

MAINE STATE LEGISLATURE

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LEGISLATIVE RECORD

OF THE

Ninety-Third Legislature

OF THE

STATE OF MAINE

1947

DAILY KENNEBEC JOURNAL
AUGUSTA, MAINE

lating to Payment of Expenses of Wife Pending Libel for Divorce.”

Amend said bill in the 5th line of that part designated as “Sec. 59” thereof, by inserting after the word “support” the following underlined words:

‘, on petition for which costs and counsel fees may be ordered’

Further amend said bill in the last line thereof, by inserting after the word “costs” the underlined words **‘and counsel fees’**.

Committee Amendment “A” was then adopted, and the Bill was assigned for third reading tomorrow morning.

Mr. Hayward from the Committee on Ways and Bridges on Bill “An Act Permitting Towns to Appropriate Money in Anticipation of State Appropriations” (H. P. 195) (L. D. 140) reported “Ought to pass” as amended by Committee Amendment “A” submitted therewith.

Report was read and accepted and the Bill, having already been printed, was read twice under suspension of the rules.

Committee Amendment “A” read by the Clerk as follows:

Committee Amendment “A” to H. P. 195, L. D. 140, Bill “An Act Permitting Towns to Appropriate Money in Anticipation of State Appropriations.”

Amend said bill by adding at the end thereof, the following underlined sentence:

‘Provided, however, that the state highway commission may at any time, from appropriate funds, reimburse towns for expenditures previously made for the improvement of state aid roads, provided such expenditures have been made with the consent of the state highway commission and under its supervision, and that such reimbursements in any year shall not exceed the apportionments made to such towns for the improvement of state aid roads under existing statutes.’

Committee Amendment “A” was adopted, and the Bill was assigned for third reading tomorrow morning.

The SPEAKER: The Chair at this time recognizes the gentleman from Brunswick, Mr. Lacharite, and appoints him Speaker pro tempore, and requests the Assistant Sergeant-at-Arms to escort the gentleman to the rostrum.

Thereupon, the gentleman from Brunswick, Mr. Lacharite, was escorted to the rostrum, where he assumed the Chair amid the applause of the House, and Speaker Ward retired.

Passed to be Engrossed

Bill “An Act relating to Registration of Motor Vehicles” (S. P. 130) (L. D. 283)

The SPEAKER pro tem: The Chair recognizes the gentleman from Rockland, Mr. Sleeper.

Mr. SLEEPER: Mr. Speaker, in regard to Item 1, Bill “An Act relating to the registration of motor vehicles,” (S. P. 130) (L. D. 283) I move the indefinite postponement of this bill, and, in support of that motion, I have a few remarks to make. As a matter of personal privilege, Mr. Speaker, the remarks that I intend to make will take about an hour. Do you want me to table the bill until later in the session or do you want me to take it up now?

The SPEAKER pro tem: The gentleman has the floor and may proceed if he wishes to.

Mr. SLEEPER: Mr. Speaker and Members of the House: As regards Bill “An Act Relating to the Registration of Motor Vehicles,” (S. P. 130) (L. D. 283) I think we have made a great mistake. Yesterday this bill was passed, read and accepted. I do not think that we realize just what we have done. What is our duty here? Why are we elected and why are we here? We are not elected to be the masters of the people we represent, we are elected to represent the people from the section from which we come. I have not had one person ever tell me that they wanted this bill passed. The bill has been lobbied and logrolled through this Legislature until I understand yesterday we only had nine votes against the bill.

I cannot understand why the citizens of Maine would allow such a bill to pass this House. I am not a paid lobbyist; I do not represent any vested interests; I am not a trucker; I am just a representative of the Legislature, and I am still very much opposed to the passage of this bill. Why? I have several reasons.

The principal reason is that John Q. Citizen is entitled to some consideration. I would like to adjourn this House and have everyone here follow the steps down to the road and watch the trucks go by. Who is

it that highway belongs to? Does that highway belong to the St. Johnsbury Trucking Company, Alger Brothers and these other Massachusetts concerns? No; that highway belongs to you and I and to the person who pays his registration fee, to use it. And in support of that idea I have a judgment of the Supreme Court of the State of Maine. A private citizen happened to have been run into and damaged considerably by a truck. The truck company said that he did not have any right on the highway and that they did not have to pay the damage. So the Supreme Court of Maine said, in the case of John M. Stanley, Exceptant, etc., 133 Maine, in which the validity and constitutionality of the motor truck law as it applied to common carriers was upheld, the opinion of Justice Dunn, unanimously approved by the other justices, was as follows:

"The exceptant, the truck company, has no vested right to use the highways and other roads to carry freight for hire: the streets, highways and country lanes belong to the public and to the people and are primarily for use in the ordinary way. No one has any inherent right to use such thoroughfares as a place of business."

Who is it that owns these highways? Is it you or I, or is it the trucking companies?

Mr. Speaker, I made a fool of myself here the other day when I brought forth this pamphlet. Mr. Speaker, while I am looking this over, we have a House rule that says that any piece of publicity such as that is supposed to have someone sign it, and there is no signature attached to that piece of publicity. I imagine that costs twenty-five or thirty cents. I imagine it cost four or five hundred dollars to have all these pamphlets printed. No one signed it. As I said before, the only thing true about it is that on the page in the back it shows a long row of trucks going one way and a long row of trucks going the other, no pleasure cars, and that is the only true thing about that pamphlet.

Now, Mr. Speaker, could I have the Sergeant-at-Arms bring me a drink of water?

I do not entertain any high hopes of defeating the bill at this time, but I will venture to say that this

will be the most costly bill that the State of Maine has ever passed.

We have before us measures which ask for \$600,000 more for the teachers—\$1,000,000 more for teachers and other things. We cannot afford to do that, but we can afford, apparently to grant three or four hundred thousand dollars to these out-of-state trucks to take your highway and mine and use it for a roadbed. I will say that this reciprocity bill, so called, costs the State of Maine one million dollars, and if the House insists on passing this bill, if the State of Maine is so wealthy they can give one million dollars away, we certainly do not need any further tax measure and I will not vote for any increased taxation until I am assured that the State of Maine is trying to economize in other directions.

The thing that riles me the most is that last Monday—I am a citizen of Maine and pay my taxes and live here and vote here—last Monday I registered a truck and I had to pay \$120 to register that truck to use on the highways of Maine. These other companies do not register it; these other companies do not pay. If I pay, why shouldn't they?

I imagine I sound rather dramatic but I am really sincere about this thing. That is the only thing that riles me in the entire session of the Legislature, because I know there is no popular demand for the bill. I am willing to bet with every man and woman in this Legislature: You have never had one of your people back home tell you to vote for that bill unless they had a personal interest in the bill. If they run a trucking company, they probably said, "Pass the bill." If they operated some sort of service to carry freight into Massachusetts, they probably said, "Vote for the bill." But I doubt that, because I come from a large town and no one has told me to vote for this bill. I asked several people, and every one I asked said, "Vote against the bill." I am getting so tired of all those trucks on the highway that I think we ought to have a change.

So, Mr. Speaker, in support of my motion for the indefinite postponement of this bill, I feel that in so moving that I am representing nine-tenths of the citizens of the State. I will admit that perhaps I do not represent some trucking concerns. I imagine that the average trucking concern wants to see this bill passed.

Perhaps I do not represent the Maine State Chamber of Commerce, of which I am a member, but I did not vote for the passage of this bill.

And so, Mr. Speaker, I feel that in the passage of this bill we are doing ourselves and our citizens an injustice: the person who has a private pleasure car, the person that pays his registration fees to operate his truck, because I feel that man is entitled to some consideration.

It is very easy for Massachusetts to grant reciprocity because the State of Massachusetts has five millions of people and they have a potential wealth eleven times greater than the State of Maine and a road mileage approximately one-ninth of the State of Maine. For every mile of highway the Commonwealth of Massachusetts maintains they have eighty vehicles registered and paying their way on it. For every mile of highway the State of Maine has we have 9.6 vehicles registered upon it. We cannot afford to pass this bill.

At the hearing — and I sat here from about ten minutes past two to about half past four in order to be heard, we had the greatest array of legal talent, lobbyists, lawyers, that I ever saw; but I did not see the Highway Commission there, and the Highway Commission ought to know whether they want to grant reciprocity to trucks. I did not see the Public Utilities Commission at that hearing, and the Public Utilities Commission is the department in this State that handles the registration of trucks. I did not see anybody there except somebody that had a personal selfish interest. The Department of Agriculture was represented by an assistant who read a feeble letter. The Department of Sea and Shore Fisheries was represented by an assistant who read a feeble letter. But the two departments who are most involved, the Highway Department and the Public Utilities Commission were conspicuous by their absence.

I know that the Highway Department does not favor the passage of this bill. I know that the Public Utilities Commission of this State does not favor the passage of this bill because they know that the State of Maine cannot afford to pass out one million dollars to these out-of-state truckers.

The thing is very simple, very easy to comprehend. It has been lobbied through, worked through,

bought through — but not me! I still feel the way I feel.

I talked with one of the principal proponents of the bill, and I says, "What was the vote?" He said, "One hundred and something to nine." He said, "If you had been there" — and I expected to get a compliment — but he said, "If you had been there the vote probably would have been one hundred to ten." But when the vote is taken my vote will be in opposition to this bill.

I want you members to think about this. I am not going to try to table the bill. I want every member of this House to analyze the whole thing. Look over that pamphlet, see how expensive it is. Somebody drew it up, somebody paid for it. Who paid for it? The Maine Chamber of Commerce? Naturally not. Somebody that had a selfish motive paid for that pamphlet. The pamphlet is not signed, and we have a rule and regulation in this House that says that every piece of information that is placed on our desks has to be signed by someone so we will know who signed it. I want to tell you people that something is going on here that is not cricket.

I do not have any idea that I will gain a vote. I don't know as I mind, but I want to know just how the members of the House really feel. I want to know whether you people are representatives of the people you represent or whether you feel you come up here to do just as you want to do. If you can conscientiously and truthfully say that the majority of the people you represent want the passage of that bill I will say, "Vote for the bill."

If you analyze the thing, you will find that your average citizen is the poor devil who drives a pleasure car on the highway, the fellow like myself that operates trucks inside the State — and I am not in the commercial trucking business, I am in the fuel business, and I pay very well to operate my trucks, I pay almost \$1100 in registration fees to provide the roadbed for Alger Brothers, the St. Johnsbury Trucking Company and others. I am not trying to tell a story. I would like to adjourn this House for about twenty minutes and have everyone go down and sit on those steps there and watch those trucks go by. I will bet my salary here that of the first hundred trucks that

go by eighty-five will come from outside of the State of Maine. They will be riding for free and you and I will be paying the bill: it won't be the Maine State Chamber of Commerce that is paying the bill either; it will be you and I — and I don't like it. I feel that the Maine citizen, the Maine trucker, the Maine business man, is entitled to protection, and under that bill he is not getting it.

The State of Maine will soon be swamped with these out-of-state trucks coming in. One of the principal arguments of the proponents of this measure was that this provided an easy method of transportation, it tore down the State boundaries and took away the isolation features and made transportation cheaper, so I investigated that too. The St. Johnsbury Trucking Company—they had a big article in the Boston Herald last Sunday—the St. Johnsbury Trucking Company used to run a truck into Rockland, Maine every Thursday, and a Rockland concern, the B. & R., the Boston and Rockland trucking concern, used to handle the bulk of the outgoing freight in and out of Rockland. Since the passage of reciprocity, the St. Johnsbury Trucking Company and Juliano Brothers and other truck companies outside the State have increased the work that they take into Rockland so that they are running two trucks a day into Rockland, and the B. & R. and other local truckers will soon be driven out of business.

I asked a merchant in Rockland who has stuff come from Boston. I was impressed and almost astounded. I was almost halted in my tracks by the number of merchants at the hearing who said they favored reciprocity because they felt that it would expedite the movement of freight in and out of the State, make it easier and cheaper and more efficient. So I happened to ask a man in Rockland, the town that I represent,—and I represent Rockland: I do not feel I am the master of Rockland, but I represent Rockland. If the citizens of Rockland wanted this bill passed I would vote for it, but the citizens of Rockland do not want it passed. I happened to ask this man, and I said "How is it I saw a St. Johnsbury Trucking Company truck in front of your store unloading a package? I suppose the rates are much cheaper now, because I

heard the Maine State Chamber of Commerce and other philanthropic organizations that have no selfish interest in this thing, say that it would benefit the State. I imagine your service is much better, packages arrive in much better condition, arrive faster and at less expense?" He said, "That is not the case." He said, "Up until one year ago I paid fifty-four cents for a minimum charge for a package. Since three months ago I am paying \$1.08. They have doubled the fee." And I heard them say right here at this hearing that if they could make this a permanent thing it would redound to the benefit and profit of everyone doing business in the State. It doubled the fees, and I will guarantee that when nothing operates but these out-of-state trucks the fee will be quadrupled.

I see several smiles here. I imagine you all think that I do not know just what I am talking about, but I do. I have studied the thing ever since I have been here and I know, I know that the State of Maine is not in a position to grant reciprocity to Massachusetts.

The thing irons out to "Maine vs. Massachusetts." They will tell you that all the other states have reciprocity, Maine must have reciprocity. All the other states have their election in November, and I heard several intelligent men say we ought to have ours in November, but this Legislature saw fit to maintain our independent feeling and still vote in September. The average member in this House laughed when several brother patriots in this House got up and said "We must do as other states do." But we did not choose to do what other states do in regard to elections and we still should not do as other states do as regards reciprocity. Why? Pick up the map and you will see. The State of Maine has a unique position. We are not in the center of the country, we are on the extreme easternmost point of the country. Geographically, the State of Maine is very much different than any other State. I want you to realize all that.

Coming back to this voting question, I imagine that several of you people are wondering just how and why and where that I have the temerity to vote against the one hundred and some odd vote against nine. I feel that I have the right

to vote the way I want to, because I feel I have a right to that seat just as much as everyone of you have a right to the seat in which you sit.

I also feel that I have a duty, Mr. Speaker, to the people that I represent, and if I felt that the people of Rockland want that bill — I do not personally like it, I will admit that—I am going to throw away part of my bombshell and say that I personally do not like reciprocity—but I say the people in Rockland, a small town of nine thousand people, do not like reciprocity either.

Why do I feel I have the right to vote the way I want to, the way I should vote? Because the other day we had a yea and nay vote here. Several persons vanished through the chains and were not here. I personally am rather favorable to the labor movement. I belong to two labor unions and I have never found it hurt me any, and I found I had very nice working conditions by working in closed shops; but I found out that the people that I represented in Rockland, the farmer, the banker and the small businessmen, who are the backbone of our Republican Party, wanted the Tabb bill passed, so, against perhaps my own motives, I voted "Yes" because I felt I had to represent the people from where I came. I felt on a matter of state policy I had to represent them as a representative. I was not the master of the people, so I voted "Yes." And that is the real reason, the principal reason, that I am voting "No" on the passage of this bill, "An Act (camouflaged) Relating to Registration of Motor Vehicles." The bill should read, "An Act to Sign the Death Warrant of every Maine Trucking Concern in favor of Out-of-State Truckers." The bill reads, however, "An Act Relating to Registration of Motor Vehicles."

I am going to vote "No." I wonder just how many people here feel that they represent—and they cannot use the wine and dined feeling they had all during this session—and they have been wine and dined on this measure. If there has ever been any wining and dining done, it has been done on that bill there. I want to know just how many people there are in this Legislature that represent John K. Citizen, the little fellow who pays his registration fee to the registra-

tion board and registers his truck? I pay my way on the highways of Maine. I do not ask for anything. I am going to tell you this: that in the event this bill is passed I certainly feel entitled to ask for an amendment which will exclude me from paying any registration fee. I am not going to pay eleven or twelve hundred dollars a year for the St. Johnsbury Trucking Company and these other companies that tear the roads to pieces. I feel as a citizen of Maine, as a taxpayer of Maine and as a business man of Maine, that I have a right to the same things that these other companies have. I am not being carried away, but I am talking the absolute truth. Now think, Mr. Speaker! I urge the indefinite postponement of this vicious bill.

The SPEAKER pro tem: The Chair recognizes the gentleman from Naples, Mr. Bove.

Mr. BOVE: Mr. Speaker and Ladies and Gentlemen of this House: I am certainly opposed to the indefinite postponement of this bill, and for the simple reason that yesterday afternoon for over an hour the members of this House intelligently argued about the bill, and when the vote was taken, the vote was cast one hundred and sixteen yes and nine no.

I believe that the State Highway Department does not own the roads: I believe, Mr. Speaker, that we, the people of the State of Maine, own the State highways, and I believe that the vote which was taken yesterday was an accurate one, and I hope that this motion for indefinite postponement will not prevail.

The SPEAKER pro tem: The Chair recognizes the gentleman from Presque Isle, Mr. Brewer.

Mr. BREWER: Mr. Speaker, I appreciate the talk which Mr. Sleeper gave us on this particular bill, but on the day of the hearing, when he appeared before the Committee on Motor Vehicles, he estimated that day that we would lose \$500,000. Today he has jumped the ante.

The only thing that I can think of—to give you a description of the position we might find ourselves in, if we did not have reciprocity—is the modern version of "The Three Bears". There were Papa Bear and Mamma Bear and Baby Bear. By the way, they were living in Texas—they were not living in Maine. As

you know, the old story goes that while their porridge was cooling in the morning they went out to walk, but instead of the little girl coming in and finding the three bowls of porridge, they walked there in the hot sun until Papa Bear got very tired. He sat down and he sat on a cactus and he immediately got up and rubbed himself. Mamma Bear, by that time, was exhausted and she sat down and she sat on a cactus; that wasn't comfortable, so she got up rubbing herself. Baby Bear was completely exhausted; he sat down and he, too, sat on a cactus, but he sat right there. Mamma Bear noticed the tears were running down Papa Bear's eyes. She said to him: "What's the matter, Papa Bear?" He said: "Mamma Bear, do you suppose we're bringing up our kid to be one of those 'Dead End Kids'?" (Laughter)

Now I believe that applies to us in the State of Maine, and I believe that if we don't have reciprocity, we are on the dead end, and I hope the motion does not prevail.

The SPEAKER pro tem: The Chair recognizes the gentleman from Augusta, Mr. Fowler.

Mr. FOWLER: Mr. Speaker and Members of the House: I did not intend to say anything regarding this bill. However, I must agree with a lot of things my good friend, the gentleman from Rockland, Mr. Sleeper, says. I probably have had as much experience with the out-of-state truckers registering their trucks as any man in this House. I have seen them at the border, lined up—thirty-five, forty and fifty of them—held up for registration. I have been damned and cursed and all but shot and hanged for holding them. Nevertheless, that was the law. I honestly believe that there was more hard feeling created by that law whereby we had to hold up truckers from out of the State to collect registration and they didn't have it, than any law that I know regarding trucks.

I do feel that eventually there will be some sort of legislation passed whereby we will be able to collect from the out-of-state trucks. I don't think it is going to continue to be free. As the gentleman from Rockland says, he does not feel right about paying heavy taxation for his trucks that he operates in this State, as a resident, when the out-of-state man can come in for considerably

less money. According to the laws of this State, he has paid his just registration there, and if this bill is passed, he would be entitled to operate on our highways.

I can well see the point the gentleman from Rockland (Mr. Sleeper) has brought up, and I have to agree with him along the majority of his statements. However, I do not think anyone realizes the ill feeling unless they have been through it. I have seen, Mr. Speaker, the State House grounds covered with saddle horses; I have had to act as wet nurse to saddle horses, elephants and tigers; I had a circus on my hands for a week from Lewiston held up for a week for registration, and I was responsible for it. I say "I,"; I and some of my boys working as inspectors for the Secretary of State, and I was told that if anything happened to any of those animals, we would be responsible. Fortunately, nothing happened. I don't pretend to be a lion tamer or an elephant trainer, but I know we had them on our hands. I have seen horses out here in vans when it was 110 in the shade and we had to water them and graze them here on the State House lawn and over across the way.

I do feel that this matter was well argued yesterday, and I would like to say that I hope the motion made for indefinite postponement of this bill does not prevail, and I do feel that some method of taxation will be found before we adjourn this Legislature, to take care of the situation.

The SPEAKER pro tem: The Chair recognizes the gentleman from Portland, Mr. McGlauffin:

Mr. McGLAUFFIN: Mr. Speaker, I want to say just a word or two. I rather admire a man who has the courage to come in here and buck the vote that passed yesterday. I want to assure the gentleman from Rockland (Mr. Sleeper) that I am one of those measly five that were with him, and I am speaking now, Mr. Speaker, because I remember when I was fighting for my life for a bill in this House some years ago, the gentleman from Rockland, Mr. Sleeper, came to my assistance. I am with you, Mr. Sleeper, in this vote.

The SPEAKER pro tem: The Chair recognizes the gentleman from Portland, Mr. Cole.

Mr. COLE: Mr. Speaker and Members of the House: I said yesterday

that the State of Maine received no revenue from these out-of-state trucking concerns. I have information now from the Department of State Police that they do receive some revenue. I will read you one paragraph from this letter: "This is to advise that as the result of our weighing activities at the Wells Barracks, 437 operators appeared before the courts for operating overloaded trucks. The courts assessed fines in the amount of \$10,050.70 and costs of \$2,435.69 last year. That is some revenue from those trucks, at least.

The SPEAKER pro tem: Is the House ready for the question

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

Mr. BICKFORD: Mr. Speaker, I have just one or two little points that I would like to bring out. In the first place, I want to say that I am in favor of reciprocity, but on the other hand, there are certainly things we have to recognize in Mr. Sleeper's talk and we have to do something in regard to this situation. Our railroads that we have running through our State pay taxes to haul merchandise, and it seems to me that somehow we should get more revenue from these outside trucks.

Now we have to do something to protect our Maine truckers. There was one large trucking concern that was not represented here yesterday that was represented at the hearing, and that was the Fox Company of Bangor. That makes me think some of our old Merchant Marine. At one time, as we all know, the United States carried to a large extent their goods in foreign boats, but the competition got so keen on account of foreign labor that in our Merchant Marine we found in the war that we did not have anywhere near enough boats to carry our soldiers or anywhere near enough boats to carry our goods.

Now if we want to turn this business over to Massachusetts and kill our truckers in the State of Maine, that is what we will do if we do not do something to relieve the situation. Still I will say I do not want to see it done in this manner. I want to see reciprocity because I believe it is the right way to do in regard to trucking. We have to do something to protect the truckers.

The SPEAKER pro tem: The

Chair recognizes the gentleman from Madison, Mr. DeSanctis.

Mr. DeSANCTIS: Mr. Speaker, just in rebuttal to the remarks made by the gentleman from Portland, Mr. Cole, I wish to say that if he had checked up the amounts of fines paid by our own local truckers as far as the pulp industry is concerned, he would find that they exceed those of out-of-state truckers.

The SPEAKER pro tem: The Chair recognizes the gentleman from Belfast, Mr. Clements.

Mr. CLEMENTS: Mr. Speaker and Members of the House: I am not going to talk about trucks, but I wish to say that Belfast is in an enviable position due to the fact it has a very low rate on freight coming from out of the State. The reason for that is we have a railroad that is owned and controlled by the city. For that reason, our rates are down; but if we should lose that railroad I do not know what would become of Belfast. I go along with the gentleman from Rockland, Mr. Sleeper.

The SPEAKER pro tem: The Chair recognizes the gentleman from Portland, Mr. Bowker.

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

The SPEAKER pro tem: The Chair recognizes the gentleman from Rockland, Mr. Bird.

Mr. BIRD: Mr. Speaker, due to the population of the City of Rockland, they have two representatives in the Legislature. My colleague and I have always been very good friends, and, as far as I know, we talked with the same people at home. In my conversations with the people in Rockland who are in a position to be interested in this matter I find they are in favor of it. We have a large industry which has just come to Rockland, the General Seafoods, and they plan to invest some million or two million dollars in enlarging their plants and facilities there. That alone is going to mean a great deal to the City of Rockland in the matter of taxes. They are already up to their legal debt limit. I believe last fall they had a small bonfire in the City Hall where they burned up some bonds they retired. Those bonds were originally issued to bring the railroad into Rockland. I understand that the only reason that the railroad continues to offer service to

Rockland is because in the summer time they get enough summer business to keep the scales in balance in favor of keeping the railroad there.

If the railroad should go, I do not know where we would be, being exporters of seafoods and other products of that type. Those items are highly perishable and it is very necessary that they get to market as rapidly as possible. That is why we business men in Rockland who are concerned with it are very much interested in seeing reciprocity pass.

The SPEAKER pro tem: The Chair recognizes the gentleman from Gardiner, Mr. Tabb.

Mr. TABB: Mr. Speaker and Members of the House: I spoke here yesterday in favor of this bill as a farmer. I am sorry that my good colleague, Mr. Sleeper, who operates eleven trucks, does not go into the State of Massachusetts. Perhaps if he did he might forget the people in Rockland and vote for reciprocity because it would be of financial value to him. He tells you about the picture on the back of the catalogue. That is all true what he has told you; it is all cluttered up with trucks. We all agree, there is no way of getting around that. But if we do not pass reciprocity here we are going to take one of the biggest lickings we ever got, not only from Massachusetts but New Hampshire and Vermont, and do not let anyone tell you anything different. We have to pass it here to protect the interests of this State, the farmer, who is the backbone of the State, as I stated yesterday. We are the people that are the backbone of the State of Maine and not industry; and when you take that away from us you are hurting a great many people, thousands of them that want reciprocity to protect their farms and to protect the living that we will get by having reciprocity.

I hope that the motion of my good friend from Rockland will not prevail.

The SPEAKER pro tem: The Chair recognizes the gentleman from Woodland, Mr. Brown.

Mr. BROWN: Mr. Speaker and Members of the House: I think if we go back in history to the time of our thirteen struggling colonies here in the United States we will find that those people recognized at that time that the only way they

could survive was that those thirteen struggling colonies should unite and tie themselves together for the mutual welfare and good of them all. Now as we are set up today—forty-eight separate states, or forty-eight separate countries, you might say—if each one of us starts in building up trade barriers and those things which hinder the free flow of goods and services between one state and the other, I am afraid that in a short time the United States of America will be split up into forty-eight separate states. So let us look at it from the broad angle, let us remove any trade barriers if we have any, and let us see that no trade barriers are built up that will separate our states.

The rest of the states of the Union might say to Maine, "Well keep your potatoes up there, keep your paper up there, keep your textiles in the State of Maine. We can raise potatoes down here, we can manufacture paper. We do not need your services. If you want to build up barriers, go ahead and stay up there in that isolated section of the United States. We can get along without you."

So I think that the freer we can have our goods flowing to keep down the barriers that would prohibit the free flow of goods, I think we are on the right track, and I think that is the only track we can be on to keep the forty-eight separate "countries" of these United States happy and united and working for the benefit of all.

The SPEAKER pro tem: The Chair recognizes the gentleman from Rockland, Mr. Sleeper.

Mr. SLEEPER: Mr. Speaker, I did not intend to ask the indulgence of the House to speak again, but there are several little questions that I must answer. The other representative from the small town which I represent has said that interests — and he is right — "interests," the selfish motive, favor reciprocity. I noticed those same interests — and I imagine I am losing a sizeable slice of my coal business and a sizeable slice of my ice business, which I sell to that same company, when I say that their motives are selfish.

Undoubtedly the General Seafoods of Rockland would prefer that they did not register their trucks in New Hampshire and in Maine when they take our fish products to Bos-

ton and other places: but I say that they should do that, because I have noticed — and I happen to have my business on the same street that they are on, — and, by the way, Mr. Tabb, I operate eleven trucks, and, thank God, I do not have to leave the State of Maine. If I did have to leave the State of Maine in order to put a few more dollars in that pocketbook which has no money of any kind in it except my own, undoubtedly I would go for reciprocity. But my interests are principally in the State of Maine. Like my motives, everything I have is in the State of Maine and that is the reason that I want to do what I think is best for the State of Maine.

Now to get back to this General Seafoods of Rockland, undoubtedly they would prefer the present system. They will save the sixty dollars they pay in Massachusetts and the two or three hundred dollars they pay in New Hampshire. But I have noticed that since the passage of reciprocity, that our mutual friend, Mr. Bird, Mr. Upham who operates the Boston and Rockland Express, a local concern, his trips are getting less and less, and I never see his trucks leaving the town now. The trucks I see now are the Juliana Brothers, St. Johnsbury Express and these other out-of-state trucks. That is the reason that I feel the way I do. I am trying to think of the Maine trucker, and I know that he cannot stand the competition of these out-of-state trucks. I know that everyone does not feel the same as I do, you are trying to think up reasons why you will vote for reciprocity, but, down deep in your hearts, you feel the same as I do: you want to protect the State of Maine man, you want to protect the State of Maine trucker. You are not in favor of these out-of-state trucks. You do not enjoy the scenery of the great mechanical monsters traveling by here; you do not enjoy these rubber-tired freight trains traveling down the road any more than I do; but, for various and sundry motives, you feel you must vote for reciprocity.

I am not going to argue about it; I do not care how anyone votes, but by God when I go to sleep tonight I know I will be able to sleep because I will feel that I voted as my conscience dictates, the way I really feel and the way the majority of

my people want me to feel. My vote is not dominated by any motive.

We were greatly entertained by the potato shipper, Mr. Brewer, with a story. If Mr. Brewer shipped his potatoes inside of the State he might not be in favor of reciprocity, and the other potato shippers might not be in favor of it. I am going to tell you another story. I told it at the hearing. It had something to do with rabbit pie. A man invited some friends into his house for some rabbit pie, and these different people came in and one of them was sort of skeptical, a man like myself, and he wanted to look underneath the crust and see what was really in that pie. He said, "That doesn't look to me like rabbit pie." His host said, "Oh yes, it is rabbit pie." The other fellow said, "It doesn't taste like rabbit pie; it tastes to me like horse meat." And the host, whom I can draw a comparison with, said, "That is rabbit, but of course there is a little horse meat in it." He says, "How much horse meat is there in it?" The host says, "The rabbit pie is fifty-fifty, half horse meat and half rabbit." And the fellow says, "I still say it tastes like horse meat and I still say there is more horse meat in that pie." The host said, "I will take my oath that pie is fifty-fifty — one rabbit and one horse." (Laughter)

I am going to warn each and every one of you—you are all laughing—it doesn't make the least bit of difference to me, it won't cost me one cent if this bill is passed, but eventually it will cost the State of Maine quite a lot. If we feel so wealthy here that we feel that we can tell all these men to come in here and tear our roads to pieces, come in for free—and they do come in for free because they do not buy any gas; they come in with auxiliary tanks and do not buy a quart of gas in the State of Maine; they tear our roads all to pieces, take our business away. What do we get out of it? Nothing!

Do these truckers patronize these farmers that Mr. Tabb so eloquently upholds? Do they pay top prices for their products, their hay and their poultry? No. They pay the lowest possible price they can pay. I want to see every possible cent saved for the State of Maine.

New Hampshire, Massachusetts, New York, Detroit and Chicago can-

not compete with Maine when it comes to raising lobsters, and, Mr. Brewer, they cannot compete with Maine, with the possible exception of Idaho, when it comes to raising potatoes. If Aroostook insists on shipping their potatoes in Massachusetts trucks, perhaps I will eat Idaho potatoes.

Think it over now. It all depends on you. I am not trying to tell a story, I am just trying to appeal to the innate commonsense every Yankee has, and we are all Yankees, it does not make any difference whether our fathers lived here or our grandfathers. If you live in this State you love it, you are Yankees and you love it. Don't sell it short. I say if these trucks want to come in here make them pay a tax. I urge the indefinite postponement of this bill.

The SPEAKER pro tem: The question is on the motion of the gentleman from Rockland, Mr. Sleeper, for indefinite postponement of the bill. A division has been asked by the gentleman from Portland, Mr. Bowker.

All those in favor of the indefinite postponement of the bill will rise and remain standing until counted and the monitors have made and returned the count.

The SPEAKER pro tem: Nineteen having voted in the affirmative and ninety-six in the negative, the motion does not prevail.

Thereupon the bill was given its third reading and passed to be engrossed in concurrence.

Passed to be Engrossed

Bill "An Act relating to Tuition for Pupils from Towns Contracting for Secondary Education" (S. P. 382) (L. D. 1095)

Bill "An Act to Extend the Open Season for Hunting Migratory Birds" (S. P. 448) (L. D. 1273)

Bill "An Act relating to Taxation of Savings Banks" (H. P. 692) (L. D. 467)

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

Tabled

Bill "An Act relating to Indebtedness of Wholesalers of Liquors" (H. P. 1673) (L. D. 1378)

(Was reported by the Committee on Bills in the Third Reading, and

on motion by Mr. Jalbert of Lewiston, tabled pending third reading)

Resolve Closing Farmer's Brook in Franklin County to Smelting (S. P. 362) (L. D. 1031)

Resolve in favor of the town of Baileyville (H. P. 1557) (L. D. 1379)

Resolve in favor of the town of Trenton (H. P. 1558) (L. D. 1380)

Resolve Reallocating Road Resolve Money Previously Allocated to Road in Bucksport (H. P. 1658) (L. D. 1381)

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

Amended Bills

Bill "An Act relating to Issuance of Capias Execution in Divorce Cases" (S. P. 258) (L. D. 720)

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

Tabled

Bill "An Act Regulating Lights on Motor Vehicles" (H. P. 1628) (L. D. 1300)

(Was reported by the Committee on Bills in the Third Reading, read the third time, and on motion by Mr. DeSanctis of Madison, tabled pending passage to be engrossed)

At this point, Speaker Ward assumed the Chair.

The SPEAKER: As a remembrance of this occasion, Mr. Lacharite, the Chair takes pleasure in presenting you with this gavel.

Thereupon, the gentleman from Brunswick, Mr. Lacharite, was escorted to his seat, amid the applause of the House.

Passed to be Enacted

An Act Increasing the Salary of the Judge of the Calais Municipal Court (S. P. 162) (L. D. 401)

An Act relating to Taxation of Domestic Powl (H. P. 1096) (L. D. 708)

An Act relating to Removal of Superintendents of State Institutions (H. P. 1176) (L. D. 849)

An Act to Incorporate the Town of Strong School District (H. P. 1279) (L. D. 947)

An Act to Incorporate the Town