as a Representative of South Portland I would like to comment on this briefly. All I can say in favor of — perhaps that isn't the way to say it, but I will say that in favor of this bill I feel the fact that the Harbor Commissioners are not paying the taxpayer's dollar out of rent, that it should be considered and that this location is just across the bay from where it would be in Portland.

The SPEAKER: The Chair recognizes the gentleman from South

Portland, Mr. Brown, who has spoken twice, and the Chair understands that he would like permission to speak a third time. Is there objection? The Chair hears none and the gentleman may proceed.

Mr. BROWN: Mr. Speaker and Members of the House: I would like to make a few points. First off, the bill is before you because of the unanimous vote of the Harbor Commission. In regard to the \$1,300 that is spoken about in the letter I referred to, \$400 of that is for the Commissioners, \$900 of that is for the Harbor Master — it is for the Harbor Master and the Deputy Harbor Master, which is paid by the City of Portland which retains complete control of the Harbor Master. The only function of the Commission is to recommend the appointments of the Harbor Master and Deputy Harbor Master, which must be approved by the City of Portland and they are under the City of Portland's complete jurisdiction.

Now the only thing that I am asking is, we are supposed to be cautious of the taxpayer's dollar whether it be state or federal or whatever it may be, and here is a Commission supported by the State that is trying to save some money. Do we want them to do it or do we want Portland to come up and pay the rent, or do we want the State to come up and pay the rent? Those are the questions you must decide in your minds.

The SPEAKER: The question before the House is the motion of the gentleman from Cape Elizabeth, Mr. Berry, that Report "B" "Ought not to pass" on Bill "An Act relating to Location of Office of Board of Harbor Commissioners for the Harbor of Portland," House Paper 502, Legislative Document 704, be accepted. Is the House ready for the question? All those in favor of the motion will say aye; those opposed, no.

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

Thereupon, Report "A" "Ought to pass" was accepted, the Bill read twice and tomorrow assigned.

The Chair laid before the House

the twelfth tabled and today assigned matter:

AN ACT Providing for a Two-year Motor Vehicle Operator's License. (H. P. 355) (L. D. 508)

Tabled—February 28, by Mr. Edwards of Raymond.

Pending—Passage to be Enacted.

Thereupon, on motion of Mr. Edwards of Raymond, passed to be enacted, signed by the Speaker and sent to the Senate.

The Chair laid before the House the thirteenth tabled and today assigned matter:

Bill "An Act to Provide Aid to Blind Persons in Voting." (H. P. 206) (L. D. 275) — In House Read the Third Time with House Amendment "A" (Filing H-75)

Tabled—March 5, by Mr. Wellman of Bangor

Pending—Passage to be Engrossed

On motion of Mr. Crockett of Freeport, retabled pending passage to be engrossed and specially assigned for Wednesday, March 13.

The SPEAKER: The House is proceeding under orders of the day.

Mr. MacLeod of Brewer was granted unanimous consent to address the House briefly.

Mr. MacLEOD: Mr. Speaker and Members of the House: Yesterday on the Floor of this House, I made reference to several areas of State Government where I thought substantial economies could be effected. One of the areas was in the liquor stores of the State. I have since found that I had misinformation as to the number of stores. I used the figure of approximately 150. I find there are 70 odd stores, so the economy in dollars I mentioned of \$750,000 a year was too high, probably in the neighborhood of \$400,000 instead of a million and a half for the biennium. So it appears I would have to look in several other areas of State Government to make up the difference. Thank you.

Mr. Tyndale of Kennebunkport was granted unanimous consent to address the House briefly.

Mr. TYNDALE: Mr. Speaker, Ladies and Gentlemen of the House:



As a Republican Member of this House, I personally would like to pay tribute to a chap who sat only a few seats away from me, Bill Dostie. I know you will join me in saying that we will miss Bill. He was not only a very capable Legislator, but a gentleman in every respect. He would listen to reason if you argued with him. He

was always able to say yes or no, disregarding party lines. I just want to pass on these few words of tribute to this grand gentleman. Thank you.

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On motion of Mr. Susi of Pittsfield,

Adjourned until one o'clock tomorrow afternoon.