

# MAINE STATE LEGISLATURE

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LEGISLATIVE RECORD

OF THE

*One Hundred and Second  
Legislature*

OF THE

STATE OF MAINE

1965

DAILY KENNEBEC JOURNAL  
AUGUSTA, MAINE

**SENATE**

Wednesday, April 14, 1965

Senate called to order by the President.

Prayer by Rev. George E. Whittier, Togus Chaplain.

On motion by Mr. Dunn of Kennebec, the Journal of yesterday was Read and Approved.

**Papers from the House****Non-Concurrent Matters**

Bill, "An Act Relating to Chiropractic Treatment Under Workmen's Compensation Law." (S. P. 95) (L. D. 262)

In Senate, March 19, Passed to Be Engrossed.

In House, April 7, Indefinitely Postponed in Non-concurrence.

The Senate on April 9 voted to Insist.

The House, on April 13, Voted to Adhere.

In the Senate:

Mr. GLASS of Waldo: Mr. President, I move that the Senate recede and concur.

Mr. O'LEARY of Oxford: Mr. President, I would move that this be tabled.

Mr. GLASS of Waldo: Mr. President, may I inquire through the Chair, if the Senator from Oxford, Senator O'Leary would assign a day?

The PRESIDENT: The Senator from Waldo, Senator Glass, directs an inquiry through the Chair to the Senator from Oxford, Senator O'Leary who may answer if he so desires.

Mr. O'LEARY: Mr. President, I would assign April 28.

Mr. JUTRAS of York: Mr. President, I ask for a division.

A division of the Senate was had.

21 having voted in the affirmative and 6 opposed, the motion prevailed and the bill was tabled pending consideration and was especially assigned for April 28.

Bill, "An Act Relating to Hunting by Non-resident Aliens." (H. P. 699) (L. D. 937)

In House, March 31, Passed to Be Engrossed As Amended by House Amendment "B" (H-161)

In Senate, April 9, Passed to Be Engrossed As Amended by House Amendment "B" and by Senate Amendment "A" (S-106) in Non-concurrence.

Comes from the House Indefinitely Postponed in Non-Concurrence.

In the Senate, on motion by Mr. Manuel of Aroostook, the Senate voted to reconsider its former action whereby the bill was passed to be engrossed, and to further reconsider its action whereby Senate Amendment "A" was adopted; on further motion by the same Senator, Senate Amendment "A" was indefinitely postponed, and the bill as amended by House Amendment "B" was passed to be engrossed in non-concurrence.

Sent down for concurrence.

Bill, "An Act Relating to Publication of Notice of Hearings on Rules and Regulations of Department of Inland Fisheries and Game." (H. P. 815) (L. D. 1106)

In House, April 2, Passed to Be Engrossed.

In Senate, April 9, Passed to Be Engrossed in concurrence.

Comes from the House, Engrossment Reconsidered, and Passed to Be Engrossed As Amended by House Amendment "A" (H-192) in Non-concurrence.

In the Senate, that body voted to recede and concur.

Bill, "An Act Providing for Penobscot County Funds for Buildings for Education Programs for Retarded Children." (H. P. 16) (L. D. 16)

Committee on Towns and Counties reported out a divided report: 8 members voted to Refer the Bill to the Committee on Appropriations and Financial Affairs, and 2 voted Ought Not to Pass.

In House, April 2, Recommitted to the Committee on Towns and Counties.

In Senate, April 6, referred to the Committee on Appropriations and Financial Affairs in Non-concurrence.

Comes from the House, Bill substituted for the Report and Passed to Be Engrossed in non-concurrence.

In the Senate:

Mr. O'LEARY of Oxford: Mr. President, I move that the Senate recede and concur.

Thereupon, on motion by Mr. Snow of Cumberland, the bill was tabled pending the motion by Mr. O'Leary to recede and concur, and was especially assigned for the next legislative day.

Mrs. Chisholm of Cumberland presented

**JOINT RESOLUTION** Requesting State Government, When Planning For Public Buildings, to Provide Certain Facilities for Handicapped Citizens.

WHEREAS, many of our Maine citizens have physical limitations; and

WHEREAS, the services and talents of our handicapped citizens are a necessary part of the growth potential of Maine's gross product; and

WHEREAS, the Federal Government and the governments of several other states have successfully promoted programs involving the architectural design of government buildings to accommodate the physically handicapped; and

WHEREAS, the architectural design of buildings accommodating the physically handicapped can be made with little or no increase in construction cost; and

WHEREAS, the Governor's Committee on Employment of the Handicapped has requested that all Maine State Departments and agencies be aware of the contributions they can make in employing handicapped people; now, therefore, be it

**RESOLVED:** That the Legislature of Maine endorses the Architectural barriers project and requests that all State Departments, when planning the construction of buildings, specify in the design of such buildings that the needs of handicapped people be taken into account in such matters as entrances, width of doors, handrails, etc.

This Resolution is intended to attract attention to the fact that architectural designs of all new building construction can be made to accommodate the general needs

of handicapped people without adding significantly to the cost. (S. P. 496)

Which was Read and Adopted.  
Sent down for concurrence.

#### Senate Papers

The following Bills were transmitted to the Committee on Reference of Bills on April 13, pursuant to Joint Rule 19-C, and approved for appearance on the Senate calendar by a majority of the Committee.

Mr. Hoffses of Knox, and Mr. Snow of Cumberland presented Bill, "An Act Relating to the Change of Name of Association of Historical Societies and Museums." (S. P. 497)

Which was received by unanimous consent and referred to the Committee on Legal Affairs.

Sent down for concurrence.

Mr. Violette of Aroostook presented Bill, "An Act Relating to Condemnation of Land for Highway Purposes." (S. P. 498)

(On motion by Mr. Violette of Aroostook, tabled pending reference to a committee and especially assigned for Friday, April 16.)

The same Senator presented Bill, "An Act Relating to Roadside Beautification." (S. P. 499)

(On motion by Mr. Violette of Aroostook, tabled pending reference to a committee and especially assigned for Friday, April 16.)

**The PRESIDENT:** The Chair would like to recognize in the Senate Chambers a group of 47 pupils from Skowhegan High School, the senior class in American Government, chaperoned by David Mattsen and Richard Benner. We hope you enjoy and benefit from your visit here. You are from the town of Skowhegan which is in the county of Somerset, and the Chair would like to introduce the Senators from your county, Senator Cahill and Senator Hilton. (Applause)

Mr. Violette of Aroostook presented Bill, "An Act Providing for a Study and Revision of Maine Corporate Law." (S. P. 500)

Mr. Shiro of Kennebec presented Bill, "An Act Relating to Penalty for Indecent Exposure." (S. P. 501)

Which were received by unanimous consent and referred to the Committee on Judiciary.

Sent down for concurrence.

Mr. Stern of Penobscot presented Bill, "An Act Creating the Investment of State Funds Law." (S. P. 502)

Mr. Bernard of Penobscot presented Resolve Proposing an Amendment to the Constitution Affecting Apportionment of Penobscot County for the Election of Senators. (S. P. 503)

Which were received by unanimous consent and referred to the Committee on State Government.

Sent down for concurrence.

Mr. Maxwell of Franklin presented Bill, "An Act Relating to Exemption from Sales Tax of Boats Sold to Non-residents." (S. P. 504)

Which was received by unanimous consent and referred to the Committee on Taxation.

Sent down for concurrence.

## Reports of Committees

### House

#### Ought Not to Pass

The Committee on Legal Affairs on Bill, "An Act to Amend the Law Relative to Ministerial and School Funds." (H. P. 833) (L. D. 1060) reported that the same Ought Not to Pass.

The same Committee on Bill, "An Act Prohibiting Minors from Entering Running Horse Race Tracks While Pari-Mutuel Pool is in Progress." (H. P. 773) (L. D. 1016) reported that the same Ought Not to Pass.

The same Committee on Bill, "An Act Relating to Use of Power Boats on North Pond, Oxford County." (H. P. 813) (L. D. 1105) reported that the same Ought Not to Pass.

Which reports were read and Accepted in concurrence.

#### Ought to Pass

The Committee on Appropriations and Financial Affairs on Bill,

"An Act Relating to Unexpended Balance of Appropriation for Maine's Participation in the New York World's Fair." (H. P. 188) (L. D. 243) reported that the same Ought to Pass.

The same Committee on Bill, "An Act Appropriating Funds to Aid in Dredging the Royal River and Basin." (H. P. 389) (L. D. 501) reported that the same Ought to Pass.

The same Committee on Bill, "An Act Continuing Bureau of Public Improvements Study of Desirability of a Dam Across Taunton River." (H. P. 487) (L. D. 640) reported that the same Ought to Pass.

The Committee on Education on Bill, "An Act Relating to Change of Name, Courses of Study and Degrees by the State Teachers' Colleges." (H. P. 270) (L. D. 352) reported that the same Ought to Pass.

The same Committee on Bill, "An Act Relating to Kindergarten Education." (H. P. 623) (L. D. 830) reported that the same Ought to Pass.

The same Committee on Bill, "An Act Relating to Computation of Net Operating Costs in Allocating School Subsidies." (H. P. 731) (L. D. 969) reported that the same Ought to Pass.

The Committee on Legal Affairs on Bill, "An Act Revising Laws Relating to Fees for Inspections and Inspection Certificates Under Boiler and Unfired Steam Pressure Vessel Law." (H. P. 594) (L. D. 786) reported that the same Ought to Pass.

The Committee on Public Utilities on Bill, "An Act Increasing the Indebtedness of the Veazie Sewer District." (H. P. 1040) (L. D. 1414) reported that the same Ought to Pass.

The Committee on State Government on Bill, "An Act Relating to Licensing of Auctioneers." (H. P. 603) (L. D. 795) reported that the same Ought to Pass.

The same Committee on Bill, "An Act to Clarify the Civil Defense Powers of the Governor." (H. P. 655) (L. D. 883) reported that the same Ought to Pass.

The same Committee on Bill, "An Act Relating to Services for Locating Deserting Parents and Other Persons Liable for Support of Dependents." (H. P. 779) (L. D. 1032) reported that the same Ought to Pass.

The same Committee on Bill, "Providing for the New England Welfare Compact." (H. P. 932) (L. D. 1269) reported that the same Ought to Pass.

The same Committee on Bill, "An Act Entering the State of Maine into the New England Interstate Planning Compact." (H. P. 979) (L. D. 1317) reported that the same Ought to Pass.

Which reports were Read and Accepted in concurrence, the Bills Read Once and tomorrow assigned for second reading.

The Committee on Transportation on Bill, "An Act Relating to Weight of Four Axle Commercial Vehicles." (H. P. 875) (L. D. 1291) reported that the same Ought to Pass.

Comes from the House, Passed to Be Engrossed As Amended by House Amendment "A" (H-201)

In the Senate, the report was read and accepted in concurrence, the bill read once, House Amendment "A" read and adopted in concurrence, and the bill as amended was tomorrow assigned for second reading.

#### House—As Amended

The Committee on Highways on Bill, "An Act Determining Weight Limits of Trucks." (H. P. 128) (L. D. 152) reported that the same Ought to Pass As Amended by Committee Amendment "A" (H-194)

Which report was read and accepted, the bill read once, Committee Amendment "A" read and adopted, and the bill tomorrow assigned for second reading. Subsequently, on motion by Mr. Cahill of Somerset, assignment for second reading was reconsidered and the bill was tabled pending assignment for second reading.

The Committee on Public Utilities on Bill, "An Act to Create the Bridgton Sewer District." (H. P.

531) (L. D. 705) reported that the same Ought to Pass as amended by Committee Amendment "A" (H-195)

The Committee on State Government on Bill, "An Act to Create the Maine Indian Housing Authority." (H. P. 933) (L. D. 1270) reported that the same Ought to Pass As Amended by Committee Amendment "A" (H-163)

Which reports were Read and Accepted in concurrence and the Bills Read Once. Committee Amendments "A" were Read and Adopted in concurrence, and the Bills as amended, tomorrow assigned for second reading.

#### Ought to Pass in New Draft—same title

The Committee on Public Utilities on Bill, "An Act Relating to Delinquency in Payments to Winthrop Water District." (H. P. 424) (L. D. 556) reported that the same Ought to Pass in New Draft under the same title (H. P. 1074) (L. D. 1450).

Which report was Read and Accepted in concurrence and the Bill in New Draft Read Once and tomorrow assigned for second reading.

#### Divided Report

The Majority of the Committee on Highways on Resolve in Favor of New Canada Plantation for Sly Brook Road Construction. (H. P. 125) (L. D. 149) reported that the same Ought Not to Pass.

(Signed)

Senators:

NORRIS of Oxford  
CAHILL of Somerset

Representatives:

DUDLEY of Enfield  
ROSS of Brownville  
CARTER of Etna  
WALTZ of Waldoboro  
NADEAU of Biddeford

The Minority of the same Committee on the same subject matter reported that the same Ought to Pass.

(Signed)

Senator:

CASEY of Washington

**Representatives:****STOUTAMYER**

of Madison

Comes from the House, the Minority Ought to Pass Report Accepted; Subsequently, Indefinitely Postponed.

In the Senate, on motion by Mr. Cahill of Somerset, the bill and accompanying papers were tabled pending acceptance of either report.

**Senate****Ought to Pass**

Mr. McDonald from the Committee on Election Laws on Bill, "An Act Relating to Location of Voters' Marks on Ballots." (S. P. 397) (L. D. 1221) reported that the same Ought to Pass.

Which report was Read and Accepted and the Bill Read Once and tomorrow assigned for second reading.

Mr. Bernard from the Committee on Business Legislation on Bill, "An Act to Incorporate the Maine Dental Service Corporation." (S. P. 260) (L. D. 809) reported that the same Ought to Pass As Amended by Committee Amendment "A" (S-126)

Which report was Read and Accepted and the Bill Read Once. Committee Amendment "A" was Read and Adopted, and the Bill, as Amended, tomorrow assigned for second reading.

**Second Readers**

The Committee on Bills in the Second Reading reported the following Bills and Resolves:

**House**

Bill, "An Act Defining Interest on Loans." (H. P. 990) (L. D. 1335)

Bill, "An Act Relating to Qualifications and Fees Under Nursing Law." (H. P. 581) (L. D. 773)

Bill, "An Act Relating to Duties of Department of Health and Welfare Concerning Water Supplies." (H. P. 994) (L. D. 1344)

Bill, "An Act Defining a Public School." (H. P. 1069) (L. D. 1444)

Bill, "An Act Relating to Advisory Committee of Health and Welfare." (H. P. 1070) (L. D. 1445)

Resolve Proposing an Amendment to the Constitution Pledging Credit of State for Guaranteed Loans for Recreational Purposes. (H. P. 582) (L. D. 774)

Which were Read a Second time and Passed to Be Engrossed in concurrence.

**House—As Amended**

Bill, "An Act Providing a Bond Issue in the Amount of One Million Two Hundred and One Thousand Dollars for a Vocational Educational Institute in Penobscot County." (H. P. 4) (L. D. 4)

Bill, "An Act to Provide Funds for Expansion of Home Teaching Programs for the Blind." (H. P. 12) (L. D. 12)

Bill, "An Act Relating to Death Benefits for Members of the State Police." (H. P. 13) (L. D. 13)

Bill, "An Act Establishing a Commercial Standard for Maine White-Cedar Shingles." (H. P. 947) (L. D. 1283)

Resolve Allocating Money to Repair Fish Screen at Outlet of Kazar Lake. (H. P. 118) (L. D. 142)

Bill, "An Act Relating to Sale or Compounding of Drugs by Apothecary Only." (H. P. 772) (L. D. 1015)

(Which was read a second time, and on motion by Mrs. Chisholm of Cumberland was tabled pending passage to be engrossed.)

Bill, "An Act Relating to Repeal of Sardine Tax on Exports." (H. P. 348) (L. D. 1261)

(Which was read a second time, and on motion by Mrs. Chisholm of Cumberland was tabled pending passage to be engrossed.)

Resolve to Provide Funds for the Purchase of Copies of the "History of Madison." (H. P. 1055) (L. D. 1431)

Which were Read a Second Time and Passed to Be Engrossed, As Amended, in concurrence.

**Senate**

Bill, "An Act to Make Allocations from Bond Issue for Construction and Equipment of Pollution Abatement Facilities." (S. P. 178) (L. D. 544)

Bill, "An Act Revising the Urban Renewal Law." (S. P. 316) (L. D. 1042)

Which were Read a Second time and Passed to Be Engrossed.  
Sent down for concurrence.

#### **Senate—As Amended**

Bill, "An Act to Revise the Forestry Laws." (S. P. 436) (L. D. 1377)

Bill, "An Act Requiring Permits to Dam Waters for Recreational Purposes." (S. P. 342) (L. D. 1087)

Which were Read a Second Time and Passed to Be Engrossed, As Amended.

Sent down for concurrence.

#### **Enactors**

**The Committee on Engrossed Bills reported as truly and strictly engrossed the following Bills and Resolves:**

Bill, "An Act Relating to Municipal Officers in City of Lewiston." (H. P. 78) (L. D. 88)

Bill, "An Act Adjusting the School Tax Rate in Unorganized Territory." (H. P. 204) (L. D. 259)

(On motion by Mr. Duquette of York, placed on the Special Appropriations Table pending passage to be enacted.)

Bill, "An Act Simplifying Computation of Special Education Subsidy." (H. P. 205) (L. D. 260)

(On motion by Mr. Duquette of York, placed on the Special Appropriations Table pending passage to be enacted.)

Bill, "An Act Relating to Budget Committee of Town of Fairfield." (H. P. 345) (L. D. 447)

Bill, "An Act Authorizing Purchase of Certain Land on Indian Island by Penobscot Indian Baptist Church, Incorporated." (H. P. 372) (L. D. 474)

Bill, "An Act Changing Name of Soil Conservation Districts to Soil and Water Conservation Districts." (H. P. 374) (L. D. 476)

Bill, "An Act Classifying Penobscot River and Segment of Millocket Stream." (H. P. 526) (L. D. 700)

Bill, "An Act Creating a Department of Indian Affairs." (H. P. 777) (L. D. 1031)

(On motion by Mr. Boisvert of Androscoggin, tabled pending passage to be enacted.)

Bill, "An Act Relating to Boundaries of Standish Game Preserve." (H. P. 1061) (L. D. 1437)

Bill, "An Act Prohibiting Employment of Professional Strikebreakers to Replace Employees Involved in Labor, Strikes or Lockouts." (S. P. 267) (L. D. 816)

Bill, "An Act Relating to Tuition for Students Attending Secondary School Outside of Residence." (S. P. 335) (L. D. 1080)

(On motion by Mr. Duquette of York, placed on the Special Appropriations Table pending passage to be enacted.)

Bill, "An Act Relating to Good Time Deductions for Convicts at the Maine State Prison." (S. P. 337) (L. D. 1081)

(On motion by Mr. Mendell of Cumberland, tabled pending passage to be enacted and especially assigned for April 22)

Bill, "An Act Relating to Bringing Contraband Articles Within the State Prison." (S. P. 336) (L. D. 1082)

Bill, "An Act Relating to Labeling of Imported Meats Sold in Retail Stores." (S. P. 360) (L. D. 1122)

(On motion by Mr. Boisvert of Androscoggin, tabled pending passage to be enacted.)

Bill, "An Act Relating to Credit for Military Service Under State Retirement Law." (S. P. 366) (L. D. 1133)

(On motion by Mr. Duquette of York, placed on the Special Appropriations Table pending enactment.)

Bill, "An Act Relating to Size of Temporary Number Plates for Motorcycles." (S. P. 369) (L. D. 1136)

Bill, "An Act to Incorporate the Abby Finance Company." (S. P. 390) (L. D. 1205)

Bill, "An Act Providing for Tax Sheltered Annuities for Employees of School Administrative Units." (S. P. 396) (L. D. 1220)

Bill, "An Act Revising the Dog Laws." (S. P. 481) (L. D. 1436)

Which Bills were Passed to Be Enacted.

Resolve to Provide Funds for the Purchase of Copies of the "History of Brownfield," Bicentennial Edition.



ennial Edition. (H. P. 1056) (L. D. 1432)

(On motion by Mr. Duquette of York, placed on the Special Appropriations Table pending final passage.)

The PRESIDENT: At this time the Chair would like to recognize in the Senate Chamber a group of students from the University of Maine whose trip today is being paid for by the National Center for Education Grant. The students are chaperoned by Prof. Eugene Mawhinney and Mr. Don Heidara. We welcome you here this morning and one suggestion I could give you is that if you ever aspire to be President of the Senate, you might well take a course in handwriting and pronunciation. (Laughter) You are from the town of Orono which of course is in Penobscot County and the Chair would like to introduce the Senators from that County, Senator Bernard and Senator Stern. Senator Faloon and Senator Southard are not here this morning. (Applause)

Resolve Reimbursing Certain Municipalities on Account of Property Tax Exemptions of Veterans. (S. P. 47) (L. D. 218)

On motion by Mr. Duquette of York, placed on the Special Appropriations Table pending final passage.

Resolve Approving Draft and Arrangement of the State Constitution Made by the Chief Justice of the Supreme Judicial Court, and Providing for its Publication and Distribution. (S. P. 94) (L. D. 261)

On motion by Mr. Duquette of York, placed on the Special Appropriations Table pending final passage.

### EMERGENCY

Bill, "An Act Relating to Non-Lapsing Funds for Armory Expansion." (H. P. 116) (L. D. 140)

This Bill, being an emergency measure and having received the affirmative vote of 30 members of the Senate, was Passed to Be Enacted.

### EMERGENCY

Bill, "An Act Relating to Legal Length of Salmon and Weight and Number of Certain Fish Taken from Sebago Lake." (H. P. 1062) (L. D. 1438)

This Bill, being an emergency measure and having received the affirmative vote of 30 members of the Senate, was Passed to Be Enacted.

### EMERGENCY

Bill, "An Act Increasing the Number of Justices of the Superior Court." (S. P. 290) (L. D. 852)

(On motion by Mr. Duquette of York, placed on the Special Appropriations Table pending passage to be enacted.)

### EMERGENCY

Bill, "An Act Relating to the Powers of the Maine Turnpike Authority." (S. P. 457) (L. D. 1394)

This Bill, being an emergency measure and having received the affirmative vote of 30 members of the Senate, was Passed to Be Enacted.

### BOND ISSUE

Bill, "An Act to Authorize Construction of Self-Liquidating Student Housing and Dining Facilities for the State Teachers Colleges and Vocational-Technical Institutes and the Issuance of Not Exceeding \$3,960,000 Bonds of the State of Maine for the Financing Thereof." (H. P. 1057) (L. D. 1433)

On motion by Mr. Duquette of York, placed on the Special Appropriations Table pending passage to be enacted.

### Orders of the Day

The President laid before the Senate the 1st tabled and today assigned item (S. P. 486) Joint Resolution Petitioning Congress to Propose an Amendment to the Federal Constitution to Preserve the Bicameral Aspect of State Legislature; tabled on April 7 by Senator Manuel of Aroostook pending consideration; and on further motion by that Senator, the Joint Resolution was retabled unassigned.

The President laid before the Senate the 2nd tabled and today assigned item (S. P. 227) (L. D. 686) Senate Reports, from the Committee on Welfare on bill, "An Act Eliminating Residence Requirements in Public Assistance"; Majority Report, Ought to Pass; Minority Report, Ought Not to Pass; tabled on April 7 by Senator Snow of Cumberland pending motion by that Senator to accept the Majority Ought to Pass report; and on motion by Mr. Jutras of York, the bill and reports were retabled and especially assigned for the next legislative day.

The President laid before the Senate the 3rd tabled and today assigned item (H. P. 107) (L. D. 115) Bill, "An Act Relating to the Transportation of Refrigerated Products"; tabled on April 7 by Senator Mendell of Cumberland pending enactment; and that Senator moved the pending question.

Mr. CAHILL of Somerset: Mr. President, I move that this bill be indefinitely postponed and I would like to speak on my motion.

The PRESIDENT: The Senator may.

Mr. CAHILL: As most of you know by this time, we had a bushel basket full of truck weights and tolerances. We are also aware that we passed a bill increasing the tandem axle weights from thirty-two thousand to thirty-six thousand pounds. We have just passed a bill here this morning increasing a four axle truck weight from sixty-two thousand to sixty-six, and now we are still after the tolerance. I suppose of course everybody could use a tolerance sometime during his lifetime. The tolerance they are asking for actually is not a tolerance, it is an additional ten per cent increase in weight. The truckers who truck refrigerated products are quite aware of how much they are loading on their vehicles at the time they are loading on, and the refrigeration unit that they have on their vehicles, they are aware of how much the gross weight is. It is not a tolerance as it was originally defined in the

forest products industry where you didn't know the weight of the various items that you were loading. If you do use ice in your refrigerated unit you also know how much ice you are putting in because I am sure anyone who sells ice doesn't sell fifteen hundred or two thousand pounds of ice for a thousand pounds. I think this is the place and now is the time when we certainly must be looking after what is becoming of our highways at the present time. We have four thousand miles of state and state-aid highway in the State of Maine and we are rebuilding that at the rate of one hundred miles a year, which would take forty years to go around. I am sure there are not too many pieces of road in the State of Maine that go for a full forty years, they run generally between twenty-five and thirty, so we are falling behind in our reconstruction program about twenty-five per cent every year. Everyone knows that increased weight damages highways; the more the weight the more it damages. Some will say it doesn't matter how much it weighs and that it doesn't do any more harm, but if you have a little pond somewhere and it froze over during the night and you saw a mouse out on it the next morning you, I suppose, could assume that the added weight wouldn't break anything and you could get your skates and go skating on it but I don't think you would get very far.

The U. S. government ran a test for about three years and they spent about thirty million dollars on it, and during this test they came up with the conclusion that at twenty thousand pound single axle load causes fifty per cent more pavement damage than eighteen thousand pounds does. We already have a twenty - two thousand pound law on single axles and now we want to put ten per cent on top of that. They came up with the conclusion that thirty-four thousand pounds on a tandem load causes thirty per cent more pavement damage than thirty-two thousand pounds does. We already

have thirty-six thousand pounds on a tandem axle.

The Governor of Illinois read this to his legislature this year:

"Size and weight limitations only affect the characteristics of a comparatively few of the units in the motor vehicle population. During 1963 there were a total of 4,103,806 motor vehicles registered in Illinois, of which about 41,000, or less than one per cent of the total number, were of such size and weight as to be affected by these maximum limitations." And he goes on to say that special exemptions for a few is, in his opinion, certainly not warranted.

We keep talking about our constituents and what we must do for them. By the same token, in the book here they claim that trucks pay for thirty-seven or forty-eight per cent of the total funds spent for Maine highways including construction, maintenance and administration. They forgot to mention that the car owner pays the other 62.2, and the car owner doesn't damage the roads maybe one one-hundredth of what the heavyweight trucks do.

We had before the Taxation Committee a bill to increase the gas tax one cent. If we are going to go for all these truck weights and all the tolerances we feel we must have we had better put a committee amendment on that and make it three cents if we are going to keep the roads built, and when we go back home I hope we do not forget to tell the other 62.2 per cent that they have got to pay an additional three cent tax on their gasoline instead of one cent so that someone can have a tolerance somewhere.

The PRESIDENT: The motion before the Senate is the motion of the Senator from Somerset, Senator Cahill, that L. D. 115 be indefinitely postponed.

Mr. MENDELL of Cumberland: Mr. President, I would like to explain to you today L. D. 115. This had a hearing before the Transportation Committee and it was reported out eight to two "Ought to pass". It had a fair hearing and there were many, many proponents present. This bill affects

a large segment of Maine's industry, as testified by the many proponents from all over the State. They came from Aroostook, Knox, Cumberland, Oxford and many other counties.

Transportation is important to the progress of the State of Maine. This bill is not a new departure, it is merely an extension of an already existing statement of our law and deals only with refrigerated products. As you know, this bill has been lying on the table here in the Senate for well over a month waiting for another legislative document that would solve the problem. None has been presented, and as of this moment there apparently will be none presented. I strongly urge the passage of this bill, L. D. 115.

Mr. SHIRO of Kennebec: Mr. President, I would like to urge the members of the Senate to vote very strongly against the motion to indefinitely postpone this particular bill. If there is any piece of legislation which we pass during this session which will benefit our industries in the State of Maine this is one bill that will do it.

Now L. D. 115 is an act relating to the transportation of refrigerated products and it is a most important piece of legislation for the food industry of the State of Maine. This is not simply a transportation bill, it is not simply a trucking bill. This is an industry bill, something that is going to benefit a good segment of our industries here in the State of Maine. As you probably know, this bill was sponsored by the Associated Fisheries of Maine. Why? Because they know that they are in a very competitive industry and it is an industry that needs help and needs help now.

I would like to state that this particular bill is not a new type of legislation at all; this is simply adding an amendment to the presently existing legislation which allows pulp products a ten per cent tolerance. What we mean by ten per cent tolerance is ten per cent over what is the allowed gross weight on these various trucks. So we now ask, and it has been

asked by the fishing industry that they be allowed to also have this ten per cent tolerance along with the pulp industry as well as the hauling of construction materials. Those two are already allowed the ten per cent tolerance. So we are here merely adding just one other commodity, but it is a commodity, as you will presently see, which is most important to many industries.

At the present time the fishing industry has already lost a considerable portion because of transportation costs. As you may have read, there was, I think a brochure on the desks last week here in the Senate indicating that mechanical refrigeration equipment adds about 5000 pounds to the weight of a motor vehicle and in the transportation of fish products ice is responsible for fifty per cent of the load. So you can see that this industry needs help and this bill will certainly help them.

The frozen french-fried potato industry in Aroostook is also very much interested in this bill. It is not just the fishing industry. The potato industry, the poultry industry as well are interested. Many of these foods are transported by refrigerator trucks and they need better refrigeration equipment. When the load is delivered at Boston it must be at zero degrees or it will not be accepted. Now this, of course is good, I am sure it is beneficial, but it simply points out that they need better refrigeration equipment on their trucks and therefore they require added weight. If we do not allow them this tolerance they are not going to be in as good a competitive market.

Now this type of bill not only affects fish, it affects poultry, berries, vegetables and various other types of produce that require refrigerator trucks. Senator Mendell has stated to you that this bill had a rather fair hearing, but it was not only a fair hearing it was a very thorough hearing. Many people were there and spoke for this bill. There was only one person who opposed this bill before that committee hearing and this was from the railroad.

Now at the hearing it was not even pointed out, not one particular statistic was pointed out that the adding of this tolerance would be a danger to the roads or was going to create a damage in any way.

This bill has the approval of the Bureau of Public Roads in Washington, and I think Senator Mendell or some member of the committee has received a letter from the Bureau of Public Roads. There is nothing stated in it that this is going to do any damage in any way to our roads.

I would like to mention briefly some of the persons who spoke here on this bill and who were very strongly in favor of it and urged this legislature to pass this particular bill: Mr. Robert Littlefield, the President of the Associated Fisheries of Maine, Mr. George Hutchins of the Hutchins Transportation Company of Portland, Mr. Joseph Bregerman of the Maplewood Poultry, and I think perhaps you know that Maplewood Poultry is a very large poultry concern here in the state. Mr. George Cross of the Ralston Purina Company which maintains plants throughout the state, Mr. Robert Scott, Potato Service, Inc. of Aroostook County, Linwood Perry of the Potato State Growers, I think it is, in Washington County. And then there was a Mr. Sterling of Burnham & Morrill Company. This simply shows you the wide variety of industries which are extremely interested in this particular bill.

Now I state to you that this bill had its notices and publications, any opponents who wanted to could be at this hearing, and if they wanted to bring out statistics as to the damage it might do to your roads they certainly could have done so at that hearing. But there wasn't one bit, in fact it was admitted that the opposition was based primarily on competition. I say to you that because of the technical advances we have had in our refrigerated products and in our trucking concerns and in their trucks that they certainly should be allowed this ten per cent tolerance. I urge you very strong-

ly to pass this bill and to defeat the motion to indefinitely postpone.

Mr. JUTRAS of York: Mr. President, if an added ten per cent tolerance is needed for comfort in the shipping of our lobsters out of the State of Maine I as Chairman of the Sea & Shore Fisheries Committee am fully in favor of the enactment of L. D. 115.

Mrs. CHISHOLM of Cumberland: Mr. President, I move for a division, please.

Mr. CAHILL of Somerset: Mr. President, I would just like to make one or two comments.

Your tandem four-axle vehicle now is I think 66,300 pounds. Ten per cent would give him 72,700 or 72,800 pounds on a four axle vehicle. The state law allows five-axle vehicles 73,280. Now what excuse are you going to give this man for not letting him haul a larger load? What excuse are you going to give to the owner of a truck who trucks shoes for shoe shops or other industries? It doesn't pertain to refrigeration but I am sure it is just as important to a lot of areas in the State of Maine. What are we going to offer them in justification of allowing one segment of the trucking industry to go ten per cent above any specified weight in the trucking laws and make him stick to what the law says. I do not think it is good legislation. I have nothing against the refrigerator truckers, but they know they have to have four or five thousand pounds extra weight in their truck, they know that when they go into the trucking industry, when they go into refrigerator trucks. I hope my motion prevails.

Mr. SHIRO of Kennebec: Mr. President, simply by way of a few brief remarks, I would like to state in rebuttal to Senator Cahill's remarks that the shoe industry was not particularly concerned with this bill, they had no representative there, and I can only state that if they feel in the future at any time that they are at a disadvantage then they of course should present their cause to the legislature. But this bill was brought before us on the basis of a necessity for these re-

frigerator products that have to compete on the open market and where they must transport their products to Boston and New York. They are in competition with firms which do not have the transportation problem that we have in Maine.

I would also like to state that as far as getting into axles and tandem axle trucks this is a rather technical matter in a sense, but there are only a few hundred trucks which are going to be affected by this particular legislation; it is not that there are thousands of trucks on our highways that are all going to come under this particular bill, it is only a few hundred trucks carrying refrigerated products. I urge this Senate to vote against the motion to indefinitely postpone.

Mr. MOORE of Washington: Mr. President and members of the Senate: I really do not know what I should do in regard to this piece of legislation this morning. I am a little confused and I would like perhaps to make an inquiry of somebody if they could possibly give me the information.

From my personal point of view, in my county we have a great many Canadian trucks passing through and I am beginning to wonder if perhaps all these increases and tolerances are in accord with so-called safety precautions in regard to the specific purpose for which these vehicles were originally constructed. Now I have seen pass by my shop Canadian vehicles — and I presume this would also pertain to the same identical vehicle in the United States — which to me were built for a so-called two-axle vehicle, that is the rear and the front axle — it appears to me as though these people — and they are transporting refrigerated products by the way, fish, lobster and what have you — it appears to me as though these people have simply on their own added a rear axle to these vehicles which I feel were originally meant for a one rear axle vehicle. I know that these vehicles are so overloaded from my standpoint — perhaps when they come to a weighing station here in the United States

they meet the credentials, but they seem to me to be so overloaded that many times they cannot make the grade which they find out of my community and many of them have stalled there, and I think it is just simply because of the fact that they are overloaded. I am wondering if these extra tolerances and extra weights are in accord with the so-called safety provisions that were originally installed in these vehicles in the first place. You have your braking systems, you have your frame construction, and I am just curious whether or not with these extra tolerances the original construction of these vehicles can stand it. If anybody could offer any information in regard to that situation I would appreciate it very much.

The PRESIDENT: The Senator from Washington, Senator Moore, directs an inquiry through the Chair to any Senator who may answer if he so chooses.

Mr. SHIRO of Kennebec: Mr. President, I might be able to answer Senator Moore's question indirectly. We have on the Transportation Committee a Representative Keyte who has been in the transportation business practically all of his life, and in talking with him he states his family has been in the transportation business seventy-eight years. He is familiar with all types of trucks, and all I can say is that there was not one mention by him or anyone else that if these truck if they were allowed these tolerances would be unsafe on the highway.

Mr. CAHILL of Somerset: Mr. President, I perhaps could enlighten Senator Moore a little. Three axle vehicles, if you have a 38,000 pound rear end, factory rated, it is just exactly what it means, it is supposed to haul 38,000 pounds; if it is a thirty-four that is exactly what they mean, thirty-four, not fifty-two or thirty-nine. A three axle vehicle, if you get the best brakes you can get hold of today is qualified to stop 43,040 pounds. On a four axle vehicle, if he has the best brakes he can get, it is qualified to stop 65,500 pounds. On the five axle

vehicle, which is the safest vehicle there is on the road by the way, he is only allowed 73,280 and he can stop 83,360.

Mr. MENDELL of Cumberland: Mr. President, in answer to Senator Moore's question on the brakes on these trucks, we have already passed a bill out of committee to make certain that the brakes on these trucks are good. We are also working on a new fine system, and I can bring him up-to-date on that if he would care to discuss it with me.

The PRESIDENT: The motion before the Senate is the motion by the Senator from Somerset, Senator Cahill, that L. D. 115 be indefinitely postponed. A division has been requested.

(On motion by Mr. Moore of Washington the bill was retabled until the next legislative day pending the motion of Mr. Cahill of Somerset that the bill be indefinitely postponed)

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The President laid before the Senate the 4th tabled and today assigned item (H. P. 943) (L. D. 1279) Bill, "An Act Relating to Purposes of Old Town High School District"; tabled on April 7 by Senator Snow of Cumberland pending passage to be enacted; and on motion by Mr. Moore of Washington, the bill was retabled and especially assigned for Friday next.

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The President laid before the Senate the 5th tabled and today assigned item (H. P. 506) (L. D. 659) House Reports from the Committee on Legal Affairs on Bill, "An Act Providing for Election of School Board of City of Old Town"; Majority Report, Ought to Pass with Committee Amendment "A"; Minority Report, Ought Not to Pass; tabled on April 7 by Senator Harding of Aroostook pending motion by Senator Shiro of Kennebec to accept the Majority Ought to pass as amended report; and on motion by Mr. Jacques of Androscoggin, the bill was retabled and especially assigned for the next legislative day.

The President laid before the Senate the 6th tabled and today assigned item (S. P. 147) (L. D. 388) Senate Reports from the Committee on Inland Fisheries and Game on Resolve Opening Cold Stream Pond, Penobscot County to Ice Fishing; Majority Report Ought to pass; Minority Report, Ought not to pass; tabled on April 7 by Senator Smith of Cumberland pending motion by Senator Southard of Penobscot to accept the Majority Ought to pass report; and on motion by Senator Smith of Cumberland, the bill and reports were retabled and especially assigned for April 21.

The President laid before the Senate the 7th tabled and today assigned item (S. P. 425) (L. D. 1360) Senate Reports from the Committee on Inland Fisheries and Game on Bill, "An Act Regulating Fly Fishing in Certain Portion of Kennebec River"; Majority Report, Ought not to pass; Minority Report, Ought to pass; tabled on April 7 by Senator Carter of Kennebec pending motion by Senator Hoffses of Knox to accept the Majority Ought not to pass report.

Mr. CARTER of Kennebec: Mr. President and members of the Senate, I would like to speak against the pending motion and move for a division. This L. D. 1360, Bill, "An Act Regulating Fly Fishing in Certain Portion of Kennebec River"; was submitted by me because I feel that it is going to be a tremendous asset to the State of Maine which as we all know is primarily billed as a "Vacationland", fishing and hunting being its most promoted sports. It is big business in Maine. Now, honorable members of the Senate, I would ask you to view this bill in terms of: 1. Being a sound business investment, and 2. Being a conservation effort.

Now let us look at it under the first point "being a sound business investment." Much of our promotional activity is directed toward out of staters or non-residents. But, there is, as you no doubt are aware, a great gap between the fishing and hunting seasons. Fishing ends September 15,

and hunting usually starts November 1st on a state wide basis. Some areas open October 15th. Many would be visitors who love both sports decide to go to our neighboring state of New Hampshire where fly fishing in October is state wide, rather than come to Maine for one week of fishing in September and one week of hunting in November. Maine should be able to compete with New Hampshire.

I don't know just how much money this would generate but I am sure it would be substantial along the entire Kennebec River Valley. Also, we have many Maine residents who love to fly fish and they spend their money in New Hampshire where the seasons extend throughout October on a state wide basis as I have previously stated.

Now let us look at it on the second point, being a conservation effort. Now actually this is conservation in reverse. The Kennebec River is unique in itself. It used to be one of the better Atlantic Salmon Rivers; i.e., when it was wide open from Tidewater up to Moosehead Lake. And, I understand, we still have Atlantic Salmon, sturgeon, and of course, strippers, among others, in the tidentwaters. However, no fish can go up the river as there is not one fishway up to and including Indian Pond Dam, a distance of one hundred miles or more. If you'll recall before 1936 there were locks in Augusta but the great flood of '36 took the locks with it. Dam was rebuilt and stopped further migrations up the river. All the fish in the river at present work themselves down from Moosehead Lake and if they are not caught on the way down they finally end up in the highly polluted "D" class waters and turn belly up. The fish benefit no one.

Now I have spent many hours with the Department of Inland Fish and Game discussing this bill. The Department told me that they were not against this bill. And nobody from the department appeared at the hearing to oppose it. The opposition to this bill was very weak. Only several objections were raised. One felt that the fish

would be congregated on the spawning beds. Gentlemen, spawning is generally done in the tributaries and these are not open, and furthermore a spawning fish will not rise to a fly. One felt that wormy flies would be used, also known as Garden flies. This I am sure was not meant that way as the warden service is more than capable to cope with violators and has an excellent record to prove it. The only apparent real objection was that there was no hearing conducted by the Fish and Game Department which they felt has the power to open and close any area after its findings at a hearing. But this is not the case, as the Department can open or close or restrict an area only during the general season, and this bill is to extend the general season but only for the Kennebec River. I therefore submit to you that this is a good bill, and that it will benefit the non resident and resident sportsmen, mean added income for the businesses along the Kennebec River and is a sound conservation measure. This bill deserves passage and I solicit your vote to help it along. Thank you.

Mr. MANUEL of Aroostook: Mr. President and members of the Senate, as Chairman of the Inland Fisheries and Game Committee, I would like to comment on this. In 1960 the legislature passed a law which put in the hands of the Department of Inland Fisheries and Game the authority to handle rules and regulations covering this sort of thing and in front of our committee this year, we have had approximately thirty bills in the general nature of this bill. This bill came out of our committee with a report of nine to one Ought Not to Pass. Now we have amended the bill of 1960 which would strengthen it and make it a little more workable. The amendment which we have placed on the bill of 1960 was that hearings will be held by the Department of Inland Fisheries and Game to cover such matters as this, in the months of February, July and September, so this matter should rightfully come in front of this department.

Actually our feeling in the committee was that in matters like this it is rather difficult to determine the need and the fish and game department are in a much better position to do it. So I would recommend that we go along with the nine to one report of the Committee of ought not to pass.

Mr. CARTER of Kennebec: Mr. President, I can appreciate Senator Manuel's position. However I feel that the bill in itself when voted on by the committee was not done on the merits of the bill. It was done along with the concepts of being the thing to do because of the omnibus bill and hearings should be held by the fish and game commissioner. However, you will recall last week when I tabled this item I did so because I wanted to have it heard with Item 6 which also has been tabled. This bill, Item 6, if I may speak on it, was reported Ought to Pass, but no hearing was conducted. It is just the opposite. It seems as though this is just a case of football here. The bill that I have submitted has great merit to the state and should be passed.

Mr. CAHILL of Somerset: Mr. President I hate to get into another argument so quickly but I live in a part of the area that this bill would cover and I have talked with the people there about it and after talking with them and for myself, I would have to go along with the Fish and Game Committee to accept the Majority Ought not to pass report.

The PRESIDENT: The motion before the Senate is the motion of the Senator from Knox, Senator Hoffses to accept this Majority Ought not to pass report and a division has been requested.

A division of the Senate was had.

Thirteen having voted in the affirmative and fifteen opposed, the motion did not prevail.

Mr. CARTER of Kennebec: Mr. President, I move acceptance of the Minority Ought to pass report.

Thereupon, on motion by Mr. Mendall of Cumberland, the bill and reports were tabled pending the motion of Mr. Carter of Kennebec to accept the Minority Ought to pass report, and the bill was



assigned for the next legislative day.

The PRESIDENT: The Chair would like to recognize in the Senate Chambers a group of 57 pupils from Phillips High School, the class in Government and American History. They are chaperoned this morning by Mrs. Merton Smith and Mrs. Robert Gage. We welcome you here this morning; we have many such groups as yours and it certainly is an important part of your educational system. I cannot help but think of the words of Jefferson when he once said that if you expect a nation to be ignorant and free, you expect what never was and never will be. I would like to introduce to you the Senator from your county which is the county of Franklin, Senator Maxwell—would he please rise? (Applause)

The President laid before the Senate the 8th tabled and today assigned item (S. P. 225) (L. D. 684) bill, "An Act Exempting Boats and Boat Motors from Property Tax;" tabled on April 7 by Senator Maxwell of Franklin pending adoption of Senate Amendment A.

The Secretary read Senate Amendment A, (S-110)

Which amendment was adopted and the bill as amended was tomorrow assigned for second reading.

Mr. HOFFSES of Knox: Mr. President, I would like to ask through the Chair of the Senator from Franklin, Senator Maxwell, are we to assume that boats and boat motors used on salt water are subject to tax?

The PRESIDENT: The Chair would inform the Senator that the item is no longer before us. If the Senator wishes to move reconsideration of the assignment for second reading, then you may ask your question.

Thereupon, on motion by Mr. Hoffses of Knox, the Senate voted to reconsider its action whereby L. D. 684 was just assigned for second reading.

The PRESIDENT: The Senator from Knox, Senator Hoffses directs

an inquiry through the Chair of the Senator from Franklin, Senator Maxwell, who may answer if he chooses.

Mr. Maxwell of Franklin: Mr. President, this original bill as I remember it would have exempted all boats and motors from property taxes, both coastal and inland. Does that answer the question?

Mr. VIOLETTE of Aroostook: Mr. President, am I in order to move that this matter lie on the table?

The PRESIDENT: The Senator is in order.

Thereupon, on motion by Mr. Violette of Aroostook, the bill was tabled pending assignment for second reading and was especially assigned for Friday, April 16.

The President laid before the Senate the 9th tabled and today assigned item (H. P. 579) (L. D. 771) Bill, "An Act to Revise the Real Estate Law"; tabled on April 7 by Senator Brown of Hancock pending adoption of House Amendment "A"; and that Senator presented Senate Amendment "A" to House Amendment "A" and moved its adoption.

The Secretary read Senate Amendment "A" to House Amendment "A".

Which amendment was adopted; and on further motion by the same Senator, House Amendment "A" as amended by Senate Amendment "A" was adopted, and the bill as amended was tomorrow assigned for second reading.

The President laid before the Senate the 10th tabled and today assigned item (H. P. 570) (L. D. 740) House Reports from the Committee on Towns and Counties on bill, "An Act Relating to Microfilming of Records in Registries of Deeds"; Majority Report, Ought to pass; Minority Report, Ought not to pass; tabled on April 9 by Senator Sproul of Lincoln pending motion by Senator Casey of Washington to accept the Majority Ought to Pass report.

Mrs. SPROUL of Lincoln: Mr. President, I was concerned about this bill because of two reasons. One, the cost and I find that it

will cost \$400 to microfilm these records for each hundred volumes. I am aware that we have 600 volumes in Lincoln County, which will be \$2400. I am now at the point where I do see the need for this and realize that if some catastrophe happened, we wouldn't have any records. Also, another thing that bothered me was where we would put the records and I am informed by the sponsor of the bill that they would all be filmed and it would only take a box the size that could be put in a fire proof safe. Therefore I withdraw any objection I might have had on this bill and move for its passage.

The PRESIDENT: The motion before the Senate is the motion of the Senator from Washington, Senator Casey to accept the Majority Ought to pass report.

The motion prevailed, the Majority Ought to pass report was accepted, the bill read once and tomorrow assigned for second reading.

The President laid before the Senate the 11th tabled and today assigned item (H. P. 332) (L. D. 435) House Report, Ought not to pass as covered by other legislation, from the Committee on Highways on bill, "An Act Increasing Reimbursement to Towns for Snow Removal"; tabled on April 9 by Senator Sproul of Lincoln pending acceptance of the report; and on further motion by the same Senator, the bill was retabled and especially assigned for Tuesday next.

The President laid before the Senate the 12th tabled and today assigned item (S. P. 364) (L. D. 1131) Bill, "An Act to Authorize State Participation in Federally Aided Health Facilities Programs"; tabled on April 13 by Senator Carter of Kennebec pending adoption of Committee Amendment "A".

Which amendment was read and adopted.

Thereupon, Senator Carter of Kennebec presented Senate Amendment "A" and moved its adoption.

The Secretary read Senate Amendment "A" (S-127)

Which amendment was adopted, and the bill as amended was tomorrow assigned for second reading.

The President laid before the Senate the 13th tabled and today assigned item (S. P. 243) (L. D. 753) Senate Reports from the Committee on Inland Fisheries and Game on bill, "An Act Relating to Bounty on Foxes;" Report A, Ought to pass as amended by Committee Amendment A; Report B, Ought not to pass; tabled on April 13 by Senator Hoffses of Knox pending acceptance of either report; and that Senator yielded to Senator Manuel of Aroostook.

On motion by Mr. Manuel of Aroostook, Report A, Ought to pass as amended by Committee Amendment A was adopted, the bill read once, Committee Amendment A read and adopted and the bill as amended was tomorrow assigned for second reading.

The President laid before the Senate the 14th tabled and today assigned item (H. P. 763) (L. D. 1000) bill, "An Act Increasing Fees of Registers of Deeds;" tabled on April 13 by Senator Boisvert of Androscoggin pending passage to be engrossed; and on further motion by the same Senator, the bill was retabled and especially assigned for Wednesday next.

Mr. MENDELL of Cumberland: Mr. President, may I inquire if L. D. 565, H. P. 436 is in the possession of the Senate?

The PRESIDENT: The Chair will inform the Senator that it is, having been held at the request of the Senator.

Thereupon, on motion by Mr. Mendell of Cumberland, the Senate voted to reconsider its former action whereby the Senate voted to ask for a Committee of Conference; and the same Senator then moved indefinite postponement of the motion to ask for a Committee of Conference.

Mr. MOORE of Washington: Mr. President, would it be possible to have a reading of the bill?

The PRESIDENT: The Chair apologizes. The title of the bill is, "An Act Providing for Safety Seat Belts on Motor Vehicles".

Thereupon, the motion to ask for a Committee of Conference was indefinitely postponed.

Mr. VIOLETTE of Aroostook: Mr. President, I think that the Senate is somewhat confused about the last motion. Could we have an explanation?

The PRESIDENT: The motions adopted by the Senate previously were the motions to insist and to ask for a Committee of Conference. The motion to ask for a Committee of Conference was reconsidered and has been indefinitely postponed. Therefore the status now is that the Senate has voted to insist but not requested a Committee of Conference. The bill will go to the House as non-concurrent matter.

Mr. SHIRO of Kennebec: Mr. President, I would inquire is H. P. 1076, L. D. 1454, Joint Resolution

Memorializing Congress to Promote the Protection of our Gold Reserves is in the possession of the Senate.

The PRESIDENT: The Chair would inform the Senator that it is in the possession of the Senate, having been requested by the Senator.

Thereupon, on further motion by the same Senator, the Senate voted to reconsider its former action whereby it adopted the Joint Resolution; and the same Senator presented Senate Amendment A and moved its adoption.

The Secretary read Senate Amendment A (S-129)

Which amendment was adopted and the Joint Resolution as amended by Senate Amendment A was adopted.

Sent down for concurrence.

On motion by Mr. Boisvert of Androscoggin

Adjourned until tomorrow morning at 9:30 o'clock.