

MAINE STATE LEGISLATURE

The following document is provided by the
LAW AND LEGISLATIVE DIGITAL LIBRARY
at the Maine State Law and Legislative Reference Library
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied
(searchable text may contain some errors and/or omissions)

Legislative Record

OF THE

Eighty-Seventh Legislature

OF THE

STATE OF MAINE

1935

KENNEBEC JOURNAL COMPANY
AUGUSTA, MAINE

HOUSE

Friday, March 8, 1935.

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

Prayer by Chaplain Hershey of the Veterans' Administration Facility.

Journal of the previous session read and approved.

Papers from the Senate disposed of in concurrence.

Senate Bills in First Reading

S. P. 464, L. D. 687: An act relative to the transportation of fish taken from inland waters.

S. P. 279, L. D. 686: Resolve relative to opening Cold Brook and Toothaker Brook.

S. P. 278, L. D. 685: An act relating to West Bath Game Preserve.

S. P. 149, L. D. 81: An act providing for the establishment of a Judicial Council.

S. P. 379, L. D. 688: Resolve authorizing the Forest Commissioner to convey certain interest of the State in a certain lot of land to Receiver of the State Trust Company.

S. P. 117, L. D. 684: Resolve authorizing the Forest Commissioner to convey certain lands to the Highway Commission.

From the Senate: Report of the committee on Legal Affairs reporting ought to pass on bill an act for use of temporary number plates, S. P. 139, L. D. 55.

Comes from the Senate report read and accepted and the bill passed to be engrossed.

In the House, report read and accepted, the bill received its two several readings, and on motion by Mr. Higgins of Ellsworth tabled, pending assignment for third reading.

From the Senate: Report of the committee on Judiciary reporting ought not to pass on bill an act relating to use of posters at polling places, H. P. 588, L. D. 167, which was recommitted to the committee on Judiciary in the House on March 6th.

Comes from the Senate, accepted in non-concurrence.

In the House, on motion by Mrs. Kilroy of Portland that body voted

to insist and ask for a committee of conference.

Thereupon the Speaker appointed as members of that committee: Mrs. Kilroy of Portland, Mr. Tupper of Calais and Mr. Richardson of South Portland.

From the Senate: Ordered, the House concurring, that when the Senate and House adjourn, they adjourn to meet on the morning of Tuesday, March 12 at 11 o'clock.

Comes from the Senate, read and passed.

In the House read and passed in concurrence.

Orders

Mr. Newton of Readfield presented the following order and moved its passage:

WHEREAS, it appears to the House of the Eighty-seventh Legislature that the following are important questions of law, and the occasion a solemn one; and

WHEREAS, there is now pending before the Legislature of the State of Maine:

Bill "An Act Relating to Taxation" (H. P. 1361) (L. D. 471)

Bill "An Act Imposing an Income Tax" (H. P. 1359) (L. D. 572) document copies of which are hereby enclosed and made a part hereof;

WHEREAS, the constitutionality of these measures has been questioned; and

WHEREAS, it is important that the Legislature be informed as to the constitutionality of the proposed measures; and therefore, be it

ORDERED: That the Justices of the Supreme Judicial Court are hereby respectfully requested to give to the House, according to the provisions of the Constitution on this behalf, their opinion on the following questions, to wit:

Question 1. Has the Legislature the right and power to enact an income tax law providing for a graduated tax as proposed by said bills?

Question 2. Has the Legislature the right and power to enact an income tax law with a single fixed rate of tax upon all incomes regardless of the amount thereof?

Question 3. If a provision was inserted in the aforesaid L. D. 471, or L. D. 472, exempting income from real estate from the provisions of said acts, would the said acts be constitutional?

The SPEAKER: The order will lie on the table under Rule 46.

Mr. MARTIN of Dexter: Mr. Speaker, I move that the rules be suspended and that we take from the table the order just tabled in order that the House may give immediate consideration to it.

The SPEAKER: In order that the rules may be so suspended it is necessary that two-thirds the members present shall rise and stand until counted and the monitors have returned the count.

A division of the House was had.

The SPEAKER: Obviously more than two-thirds the members present have arisen, the rules are suspended.

On motion by Mr. Newton, the order received passage.

Mr. Desmond of Portland presented the following order and moved its passage:

Ordered, that the Maine State Liquor Commission should make known to the people of Maine by advertising that it is and has been ready to take care of mail orders for liquor at its headquarters in Augusta, Maine. It is understood that the rules and regulations of the Maine State Liquor Commission regarding this phase of the business includes rules that require certified checks, cashier's check, money order or cash with the order, and that the order will be shipped express collect. Price lists will be sent upon request.

On motion by Mr. Hill of South Portland tabled, pending passage.

Reports of Committees

Majority Report of the Committee on Judiciary reporting ought not to pass on bill an act relating to the procurement of medical services, physicians and surgeons for injured employees under the Workmen's Compensation Act. (H. P. No. 200) (L. D. No. 69)

Report was signed by the following members:

Messrs. Burkett of Cumberland
Burns of Aroostook
Fernald of Waldo
—of the Senate.
Gray of Presque Isle
Weatherbee of Lincoln
Philbrick of Cape Elizabeth
Vaughan of South Berwick
—of the House.

Minority Report of same committee on same bill reporting same in

a new draft (H. P. No. 1647) under the same title and that it ought to pass.

Report was signed by the following members:

Messrs. Hill of South Portland
Wiley of Falmouth
Jacobson of Portland
—of the House.

Mr. HILL of South Portland: Mr. Speaker, I move that the minority report of the committee be accepted, and that the two reports be tabled and 500 copies of the new draft ordered printed.

Thereupon the bill and two reports were tabled, pending acceptance of either, and the new draft ordered printed.

Majority Report of the Committee on Judiciary on bill an act to provide for the nomination of candidates for State and County officers by political party convention, subject to right of appeal to primary elections (H. P. No. 141) (L. D. No. 43) reporting same in a new draft (H. P. No. 1648) under title of an act to enable party conventions to propose candidates for Governor, U. S. Senator and members of Congress to be placed upon the ballots at direct primary elections and that it ought to pass.

Report was signed by the following members:

Messrs. Burkett of Cumberland
—of the Senate.
Hill of South Portland
Philbrick of Cape Elizabeth
Vaughan of South Berwick
Weatherbee of Lincoln
Gray of Presque Isle
—of the House.

Minority Report of same committee reporting ought not to pass on same bill.

Report was signed by the following members:

Messrs. Burns of Aroostook
Fernald of Waldo
—of the Senate.
Wiley of Falmouth
Jacobson of Portland
—of the House.

Mr. PHILBRICK of Cape Elizabeth: Mr. Speaker, I move the acceptance of the majority report, and that the two reports be tabled, and 500 copies of the new draft ordered printed.

Thereupon the bill and two reports were tabled, pending acceptance of either, and the new draft ordered printed.

Mr. Dow from the Committee on

Agriculture on bill an act relating to poultry (H. P. No. 1112) (L. D. No. 311) reported same in a new draft (H. P. No. 1632) under same title and that it ought to pass.

Mr. Devereux from the Committee on Claims on resolve in favor of the town of Castine (H. P. No. 576) reported same in a new draft (H. P. No. 1633) under same title and that it ought to pass.

Mr. Cambridge from same Committee on resolve in favor of Harvey I. Dillingham for damage inflicted to sheep by dogs (H. P. No. 753) reported same in a new draft (H. P. No. 1634) under same title and that it ought to pass.

Mr. King from same Committee on resolve in favor of Augustus S. Burke and R. Bourbeau of Fairfield, to compensate them for land taken for sewer appurtenant to Central Maine Sanatorium (H. P. No. 938) reported same in a new draft (H. P. No. 1635) under same title and that it ought to pass.

Mr. Ryder from the Committee on Inland Fisheries and Game on resolve relating to fishing in Round and Long Ponds in Livermore (H. P. No. 785) reported same in a new draft (H. P. No. 1636) under same title and that it ought to pass.

Mr. Davis from same Committee on bill an act relative to Game Preserve in York County (H. P. No. 773) (L. D. No. 272) reported same in a new draft (H. P. No. 1637) under same title and that it ought to pass.

Same gentleman from same Committee on resolve relative to Game Preserve in York County (H. P. No. 778) (L. D. No. 277) reported same in a new draft (H. P. No. 1638) under same title and that it ought to pass.

Mr. Gray from the Committee on Judiciary on bill an act providing for mortgages on personal property to secure loans from Government agencies and others (H. P. No. 1184) (L. D. No. 390) reported same in a new draft (H. P. No. 1639) under title of an act concerning security for loans to farmers and others and that it ought to pass.

Mr. Hill from same Committee on bill an act relating to Bail Commissioners (H. P. No. 1137) (L. D. No. 362) reported same in a new draft (H. P. No. 1640) under same title and that it ought to pass.

Mr. Clarke from the Committee on State Lands and Forest Preser-

vation on resolve authorizing the Forest Commissioner to sell certain public lots in Webster Plantation in Penobscot County (H. P. No. 112) (L. D. No. 35) reported same in a new draft (H. P. No. 1641) under same title and that it ought to pass.

Same gentleman from same Committee on resolve authorizing the Forest Commissioner to convey certain land in Drew to Josephine Morse (H. P. No. 1160) (L. D. No. 335) reported same in a new draft (H. P. No. 1642) under same title and that it ought to pass.

Mr. Mace from same Committee on resolve authorizing the sale of State's interest in certain lands (H. P. No. 345) reported same in a new draft (H. P. No. 1543) under same title and that it ought to pass.

Same gentleman from same Committee on resolve empowering and directing the Forest Commissioner to convey a lot of land in Wallagrass Plantation (H. P. No. 111) reported same in a new draft (H. P. No. 1544) under same title and that it ought to pass.

Mr. Rush from same Committee on bill an act to authorize the town of Whiting to withdraw from the Maine Forestry District (H. P. No. 862) reported same in a new draft (H. P. No. 1645) under same title and that it ought to pass.

Mr. Story from same Committee on resolve permitting the United States Government to purchase certain lands in the State (H. P. No. 154) (L. D. No. 508) reported same in a new draft (H. P. No. 1646) under same title and that it ought to pass.

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

Mr. Coolidge from the Committee on Claims reported ought to pass on resolve in favor of John K. Forhan of Canton (H. P. No. 768)

Mr. Devereux from same Committee reported same on resolve in favor of Arthur G. Thombs of Castine (H. P. No. 1107)

Mr. King from same Committee reported same on resolve in favor of the Danforth Water Company (H. P. No. 1246)

Mr. Mosher from same Committee reported same on resolve in favor of William Burgess of Waterville (H. P. No. 1303)

Reports read and accepted and the resolves ordered printed under the Joint Rules.

Mr. Woodbury from the Committee on Agriculture reported ought to pass on bill an act relating to the packing of sardines (H. P. No. 97) (L. D. No. 27)

Report read and accepted and the bill having already been printed was read twice under suspension of the rules and tomorrow assigned.

First Reading of Printed Bills and Resolves

(H. P. No. 563) (L. D. No. 709) An act relating to fishing in Carra-basset River

(H. P. No. 1628) (L. D. No. 708) An act relating to forcible entry and detainer

(H. P. No. 182) (L. D. No. 707) Resolve in favor of Daisy B. Blackman, widow of the late Reuben Blackman

(H. P. No. 781) (L. D. No. 706) Resolve relative to fishing in C Pond

(H. P. No. 789) (L. D. No. 705) Resolve relating to fishing in Pleasant River and Hapgood Brook

(H. P. No. 790) (L. D. No. 704) Resolve relating to fishing in Songo Pond

(H. P. No. 791) (L. D. No. 703) Resolve relating to fishing in Round Pond

(H. P. No. 794) (L. D. No. 702) Resolve relative to white perch fishing in Lake Anasagunticook

(H. P. No. 795) (L. D. No. 701) Resolve closing the tributaries of Lake Anasagunticook to smelt fishing

(H. P. No. 1048) (L. D. No. 700) Resolve relative to regulating fishing in certain Somers and Franklin County waters

(H. P. No. 1049) (L. D. No. 699) Resolve closing to all fishing Upper and Lower Hathon Bogs and Massachusetts Bog in Franklin County

(H. P. No. 1050) (L. D. No. 698) Resolve relating to fishing in Lake Auburn

(H. P. No. 1051) (L. D. No. 697) Resolve relating to fishing in Taylor Pond

(H. P. No. 1052) (L. D. No. 696) Resolve relating to fishing in Upper Range Pond

(H. P. No. 1627) (L. D. No. 710) Resolve relating to smelt fishing in St. Croix River

Passed to be Engrossed

(S. P. 461) (L. D. 682) An act relating to proceedings in the Probate Court

(S. P. 462) (L. D. 680) An act to

provide for the investigation of divorce cases in which the custody of children is involved

(H. P. 776) (L. D. 275) An act relative to dogs hunting moose, caribou, deer or elk or worrying domestic animals

(H. P. 854) (L. D. 693) An act relative to the salary of the Recorder of the Yorkshire Municipal Court

(H. P. 1128) (L. D. 327) An act to authorize the erection and maintenance of a dam across Spruce Creek in the town of Kittery

(H. P. 1604) (L. D. 691) Resolve relating to ice fishing in Eagle and St. Froid Lakes

(H. P. 1213) (L. D. 460) An act relating to corporations without capital stock

A message was received from the Senate, through its Secretary, proposing a Joint Convention to be held forthwith in the hall of the House of Representatives for the purpose of listening to an address by Amelia Earhart Putnam.

On motion by Mr. Hill of South Portland, it was voted to concur with the Senate in the proposal for a Joint Convention, and the Clerk was charged with, and conveyed a message to the Senate, informing that body that the House concurred in the above proposition for a Joint Convention.

At this point the Senate came in and a Joint Convention was formed.

In Convention

The President of the Senate in the Chair.

On motion by Mr. Ashby of Aroostook.

ORDERED, that a committee be appointed to wait upon Amelia Earhart Putnam, and inform her that the two branches of the legislature are in Convention assembled in the hall of the House of Representatives, and extend to her an invitation to attend the Convention and present such communication as she may be pleased to make; also

ORDERED, that the same Committee wait upon Honorable Louis J. Brann, Governor, and extend to him an invitation to attend the Convention.

The Chairman appointed as members of such Committee: Senators Ashby of Aroostook, Hussey of Kennebec, Winn of Androscoggin; Representatives Sewall of Bath, Gleason

of Bridgton, Elliot of Thomaston, Clark of Plymouth, Hathorn of Bangor, Cote of Augusta, and Maheu of Waterville.

Mr. Ashby subsequently reported that the Committee had discharged the duty assigned it, and that Amelia Earhart Putnam and the Governor were pleased to say that they would attend the Convention forthwith.

Thereupon Amelia Earhart Putnam and Honorable Louis J. Brann, attended by the Executive Council entered the hall of the House, the audience rising and applauding.

The CHAIRMAN: Members of the Convention and people of the State of Maine,—our Governor. (Applause, the audience rising.)

GOVERNOR BRANN: Mr. President, Miss Earhart, members of the Legislature, ladies and gentlemen: It is certainly a great pleasure and distinction to be permitted this morning to welcome to the State of Maine a very distinguished American. The guest of Maine this morning is no stranger to the people of our State. I recall with a great deal of pleasure her visit here two years ago after the completion of a very notable accomplishment. She comes here again this morning after the completion of an even more notable and unique accomplishment, and I can assure her on behalf of the people of the State that it is a great pleasure to be permitted to entertain her very briefly today. I trust that from her presence here in the State there will come a renewed interest in aviation because, in my judgment, the future and the destiny of the State so far as its recreational developments are concerned depend upon the development of aviation here. We are at the present juncture constructing in the State of Maine twenty-one airports. I believe that we must in Maine develop immediately every available air facility. The great strides of the future undoubtedly are to be made in the field of rapid transportation. Contrary to the ordinary belief, Boston is only about an hour and fifteen minutes from Maine by airplane, New York about two and one-half hours and Washington only about four and one-half hours. Consequently, in order to develop Maine recreationally, we must develop every air facility in the State, and I trust that from the appearance here this morning of this very distinguished American whom I am

to introduce to you in just a moment, a renewed interest will be created in Maine in that great field of modern rapid transportation. I have at this time on behalf of the people of Maine the pleasure and the distinction of introducing to you America's first lady of the air, Amelia Earhart. (Prolonged applause, the audience rising.)

Miss EARHART: Your Excellency, when I spoke in Maine before and was introduced, as now, by the Governor, I remember he introduced me as being fairly well known, and I countered with some stories of myself to prove quite the contrary. I think I proved that I was not well known at all. I explained that I had a funny face, which looked like many other faces, because I was continually being mistaken for various individuals whose pictures appear in the newspapers. I said I had been mistaken for everyone from Mabel Walker Wildebrandt to Colonel Lindbergh's mother, and the situation is growing appreciably worse. (Laughter). The other day I was mistaken for myself.

I was driving along the highway and stopped at a wayside gasoline station, and while my tank was being filled, the wife of the "prop"—at least it was spelled that way—came out of the building, took one look at me, and said "Oh, for a minute I thought you were Amelia Earhart." I did not know exactly what to say, so I managed, "Ha Ha Ha!" And she said "It was just as you turned your head—you do not look at all like her, full face." Then she said "You see those two people coming down the road—they are friends of mine. Would you mind if I introduced you as Amelia Earhart? You do not have to say a thing. I am a great little joker in these parts, and I would be amused by that." So I said it was quite all right to introduce me as Amelia Earhart. Her friends arrived in their car, and I shook their hands, and they went on their way rejoicing. I paid for my fuel, and went away, and my last sight of the hostess of the gasoline station was that of her leaning against one of the big tanks, slapping her hands together, and saying "Those poor fish really think you Amelia Earhart." (Laughter.)

Again, to prove my point, I was taking an early morning train very recently, and there was no one in the station but a group of redcaps huddled around the radiators. I no-

ticed a group, and beside them was a single redcap accompanied by a large colored woman who clutched a small boy by the hand. The boy who was carrying my bags recognized me, and I could see him out of the corner of my eye making signs to the others to look at what he had in tow; so when I approached the group I was greeted with the same cheery smiles, and "Good morning Miss Lockhart, and Elhart," and all the other variations of Earhart at which I have learned to prick up my ears. Then I saw an idea strike the colored woman, and hustled over to me and said "Would you take my little boy's hand?" I said "Certainly, gladly." She said "Johnnie, take the lady's hand." Johnnie said "What lady?" She said "Why, the lady that has just swam the Pacific Ocean." (Laughter) That, I believe, is the greatest tribute my efforts have ever received.

But the same people still think it is just as extraordinary to fly as to swim the Pacific. Let me assure you it is not. Air transportation is simply the most modern form of transportation and as such is becoming an every-day means of travel.

I have been asked to tell you today something of my personal experiences on the Pacific flight. I will be brief, but you might be interested in some of the details of that flight which have not been published. Perhaps, before I do that, I should ask my three favorite questions. It helps the speaker to know what type of individual he is speaking to. May I please have hands in answer to my questions? My first question is this: How many in this room have been in an airplane in the last three years? (Quite a showing of hands.) All right, here is my second question: If I should give you a free ride tomorrow, how many would ride on a scheduled air line? (Quite a few responded by a showing of hands.) Well, I have three questions, and here is the third: How many would not ride? (A showing of two or three hands.) (Laughter) Well, I am afraid the chances of those who feel they will not join the flying party tomorrow are very slim, as far as staying on the ground is concerned. If Maine is building twenty-one airports, with all the airports in the State, I am afraid they are going to be wafted into an airplane willy nilly; I am afraid they cannot keep out of them much longer.

For those who are hesitant in flying, let me say a few things very briefly. Most of you know that an ox cart is safer than an automobile, but I saw no ox carts drawn up here in front of the building when I came in. You all chose to come in a far more dangerous vehicle.

Really, we are very illogical in our fear. You may be assured that the air lines are growing safer every day. Statistics show that one must fly about six million miles before it comes their time for an accident, so that practically takes the thrill out of flying. Many people imagine there are strange sensations in the air. For your comfort, I will say there are none. There is a possibility of air sickness, but fewer than four per cent of the thousands of passengers carried are air sick, so you can practically eliminate that.

Now I will tell you something of the flight. I have often been asked why I do such things. Perhaps there is no reason, except my own personal liking for such expeditions.

I planned to fly the Pacific many months before I actually took off. Preparation is at least two thirds of the success of any flight. I had as my technical advisor Paul Mantz, the well known motion picture technician in California. Paul went with me to Hawaii to see the final take-off preparations. I planned to leave Honolulu at about one or one-thirty in the afternoon, but weather conditions were such that it was impossible to take off at that time. Early in the morning storm clouds had begun to gather, and by noon a tropical downpour was in full force. Your geographies tell you that the northeast trade winds blow steadily in the mid Pacific. They do, except on the day I planned to leave—and then the wind switched around to south and southwest.

The Military Airport, Wheeler Field, from which I planned to take off, had no hard surface runway. The army has not caught up with civilian aviation in that respect. I believe it is impossible to do all-the-year-round flying in any climate without hard surface runways, either military or civilian. May I congratulate those of you here who are responsible for the airport being completed at Augusta. It will, I am sure, compare favorably with some of the best known airports over the United States.

In Honolulu, after one o'clock had

passed, a few of us had luncheon at one of the army officer's homes. We kept our noses pressed against the window pane, watching the weather. At two o'clock there was no improvement, nor at three. At three-thirty the rain slackened, the wind died down, and it looked as if the clouds would break, so I hied me down to the hangar in which my plane was stored, to look the situation over. Everything was very wet. The field was wet, the plane was wet, and certainly the spirits of the faithful few who were standing by were very damp indeed. I asked the men to haul the plane out and warm up the motor. I had a feeling that I should leave that afternoon. I asked them to stow my belongings, including a rubber boat which I carry for safety, and then I went over to the Weather Bureau to make a final check on the weather, and I was told that if I did not get away that afternoon, despite local conditions, I would be held by adverse weather over the Pacific. So, about twenty minutes after four, I returned to the plane, got into the cockpit, tested the motor full throttle, and it sounded perfect; so I told the men to take the blocks out from in front of the wheels, and I would make the try.

I could not help noticing the little picture which was presented. There were about two hundred people standing by, a very quiet group. Only the army grape vine had informed those who were present that I was planning to take off. Certainly no one could guess from the weather anything was underway, and I had announced nothing.

Speaking of mental hazards, I noticed three fire engines and one ambulance had drawn up in front of the hangar. And the army to a man had little fire extinguishers in their hands. (Laughter) There were several women who had handkerchiefs out, obviously ready for an emergency. (Laughter)

Paul Mantz crawled up on one wheel to give me a final word. He looked a little green around the gills, and said "Remember, I will be standing by on the radio all night long, in case you want to ask me anything." I had a radio, you realize, a voice radio, which was received by shore stations, and I also received the voice and not code. My cockpit is a very concentrated little affair. I sit on a cushion just large enough for me. On this side

(indicating) I have my radio, a large box with all the little dials in top. On this side (indicating) I have my compass and two pump handles which enabled me to pump fuel from one system of tanks to the other. In case my motor-driven fuel pump failed, I would still have hand facilities and could keep going. I had a little cupboard up here (indicating). In that I had provisions. I carried hot chocolate, a thermos bottle of water, some sweet chocolate, tomato juice, which is always my standby, and a small lunch packed by the wife of one of the Army Officers. I told her I had never been able to eat solid food on such a trip, but she felt so sorry about my starting off with what I had that she wanted me to take a little lunch. I said sandwiches usually tasted like a mattress, but I would try hers and see if there was any improvement. I had another little cupboard on this side (indicating) in which I had my navigating charts, a few tools—a screw driver always comes in handy—fuses, pencils, rags, a piece of string, and other little things which one might need such as a flashlight.

You realize a pilot flies with a stick in front of him, his feet on the rudder pedals, and a couple of dozen instruments in front of him, to which he must refer constantly. My plane is closed. I drive a closed car and fly a closed plane for comfort and for warmth.

I turned my plane and headed for the pathway which the Army had very kindly made for me in the long grass, in the smoothest part of the field. They had planted white flags along the runway to facilitate the take-off. I noticed my mechanic running along beside me, and every step he took the mud splashed over his shoe-tops. He looked very nonchalant, with a cigarette hanging out of his mouth, and his overalls splashed with mud.

Perhaps the take-off is the most hazardous moment one can have. Please realize that such flying is not comparable at all to that engaged in on regular scheduled transport lines, any more than automobile racing can be compared in safety to ordinary safe driving. I placed my plane in a take-off position, looked down the long stretch of the Military Reservation, beyond to the sugar cane fields which extended to the base of the

mountains. The mountains cut across the island diagonally and their usually sharp outlines were softened that day by low-hanging gray clouds. I pushed the throttle ahead. The plane began to move, I felt the tail come up, the plane gathered speed. I gave it more power and I rolled about two thousand feet, hit a few little bumps which slowed me down somewhat, then I hit a large bump which threw me clear of the ground, and I gave it all the power I had. The plane started to settle, then caught, and I was off in about three thousand feet, despite a muddy field, adverse wind conditions and an extra heavy load. I had at least three thousand pounds of gasoline alone.

I have often been asked what I thought about at the moment of take-off. Of course no pilot can tell what he thinks of as he flies; he is only part of the machine;—if he thinks of anything beyond the job in hand, he is no pilot.

It was just five o'clock as I left Makapuu Point, the last island outpost of my course. I had three clocks in my plane, one set on Honolulu time, one on San Francisco time, and one set at twelve o'clock, or zero, as I passed Makapuu; so I knew the time to the minute on which I was flying at any period. That helps in navigation and in checking fuel, etc.

I let my radio antenna down, clapped on my earphones, and sent my first message after I passed Makapuu Point. I called Honolulu, and I said "I am climbing through scattered clouds six thousand feet high, temperature forty-five degrees, everything O. K." I was tuned in on KGV, a commercial station, and there was a musical program on. I did not listen to the music as such; I was only tuned in on it to be sure I was on the station in case anyone called me. Suddenly I heard the music cut off, and the announcer's voice said: "We are interrupting our musical program with an important news flash. Amelia Earhart has just taken off on an attempted flight to Oakland." Telling me! (Laughter) Then the announcer said: "Mr. Putnam will try to communicate with his wife." And I heard my husband's voice as though he were in the next room, saying: "A. E., the noise of your motor interferes with your message. Will you please

speak a little louder?" All I had to do was to talk into a little cup microphone, so I tried thereafter to speak louder so that I might be understood. I was in communication with the station all night long. I tuned in on KFI, in Los Angeles, after three or four hours, and after seven in the morning KPO in San Francisco.

I am not going to fly you through the whole night. It was interesting to me but I do not know whether it would be to you or not.

One thing I might tell you, the Pacific is a rather large ocean and the possibility of my seeing a boat when I started seemed very remote. However, after I had been flying six or seven hours I became aware of a light flashing to my right and I realized I was actually seeing a ship. I blinked my landing lights, which are fairly bright, three times until I got an answering signal from the searchlight. Then I heard their code and I knew the ship was sending word to shore that I was passing overhead. There were seven ships on the course that night and at no time was I over 24 hours away from a vessel had I come down on the course. I was flying mostly over scattered clouds. I could look through the spaces between the clouds and see the water a very dark blue beneath me and as darkness increased it was black against the lightness of the clouds in the moonlight. I had the moonlight until midnight. Dawn came after a number of hours and I found myself over a solid fog bank which seemed to stretch to the ends of the earth. I could see no water at all. After daylight my radio is not particularly effective. I was not sure whether shore stations could understand every word I said. I knew they would get my signals, however, and I continued to broadcast regularly. I got a little conversational, however. I remember, and commented on the scenery and after flying over this monotonous fog bank for about three and a half hours. I remember saying, "I am getting tired of this fog." It was picked up, "I am getting tired," so a physician and a nurse were dispatched to the airport at Oakland to assist the fatigued flyer to stagger from the plane. Of course I wasn't tired at all. No flyer should undertake a long flight who

becomes fatigued after sitting up just one night.

After 15 hours of flying the fog bank began to break up and I could see the water through large holes in the cloud formation. As I glanced casually through a hole I saw another ship and I cocked the wings of my plane up and went through that hole so fast—I think I have never come down faster from 8000 to 200 feet. I circled the ship and I saw a dollar sign on the smokestack and knew it was the Dollar liner, President Pierce. I went around the ship several times in order that the captain would notice me, and he did. Then I radioed San Francisco for the position of the ship and received word in 12 minutes that I was 300 miles off the coast of California. My query was misunderstood by some of the announcers. Instead of being very much on my course, they thought I was lost, so I am afraid many people were worried by the description of a flyer lost in the fog, going around in circles, running out of fuel and so fatigued that she could hardly be expected to make shore. Of course, it was good to see land. Probably the last hour is the hardest. I saw many illusions of land in the fog. There is a good deal of territory for California to annex in the Pacific if she could discover it as I discovered it.

My course lay directly to a small notch in the hills as I came near land. I went toward it, nosed my plane up so that I could go over it, and found San Francisco Bay on the other side. No one could have been more surprised than I. All I had to do was fly across the bay and get down.

I could not help contrasting my landing with that in Ireland two years before. There I had pulled up in the back yard of a farmhouse and three people came out to see what was in the airplane. This time the roads were choked with automobiles, the airport blocked with people, and as soon as I got out, cameras clicked and flowers were thrust into my hands and microphones thrust into my face and I was told to say something. What could I say? "I have had a pleasant evening" would hardly have been adequate.

Speaking of Ireland, I will tell you one little domestic instance connected with the flight. When I left Teterboro, New Jersey, for the hop-

off to Harbor Grace on the Atlantic flight, Mr. Putnam was present at the take-off. One of the last things he said to me was, "Have you any money?" and of course I said "No," so he said, "Well, here is twenty dollars," which I thought was awfully generous for a European trip. (Laughter) That is all I had with me and after I spent that twenty dollars in Ireland I got back the identical bill and inscribed it and gave it to Mr. Putnam when we met again. I found that was an error in judgment on my part because Mr. Putnam got the bright idea of using the same twenty dollar bill on the Pacific flight, so he wired his secretary before we left Los Angeles to send that twenty dollar bill west. It didn't come. We only found out after our return that she had airmailed it, it had been on an airplane which was burned on the ground, and the twenty dollar bill is now charred around the edges and stamped with the government stamp, "Injured in air transit" and is apparently a much more valuable twenty dollar bill than it was before. The moral of this story is that Mr. Putnam gave me no money with which to fly the Pacific. I had five dollars of my own and I am not going to inscribe that to him lest he try to cheat me out of fifteen dollars on the next flight. (Laughter)

New England is witnessing an interesting experiment in the coordinating of air and rail travel. The Boston & Maine and the Maine Central railroads are as progressive as any in the world in that they have undertaken to give air service as well as rail service. The success of the experiment lies in the hands of the people of Maine. I hope that you will help us—I am a representative of the Airways—to continue to give improved service. I urge you therefore to support aviation by helping to build the required airports with all-year, all-weather type of surfacing. From the Governor's statement that twenty-one airports are being built in Maine I believe that Maine has really become enthusiastic. I urge you not to burden aviation, which is very young indeed, with unnecessary legislation. All of us are familiar with what happens to a child who is unduly restricted. If uncles and aunts and cousins and elder brothers and parents and sisters are trying to discipline him he becomes really a

problem child, likely to develop complexes and undeveloped in many ways. Please do not treat aviation as such. Give it a chance to expand and become a real industry before disciplining it too much. Again I urge you not to burden it with taxes from which it as an industry derives no benefit. And last but not least I urge you to support aviation by sending express and mail by air. I realize that you pay six cents for an air mail letter, but actually it only costs you three cents because you would have paid three cents on the letter anyway.

Use aviation as transportation for yourself and your children. If I may give you a statistic, for speeds over forty-five or fifty miles an hour you are generally safer in the air. Do not step down on the accelerator of your car and push the speedometer up to sixty miles and think you are safer than you would be flying in the plane over your head at one hundred and fifty miles an hour. You are not. For speeds over forty-five or fifty miles, in general get in the air for safety. You have to reach the ripe old age of one hundred and twenty-eight before it comes your turn for an accident on a regularly scheduled airway. And I hope you will not wait until you

are a hundred and twenty-eight before you try this modern form of transportation which is becoming daily more efficient, daily safer, and which is the most beautiful man has yet devised. No one has seen Maine properly who has not seen it from the air.

And may I close by offering the facilities of the Airlines to members of the Aeronautical Committee. If there is anything that we can do to assist in their work the facilities are at their disposal.

It has been pleasant to come here and I hope I may see Maine the most aeronautical state in the Union. (Applause, the audience rising.)

The Governor and Council and Miss Earhart then retired, amid the applause of the Convention.

The purpose for which the Convention was assembled having been accomplished, the Convention was dissolved and the Senate retired amid the applause of the House.

IN THE HOUSE

The Speaker in the Chair.

On motion by Mr. Pike of Lubec, Adjourned until Tuesday, March 12, at eleven o'clock in the forenoon.