

MAINE STATE LEGISLATURE

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Legislative Record

OF THE

Eighty-Fifth Legislature

OF THE

STATE OF MAINE

1931

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to pass a bill that will take care of all these troubles and difficulties that beset the workings of the referendum. That bill will come in here reported ought to pass and it will make it perfectly easy for anybody to invoke the referendum on any measure where it is desired, provided that bill has a passage.

The SPEAKER: Is the House ready for the question? The pending question is the motion of the gentleman from Bluehill, Mr. Snow that this amendment be indefinitely postponed. All those in favor will say aye; those opposed no.

A viva voce vote being taken, the motion to indefinitely postpone prevailed.

The SPEAKER: The pending question is the adoption of Senate Amendment A in concurrence. The Clerk will read the amendment.

(Senate Amendment A read).

On motion by Mr. Holbrook of Vanceboro, a viva voce vote being taken, Senate Amendment A was adopted in concurrence.

The SPEAKER: The Clerk will now read Senate Amendment B.

(Senate Amendment B read).

The SPEAKER: Senate Amendment B comes from the Senate read and failed of passage.

On motion by Mr. Robie of Westbrook, a viva voce vote being taken, the House voted to concur with the Senate in the indefinite postponement of Senate Amendment B, and under suspension of the rules this bill had its third reading and was passed to be engrossed.

The SPEAKER: The Chair now lays before the House the fourth specially assigned matter today, House reports, majority ought to pass, minority ought not to pass, of the committee on Taxation and Ways and Bridges jointly on bill an act relative to taxation of gasoline, H. P. 1117, L. D. 749, tabled March 27 by Mr. Blanchard of Wilton, pending acceptance of either report, and the Chair recognizes that gentleman.

Mr. BLANCHARD: Mr. Speaker, I move the acceptance of the minority report, ought not to pass.

A viva voce vote was doubted.

Mr. SCATES of Westbrook: Mr. Speaker, I want to take up just a

moment of your time, and only a moment. I want to call the attention of the members of this House, especially those along the seashore, that if this bill is enacted into law, it will increase the tax on gas used in the motorboats of the fishermen along the shore 100%. It also will increase the tax on the gas consumed in the tractors used by the farmers of this State 100%. It will also increase the gas tax on the gas used in every stationary engine 100%. Think of that! The automobile does not get the whole of it.

We have heard considerable about the referendum here today. Within eighteen months there was a referendum on this gas tax. It was discussed pro and con throughout this State, and the five cent gas tax was defeated in this State by a vote of 35,130 to 79,930. That is a referendum. There is no question but the people of this State voted on the gas tax eighteen months ago. Are you going to fly in the face of the people of this State? That is a referendum.

Now we have heard around the lobby in the past month that the people of the State have changed their mind, but if they have changed their mind in the face of that vote, it is a wonderful change. But, to make assurance doubly sure, there were sent out, a week ago last Friday, 4,500 questionnaires to the people of this State, all over the State, and here is the questionnaire: "Do you believe the Maine Legislature should increase the gas tax from four cents to five cents under present economic conditions? Please answer yes or no." And there was a place left vacant for their signature and their address. What was their answer to those 4,500 questionnaires that were sent out to the people all over the State? Here is their answer: (At this point Mr. Scates threw many packages of the questionnaires in the air, saying "No" as he threw each package). (Laughter) And here are the "Yeses," gentlemen. Take them and look at them. (Laughter) There was a total vote of 2,231, and out of that 2,231 there were only 114 yeses. Now, gentlemen, if you want to fly in the face of the public after that, I am content.

Mr. LOWELL of Lincoln: Mr. Speaker, I rise not for the purpose of making a speech upon the gasoline tax, but I will say this—that I rise that there may be no doubt in the mind of any of you here at this time as to how I stand upon the matter. I am heartily in favor of the one cent increase in tax upon gasoline, for the reason that that one cent increased tax means a million dollars or better for the maintenance of our State aid and rural roads. Now the question is: Do we want the roads; do we need the roads? I believe those of you who opposed a gasoline tax will agree with me that we must have roads. The pressure of traffic has simply forced us to build good roads, and build them in a hurry. In a brief quarter of a century this State has had to remodel a system of country lanes, of narrow, rocky, crooked turnpikes, and make them carry an endless and constantly increasing stream of high pressure traffic.

Now the question arises—where are we to obtain the money to carry on? There are different methods of taxation for raising road funds, but it all comes in some form of taxation from the people. I believe the gasoline tax to be one of the fairest methods of taxation that can possibly be devised to a certain extent, beside the money we get from other sources. We must have the road money or sit down and let things go back. You will hear today, no doubt, of the many burdens imposed upon the automobile owners. They will be enumerated to you. But let us forget that. We are showing no discrimination. They say "Why put the burden all upon us?" We are showing no discrimination. We all own automobiles, and we must build our roads for the automobiles. Well and good—the only way to get the money is from some form of tax. I believe we should forget all about the excise tax, and let us feel that when we fill up the gasoline tank and go out on the highway, that we are building roads as we drive, we are replacing the very road that we are displacing, and, remember, that in contributing a few pennies, that you are contributing to a fund of over one million dollars for the maintenance of your State aid and rural roads. I

know of no method quite so fair as the gasoline tax, pay as you go, each contributing his little bit, imposing no great burden upon any one individual, and it means a lot of money. I can think of nothing fairer than the tax upon gasoline.

They say: "Where is the limit? They say we will go to ten cents. I do not feel it is necessary, but I do feel that the State of Maine can and must go to extreme measures. The State of Maine is in a class by itself in so far as road building is concerned. Maine, with its vast area, 25,000 miles of highway, and its comparatively small population, makes it necessary to go to extreme measures, if you call this extreme. There are other states that have six cents and many that have a tax of five, and if any state is justified in a five cent tax, we believe it to be the State of Maine. I hope that the majority report of this committee will prevail.

Mr. PATTERSON of Freeport: Mr. Speaker and members of the House: We are supposed to represent our towns, some laying way up the line and towards East and West. As you all probably know, there was about, as I understand, an eight hundred thousand dollar deficiency on these roads for State aid, the three-times and the five-times road-building program and the three town act. After these roads have been built, you can get from one to five miles farther on a gallon of gasoline, you can go from five to eight thousand miles more on your tires, and a four-ply tire will run on these roads practically the same distance as a six-ply tire, and a good deal farther than they will on the outside road. Even an eight-ply tire will blow out on these outside roads. Now if we are going to have these roads built, we have got to have this money to build them with. You can see plainly that you can save enough money on this proposition to pay for the cost. I did not mention it was anywhere from five dollars to fifty dollars' expense in going to a garage to have broken springs and other things repaired. But you can save money by putting this gas tax on and getting your roads fit; you can save enough money to more than ten times pay for your gas tax, in my opinion. I doubt if some of the members will agree with me on

that, but I think I am pretty sure of it.

Now they made the statement two years ago that the people would not come into this State if they had to pay this five cent gas tax in the summer time. Furthermore, I will say that L. L. Bean, who has correspondence all over the United States, and sells hunting shoes all through the United States. Those people have come into his manufacturing place, and he has asked them that question and they have stated "We don't care; we are willing to pay that tax; only make your roads better."

Now every outlying district and town, I believe I am right in stating it, if you want your State aid, and your five-year plan and your three-year plan, State aid road and three-town plan, you will vote for this gasoline tax, for this one extra cent, and I think you will save it; I know you will save it. If you will just stop to figure, I think you will realize that.

These things have never been passed out on postcards, to show what saving there would be. In my candid opinion seventy-five per cent. of those who signed that card, if they had known the facts of the case, would have voted for the gasoline tax.

Mr. QUINT of Limerick: Mr. Speaker and members of the House: You will find, if you look at the majority report of the Ways and Bridges Committee, that the Ways and Bridges Committee signed this report unanimously. We did that only after we made a study for the past three months of the highway set-up of this State. The highway set-up of this State today shows that we must have \$1,000,000 additional this year. We have plenty of money after this year to take care of the state aid and third-class highway construction. We had \$2,100,000 for maintenance. Last year the State spent \$2,800,000. They built some 600 miles of additional road last year, which calls for more maintenance money. The State Highway Commission tell us they cannot possibly maintain the roads this year unless the State furnishes \$3,245,000. The Ways and Bridges Committee have gone over this thing very carefully and threshed it out from all points of view. We know that the people

are fed up on bond issues. There is the method of direct taxation, but we know they do not want it. The only alternative is your gas tax, or to take the money from state aid roads. That is the proposition of the opponents of this measure, to take \$1,000,000 from the state aid roads. Personally, I do not think it is right. We have built up in this State an interest charge of from a million to a million and a half, \$1,325,000 this year, and a million and a half next year. That takes nearly half of the motor vehicle fee; practically one-half of the motor vehicle fees goes to pay the interest. The people in the rural sections of the State do not oppose that. They never have opposed the bond issue in the rural sections of the State. The only thing the rural sections of the State are after today is that this Legislature be fair to them and come forward and furnish the money so they can continue to carry on their state aid program. I believe we should do so; it is the best method today possible, and I hope this Legislature will go on record that it is in favor of the continuation of construction of rural highways through increase in the gas tax.

Mr. HOBBS of Hope: Mr. Speaker and members of the 85th Legislature: The gentleman has just said that the people from the rural districts are in favor of this. I come from a rural section and I believe that they are not very much in favor of it. The gentleman from Freeport, Mr. Patterson, has said that we are going to save some money. If you can tell me how we are going to save any money, I would like to know. With legislation being passed that will increase taxes here, there and everywhere, I would like to know how we are going to get money to pay our bills, let alone saving any money.

I have heard it stated a great many times that if the Legislature did not meet but once in ten years, the people would be better off, and do you wonder that they say that? Mr. Speaker, I am not going to take any more of your time. I will just merely say that I am not in favor of this increase in the gasoline tax.

Mr. PERHAM of Paris: Mr. Speaker, I am very sorry that it is necessary for me to speak on

two bills in the same forenoon, but I would like to say that I am heartily in favor of the gasoline tax. The State of Maine is big enough to swallow the rest of New England and there would not be much hanging out of Maine's mouth if they did it. We have a population of 800,000 people, really a pitiful number of people; yet no one in the State of Maine wants any pity. It is out of the question for us to raise our taxes on real estate. Again it is out of the question for us to raise more money by bond issue. We have but one alternative to raise future maintenance money for the State, and that is the gas tax.

Now I cannot understand Mr. Scates' remarks. It may be on account of a bit of thickness on my part. I refer to what he said that raising the gas tax one cent amounts to one hundred per cent but possibly that can be explained later. I have the highest regard and respect for the gentleman from Westbrook, Mr. Scates. Mr. Scates is in favor of maintaining the roads that we build and putting a surface on the State aid roads to make a further improvement year by year and thereby better our method of travel and which eventually will mean a big saving to the State; and yet in order to do that we must have more maintenance money which Mr. Scates is opposed to getting by raising the gasoline tax.

We have all come to the point in our own personal affairs where money is tight.—I say all, I mean the majority of us; but when it comes to a matter of taxing we do not like to go down into our pockets after more money. Yet I do not feel that at this time we should take a backward step. As a result of our great publicity campaign, thousands upon thousands of people are rolling to the State every day in the summer, and we should not stop the march of progress by cutting down the amount to be used for roads. I feel that we must go ahead and that those who play must pay the fiddler. If we ride on the roads we have got to pay the bills, and I know of no fairer method than by the gasoline tax.

Another thing! As I understand it, and I stand to be corrected if wrong, over one-third of the gaso-

line tax is paid by out of the state cars. I cannot imagine any person coming into the State of Maine from the outside who would object to a raise of one cent in the gasoline tax. People when out on a vacation are not interested in one cent, particularly at the time; in fact they work to throw away a dollar now and then.

Another thing that makes me very much in favor of this gasoline tax is this: The Taxation Committee and the Ways and Bridges Committee considered this matter thoroughly and they came out in favor of this by a vote of sixteen to four of the two combined committees. I hope that the majority report is accepted, and that the motion of the gentleman to accept the minority report fails. I shall vote no against the acceptance of the minority report.

Mr. SMITH of Bangor: Mr. Speaker, I have paid the gasoline tax and the increase in the gasoline tax easier than any other tax I have ever paid; but that is not my reason for rising. I rise to speak about bonds. There is no way the State of Maine can pay for its roads but by this gasoline tax without feeling it very keenly. It has been said that we have spent our money too lavishly on them and that we should keep the gasoline tax for the retirement of those bonds; and if we divert to maintenance the money that should go for construction, whether we raise it from four to five, six or eight (Massachusetts is still two) we are killing the goose that lays the golden egg. In reply to the gentleman from Westbrook, the remarks that he made about doubling I believe to be absolutely correct.

Mr. SMITH of Vinalhaven: Mr. Speaker and members of the Legislature: There have come before this Legislature 1046 printed bills. Now it is practically impossible for any man to become conversant with the position of all of these bills. I have just been looking over this tax on gasoline, and if I am not mistaken, this bill will increase the tax on gasoline used in motor boats one hundred per cent as stated by the gentleman from Westbrook, Mr. Scates. Now I have no objection to this increase in tax

on gasoline used for motor boats except that I object to it applying to motor boats used for fishing purposes. One hundred per cent is a tremendous increase in any tax. At the present time the fishermen along the coast of Maine are not catching fish enough to pay their expenses and a tax like this will be a great hardship. Personally, I think the tax on gasoline for automobile users for pleasure and so forth is perfectly just, but I do object to a bill being passed that will increase the tax on gasoline used by fishermen in their motor boats.

Mr. QUINT: Mr. Speaker, the only argument against this bill seems to be one as to which the committee already has an amendment to offer when this comes to a second reading which I think will take care of that. There will be a four cent exemption instead of two.

Mr. EATON of Calais: Mr. Speaker and members of the Legislature: I represent the city of Calais in this House and am very much interested in the matter of roads. If you will look carefully on the map you will find the trunk line across Washington county but you will need to look quite carefully. We are very anxious to have this hard surfaced. I came over it yesterday and got stuck several times. We do not want anything to hinder the road-building program. I feel that if the five cent gas tax is adopted, it may help us to get hard surfaced roads.

Mr. JACK of Lisbon: Mr. Speaker, like Mr. Perham I beg to be excused for speaking today a second time, but I shall have to speak again this afternoon if a certain matter comes up here. We are now entering the home stretch of this legislative session, and if we do our duty, we will discuss the proposition and let daylight into them here and there where it should be admitted.

Relative to this proposition, I am in favor of the minority report, and I will state my reasons: Yesterday we exempted farmers from taxation on their stock, some of it. This morning we cut it right off and put them back in the vice. Today we are adding a cent tax to their gasoline and everybody else's gasoline.

Let us examine the proposition: A man buys a car and pays the State a tax. There is one tax. Then he has his car licensed—there is another tax. Then the town taxes his car—there is the third tax. Then we tax the gasoline; there is the fourth tax. Now if there is anything that will show you the way the straw is blowing, when you come to certain sections, you had better perk up your ears and stick your eyes out because there is abundant evidence of it all. It has been said by one of the speakers that certainly we do not want to get at this by way of direct taxation. Now, to get at it by way of direct taxation, would mean that everybody would bear their part, but if you go at it this way, everybody does not bear their part.

It was said here, relative to another matter—taxation without representation. Now before this day is over, if this schedule comes on as it is planned, you will get an insight into taxation without representation. I will show you institutions that are paying nineteen per cent dividends, paying 8.5 mills on a dollar in taxes, and you will see the same crowd trying to jam this proposition through, voting for another exemption. They are hitting at the wrong crowd. Let us take care of the under dog. If you do not, the under dog is going to take care of you, and it may be two years from now.

Mr. HATHAWAY of Milo: Mr. Speaker, I want to say that I am in favor of the farming element too, and I am in favor of the five cent gas tax, in this way: Two years ago I was not particularly in favor of it, but with this tax we have, five per cent is going to go on unimproved roads. The gentleman from Lisbon (Mr. Jack) has just said that the farmer pays four taxes on his car. He does, and then from the middle of October through to the middle of May those cars are tied up in his barn; he cannot get out on account of the horrible condition of the rural roads. I was up in my section this week, in the mud knee-deep.

Now this five per cent, or the new tax, if it becomes a law, is going to be used on these unimproved roads to help these farmers that are paying four taxes get

their trucks and their cars out on the road twelve months a year.

I was present at the balloon ascension. One of the toy balloons happened to fall on my desk. I noticed there was just one of the cards from eastern and northern Maine. I wondered if that was the ratio in which the cards were sent out. This one card from northern Maine says yes, they are in favor of it. I do not blame people that live in a community where they have a lot of hard-surface roads—I can see they do not particularly need this extra cent tax on gasoline, but we people who are unfortunate in living in the northern and eastern part of the State, where there is a large percentage of unimproved roads—I think that the farming element will favor this bill this year with the five cent tax, which will be about half a million dollars annually, for unimproved roads.

Mr. GRAY of South Portland: Mr. Speaker, I come from South Portland where we have a wonderful bridge which connects the city of Portland with South Portland, called the million dollar bridge, and I hope to go back over that bridge at the end of this week. And I do not think it would hardly be safe for me to enter into South Portland and not make a protest against this tax. Personally, I am against it, and the people of South Portland, as far as I know, who have talked with me, are against it. If I were this morning to take a text on this increase of gasoline taxation to five cents, I would term it as "The end is not yet."

Where will gasoline taxation end? This pamphlet which was passed around this morning gives us the gasoline tax in the several states of the Union. Florida started it in 1921 with one cent. In 1930 she had six cents. Georgia started with one cent. Today she has six cents per gallon. South Carolina started in 1922 with two cents; today she has six cents. If it would end with five cents, we might be justified in voting that additional cent, but where will the end be? We know not.

There has been a great deal of talk on this floor about the farmer, reduction of taxation to the farmer. The farmer who has a truck that brings his product to the city, the farmer who has an automobile for his family's use, will be taxed this

additional penny just the same as you and I who live in the city.

When you purchase an automobile, there are nine units of expense. The first thought that comes into the mind of people today is "Where shall we secure revenue to conduct the affairs of State?" You purchase a new car, and before you can take that new car out you pay an excise tax, next a registration fee, next a fee for an operator's license, next, although not compulsory but very necessary, the liability insurance, next the personal liability for your own protection, then comes along fire insurance, theft insurance, and lastly but not least, the gasoline tax—nine units of expense. I do hope that the minority report will pass.

Mr. ADDITON of Auburn: Mr. Speaker, I had no idea of speaking on this matter, but after listening to all the oratory which I have here today and thinking of what has been said—I have been here once previously—but I have learned much since I came here, and there is a great deal yet I can learn—but I did not expect anyone would attempt to instill into my mind or your mind that the people back home are not intelligent enough to consider this proposition which we have been considering here. It is very fortunate, to be sure, that the different communities in this State have selected their very best men to represent them here, but I would have thought that we still have able men and women back home, and it would seem to me now that with as many inhabitants as there are in the State of Maine that those represented here are not the only ones capable of passing upon this question. No matter which side of the question I may be on, I am always ready to leave it to the people, and I will acquiesce willingly with the majority. My only object in speaking, Mr. Speaker, is to go on record that I stand for the will of the people in opposing this increase in gasoline tax.

Mr. THOMAS of Harpswell: Mr. Speaker, it is inconceivable to me how the dear, good members of the Legislature of Maine should be so deeply interested in raising taxes and then vote against the Fernald bill. (Laughter)

Mr. WHITE of Dyer Brook: Mr. Speaker, I move the previous question.

The SPEAKER: The gentleman from Dyer Brook, Mr. White, moves the previous question. All those in favor of the Chair entertaining the previous question will rise and remain standing until counted and the monitors have returned the count.

A sufficient number having arisen, the previous question was ordered.

Mr. BOODY of Windham: I wish for a moment to have the indulgence of the House—

The SPEAKER: The gentleman may speak on the previous question only.

Mr. BOODY: I do not want to speak on that, but I wish to call your attention to another matter laid on the table in regard to the gasoline tax.

The SPEAKER: The Chair will have to inform the gentleman he is not in order.

Mr. SCATES: Mr. Speaker, when the vote is taken I move that it be taken by the yeas and nays.

The SPEAKER: The question before the House is shall the main question be now put? As many as are in favor of the Chair putting the main question will say aye; those opposed no.

A viva voce vote being taken, the motion that the main question be now put prevailed.

The SPEAKER: The question before the House is on the motion of the gentleman from Wilton, Mr. Blanchard, that the minority report ought not to pass be accepted, and the gentleman from Westbrook, Mr. Scates, asks that when the vote is taken, it be taken by yeas and nays. All those in favor of the vote being taken by yeas and nays will rise and remain standing until counted and the count returned by the monitors.

A sufficient number arose, and the yeas and nays were ordered.

Mr. ALLEN of Sanford: Mr. Speaker, will the Chair explain to the members just what is meant by a vote of yes and no on this matter?

The SPEAKER: A vote of yes will be a vote for the motion, which was acceptance of the minority report ought not to pass.

Mr. ALLEN: That would mean, Mr. Speaker, a four cent gas tax?

The SPEAKER: Yes, a four cent gas tax.

Mr. ALLEN: A vote of no would

be for the five cent gas tax in a way?

The SPEAKER: The gentleman is correct.

Mr. SCATES: As I understand it, Mr. Speaker, a vote of yes is opposed to the five cent gas tax.

The SPEAKER: That is absolutely true.

Mr. PERHAM of Paris: Mr. Speaker, I want to just make sure of that. I understand, if I vote no, I vote in favor of the five cent gas tax?

The SPEAKER: The gentleman is correct.

Mr. SARGENT of Brewer: Mr. Speaker, I want to vote to keep the tax the same as it is. I don't know which way I should vote.

The SPEAKER: The Chair would inform the gentleman he should vote yes. The Clerk will call the roll.

YEA—Additon, Allison, Bearce, Bid-
dle, Blanchard of Wilton, Blanchard
of Phillips, Boody, Bowers, Breen,
Brewster, Carter, Clarke, Cooper,
Daigle, Davis, Day, Dekin, Duquette,
Edwards, Ellis, Gagnon, Gauvin, Gou-
dy, Gray, Hamel, Hills, Hobbs, Hus-
sey, Jack, Jacobs, Lizotte, Luce, Mc-
Loon, Morey, Morin, Morse, Oliver,
Picher, Richardson, Robie, Sargent,
Scates, Snow of Bluehill, Smith of
Vinalhaven, Smith of Bangor, Stern,
Sturtevant, Thomas of Harpswell,
Thompson, Viles, Wallingford, Web-
ber, Whitney, Williams, Worthen,
Wright—56.

NAY—Adams, Allen, Andrews, Ang-
gell, Authier, Bailey, Bennett, Blais-
dell, Brackett, Briggs, Burgess, Bur-
kett of Portland, Burkett of Union,
Burns, Burr, Carleton, Church, Cobb,
Cram, Crane, Dow, Drisko, Eastman,
Eaton, Farris, Fenlason, Fernald,
Ford, Friend, Gibson, Goodrich,
Graves, Harrington, Hathaway,
Hawkes, Hiscock, Holbrook, Jackson,
Jones, Kent, Lancaster, Leonard, Lew-
is, Littlefield, Lowell, Mack, MacKin-
non, MacPherson, Martin, McCart,
Melcher, Merritt, Owen, Palmer, Pat-
terson, Peacock, Perham, Plouff, Pot-
ter, Pratt, Quint, Rogers of Green-
ville, Rogers of Yarmouth, Sanborn,
Sawyer, Shaw, Snow of Scarborough,
Smith of Masardis, Soper, Sterling of
Caratunk, Sterling of Kittery, Sweet,
Thomas of Woodland, Tompkins of
Houlton, Tompkins of Bridgewater,
Towne, Ward, Webster, Weeks, White
of Crystal, White of Dyer Brook, Wil-
bur—82.

ABSENT—Ashby, Audibert, Berry,
Blodgett, Bussey, Clement, Hatch,
Morrill, Plummer, Rounds, Smith of
Waterboro, Varney—12.

Mr. WHITE: Mr. Speaker, I was

going to move the acceptance of the majority report ought to pass.

The SPEAKER: The motion is not in order, inasmuch as by an earlier vote this morning the House is in recess, after the reading of the notices, until four o'clock.

Recessed until four o'clock this afternoon.

AFTER RECESS

(4 P. M.)

The SPEAKER: The matter engaging the attention of the House under Orders of the Day is the fourth assigned matter. The last action was the rejection of the minority report, ought not to pass.

On motion by Mr. Quint of Limerick, a viva voce vote being taken, the House accepted the majority report, ought to pass, and under suspension of the rules the bill was given its two several readings.

Mr. QUINT: Mr. Speaker, I wish to offer House Amendment A and move its adoption, as follows:

House Amendment A to Legislative Document No. 749, an act relating to tax on gasoline.

Amend Legislative Document No. 749 by striking out the word "three" in the twelfth line of Section 80, as amended, and insert in place thereof the word "four"; and further amend said legislative document No. 749 by adding thereto a new section to read as follows:

"Section 89 of the Revised Statutes is hereby amended by striking out the words "three-fourths" in the thirteenth line thereof and inserting in place thereof the words "four-fifths", and by striking out the words "three-fourths" in the 21st line thereof and inserting in place thereof the words "four-fifths."

A viva voce vote being taken, the House adopted House Amendment A.

Mr. ALLEN of Sanford: Mr. Speaker, I move that under suspension of the rules the bill be given its third reading at this time.

On motion by Mr. Biddle of Portland the bill was temporarily tabled.

Papers from the Senate, out of order and under suspension of the rules.

Papers from the Senate disposed of in concurrence.

From the Senate: Final report of the committee on Banks and Banking.

Comes from the Senate, read and accepted.

In the House, read and accepted in concurrence.

Senate Bills In First Reading

S. P. 613, L. D. 1024: Resolve in favor of procuring testimonials for the purpose of marking the unmarked graves of the soldiers of the Revolutionary War.

(Under suspension of the rules the resolve received its second reading and was passed to be engrossed.)

S. P. 619, L. D. 1023: Resolve in favor of the Frontier Water Company.

(Under suspension of the rules the resolve received its second reading and was passed to be engrossed.)

S. P. 537, L. D. 841: An act relating to the salary of the Commissioner of Agriculture.

(Under suspension of the rules the bill received its third reading and was passed to be engrossed.)

S. P. 615, L. D. 1025: An act reducing the excise tax on motor vehicles.

(Under suspension of the rules the bill received its third reading and was passed to be engrossed.)

S. P. 616, L. D. 1022: An act to establish a general highway fund, and relating to the construction and maintenance of State, State aid and third class highways.

(Under suspension of the rules the bill received its third reading and was passed to be engrossed.)

S. P. 587, L. D. 957: An act to provide for the further issuance of State Highway and Bridge bonds.

(Under suspension of the rules the bill received its third reading and was passed to be engrossed.)

From the Senate: Report of the committee on Salaries and Fees on bill an act in relation to the salary of the State Auditor, S. P. 151, reporting same in a new draft S. P. 536, L. D. 839, under same title and that it ought to pass.

Comes from the Senate report read and accepted and the new draft passed to be engrossed as