

MAINE STATE LEGISLATURE

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Legislative Record

OF THE

Eighty-Eighth Legislature

OF THE

STATE OF MAINE

1937

KENNEBEC JOURNAL COMPANY
AUGUSTA, MAINE

HOUSE

Tuesday, April 6, 1937.

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

Prayer by the Rev. Mr. Hayes of Waterville.

Journal of the previous session read and approved.

Papers from the Senate disposed of in concurrence.

Senate Bills in First Reading

S. P. 480, L. D. 901: An act relating to reports to towns of excise tax payments.

S. P. 478, L. D. 912: An act relating to the charter of the city of Waterville.

S. P. 479, L. D. 900: An act relating to malt liquors.

S. P. 308, L. D. 513: An act relating to individual liability of stockholders, as amended by Senate Amendment A.

From the Senate: Resolve for the construction of bunters along Austin Stream, H. P. 1629, L. D. 773, which was passed to be engrossed in the House on April 2nd.

Comes from the Senate indefinitely postponed in non-concurrence.

In the House, on motion by Mr. Robinson of Bingham, the rules were suspended to permit that gentlemen to make a motion to reconsider the former action of the House whereby the bill was passed to be engrossed; and on further motion by the same gentleman the House voted to reconsider its former action whereby this resolve was passed to be engrossed; and on further motion by the same gentleman, the resolve was tabled pending passage to be engrossed.

Orders

On motion by Mr. Maxim of Portland, it was

Ordered, that there be printed 1,000 copies of the address on Taxation Problems delivered by Honorable Henry F. Long, Commissioner of Education for the State of Massachusetts, at the meeting of the Maine Real Estate Association.

Reports of Committees

Majority report of the Committee on Public Utilities on bill an act exempting trucking of farm products and certain lumbering pro-

ducts from the Common Carrier Law (H. P. No. 1624) (L. D. No. 751) reporting same in a new draft "B" (H. P. No. 1829) under same title and that it ought to pass.

Report was signed by the following members:

Messrs. Goudy of Cumberland
—of the Senate.
Tabbutt of Columbia Falls
Parsons of Hartford
Packard of Houlton
Batchelder of Parsonsfield
Webber of Auburn
Martin of Oakland

—of the House.

Minority report of same Committee on same bill reporting same in a new draft "A" (H. P. No. 1830) under title of an act exempting certain lumbering products from the Common Carrier Law and that it ought to pass.

Report was signed by the following members:

Messrs. Willey of Cumberland
—of the Senate.
Graves of Hancock
Noyes of Franklin

—of the House.

On motion by Mr. Packard of Houlton, the bill and the two reports were tabled, pending acceptance of either report and 500 copies of each new draft ordered printed.

Majority report of the Committee on Public Utilities on bill an act to promote the safety of railway travel (H. P. No. 1564) (L. D. No. 688) reporting legislation unnecessary as subject matter sufficiently covered by existing law.

Report was signed by the following members:

Messrs. Willey of Cumberland
Goudy of Cumberland
Graves of Hancock
—of the Senate.
Webber of Auburn
Batchelder of Parsonsfield
Parsons of Hartford
Martin of Oakland

—of the House.

Minority report of same Committee reporting ought to pass on same bill.

Report was signed by the following members:

Messrs. Tabbutt of Columbia Falls
Packard of Houlton

—of the House.

On motion by Mr. Noyes of Franklin, the bill and accompanying reports were tabled, pending acceptance of either report, and the matter was specially assigned for tomorrow morning.

Majority report of the committee on Public Utilities on bill an act to enlarge and define the powers of the Androscoggin and Kennebec Railway Company, H. P. 1117, L. D. 379, which was reported originally to the House by the committee on Public Utilities in new draft, and the new draft together with Senate Amendment A was recommitted to the committee now report the bill in new draft, H. P. 1695, L. D. 824, under same title as amended by Senate Amendment A, ought to pass.

Report was signed by the following members:

Messrs. Goudy of Cumberland
Graves of Hancock
—of the Senate.
Tabbutt of Columbia Falls
Parsons of Hartford
Packard of Houlton
Batchelder of Parsonsfield
Webber of Auburn
Martin of Oakland
—of the House.

Minority report of same Committee reporting ought not to pass on same bill.

Report was signed by the following members:

Messrs. Willey of Cumberland
—of the Senate.
Noyes of Franklin
—of the House.

On motion by Mr. Webber of Auburn, the majority report was accepted; and on further motion by the same gentleman, the bill having had its three several readings and Senate Amendment A having been adopted in the House in concurrence, the bill was passed to be engrossed as amended by Senate Amendment A and sent up for concurrence.

Majority report of the Committee on Public Utilities reporting ought to pass on bill an act relating to motor vehicles carrying passengers for hire (H. P. No. 1563) (L. D. No. 641)

Report was signed by the following members:

Messrs. Goudy of Cumberland
Graves of Hancock
—of the Senate.
Webber of Auburn
Batchelder of Parsonsfield
Packard of Houlton
Martin of Oakland
Noyes of Franklin
Parsons of Hartford
—of the House.

Minority report of same Committee reporting ought not to pass on same bill.

Report was signed by the following members:

Messrs. Willey of Cumberland
—of the Senate.
Tabbutt of Columbia Falls
—of the House.

On motion by Mr. Webber of Auburn, the majority report ought to pass was accepted.

Thereupon the rules were suspended and the bill given its two several readings and tomorrow assigned.

Mr. Noyes from the Committee on Public Utilities on bill an act relative to fences by railroads (H. P. No. 1560) (L. D. No. 704) reported leave to withdraw.

Mr. Philbrick from the Committee on Judiciary reported same on bill an act relating to political caucuses (H. P. No. 1040) (L. D. No. 334)

Mr. Hinman from the Committee on Appropriations and Financial Affairs reported ought not to pass on bill an act allocating the profits from State liquor sales to a fund for old age pensions (H. P. No. 658) (L. D. No. 210)

Same gentleman from same Committee reported same on bill an act relating to the financing of the Motor Vehicle Department of the Public Utilities Commission (H. P. No. 1476) (L. D. No. 630)

Mr. Russ from same Committee reported same on resolve in favor of the Waldo and Penobscot Agricultural Society (H. P. No. 849) (L. D. No. 301)

Mr. Whitney from same Committee reported same on resolve in favor of construction of a dam at Kittery Point Bridge (H. P. No. 1612) (L. D. No. 741)

Mr. Cambridge from the Committee on Claims reported same on resolve in favor of Arthur Liberty of North Yarmouth (H. P. No. 30)

(Resolve and report tabled by Mr. Seabury of Yarmouth, pending acceptance of the report, and specially assigned for Thursday, April 8th.)

Mr. Cambridge from the Committee on Claims reported ought not to pass on resolve in favor of Leo B. Bunker of Franklin (H. P. No. 966)

Same gentleman from same Committee reported same on resolve in

favor of J. Edwin Bradbury of Rockland (H. P. No. 976)

(Resolve and report tabled by Mr. Maheu of Waterville, pending acceptance of the report and specially assigned for tomorrow morning.)

Mr. Churchill from the Committee on Claims reported ought not to pass on resolve in favor of L. M. Longley & Son of Norawy (H. P. No. 1143)

Mr. Cushing from same Committee reported same on resolve in favor of Walter Savage of Milford (H. P. No. 345)

Same gentleman from same Committee reported same on resolve in favor of B. L. Kennedy of Belmont (H. P. No. 981)

(Resolve and report tabled by Mr. Woodbury of Morrill, pending acceptance of the report and specially assigned for Thursday, April 8th.)

Mr. Dorr from the Committee on Claims reported ought not to pass on resolve in favor of R. Earl Haley of Rangeley (H. P. No. 68)

Same gentleman from same Committee reported same on resolve in favor of Chas. B. Morrill of Alna (H. P. No. 946)

Same gentleman from same Committee reported same on resolve to reimburse the town of Lincoln for burial expenses of Vernon Murdock (H. P. No. 1365) as it is taken care of in another resolve.

Mr. Fuller from same Committee reported same on resolve in favor of Jerry Kimball of Millinocket (H. P. No. 959)

Mr. Mosher from same Committee reported same on resolve in favor of Arthur Jackson of North Sears-mont (H. P. No. 982)

Same gentleman from same Committee reported same on resolve in favor of Edmund A. Walker of Benton, Maine (H. P. No. 988)

Mr. McGlaulin from the Committee on Judiciary reported same on bill an act registration fees of tractors (H. P. No. 1421) (L. D. No. 573).

Same gentleman from same Committee reported same on bill an act to provide for a system of civil service in State departments (H. P. No. 1665) (L. D. No. 807).

Same gentleman from same Committee reported same on bill an act to provide for method of enforcement of personal property tax liens (H. P. No. 1641) (L. D. No. 781).

Mr. Thorne from same Commit-

tee reported same on bill an act relating to nomination of primary candidates (H. P. No. 35) (L. D. No. 20).

Mr. Weatherbee from same Committee reported same on bill an act relating to registration of motor vehicles (H. P. No. 117) (L. D. No. 51).

Miss Church from the Committee on Labor reported same on bill an act regulating rate of wages (H. P. No. 1621) (L. D. No. 748).

Mr. Mack from same Committee reported same on bill an act providing one day of rest in seven (H. P. No. 1522) (L. D. No. 675).

Mr. Chase from the Committee on Legal Affairs reported same on bill an act to amend charter of the city of Lewiston providing for pensions for employes of the Highway Department (H. P. No. 1057) (L. D. No. 351).

Mr. Alden from the Committee on Maine Publicity reported same on bill an act to amend an act relating to State planning and development (H. P. No. 1553) (L. D. No. 721).

Mr. Elliot from same Committee reported same on bill an act relating to the advertising of the products of Maine sea and shore fisheries (H. P. No. 1112) (L. D. No. 321) as subject matter is covered in another act.

Mr. Owen from the Committee on Pensions reported same on resolve providing for a State pension for Luther A. Kendall of Rockport (H. P. No. 837).

Mrs. Weed from same Committee reported same on resolve providing for a State pension for William S. Gardner of Canaan (H. P. No. 38).

Mr. Maxim from the Committee on Taxation reported same on bill an act relating to taxation of motor vehicles (H. P. No. 1586) (L. D. No. 668).

Mr. Goss from the Committee on Ways and Bridges reported same on bill an act relating to construction and maintenance of bridges on State highways, State aid highways and Third Class highways (H. P. No. 636 (L. D. No. 194).

Same gentleman from same Committee reported same on bill an act relating to maintenance and snow removal on highways (H. P. No. 731) (L. D. No. 277).

Same gentleman from same Committee reported same on bill an act

relating to assessment of taxes for building and repair of roads in unincorporated places (H. P. No. 1133) (L. D. No. 370).

Mr. Ryder from same Committee reported same on bill an act relating to guide posts. (H. P. No. 1606) (L. D. No. 545)

Same gentleman from same Committee reported same on bill an act relating to guide posts on highways. (H. P. No. 210) (L. D. No. 77)

Same gentleman from same Committee reported same on bill an act relating to snow removal. (H. P. No. 209) (L. D. No. 57)

Same gentleman from same Committee reported same on bill an act granting the State Highway Commission authority to allow the erection of posts and archways. (H. P. No. 1604) (L. D. No. 544)

Reports were read and accepted and sent up for concurrence.

Mr. Dow from the Committee on Legal Affairs on bill an act to provide a Town Council and Manager Form of Government for the town of Norway in the county of Oxford (H. P. No. 1109) (L. D. No. 364) reported same in a new draft (H. P. No. 1831) under same title and that it ought to pass.

Report read and accepted and the new draft ordered printed under the Joint Rules.

Mr. Donahue from the Committee on Appropriations and Financial Affairs reported ought to pass on bill an act relating to conventions of municipal assessors. (H. P. No. 659) (L. D. No. 228)

Same gentleman from same Committee reported same on resolve appropriating money to restore the early records in the office of the Register of Probate for York County. (H. P. No. 1477) (L. D. No. 560)

Mr. Mack from the Committee on Labor reported same on bill an act requiring the installation of pick clocks, so-called, on looms in textile factories. (H. P. No. 1523) (L. D. No. 676)

Mr. Elliot from the Committee on Maine Publicity reported same on bill an act relating to the Maine State Planning Board. (H. P. No. 1554) (L. D. No. 722)

Mr. Ryder from the Committee on Ways and Bridges reported same on bill an act relating to the Maine Kennebec Bridge. (H. P. No. 1134) (L. D. No. 331)

Reports read and accepted and the bills and resolve having already been printed, the bills were

read twice under suspension of the rules, the resolve read once under suspension of the rules and tomorrow assigned.

First Reading of Printed Bills and Resolve

(H. P. No. 1823) (L. D. No. 977)
An act relating to weekly payment of wages.

(H. P. No. 1824) (L. D. No. 975)
An act to provide a Town Council and Manager Form of Government for the town of Bridgton.

(H. P. No. 1825) (L. D. No. 974)
An act relating to members of The Maine Development Commission.

(H. P. No. 1826) (L. D. No. 972)
An act relative to Presque Isle Sewer District.

(H. P. No. 1827) (L. D. No. 971)
An act relating to the gasoline tax.

(H. P. No. 1828) (L. D. No. 973)
An act relating to the gasoline tax.

(H. P. No. 1020) (L. D. No. 976)
Resolve providing for a State pension for Lucie F. Parlin of Dover-Foxcroft.

Passed To Be Engrossed

(S. P. No. 61) (L. D. No. 41)
An act relating to reports of tax collectors.

(S. P. No. 393) (L. D. No. 738)
An act providing for the establishment of a Judicial Council.

(H. P. No. 1800) (L. D. No. 967)
An act relating to settlement of estate of absentees.

(H. P. No. 1815) (L. D. No. 946)
An act relating to impeachment of witnesses.

(H. P. No. 1816) (L. D. No. 945)
An act to provide for the surrender by town of Argyle of its organization.

(H. P. No. 1817) (L. D. No. 969)
An act to incorporate Great Indian Stream Log Driving Company.

(H. P. No. 1818) (L. D. No. 938)
An act to incorporate Black Stream Log Driving Company.

(H. P. No. 1819) (L. D. No. 944)
An act to empower towns and cities to establish pensions and retirements for employees.

(H. P. No. 1820) (L. D. No. 943)
An act relative to operation of motor vehicles for transporting property for hire.

(H. P. No. 1821) (L. D. No. 955)
An act to guarantee a minimum educational program and to provide for the equalization of educational opportunity for the Youth of the State of Maine.

(Tabled by Mr. Gyger of Cumberland, pending third reading.)

(S. P. No. 456) (L. D. No. 895) Resolve relating to an investigation of the pollution of rivers in the State.

(H. P. No. 65) (L. D. No. 966) Resolve in favor of William A. Moran of Oxbow.

(H. P. No. 66) (L. D. No. 965) Resolve in favor of William A. Moran of Oxbow.

(H. P. No. 67) (L. D. No. 964) Resolve in favor of William A. Moran of Oxbow

(H. P. No. 72) (L. D. No. 962) Resolve in favor of Willis Bartlett of Stillwater

(H. P. No. 1402) (L. D. No. 963) Resolve in favor of Hoyt F. Parks of Clifton

(H. P. No. 1801) (L. D. No. 961) Resolve regulating hunting and trapping of muskrats

(H. P. No. 1802) (L. D. No. 960) Resolve in favor of Will T. Libby of Oxbow

(H. P. No. 1803) (L. D. No. 959) Resolve in favor of Fred Johnson of Mt. Chase Plantation

(H. P. No. 1804) (L. D. No. 958) Resolve in favor of Mrs. Gilbert Grant of Columbia Falls

(H. P. No. 1805) (L. D. No. 957) Resolve in favor of J. S. Bryant of Searsmont

(H. P. No. 1806) (L. D. No. 956) Resolve in favor of Eugene P. Higgins of Bar Harbor

(H. P. No. 1807) (L. D. No. 954) Resolve in favor of Archie Robbins of Biddeford

(H. P. No. 1808) (L. D. No. 953) Resolve in favor of Everett S. Knight of Limerick

(H. P. No. 1809) (L. D. No. 952) Resolve granting a bonus for Henry P. Russell of South Portland

(H. P. No. 1810) (L. D. No. 951) Resolve in favor of Olin L. Jordan of Aurora

(H. P. No. 1811) (L. D. No. 950) Resolve in favor of J. Ralph Higgins

(H. P. No. 1812) (L. D. No. 949) Resolve in favor of Mrs. Myrtie P. Webber of Farmington Falls

(H. P. No. 1813) (L. D. No. 948) Resolve in favor of Prince H. Thomas of Masardis

(H. P. No. 1814) (L. D. No. 947) Resolve in favor of V. M. Smith of Machias

Passed to be Enacted

(Emergency Measure)

S. P. 484: An act to amend an act to revise the health and welfare laws.

The SPEAKER: This bill is an emergency measure and requires for its passage the affirmative vote of two-thirds of the entire elected membership of the House. In the absence of the monitor in the third division the Chair will ask the gentleman from Portland, Mr. McGlaflin, to serve as monitor. As many as are in favor of the passage of this bill to be enacted will rise and remain standing until counted and the monitors will make and return the count.

A division being had,

One hundred and twenty-one voting in the affirmative and none in the negative, 121 being more than two-thirds of the entire elected membership of the House, the bill was passed to be enacted.

Passed to be Enacted

(S. P. No. 111) (L. D. No. 123) An act relating to fraternal beneficiary societies

(S. P. No. 192) (L. D. No. 451) An act relating to beauty culture to include registering and licensing of barbers and barber shops and to create a Board of Barber Examiners

(Tabled by Mr. Carleton of Alna, pending passage to be enacted, and specially assigned for tomorrow morning)

(S. P. No. 231) (L. D. No. 388) An act relating to the establishment of a Game Preserve and Bird Sanctuary

(S. P. No. 327) (L. D. No. 593) An act relating to support of wife and minor children

(S. P. No. 328) (L. D. No. 755) An act authorizing corporations without capital stock to qualify as trustees in certain cases

(S. P. No. 345) (L. D. No. 614) An act to provide for the perambulation of the Maine and New Hampshire Boundary Line

(Tabled by Mr. Higgins of Ellsworth, pending passage to be enacted)

(S. P. No. 455) (L. D. No. 851) An act relative to pensions for members of the police force in the town of Houlton

(S. P. No. 459) (L. D. No. 856) An act relating to group insurance

(S. P. No. 465) (L. D. No. 880) An

act to amend and extend the charter of Kennebec Reservoir Company

(S. P. No. 466) (L. D. No. 883) An act relating to State Dairymen's Conference

(S. P. No. 467) (L. D. No. 882) An act relating to seizure of game

(S. P. No. 468) (L. D. No. 884) An act relative to transportation of fish and game by aeroplane

(S. P. No. 469) (L. D. No. 885) An act relating to enforcement of tax liens

(S. P. No. 470) (L. D. No. 887) An act relating to the Bath Municipal Court

(S. P. No. 471) (L. D. No. 886) An act to provide for the appointment of a Board of Commissioners of Police for the city of Augusta

(S. P. No. 472) (L. D. No. 881) An act relating to municipal ordinances

(H. P. No. 875) (L. D. No. 310) An act relating to registration fees to be paid for motor vehicles used for the carrying of passengers for hire and operating over regular routes

(H. P. No. 877) (L. D. No. 279) An act relating to prepayment of excise tax on motor vehicles.

(Tabled by Mr. Phair of Caswell Plantation, pending passage to be enacted, and specially assigned for Thursday, April 8th).

(H. P. No. 1535) (L. D. No. 712) An act relating to the rules and regulations of State Racing Commission.

(H. P. No. 1548) (L. D. No. 683) An act regarding penalty for depositing poisons with intent to kill animals.

(H. P. No. 1660) (L. D. No. 790) An act relating to bounty on seals in Hancock and Washington Counties.

(H. P. No. 1761) (L. D. No. 871) An act relating to mileage compensation for county officials.

(Tabled by Mr. Flanders of Auburn, pending passage to be enacted).

(H. P. No. 1767) (L. D. No. 893) An act relating to bounty on bears.

(H. P. No. 1769) (L. D. No. 890) An act relating to transportation of game.

Finally Passed

(S. P. No. 477) Resolve designating a certain road as "Douglass Highway."

Orders of the Day

The SPEAKER: On April 2nd, with respect to House Paper 1636, L. D. 775, resolve proposing an amendment to the Constitution re-

lating to signers on referendum petitions, the House voted to insist and ask for a committee of Conference. The Chair appoints on that committee of Conference Messrs. Sleeper of Rockland, Ellis of Rangleley, and Varney of Berwick.

The SPEAKER: Proceeding under Orders of the Day, the Chair lays before the House the first tabled and today assigned matter, House report ought not to pass of the committee on Legal Affairs on bill an act relating to horse racing for trotters and pacers and creating a State Racing Commission, H. P. 1524, L. D. 693, tabled on March 31st by Mr. Flanders of Auburn, pending acceptance of the report; and the Chair recognizes that gentleman.

On motion by Mr. Flanders, the report of the committee, ought not to pass, was accepted and sent up for concurrence.

The Chair lays before the House the second matter tabled and today assigned matter, House report ought not to pass of the committee on Mercantile Affairs and Insurance on bill an act relating to the standard form insurance policy, H. P. 684, L. D. 225, tabled on March 31st by Mrs. Latno of Old Town, pending acceptance of the report; and the Chair recognizes that lady.

Mrs. LATNO: Mr. Speaker, I yield to the member from Bethel, Mrs. Thurston.

The SPEAKER: The lady may not yield the floor. If the lady from Bethel (Mrs. Thurston) wishes to address the Chair in order, she will be recognized.

Mrs. THURSTON of Bethel: Mr. Speaker, I now move that the bill be substituted for the report; and to the members of the Eighty-eighth Legislature I will try to present the merits of this bill, that they may pass more intelligently upon it.

Legislative Document 225, the title to which is very blind, provides that a valued policy clause be written in our standard form of fire insurance policy. I would like to read that from the third section which is under discussion:

"* * * except that if insured buildings are totally destroyed, the sum for which they are insured shall be taken to be the value of the insured's interest therein, as such interest is described in the policy, unless over-insurance thereon was

fraudulently obtained; if buildings are only partially destroyed, insured shall be entitled to his actual damages, not exceeding the sum insured."

Before proceeding further, I wish to assure you emphatically that this is not a spite bill. Someone accused me of introducing a spite bill. So far as insurance policies have been written, our family has held them, and never in any adjustment has any member of my family been unfairly or unjustly treated by any fire insurance company. Perhaps some of my friends have not had that good fortune, and I am sure that all of us do know of some cases. As owners of property in the State of Maine and holders of fire insurance policies covering the same, we all are and should be interested in this valued policy clause.

Under the present law your fire insurance policies have either one of two clauses at the top of the policy: one is the three-quarter value clause and the other the actual value clause. The three-quarter value clause states that the insurance company will not be liable for more than three-quarters of the value of the property insured at the time of loss or damage. The actual value clause says that the insurance company will not be liable for more than the actual value of the property insured at the time of damage or loss. This valued policy clause if passed would make the statement read:

"The insurance company will not be liable for more than the actual value of the property insured at the time of damage or loss, except on buildings totally destroyed, in which case the full amount of the limitation shall be paid."

This valued policy clause, if adopted, would accomplish three things: First, it would tend to make the insurance companies place a much more careful valuation on the property to be insured at the time of the original insuring of the property. Secondly, it would tend to make the insurance companies revalue your property from time to time, possibly at the time of renewal of your policy. I see no reason why both of these two things cannot be easily done. Thirdly, it insures that you, the fire insurance policy holder, shall have full value for what you have paid.

Under the present law, if you

have actual value clause in your policy, it works this way: Let us suppose, just to take some figures, that you own property which you know to be worth \$10,000; it is assessed for \$5000 and insured for \$6000. Over a period of years you pay in good faith your premiums on that policy, expecting to get the amount you are looking for. Over that period of years the insurance agents have been diligent about collecting your premiums, but possibly may not have been so diligent about visiting your property to see whether the valuation had changed—and there is no incentive under the present law for so doing, because they can under this law continue to collect these premiums indefinitely at a high rate.

Under the present law, the insurance company may say at the time you have a total loss that your property was not worth the amount for which you were paying premiums. In such cases a board of three is appointed to settle the dispute, one appointed by you, the policyholder, one by the insurance company, and the third appointed by the first two.

Now it is reasonable to think that two of these three at least never saw your property before it burned, and they may not know you. They come to your town; they interview the public officials or people of prominence, and possibly some of your neighbors, and it often happens in some cases that some of these people are unfriendly to you, but the decision of the three is reported to the insurance company, and they recommend what you are to get. You may get one thousand or two thousand or four thousand even, but you are insured for six thousand.

More than half of the states in the United States have this valued policy clause. Our neighboring State of New Hampshire has had it for fifty-two years.

I have here a letter from the present Insurance Commissioner of New Hampshire, which reads as follows:

"It is a fact that the foregoing (valued) Policy Law has been in operative existence since the year 1885, and I wish to advise that the applicable statutory policy enjoys the confidence of the citizenry of our State. An outstanding test factor that it is a merited instru-

ment in that it has been in effect for approximately one-half a century, and during my period in office, which is approximately fourteen years, no adverse comments or criticisms have been registered with this Department."

Some of you might think that the passage of this valued policy clause would cause higher rates, but in these states where I have been able to get any information the rates are not only not higher but are lower. In the State of New Hampshire, to which I have just referred, I would like to cite the rate upon identical property as compared to that in Maine. We will take a set of farm buildings occupied by the owner and being the ordinary type of farm situated outside the village limits and having no fire protection. In the State of Maine the rate on that property is \$3.65 per hundred for a three-year coverage. Similar property identically situated in the State of New Hampshire bears the rate of \$2.00 per hundred for three-year coverage, almost twice as much in the State of Maine, and New Hampshire has the valued policy clause.

At the hearing before the Mercantile Affairs and Insurance Committee I asked one of the representatives of the insurance company where I might look to find an explanation for this vast difference of rates, and his reply was that he could not say; it was a matter of experience. And, incidentally, at that hearing, the opponents of this bill were the insurance company representatives. That is not to be wondered at, for this bill is very definitely a bill for the people, for the holders of fire insurance in the State of Maine.

I now urge the passage of this bill. If you do not see fit to pass it at this session, I will try to see that it appears in future sessions until it is passed, for I believe it is right, and right usually prevails in the end. Now, Mr. Speaker, after any further debate, I ask that a division vote be taken.

The SPEAKER: The lady from Bethel, Mrs. Thurston, moves that the bill be substituted for the report. The Chair recognizes the gentleman from Winslow, Mr. Ramsdell.

Mr. RAMSDALL: Mr. Speaker and Members of the House: My remarks regarding the unfavorable report of the committee on this bill

will be very brief. There are several others who are much more capable to express their views than I am. However, just for a moment, I would like to have you look at a picture of the general insurance business in the State of Maine and see what you find.

About forty odd policies of different types are available to the insuring public in the State, and as we look over those forty odd policies we see only four that we could call a valued policy.

We all look at our live insurance policies as valued. Sooner or later the insurance companies are going to pay to you or to I or to our beneficiaries the amount of that policy. We also look at the death benefits of our accident insurance policies as valued for the same reason. In that case we won't be here to collect, but somebody will.

Those are the two principal valued policies issued in Maine. But we can go a step further and say that an insurance company will issue a valued policy on precious stones and on solid silver. They will issue a valued policy on precious stones after those stones have been taken to a reliable dealer and have been appraised, and in view of that appraisal and in view of the fact that the valuation of those stones has been so constant over a period of years that they will not figure a depreciation.

Those four are the only valued policies that we can really say that Maine has. Our insurance laws are built around policies all issued as policies of indemnity and a rate for those policies charged.

For just a moment let us look at the things a valued policy in the State of Maine would do to the insured. In the first place, it would tend for under-insurance, because the insurance company would be the sole judge as to how much protection they would put on your house or your store or on my house or my store. The insured would have nothing whatever to say about it. If you built a house that cost \$5000 and it was appraised and the insurance company said they would put \$2500 on it and you had a loss, it looks to me that the insured and not the insurance company would be holding the bag for about \$2500.

We might go a step further on that point; and I think if this House could have a picture of the fire in Manchester, New Hampshire a few

years ago, and if they could have a picture of the fire in our city of Auburn a few years ago, and if they could visualize the situation of those people who lost their homes or their property compared with the people of Maine, we would find that the people in Maine were a great deal better satisfied than the people of New Hampshire under the valued policy, for the very reason that they were sadly uninsured in the City of Manchester.

This type of policy would tend to create a board of appraisal, and the cost of that board of appraisal would necessarily be handed on to the policyholders themselves.

The member from Bethel, Mrs. Thurston, has quoted rates in the State of New Hampshire. She has quoted rates on farm property, and has stated that in the hearing it was not perhaps satisfactorily explained why we have a rate of \$3.12 on three-quarters valued policies down here against their \$2.00 rate. I think that can be satisfactorily explained if you will agree with me that we can take the whole State of New Hampshire and drop it down up in Aroostook County and still have a lot of room left to walk around in. There are probably three times as many farm homes in the State of Maine insured as there are in the State of New Hampshire. The law of averages says that about so many of those homes are going to burn every year, and, with three times as many insured, our losses in Maine are necessarily larger, therefore our rate has to be necessarily higher. They did not tell us at the hearing that the rates in the cities on protected property in New Hampshire were higher than they are in Maine.

I happen, from personal experience, to know what the rate is in Concord, New Hampshire, a city a little larger than our neighboring city of Waterville. Their rate should be lower, because they have better fire protection; but their rates are considerably higher than they are in Waterville.

If this were adopted, it would necessitate issuing two forms of insurance policies in the State of Maine, because household and personal property could not be insured under this form. It would be quite a proposition to have an appraisal of all of our household furniture. The valued policy would limit the length of time of our policies. The New

Hampshire law allows only a three-year policy, while the Maine law allows a five-year policy. Those of you who buy insurance, especially on protected property, realize you can insure for five years and save one year's premium. If this bill were adopted, you would be penalized in the State of Maine, because no company would issue a five-year policy on a valued form and take the chances of depreciation.

In conclusion, I would just like to say that I do not feel that a valued policy in the State of Maine is necessary or that it is called for. It has been my privilege in the last month to talk with several state managers of some of our largest fire insurance companies and with several of our adjusters, and the story that they tell me about losses I think is very favorable to the State of Maine. A man who has been adjusting for twenty years said that in his experience of adjusting fire losses that he had had just three cases go to a reference—and he has probably handled hundreds of losses.

So I do not feel that the insured in Maine are being very badly penalized under our present form of policy, and I do feel that under the actual value form of policy they would be penalized because they could not buy the amount of insurance that they needed on their buildings.

If I as an individual own a home that cost me five thousand dollars and my judgment is not any better than to call up my insurance agent and say that I want seven or eight thousand dollars of insurance on that building, and I am willing to pay the premium, knowing that I have not got the value, and knowing that I cannot collect, I do not feel that we should penalize ninety-five per cent or more of the insured in Maine for perhaps my intention of going away and leaving the stove door open some day that my house might burn.

Mr. Speaker, I would recommend that the motion of the lady from Bethel (Mrs. Thurston) does not prevail.

Mr. CAMBRIDGE of Westfield: Mr. Speaker, I am opposed to this bill because it changes the Maine Standard Policy form, and would do away with the value clause, which at the present time is written at a rate discount.

I am connected with a group of

insurance companies that carry a very large volume of insurance on the farm property of this State. This insurance is written on the three-quarter value clause at a discount of twenty cents on every one hundred dollars, on the assumption that the insurance company takes three-quarters of the risk and the insured takes one-quarter. This has proven over a great many years to be a safe, fair and sound base for both the insured and the insurance company.

Now if this bill should become a law it would have this effect immediately: that it would increase the cost of insurance on the farm property of this State twenty cents for every one hundred dollars written.

There are many policies that are written for a period of five years, and it is very easy for every one to understand that property can decrease in value during that time, and it would become almost impossible for the insurance companies to know the real value and how much insurance they should carry on any one property. There is also the danger in times of depression of some unscrupulous person selling his property to the insurance company by having a fire.

I am against this bill, first, because it will immediately increase the cost of insurance, and, second, because of the difficulty of establishing the real value over a period of years, and because, in some instances, of the danger of it becoming a racket. I hope that the motion of the lady from Bethel (Mrs. Thurston) does not prevail.

The SPEAKER: The pending question is on the motion of the lady from Bethel, Mrs. Thurston. The Chair recognizes the gentleman from Rangeley, Mr. Ellis.

Mr. ELLIS: Mr. Speaker, I am very sorry that I have to get up and oppose the lady member from Bethel (Mrs. Thurston), but I would feel remiss in my duty if I did not.

No state in the east except New Hampshire has the valued policy clause. The lady mentioned that in some cases some friends of hers had been abused. We asked one quite prominent insurance broker who appeared before the committee how many cases he had adjusted otherwise than by the face of the policy, and he said one in his experience, and that is exactly the number I have had in my experience as an insurance broker.

No state has passed this law in the last twenty years, and several states which have had it before that have repealed it.

I do not know of anything that is more convincing than to offer statements from some of the insurance commissioners of the different states where this form is now in effect.

Mr. Fred W. Potter, former Insurance Superintendent of Illinois, said, in speaking of the valued policy:

"Its tendency is undoubtedly to increase destruction of property by fire."

James P. Young, former Insurance Commissioner of North Carolina, stated:

"The valued policy law aids and encourages over-insurance, increases the tax of fire premiums by raising rates, puts a premium on fires and incendiarism, and brings about the destruction of the property of and loss to honest men. With what result and for what purpose? That dishonest men may burn their property and reap a profit from their crime."

C. A. Palmer, former Insurance Commissioner of Michigan, said:

"I am firmly of the opinion that adoption of a valued policy law in this state would be the greatest obstacle that could be placed in the pathway of our efforts along the lines above indicated."—which was to reduce the fire loss and at the same time reduce the rates.

Now I could go on and quote from almost every State in the Union, but I want to call your attention specially to what Robert J. Merrill, former Insurance Commissioner of New Hampshire, says:

"New Hampshire is one of the few states having a so-called valued policy law. New Hampshire ought to rely upon other grounds for prominence than upon a law which is founded upon suspicion, the evidence of which is an apparent confession of the state's inability to regulate the business so as to do justice to both the insured and insurer * * *. There are brought to the attention of the Commissioner each year some cases of suspicious fires in which there is little doubt but that the existence of this law plays greater or less part."

Mr. HINMAN of Skowhegan: Mr. Speaker, I think perhaps I have more right to be on the side of the lady from Bethel (Mrs. Thurston)

than any of the speakers who have preceded me, for I am one of those individuals whom the lady from Bethel has spoken of as her friends—and I hope I am one of her friends too—who have had an experience under the form of policy that we now have. Right here in the City of Augusta I had a loss. I did not have to have any attorneys, and in the end I collected every dollar that I was entitled to collect. And I believe that any individual or corporation who holds a policy that is a fair policy can collect and collect without any legal proceedings, and even without conference, every dollar to which they are entitled. I also believe that the encroachment of fraud and larceny in itself is sufficient reason for the committee report, and I hope that the report of the committee, ought not to pass, may be accepted.

Mr. DAY of Durham: Mr. Speaker, I want to go on record as opposed to this bill.

It has been pointed out by previous speakers that the premiums on insurance would be increased here. There are in the State forty-six mutual companies, carrying insurance of over \$106,090,000, and if this bill goes into effect every bit of increase in expense of insurance will be passed on the policy holders. I would like to go on record as opposed to this bill.

Mr. VARNEY of Berwick: Mr. Speaker, I can well understand why any man engaged in the insurance business, or in any way connected with the insurance business in Maine, should be opposed to this bill. As I have listened to the debate, I have certainly become aware of the fact that apparently I am the attorney who had the one client who did not get what I consider a fair break in connection with his policy, and I think I would be derelict in my duty if I did not at this time tell you members of this House about this particular case. Before I do so, I want to apologize to the committee on Insurance for not appearing before them at the hearing. The reason I did not appear was because I was not aware there was such a bill before the Legislature until I saw something about it in the paper.

Now I once had a client who came over into Maine and built him a place. While he was building it he was approached by an insurance agent and urged to place insurance

on this place that he was building. He put on first, a \$2,000 policy. A little later on, when it was nearly completed, he was urged to and did put on another \$2,000, making a total of \$4,000. The place cost him for materials something over \$2,400, and his labor, making a total of \$5,500 to build the place. Within two months from the time the place was built it caught fire and burned completely. The company failed to make any adjustment satisfactory to him, and, after some delay, he came to me. I corresponded with the Adjustment Bureau, and as I understand it, they have some sort of an Adjustment Bureau to which they turn over all disputed adjustments, and this Bureau makes, or has the authority to make, adjustments in disputed cases. First, I asked the Bureau if they would not tell me how much they would pay on this \$4,000 policy,—in other words, what they considered the reasonable value of this place. After a short delay I got an offer from the Bureau of \$3,275.40. I was somewhat interested to know what method the Adjustment Bureau took of arriving at this figure of \$3,275.40; so I wrote and asked them if they would not send me their basis for adjusting this loss. I have here their reply in which the adjuster for the Bureau said: "Replying to your favor of the thirty-first ultimo, I am enclosing a memorandum of how I arrived at the amount offered to Mr. Gilbert," and attached to this is his memorandum—and I think this is important—because this is the way he figured the value of our building. He says: "Building, 24'x36'-18" post, concrete foundation, cubic contents 15,552' at 20c, a cubic foot" comes to "\$3,110.40. Foundation \$415.00." Then he totals that up to \$3,525.40. "Salvage in foundation, \$250.00." Amount offered up, \$3,275.40."

Now I had supposed that the company's claim that one reason why they could not have a valued policy was the fact that it was so difficult to determine the value of a building. Now I say that if they can determine, when it comes to an adjustment, the value of our building simply by multiplying the length by the breadth by the height. I cannot understand why they cannot do that before they insure our building as well as after the fire has occurred.

Needless to say, we rejected the offer, and asked for a committee, or whatever you call it, to adjust the loss. The company named three individuals. In this particular case all of them happened to be residents of the city of Portland. We named three who were honest, fair-minded men—and, in this connection, I wish to point out that the companies have a much better way of checking up on the three that we name than we have on checking up on their three, because they are in the business all the time; they have three or four agents in every town selling policies, and when you name a man in any town in the State of Maine, it is very easy for them to find out about his disposition and temperament. It is very difficult, on the other hand, for us to get any definite check on the three men named by the company.

What happened in my case? I found out what I could about the three men that they named, and selected what seemed to me to be the most likely individual. I assume they did the same with mine, only I want to say that I think they picked the weakest one of the three. I mean by that, the one who would be the most easily influenced by any other member. The two were to pick a third. What was the result? They had a strong-minded individual who knew how to put across his point, and he picked the third. The company have two—and under the policy as it is in the State of Maine today, it is not the judgment of the three that determines the value of your place, but the judgment of any two is final, and there is no appeal from it.

Now after the three had been selected we had a hearing assigned and I went to that hearing with my client and produced the receipted bills for the material which went into the building of this building, something over \$2,400—I have not the exact figures here but I could produce them. I also produced the carpenters in part and the receipted bills paid to the plumbers, and so forth, in building that building, which brought the total cost of that building up to fifty-three or fifty-four hundred dollars. The representatives of the insurance company produced no evidence at all; not one single witness appeared at that hearing in opposition to this claim. They

did, it is true, cross-examine some of my witnesses as to the amount they charged per hour for their labor, and also criticised some of the prices which he paid for material. A little later I got a report from this committee to the effect that they had found the value of my client's buildings at \$2,200—and that is what my client had to take, \$2,200, because he had no appeal.

In talking with the member of the three who talked with me after this was all over, he said that when he went to the hearing the other two members of the committee said, "Now let's we write down a figure and see what we think this man should have." The man who was a member of the three picked by the insurance company wrote down \$1,200, the third member wrote down \$1,800, and the man whom we had suggested told me that he wrote down \$4,000 which was the total of the policy. They argued for a while, and finally the two said to him, "Now unless you sign this report for \$2,200 and make it unanimous we two will sign it for \$1,800. He, thinking my client would gain \$400 by signing the report, signed it.

I cannot understand for the life of me why any insurance company or any other individual should be permitted to go out to the public and sell them anything on the basis of what they pay—I mean sell them a \$5,000 policy and represent to them that if their buildings are lost they will receive \$5,000, and collect and keep a premium based on a \$5,000 loss, and then, after the fire occurs, say "That is not what we sold you at all, and if you will read your policy, you will see it is not."

Now I will admit, of course, if every individual read his policy, there would not be any need to have a valued policy. But the fact is that the policy holder does not read his policy and he does not know until after fire occurs what the terms of his policy are.

I do not urge the passage of this law for the protection of such individuals as I have just told you about, because I realize that they are few, but I do think that under our present law the insurance companies are going out and selling policies to the public in the State of Maine, over-insuring on their property, and they are perfectly safe in doing so. I think that a great many farms are over-insured in the

State of Maine today. I think many of you who own buildings are paying a great deal more insurance on your buildings than you would pay if you actually knew when your buildings burned flat you could collect only the actual value of the buildings on that day.

I want to say further that I have practiced law some in the State of New Hampshire, where they have a valued policy, and I agree with the lady from Bethel (Mrs. Thurston) that I know of no complaint there. The thing works there, and our premiums in New Hampshire, so far as I know, are no higher than they are in Maine.

Someone suggested that a valued policy would cause fire. I will say that I do not know of it causing fires in New Hampshire. I think it is the other way around. If you permit a man to over-insure his property, that is what causes fire; and I believe if you have the policy in the State of Maine where the buildings are only insured for what they are actually worth, what would be the advantage of a man setting fire to them and destroying his buildings?

I sincerely hope that you who are not engaged in the insurance business will give this some real consideration, because I believe that it has some real merit. (Applause)

Mr. THORNE of Madison: Mr. Speaker, I did not intend this morning to speak on this matter, but I feel that I ought to say just a word in answer to my esteemed colleague, the gentleman from Berwick (Mr. Varney) for whom I have the highest admiration. I feel perhaps that he and his client were unfortunate in their arbitration in that particular instance; but that one instance should not control in procuring a change in a law of a commonwealth. A policy of fire insurance is a contract, and, if a policy holder does not read that contract, that is his lookout. It is a contract which he accepts and he should read it. The law presumes that he did read it and that he understood it. He is bound by that contract.

I feel that this is one of the most dangerous bills that has come before this House at this session. I want to call your attention to one phrase in the bill, L. D. 225, as follows: "The sum for which they are insured shall be taken to be the

value of the insured's interest therein, as such interest is described in the policy, unless over-insurance thereon was fraudulently obtained." You can perhaps convict a man of arson by attendant circumstances and other evidence, but when you endeavor in a situation of this kind, where a man takes and pays for a policy of insurance, to prove fraudulent intent in accepting that policy you cannot go so far; and unless you can prove under this proposed act "fraudulent intent," the insurance company must pay to that insured the face value named in that policy. It seems to me that it is an invitation to arson to pass this bill, and I sincerely hope, while I have the highest admiration for the lady from Bethel (Mrs. Thurston) that her motion does not prevail.

The SPEAKER: The pending question is shall the bill be substituted for the ought not to pass report of the committee? The lady from Bethel, Mrs. Thurston, has asked for a division of the House. As many as are in favor of that motion to substitute the bill for the report will rise and remain standing until counted and the monitors will make and return the count.

A division of the House was had. Forty-eight voting in the affirmative and 63 in the negative, the motion to substitute the bill for the ought not to pass report did not prevail.

Thereupon, on motion by Mr. Ellis of Rangeley, the ought not to pass report of the committee was accepted and sent up for concurrence.

The Chair lays before the House the third matter tabled and today assigned, House report ought not to pass of the committee on Sea and Shore Fisheries on bill an act relating to lobster fishermen's licenses, H. P. 1572, L. D. 624, tabled on March 31st by Mr. Paul of Portland, pending acceptance of the report; and the Chair recognizes the gentleman from Kittery, Mr. Cole.

Mr. COLE: Mr. Speaker, in order that an amendment may be offered, I move that the bill be substituted for the ought not to pass report of the committee.

A viva voce vote being doubted.

A division of the House was had.

Thirty-eight voting in the affirmative and nine in the negative, the motion prevailed and the bill was

substituted for the ought not to pass report.

Thereupon, the rules were suspended, and the bill was given its two several readings.

Mr. Cole then offered House Amendment A and moved its adoption, as follows:

House Amendment A to H. P. No. 1572, L. D. No. 624, entitled, an act relating to lobster fishermen's licenses.

Amend said bill by adding after the figures "1933" the following words: 'as amended by chapter 199 of the public laws of 1933.'

Further amend said bill by striking out at the end thereof the following words: "and for 2 years prior to such date, of the county of his then residence" and substituting in place thereof the following words 'and provided further, that no such license issued shall entitle the holder thereof to use any pots, traps, boats, trawls or other contrivances used for the catching or taking of lobsters within the waters adjacent to the county of York, unless the commissioner of sea and shore fisheries is satisfied that the applicant therefor has the bona fide intention of becoming a legal resident of said county of York.'

The SPEAKER: The question is on the motion of the gentleman from Kittery, Mr. Cole, that House Amendment A be adopted. Is the House ready for the question? As many as are in favor of the motion that House Amendment A be adopted will say aye; those opposed no.

A viva voce vote being taken, the amendment was adopted, and tomorrow was assigned for the third reading of the bill as amended by House Amendment A.

On motion by Mr. Ellis of Rangely, the House recessed until 2 P. M.

After Recess—2.45 P. M.

The Speaker in the Chair.

The SPEAKER: The House is proceeding under Orders of the Day.

The Chair lays before the House the fourth tabled and today assigned matter. House report ought to pass in new draft of the committee on State Lands and Forest Preservation on bill an act relating to the Knox Arboretum, H. P. 1123, L. D. 420, tabled on April 1st by Mr. Elliot of Thomaston, pending the motion by Mr. Flanders of Au-

burn, that the bill and report be indefinitely postponed.

Mr. FLANDERS of Auburn: Mr. Speaker, I move to withdraw my motion for the indefinite postponement of this bill. At the time I moved its indefinite postponement I thought this would become State property and be owned by the State; but since that time I have been informed that there is an organization in Knox County that wishes to take over this property, and I also understand that Mr. Elliot is making arrangements for that purpose. He will have an amendment to present, but is not quite ready to do so at this time. Therefore I move that this matter be retabled and specially assigned for Thursday, April 8th.

The motion prevailed and the bill and report were retabled pending the acceptance of the report and specially assigned for Thursday, April 8th.

The Chair lays before the House the seventh unassigned matter, bill an act to amend the absent voting law, S. P. 130, L. D. 170, which under the provisions of the House order was laid on the table pending the printing or reproduction of Senate Amendment A.

Senate Amendment A read by the Clerk.

Thereupon, Senate Amendment A was adopted in concurrence, and tomorrow assigned for the third reading of the bill as amended by Senate Amendment A.

On motion by Mr. Palmer of Island Falls, it was voted to take from the table the twenty-second unassigned matter, bill an act relating to pauper settlement, H. P. 1545, L. D. 629, which was passed to be engrossed in the House on March 26th and which came from the Senate indefinitely postponed in non-concurrence.

Mr. PAYSON of Portland: Mr. Speaker, when I introduced this bill I felt that it was perhaps a proper law to be enacted at some time. It takes care of the situation in a town where paupers are in a certain town and their settlement cannot be determined. That would open the door to placing a great additional burden upon the State. However, I feel at this time, due to the financial stringency in the State, that it would be inopportune to pass this bill, and, although I introduced

the bill myself, I now move that the House recede and concur with the Senate in the indefinite postponement of the bill.

The motion prevailed and the bill was indefinitely postponed in concurrence.

On motion by Mr. Douglass of Gorham, it was voted to take from the table the nineteenth unassigned matter, an act relating to pension for State employees. S. P. 133, L. D. 169, tabled by that gentleman on April 1st, pending passage to be engrossed.

Mr. DOUGLASS: Mr. Speaker, I now move that the bill be recommitted to the committee on Pensions and sent up for concurrence.

Mr. NEWTON of Readfield: Mr. Speaker, I move that the bill be retabled, pending the motion of the gentleman from Gorham, Mr. Douglass, that the bill be recommitted to the committee on Pensions.

A viva voce vote being taken, the motion prevailed and the bill was retabled pending the motion of Mr. Douglass, of Gorham, that the bill be recommitted to the committee on Pensions.

On motion by Mr. Mosher of Farmington, it was voted to take from the table the fifteenth unassigned matter, House report ought to pass in new draft of the committee on Agriculture on bill an act relating to growers' and packers' contracts, H. P. 1547, L. D. 557, new draft H. P. 1789, L. D. 913, tabled on April 1st by that gentleman, pending acceptance of the report, and on further motion by the same gentleman the new draft and report were recommitted to the committee on Agriculture and sent up for concurrence.

On motion by Mr. Higgins of Ellsworth, the House voted to reconsider its action taken earlier in the day whereby resolve designating a certain road as "Douglass Highway," S. P. 477, was finally passed; and on further motion by the same gentleman the rules were suspended to permit a motion that the House reconsider its former action whereby the resolve was passed to be engrossed; and on further motion by the same gentleman the House voted to reconsider its former action whereby the resolve was passed to be engrossed.

Mr. Higgins then offered House Amendment A and moved its adoption, as follows:

House Amendment "A" to S. P. No. 477, resolve, designating a certain road as "Douglass Highway."

Amend said resolve by correcting the spelling of the name 'Douglas' wherever it appears in the resolve and title.

Thereupon, House Amendment A was adopted, and the resolve as amended by House Amendment A was passed to be engrossed in non-concurrence and sent up for concurrence.

On motion by Mr. Varney of Berwick, it was voted to take from the table the sixteenth unassigned matter, bill an act relating to insanity as cause of divorce, H. P. 669, L. D. 214, tabled by that gentleman on April 1st pending passage to be engrossed.

Mr. Thorne of Madison, offered House Amendment A and moved its adoption as follows:

House Amendment A to H. P. No. 669, L. D. No. 214, bill, an act relating to insanity as cause of divorce.

Amend said bill by striking from the 11th line of the paragraph beginning "Section 1-A" the figure "2" and inserting in place thereof the figure '5'.

Thereupon, House Amendment A was adopted.

Mr. Thorne then offered House Amendment B and moved its adoption, as follows:

House Amendment B to H. P. No. 669, L. D. No. 214, bill, an act relating to insanity as cause of divorce.

Amend said bill by striking out from the paragraph of said bill beginning "Sec. I-B" that part beginning in the 8th line with the "...", and inserting in lieu thereof the following:

The summons and complaint in such action shall be served upon the libelee by delivering attested copies of such summons and complaint to such guardian, the county attorney of the county in which such action is brought, and to the superintendent or to the person in charge of the institution where the libelee is confined.

Thereupon, House Amendment B was adopted, and the bill as amended by House Amendment A and House Amendment B passed to be

engrossed and sent up for concurrence.

On motion by Mr. Noyes of Franklin, it was voted to take from the table the eleventh unassigned matter, bill an act relative to sale of fish, H. P. 1768, L. D. 891, tabled by that gentleman on March 31st, pending third reading.

Mr. NOYES: Mr. Speaker, I have taken this matter up with the Department and several members of the committee, and it is felt that inasmuch as the principal parts of this bill are covered by other legislation, that two amendments have already been offered to this bill, and before it could be enacted it would be necessary to draw another amendment, that the bill be indefinitely postponed.

On motion by Mr. Noyes, a viva voce vote being taken, the bill was indefinitely postponed and sent up for concurrence.

On motion by Mr. Chase of Barre, it was voted to take from the table the thirteenth unassigned matter, House report ought not to pass of the committee on Interior Waters on resolve authorizing the elimination of the beaver dam in Greenwood, H. P. 1508, L. D. 653, tabled by that gentleman on April 1st, pending acceptance of the report.

On motion by Mrs. Thurston of Bethel, the ought not to pass report of the committee was accepted and sent up for concurrence.

On motion by Mr. Cole of Kittery, it was voted to take from the table the second unassigned matter, bill an act relating to the terms of office of the members of the Interstate Authority for the Portsmouth-Kittery Bridge, H. P. 1753, L. D. 863, tabled by that gentleman on March 29th, pending third reading; and on further motion by the same gentleman the bill was given its third reading and was passed to be engrossed and sent up for concurrence.

On motion by Mr. Ellis of Rangely, the House recessed until 4 P. M.

After Recess—4 P. M.

The Speaker in the Chair.

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 extending an invitation

to Colonel Clarence D. Chamberlain to attend the Convention and present such communication as he may be pleased to make.

On motion by Mr. Flanders of Auburn, 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. Sewall of Sagadahoc,

Ordered, that a committee be appointed to wait upon Colonel Clarence D. Chamberlain and inform him that the two branches of the Legislature are in Convention assembled in the hall of the House of Representatives, and extend to him an invitation to attend the Convention and present such communication as he may be pleased to make; also

Ordered, that the same committee wait upon the Honorable Lewis O. Barrows, 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 and Sewall of Sagadahoc; Representatives Alden of Auburn, Parsons of Hartford, Howes of Charleston, Haley of South Bristol, Emery of Bucksport, Bates of Patten and Lausier of Frenchville.

Mr. Sewall subsequently reported that the committee had discharged the duty assigned it, and that Colonel Clarence D. Chamberlain and the Governor were pleased to say that they would attend the Convention forthwith.

Thereupon, Colonel Chamberlain and Governor Barrows, attended by the Executive Council, entered the hall of the House, the audience rising and applauding.

The CHAIRMAN: Members of the Eighty-eighth Legislature, in Convention assembled: I present the Governor of Maine. (Applause, the audience rising)

GOVERNOR BARROWS: Mr. President, and Members of the

Eighty-eighth Legislature: It is my pleasure to present to you today one of America's outstanding aviators, Colonel Clarence D. Chamberlin. (Applause, the audience rising).

COLONEL CHAMBERLIN: Governor Barrows, Members of the Maine Legislature, Ladies and Gentlemen: Whenever I get up to speak I feel a great deal like Admiral Byrd told me he felt whenever he got up to speak; that is, when I start I have not the slightest idea what I am going to say, and after I finish I have not the slightest idea what I have said. I started out by using notes, but when I tried to speak one day, the wind caught my slip of paper and blew it away and left me in a terrible fix, since then I have tried to make the best of it without them. I do a great deal of speaking to high school bodies, and one of the things I always tell them is that the thing they should study hardest, if they ever wish to be famous aviators and fly around the world,—that the thing they should study the hardest of all is how to make a speech, which to me is much harder than flying oceans and things like that.

First, I want to tell you that I am very honored and deeply flattered to think that you would take the time off to arrange this session for me because I have heard of the many things you have to do around here; in fact it was suggested to me that perhaps I had arrived at just the right time because of the fact that your taxation problem was so much up in the air that perhaps I could help you out a little. (Laughter) I do not know about that, but I do want to say that I am especially pleased to be here and it is a great honor to come to Maine. I have a very warm spot for Maine in my heart, as you can well imagine. I heard the praises of Maine for many years from two of my good friends, some of the oldest pilots in the country, George Shaw of Caribou, and Bill Alexander of Houlton. I heard so much about Aroostook County that I availed myself of the opportunity to go up there nearly two years ago, and, in the course of that visit, I met Mrs. Chamberlin and closed the biggest deal that I ever made in my life. (Applause) I am especially pleased to be here on that account.

I have heard a great deal about southern hospitality but I think

your Publicity Bureau should get busy on the subject of Maine hospitality for it exceeds anything I have found in my trips around the country.

Your Governor has asked me to tell a few of my experiences on my Atlantic flight nearly ten years ago. I wrote a book on that subject so I would not have to talk about it any more, but I found that the only way I could collect my royalties on this book was to buy it myself and give it to my friends, so I still have to make these speeches. (Laughter)

This Transatlantic flying business started back in 1919. Immediately following the War Raymond Ortig of New York, put up a \$25,000 prize for the first non-stop flight between New York and Paris. At that time there was no airplane that could fly far enough to reach the other side. Ortig was a Frenchman who moved to this country and wished to do something to bring about closer relations between his old home country and his newly adopted land. I am not sure but that he thought it was a safe offer because no airplane could ever fly more than half that distance at that time; but I assure you it is not safe to offer an aviator \$25,000 in cash for anything, because at least he will try it. It took us several years to get this plane. We had to develop both the airplane and the engine. I finally got the Wright Aeronautical Company of Paterson, New Jersey, to agree to build this new plane to demonstrate the new Wright Whirlwind Engine. But after the plane was finished and had made several test flights and several local American records, they had a Board of Directors meeting and someone said, "Well, suppose you should land in the middle, that would not be such a good ad for this new engine." So that ended our hopes for the flight because the Wright Company decided against it. It was not until Charlie Levine came along and bought the Miss Columbia from the Wright Company that we were able to go ahead with our plans for the flight. But before Charlie would let us take his new airplane out over the Atlantic, we had to prove that it could fly far enough to reach the other side. He had just paid a great many thousand dollars for it and he did not want to lose it. So just before the Atlantic flight Bert Acosta and I took Miss Columbia up for a new endurance record in

this country. We flew fifty-one hours and eleven minutes without re-fueling. That satisfied Charlie that his plane could fly far enough to reach the other side, so he let us go ahead with our plan. Acosta, as you may have read, recently had some experiences over in Spain. It seems they gave him pay checks, but the pay checks were on banks that they had to capture, so he came home.

There were a great many rumors as to who was to be my co-pilot on this flight. Mr. Levine had tried three times to make an Atlantic flight. The first time, when the company learned what he wished to do with the plane, they refused to sell it to him. The second time he offered Rene Fonk \$25,000 to go along as passenger, but Fonk knew his plane was overloaded and would not take him along. So he had to get his own plane at his first opportunity, to make this flight. But he was so afraid something might come up to spoil his game that he made us swear to keep it a secret. He kept the issue well fogged up. He promised three of us that we could make the flight when there was only room for two to go, his big idea being to prevent his wife from becoming suspicious that he was going on this flight. Mrs. Levine knew of Charlie's inclination and a few days later became suspicious. We overheard her say: "If I thought my Charlie was going in that airplane, I would burn it up." So from then on it really was a secret. No one knew who was going with me until the morning I took off.

While we were out on the field preparing to go the City Editor of the Daily News, which was a picture paper, particularly wanted to get a picture showing Charlie and I shaking hands good-bye just as we were taking off in his airplane. So we stood out in front of the plane, shaking hands, with our faces just as straight as possible, and then both of us got into the plane and took off. That was the first inkling that anyone had that Charlie was to be my co-pilot and navigator on this flight.

I learned a great many things from Charlie. While we are getting ready to go on a flight of that sort a great many people want your autograph. I was very busy signing my autograph for everyone who

came along, when Charlie nudged me and said: "Listen, sign it at the top, so they won't put I. O. U. above it." (Laughter)

Well, we finally got away to a very good start about daybreak on Saturday morning, the fourth of June. Everything went well until we came to Long Island Sound. The water there was about ten miles wide and we were about half way across when I noticed Charlie becoming a little uneasy, squirming around in his seat. I said, "What is wrong?" I thought perhaps the sight of water had changed his mind and he had decided not to go. He said, "I forgot to leave the payroll for the boys back at the field and what if we sink and lose it?" I only had \$11.14 on me, so it did not make much difference.

Everything went well from there on up to Cape Cod, when I had some trouble with one of our compasses. We had two compasses on the plane. One was an earth inductor compass, which was just invented and supposed to be the latest thing in compasses for long-distance flying. The other was a small magnetic compass that we took along for emergencies. Our instrument board was so full of instruments that we had to put this emergency compass behind my back, so whenever I wanted to see it I had to turn around and look behind me. We had to subtract 180 degrees from the reading in order to find out just where we were going—not a very ideal situation for a flight of that kind. The earth inductor compass broke at the time we reached Cape Cod. I suggested going back and having it repaired, because I depended a great deal on it on a flight of that kind; but when I suggested going back to New York, Charlie said, "And meet my wife?" He said, "I would rather be in Davey Jones' locker." So we decided to try our luck with this small compass.

Our next jump was 250 miles over water to Nova Scotia. We hit Yarmouth, Nova Scotia, right on the nose, and continued on up the coast to Newfoundland.

Bugs Baer, who writes the humorous column in the New York American, had a little line in his column about that time, due to the argument that had taken place in preparation for this flight. He said, "The flight should have been called

'Arguing from New York to Germany rather than flying from New York to Germany.' I thought there might have been something in that about the time we were going up the coast of Newfoundland.

Down on Long Island we had made a great many tests and found that the plane could fly one hundred miles an hour for approximately forty hours, giving it a range of 4,000 miles or better. The weather man told us we would have head winds for the first thousand to twelve hundred miles, and then tail winds after we left the coast of Newfoundland. On account of these head winds we were only making seventy miles an hour up the coast. Charlie did a little figuring and he found that seventy miles an hour for forty hours was 2,800 miles, and it was 3,200 miles to land on the other side, leaving about 400 miles to swim unless the wind changed. (Laughter) He did not get over that until we sighted land on the other side. Fortunately, the wind did change and we got across with plenty to spare, but what bothered him most of all was that he discovered that I had not only forgotten the oars but also the pump to blow up our little rubber boat in case we were forced down on the water. When I got a good look at the North Atlantic I did not think so much of the rubber boat. I left the oars at home purposely, knowing it was too far to row anyway and I wanted to save every possible ounce of weight.

We left Newfoundland just at sunset at the end of the first day. It was one of the most beautiful sights that I had ever seen. Those of you who recall your geography will remember that the Labrador current flows down past Newfoundland and the melted ice water from Labrador and Newfoundland meets the warmer water from the Gulf Stream and with it are carried hundreds of icebergs. At this season of the year, in June, we could see twenty-five or thirty, at one time. It was not only beautiful but it helped to keep me awake. As I looked down and saw all those icebergs in the water I realized how cold it would be in case I went to sleep. About four hundred miles from shore we ran into our first bad weather. The weather man told us about storms along there,

and to keep as far south as possible, and we would have better weather. So we went straight east from Newfoundland until we were on the steamship lane, and then we picked up what is known as the Great Circle Course and followed the steamship lane from there on over to Europe.

Before the clouds closed in solidly we climbed up on top and through holes in the clouds we saw two boats. We signalled down to these boats and found one was the Western Union cable repair boat and the other a fishing boat. That was the last we saw until the following morning. We climbed up on top of the clouds in order to stay in good weather. No matter what the weather is down on the ground, if you can get on top of the clouds, you will always be in perfectly clear weather. We were able to stay on top until two o'clock in the morning, when the clouds had reached an altitude of about 15,000 feet. That was as high as the plane could go with the heavy load of gasoline, so we finally had to go into the clouds. When we did that the moisture in the clouds would condense on the wings and windshield and freeze. For each thousand feet that you go up, the temperature goes down about three degrees, so even though it was the 4th of June, the temperature at 15,000 feet was down below freezing, so ice began to collect on the wings at that time. Ice forming on the wings was probably the most dangerous thing we had to contend with. Today we have de-icers, as we call them, which consist of a rubber boot that fits over the leading edge of the wing, and if ice begins to form, you turn air pressure into them, and that blows out the boot and cracks off the ice. That was one of the dangers of long-distance flying at that time. Fortunately, we were flying at this high altitude, so all we had to do was to come down three or four thousand feet into warmer air and melt off the ice. That was probably the only close call we had on the flight across the water.

The next morning we came out into clear weather again and sighted two small tramp steamers. I had a list of all the boats out on the Atlantic and their approximate position, so that in case we should see one we could get a check on our position on the flight. I flew down

low so I could read the names on the stern. I not only could not pronounce them but I could not find them on my list. I guess they might have been Scandinavian boats. Early that afternoon we sighted a big boat with four smoke stacks, indicating it was a big transatlantic liner, so I was able to find our position. I flew down low and read the name, and found it was the *Muretania*. The *Mauretania* was steaming toward the west at about thirty miles an hour, and the wind was blowing from the west at about thirty miles an hour, so it was possible to throttle the *Columbia* down to sixty miles an hour. As we were heading into a thirty-mile wind, that cut our speed down to thirty miles an hour over the water, so we were within sixty feet of the deck of the *Mauretania*.

It was quite a welcome sight to see. The Captain was blowing the whistle and the people were running about the deck. We had a great time waving at them and exchanging greetings. While we were doing this I noticed Charlie was leaning out the window making a signal something like a telegraph operator. He wanted the radio man on board that boat to send a message home and tell his wife where he was because he had neglected to tell her where he was going that morning. Evidently the idea got across and the message came through.

Later that afternoon we sighted one more big boat, the *Transylvania*, and we figured our position to be about fifty miles off the coast of England; so we were not surprised, a half hour later, when we sighted Land's End, England. It was a beautiful sight to see and we were quite tempted to land; beautiful green fields and stone walls; but we had not accomplished our purpose of establishing a long-distance record, and we decided to go on. As we approached the English coast the weather started to turn bad. Dr. Kimball, in New York, said that we were asking a great deal from him when we wanted to know what the weather would be 4,000 miles away forty-eight hours in advance. He said that it was a tough job, but he did a remarkable job of forecasting, because he said it was a tough job to even tell whether it was going to rain in New York that period of time ahead. There was a storm over Scotland at

the time we left New York, and it appeared to be moving up toward Norway and Sweden, but it changed its course. At the time we took off from New York it was understood to be moving to the northeast but it shifted to southeast and moved directly across our path in England, France and Germany.

The last place that we saw was Plymouth, England, through a hole in the clouds. We decided once more to climb up on top. I was afraid to fly underneath the clouds in a strange country at night for fear that I would run into mountains or something of that sort. That, you might say, is the only really dangerous part of flying today, flying through fog and rain in a mountainous country. We had no radio with us. I had the choice of taking a radio or gasoline for another 150 miles, so I left the radio at home, figuring that I would rather have another 150 miles of gasoline than to know where I was when I went down.

This flying in mountainous country will be solved by radio. Theoretically, we do it today. The accidents that you have read about in the last year, particularly out in the mountainous section of the western coast, have all been caused by pilots not knowing exactly where they were, possibly failure of the radio, and in many cases failure of the pilot to carry out instructions. But those are just sort of growing pains and we are getting over them very fast, and in a short time we will not hear of accidents or that kind. That was the reason we decided to go upon top. This storm was much worse than the one we passed through in the middle Atlantic, and we went up 21,000 feet in order to fly on top of the clouds. We were at this altitude over five hours without oxygen and I was getting rather tired. We had been flying nearly forty hours, and the last five hours at nearly 21,000 feet, without oxygen, made us very tired. If any of you have done any mountain climbing, you know what it is to exert yourselves at a high altitude without oxygen. The least exercise is something like running a foot race down at sea level. Besides that, I wished to get back on top of the gas tank for a rest. I had been sitting on a hot oil tank for forty hours and wanted to move; so I climbed back on top of the gas tank and told Charlie to take the con-

trols over for a while. He had never made a landing nor a take-off; he had only handled a plane in the air. I could teach any one of you gentlemen in fifteen minutes how to handle a plane quite well in the air, but your landings would not be so hot, but you could handle a plane, once it was in the air. Charlie had done no blind flying and no instrument flying, as it is called. I told him to take the control and that I did not care where he went in the next fifteen minutes so long as he stayed out of the clouds. He took me quite literally and instead of going into the bank of clouds, he pulled back, and when he did that, the plane went up into a stall. The plane was already at the maximum altitude that it could go, so it just stalled and fell off into a tail-spin. By the time I could get back into my seat and regain control of the plane, we had fallen between seventeen and eighteen thousand feet. Fortunately we had another thirty-five hundred feet to go. I thought as long as we were down that far, we might as well come down there and see what we could see. This was about two o'clock in the morning. The dawn starts very early over there and it was just becoming light. We came through the clouds at about one thousand feet over some water. I could see a bank on one side. Charlie thought it was the North Sea, and I had not the slightest idea where it was. We had been out of sight of land for the last ten hours in a strange country. Besides that I had lost my map of Germany. It had fallen out of the window or disappeared somewhere and I could not find it; so I had the job of finding out where I was, in a strange country with no map.

We came down a little lower and I noticed we were over a river. I could see the bank on each side. When we got still lower I saw there were mountains on both sides of the river sticking up into the clouds. If we had come down half a mile either side from where we did, we would have hit one of those mountains and I would not be here today. We followed the river and came to a good sized city and over to our left we saw some rockets being fired up into the air to direct our attention. The airport officials were firing these rockets and we shut off the engine and I called out in my best high school German and asked the way to Berlin. Well,

there was a little difference of opinion. Some of them pointed this way and some pointed that way, with the result that Charlie thought it was this way and I thought it was that way. Well, we were over Germany. While we were over the Atlantic Charlie left it entirely up to me, whatever I said went; but after we got over land he figured it was his airplane anyway and he had a right to say just which way he wanted to go. So we settled it in this manner: While I was flying, I went the way I thought it was, and while Charlie was flying he went the way he thought it was. When we got out of gas we were almost directly on our course, about seventy miles this side of Berlin. I wanted to land while we still had one or two gallons of gas left. If you land with a dead stick, out of gasoline, and with a dead motor, if you come into a field going a little too fast, you have no opportunity to look it over or to try it again, so I thought it would be well to have a little bit of gas to spare in order to have a little power to pull over a fence or trees or something like that. But Charlie said "No, we started out to make a long distance record, and we must run it until it quits." I said "O. K. It is your plane," and if I smash it, don't blame me." We went on a few miles further until the motor coughed and died.

We came down in a wheat field. As a matter of fact, we came down into two wheat fields. The wheat fields there are smaller than ours. We landed in one, bounced over the road and stopped in a second wheat field. It was just after daylight in the morning, and about half an hour later a lady and two boys came down on bicycles to work in this field. When the German woman found us in her wheat field, she came over, sputtering in German. She was very much excited and when she heard our German she became more frightened and got her children out of there. She did not come back until fifty or sixty people had gathered around there. They told us that she thought we must be kidnapers, that was why she got her children out of there. We had quite a time making them understand that we had just come from New York. When I told them we had just flown in from New York, they looked at one another, shook their heads with an air of disbelief.

Finally a little boy about twelve years old who had been away at school and studied English had heard about the preparations for this flight, and he finally convinced them that we really did come from New York. After that there was nothing they would not do for us.

First, we needed some gasoline or benzall, as they called it, but all we could get was twenty gallons of benzall, which is very good if mixed with gasoline. We put it in and started off to Berlin. Once more we had no map and I could not tell the word for map in German. We got along pretty good. I knew a lot of German words, but I could not think of them when I needed them, so once more I asked which way it was to Berlin. They all pointed over the hill, so we started up over the hill. We went past Berlin and landed in a little town beyond. When the crowds gathered at our second landing the mayor or ober-burgomaster of the village arrived on the scene. He was a large man and had a bigger voice than the little mayor from the little village, so he took charge of the situation and took us into his town and his town got the credit of our landing. I think he should have been a Chamber of Commerce secretary or something like that because he certainly got publicity for his town.

To give you some idea of the length of this flight and the time we were awake, I did not get to sleep for twenty hours before the flight started, there was so much excitement about getting away, and we never knew until four o'clock in the morning what the final weather report was going to be. There was so much excitement I could not sleep the night before we took off, so I did not sleep for twenty hours before the flight started. The flight itself lasted for forty-three hours and those Germans would not let us go to bed for fourteen hours after we landed. We had to go to lunches and there was hoch this and hoch that. That made a total of seventy-seven hours without sleep. In case you ladies and gentlemen do not realize how long seventy-seven hours is, it is three days, three nights and five hours, without sleeping; so we were very anxious to get to bed when they finally let us get away. But even after going to bed I could not go to sleep.

I had been in the habit of sleeping under a blanket and sheets, like we have here. This was one of the rural communities and the only thing they had to put over us was a feather mattress and I could not keep that on. Finally, however, I got to sleep out of pure exhaustion.

The next day we got up to another round of receptions and followed that by a tour over Germany. We visited a number of cities and had a marvelous time, although it was much more tiresome and required a great deal more effort than the flight itself. We toured Germany and then the principal capitals of Europe. To give you some idea of the size of the countries over there, we left Warsaw, Poland one afternoon about one o'clock, flew across Holland, Czechoslovakia and landed in Switzerland at four o'clock in the afternoon. Most of those countries over there are smaller than our states over here. They gave us a marvelous reception at every place where we went.

We landed back in France the same day that Admiral Byrd and his crew landed. They followed us across about three weeks later. We were out in the field that night waiting for them to come in. I got into Paris as the weather was closing in, and I was just able to sneak in. By the time the Admiral and his crew arrived it was impossible to find the airport there, so they turned back and landed in the English channel by the light of the lighthouse. As soon as Charlie learned of the Admiral's arrival he sent him a telegram and challenged him to a race back to America. He did not say anything to me about it. The United States line had offered me the Queen Mary suite on the Leviathan, a five thousand dollar suite, consisting of three bedrooms and a parlor. I took it and I left Charlie over there, to fight the battle of Paris. Charlie wanted to make the return trip. He had been the first man to make the crossing as a passenger, and he wished to be the first man to make the round trip.

To give you some idea of what it costs to be first in anything like that, I think Charlie paid the highest fare ever paid for an airplane ride. It cost him \$10,000 for his fare across, and he had to furnish his own airplane and his own gasoline. So if any of you wish to be first on some of these flights, this will give you an idea of what it costs.

My time will not permit, but I will say that Charlie, a short time later, made what I think is the greatest flight in all aviation history when he stole his airplane in Paris and flew it to England. He had promised a Frenchman four thousand dollars if he would fly the plane back to America in case anything happened. The Frenchman was to get four thousand dollars, and when the flight was cancelled the Frenchman wanted his money and Charlie did not want to pay it. So he stole his plane and flew out of the country, thus making the greatest flight in all history because he had never made a landing or take-off prior to starting out on this flight.

On my return from Europe I spent a great deal of my time helping cities get airports around the country, and a good deal of my time since then has been spent in helping them get fields, improving the ones they have and popularizing flying at the fields where they do have good facilities.

It has been a great pleasure to land on many fields up here in Maine. I remember my first visit, which I believe was in 1922 or 1923, when I delivered an airplane up to Calais. I do not think I ever flew over a quarter as much territory with as few places to land as there were at that time. Fortunately, my motor kept going and I got through to Calais all right. But you have done a great deal since that time and I want to congratulate you on it. I also hope you will do everything possible to carry on this airport development work that is being done. You have a marvelous field here in Augusta. We came in the other night and the lighting system showed us exactly where the runways were, and we had no trouble at all. The nature of your country makes it imperative to do as much work as possible. You might think we are a bit selfish in asking for all this help for aviation, but I believe the State will be repaid for anything you can do. I was told yesterday that the tourist trade of Maine ran in the neighborhood of \$100,000,000 yearly. I am sure that all you have to do is to make Maine accessible to the rest of the country to double that.

Transportation is a bit slow now but I will give you an idea of what I did two or three years ago. We used to take a load of brokers from

New York and bring them up here every Friday afternoon. Ordinarily they would leave on the train at eight o'clock in the evening, arrive up here Saturday morning, and return again Sunday evening. But by flying up as soon as business is over late Friday afternoon, they can jump into a plane and be up here for dinner Friday night and remain until early Monday morning, giving them three nights a week in Maine instead of one. I assure you that is very attractive to people who live down in New York and New Jersey; so anything you do along that line I am sure you will be amply repaid for in the future.

A great development has taken place in aviation in the last few years—there are two very important things. One is the increase in speed and the other is the use of the radio. It is now possible to take off in a dense fog and fly to a distant city and not only land at the airport but land on a runway one hundred feet wide and never see the ground at any time. This is done regularly in some places, and as soon as facilities are installed, it will be a common thing. For aviation to be really popular and really useful, planes must be able to run on a regular schedule regardless of weather. That is one reason we ask for such long runways.

Many of you have seen the plane that I had up here a year or two ago. It is the largest land plane in America carrying passengers. Well, I was able to land on a great many small fields. It was hard to explain to people why we needed such long runways. In the future air lines will have to be coming in and out of here regardless of the weather, and they will land by radio when they cannot see. When you come into an airport by radio, you need more room. You have a very good approach to your field up here, and the same thing should be kept in mind in all of these fields, so that is one thing to keep in mind. When we ask for more money than you think we ought to have for an airport, it is to prepare for the future for this new way of travel. The other is the increase in speed. In the last few years the speed has been jumped from 110 to 120 up to the neighborhood of 200 miles per hour, so that the present air lines are maintaining a schedule in the neighborhood of 200 miles an hour.

The next step is to travel at still greater altitudes with supercharged engines. This jump from 120 to 200 miles an hour was made by flying at higher altitudes with the supercharged engine. That is the thing I am working on today, and the reason for this proposed Transatlantic flight this summer is to take a plane, install a very powerful supercharged engine and then fly at an altitude of thirty to thirty-five thousand feet. There are no clouds and no bad weather at this altitude and it is possible to increase the speed of the plane nearly a hundred miles per hour in this manner. When that is done, the same sort of plane that is suitable and the same sort of method that we will use for this proposed Transatlantic flight is suitable to increase the speed of our air lines. I look for a schedule between New York and Los Angeles, we will say, of ten hours, in the next two or three years.

The plane that we have out in the field can make the flight from Newfoundland to Ireland, across the water part of the Transatlantic jump, in about six hours, or from New York to London or Paris in the neighborhood of ten to twelve hours. If the same sort of plane were put into service between New

York and Maine, Maine would be just about an hour's hop, an hour and a half at the outside, and when we get that sort of service between New York and Maine, I am sure that many more people will be able to take advantage of the marvelous vacation facilities that you have here.

I want to repeat once more that I am very pleased to be here and I have found Maine hospitality to be the finest of any place in my tour around the country, and it is a great pleasure to be here. I thank you. (Applause), the audience rising.

The Governor and Council and Colonel Chamberlain then retired amid the applause of the Convention, the audience rising.

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. Stoddard of Eastport,

Adjourned until ten o'clock tomorrow morning.