

MAINE STATE LEGISLATURE

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



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

Legislative Record

OF THE

Eighty-Seventh Legislature

OF THE

STATE OF MAINE

1935

KENNEBEC JOURNAL COMPANY
AUGUSTA, MAINE

clair, changed his vote from yes to no.

Seventy-six voting in the affirmative and 67 in the negative, the motion to indefinitely postpone prevailed.

(At this point President Weeks of the Senate was escorted to a seat beside the Speaker, amid the applause of the House)

The Chair lays before the House the second matter tabled and today assigned majority report ought to pass and minority report ought not to pass of the committee on Inland Fisheries and Game on bill an act relative to resident fishing and hunting licenses, S. P. 132, L. D. 79, which came from the Senate the majority report accepted and the bill passed to be engrossed. In the House on March 29th this was tabled by Mr. Clarke of Cooper, pending the motion of Mr. Davis of Newfield to accept the majority report in concurrence; and the Chair recognizes the gentleman from Cooper, Mr. Clarke.

Mr. CLARKE: Mr. Speaker and members of the House; in view of the fact that the constitutionality of this proposed bill is in question, and that the House passed an order requesting the opinion of the Supreme Court as to the constitutionality of it, and as I understand that we can have the answer to the question in a very short time, I move that the matter be retabled and specially assigned for Friday, April 5th.

A viva voce vote being taken, the motion prevailed and the bill and reports were retabled, and so specially assigned.

The Chair lays before the House the third matter tabled and today assigned, House Amendment A to bill an act relating to fees for registration of motor vehicles, H. P. 39, L. D. 12, the amendment being printed as L. D. 883, tabled on March 29 by the gentleman from South Portland, Mr. Hill, pending adoption; and the Chair recognizes that gentleman.

Mr. HILL: Mr. Speaker, it is not without some reluctance that I rise to oppose the bill and the amendment offered by the gentleman from Cooper, Mr. Clarke, because I realize that the motive and purpose which the gentleman has in his mind is a commendable and laudable motive, and I know that

he has worked diligently and assiduously throughout the session in the hope that he might bring about the passage of this bill in some form for the purpose of relieving those of our citizens who are in financial distress, for the purpose of making it easier for them to meet their obligations in connection with the payment of the registration fees upon trucks. I feel that his constituents should feel that their Representative has worked very diligently in this respect, but on the other hand, the bill appears to me to be one which would be disadvantageous to the State of Maine, one that would bring about complications in the administration of the office of the Secretary of State in connection with these registration fees.

The bill as originally introduced was designed to permit applicants for registration of motor trucks to pay those registration fees in four installments, and it was believed by the Judiciary committee that this would result in a very decided loss of revenue to the State for the reason that under the bill it would be possible for those who used trucks to lay them up for a period of the year without registering them and without paying the fees for that portion of the year so the committee unanimously reported that the bill ought not to pass. Then the gentleman from Cooper, Mr. Clarke, proposed an amendment which would change the period from three months to six months, and make it possible for the fees to be paid in two installments, semi-annually, instead of in four installments. This, I think it must be admitted, is an improvement over the original form of the bill, but I, nevertheless, cannot escape the conclusion that it would result in a loss of revenue to the State which is so much needed at this time, and I cannot escape the conclusion that it would seriously handicap the Secretary of State in his department, for the reason that it would result in delaying the payment, in delaying the receipt of revenue in many cases, if not in most cases, for a period of six months.

It is necessary under the bill and under the proposed amendment, that if, at the end of the first six months, the operator or owner of the truck fails to pay the second installment, the Secretary of State must go out and get back the regis-