

# MAINE STATE LEGISLATURE

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**Legislative Record**  
**House of Representatives**  
**One Hundred and Twentieth Legislature**  
**State of Maine**

**Volume III**

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**First Special Session**

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dollars are needed for anticipated park operations at Schoodic Point; and

WHEREAS, Acadia National Park has 121 full-time equivalent employees but needs 230 full-time equivalent employees to execute the park's mission in accordance with laws and regulations; now, therefore, be it

RESOLVED: That We, your Memorialists, respectfully urge the President of the United States and the Congress of the United States to increase the annual budget of Acadia National Park to amounts that will meet the park's full operational needs, including the needs of Schoodic Point; and be it further

RESOLVED: That suitable copies of this resolution, duly authenticated by the Secretary of State, be transmitted to the President of the United States, the President of the Senate of the United States, the Speaker of the House of Representatives of the United States and to each Member of the Maine Congressional Delegation.

Came from the Senate, **READ** and **ADOPTED**.

**READ** and **ADOPTED** in concurrence.

The Chair laid before the House the following item which was **TABLED** earlier in today's session:

HOUSE DIVIDED REPORT - Majority (9) **Ought to Pass as Amended by Committee Amendment "A" (H-896)** - Minority (4) **Ought to Pass as Amended by Committee Amendment "B" (H-897)** - Committee on **TRANSPORTATION** on Bill "An Act to Ensure the Safety of Maine Children While Riding in a Vehicle"

(H.P. 1421) (L.D. 1867)

Which was **TABLED** by Representative COLWELL of Gardiner pending the motion of Representative FISHER of Brewer to **ACCEPT** the Majority **Ought to Pass as Amended Report**.

Representative KASPRZAK of Newport **REQUESTED** a roll call on the motion to **ACCEPT** the Majority **Ought to Pass as Amended Report**.

More than one-fifth of the members present expressed a desire for a roll call which was ordered.

The **SPEAKER PRO TEM**: The Chair recognizes the Representative from Cumberland, Representative McKenney.

Representative **MCKENNEY**: Mr. Speaker, Ladies and Gentlemen of the House. The bill before you right now is a rare example of a divided report out of Transportation. We hardly ever get those. We either love them or we hate them.

The idea that children need booster seats when they reach a certain age is actually shared by the committee. We do not disagree in that entire committee that those seats are not a benefit. Where we depart from the sponsor is that, should the state, by its might and by the force of its laws, require every parent to put their child in that kind of a seat. It is a philosophical difference.

The proponents are very dedicated in their belief that these seats are necessary. The sponsor is very dedicated in his beliefs. Somehow they learned all by themselves about the benefits of these child seats. If I had grandchildren that size, I would want them in that seat also. They learned about this without benefit of any law. They did not need a law to teach them that child seats were beneficial. For some reason, I think it is unfortunate, they don't seem to believe that the rest of the population is either smart enough or care enough about their children to put them in these seats.

If we could get to the Minority Report and defeat this Majority Report, we would have a Resolve that requires the Public Safety Department to apply for a federal grant.

The **SPEAKER PRO TEM**: The Chair recognizes the Representative from Portland, Representative Marley. For what reason does the Representative rise?

Representative **MARLEY**: Thank you Mr. Speaker. Point of order. We are discussing the Majority Ought to Pass Report, not the Minority Report.

On **POINT OF ORDER**, Representative **MARLEY** of Portland asked the Chair if the remarks of Representative McKENNEY of Cumberland were germane to the issue.

The **SPEAKER PRO TEM**: Would the Representative keep his remarks to the Majority Report? Thank you. The Representative may proceed.

The Chair admonished that Representative McKENNEY of Cumberland stay as close as possible to the issue.

Representative **MCKENNEY**: Thank you Mr. Speaker. The point is well taken. I tried to slip that in there. The same people that would defend choice in other areas of their life are not willing to give parents the choice on how to protect their children. That is a parent's job.

If I could draw your attention to one of the handouts that crossed your desk, it was the pink one that was written by Maureen Clark. Down at the bottom it says, one mother asked me, how do you get Jacob to stay in his booster seat? Well, I would ask, how do you get Jacob to brush his teeth? How do you get him to go to bed at night? How do you get him to eat his spinach? You are the parent and that is your job to get that done. The only lawmaking body that most children need is their parents. This goes on, I didn't give them a choice. How do we get all Maine's children riding safely in booster seats? Don't give them a choice. If we enact this, we are not giving the parents a choice on how to protect their children. Thank you.

The **SPEAKER PRO TEM**: The Chair recognizes the Representative from Portland, Representative Marley.

Representative **MARLEY**: Mr. Speaker, Ladies and Gentlemen of the House. I am the sponsor of this bill and I am part of love fest down in the Transportation Committee. The good Representative from Cumberland, Representative McKenney, is correct. We typically come out with unanimous reports. I feel that what Representative McKenney said as far as we all agree that booster seats are probably the best way to protect children. He made several points that I would like to address and then I would like to talk about why this issue has become important to me. The first one that Representative McKenney talked about was that somehow the people that were out here advocating, that came forward to testify on this bill, found out about it without there being a law. He is right, but unfortunately the numbers are that about 89 percent, the high 80s, of children zero to four are currently in child safety seats. That number falls to 6 percent from four to eight years of age into a booster seat. Obviously this is an education piece that is missing. They are obviously part of that 6 percent that are doing it.

The people that came here and were the advocates and fortunately a number of them were parents and a number of them were firefighters, EMTs and police officers who have seen first hand the tragedies of when a child is in an accident and a preventable injury or death has occurred that could have been prevented. They came forth because not through just the education piece, but they have seen first hand the tragedies.

There is another piece that is going around on your desk that is a fuchsia color, that says the United States Senate unanimously supported Antoine's Law. It is by a Republican Senator. Let's be honest, the United States Senate very rarely does anything unanimously. That is a bill that will encourage states to this exact same thing, mandate booster seats. The

reason Antoine's Law is named Antoine's Law, is a young boy in Washington State was killed, his mother did not understand the importance of booster seats and through his death, she has become a national advocate of this. That is how a lot of people have come to this issue.

For myself, a gentleman from AAA came to me and we were discussing safety and transportation one day last year. He said that if you are really looking at safety, you should look at the numbers, they are staggering, of children four to eight that are killed. From that point I started talking to people. I went to a seatbelt subcommittee. I met these first responders and the stories they tell you are heart wrenching. I will guarantee you that the majority, I can't think of one single parent, that if they could do over again and put that child in the safety seat after they had been seriously injured or killed, that they wouldn't make the decision again.

A cosponsor is Senator Bennett. We had two bills going in and the department had a bill in and it was all wrote into that.

The other piece I would like to speak about is just the sheer numbers. For kids four to 14, motor vehicle crashes are the number one killer. Nationally that is about 2,500 children under the age of 14 that are killed and it is close to 300,000 are seriously injured. In Maine those numbers are about 25 children that are killed or seriously injured. Every day that is six children killed and 800 seriously injured. If this was a disease, we would be putting millions of dollars into this to address this issue. This is a very simple void that is in the law. That brings up another point that Representative McKenney made. Why do we need to tell parents how to take care of their children? This is already a mandate. This body, under the understanding of all the information at the time, mandated that children 0 to 18 are to wear seatbelts. From 0 to 4 they have to be child safety seats. There is this large void that has come to the attention of all the safety advocates, law enforcement and public health that from 4 to 8, we have mandated, you and I, the legislators of this state, have mandated that we put them into an unsafe position. All this law does is it takes the information from organizations such as the Center for Disease Control, the National Highway Traffic Safety Administration, AAA, Maine Medical Association, the Public Health Association of Maine, the Maine Chapter of American Academy of Pediatricians, law enforcement agencies, health organizations and parents have all said to put them into child safety seats. Save these children's lives. It is very simple. We are not mandating anything that we are not already mandating. All we are doing is trying to save a child's life. We talk about clichés, slippery slope, I won't be long, which I have and I apologize, but what we also say around here is if this saves one child's life. This will be a true bill that will save a child's life. I certainly hope that you will support the Majority Report. Thank you.

The SPEAKER PRO TEM: The Chair recognizes the Representative from Scarborough, Representative Clough.

Representative CLOUGH: Mr. Speaker, Ladies and Gentlemen of the House. I think we all agree that we would want to take all reasonable precautions to protect our children and our grandchildren, but this bill is totally unenforceable. It would require that an officer making a stop would have to be able to determine the weight and the age of a child before they could issue a summons. They would have to require a birth certificate and carry bath scales in their car. I have grandchildren and great grandchildren that are eight years old. What do I do if I get a call and I am the only one available and one of these children is sick at school and needs to be picked up? I don't know what they weigh. I know how old they are, but I don't know what they weigh

and it changes it every week. I ask you to vote against the pending motion and go on to pass the bill as amended.

The SPEAKER PRO TEM: The Chair recognizes the Representative from Lewiston, Representative Bouffard.

Representative BOUFFARD: Mr. Speaker, Men and Women of the House. I am a grandfather and I am asked once and a while to go and pick up my grandchildren. Before I do, I go over to my daughter-in-law's house and get the proper seating facility so that I can transport that grandchild. If you read the other pink sheet that was distributed by another one of the representatives, you will find down there on the bottom that it says, car crashes are the leading killer of children from four to 14 years old. It is the leading killer of children from four to 14 years old. I would venture to say that the majority of those statistics are because the children are not properly seated. They are not properly belted in the car by the parents for fear of whatever, being late for a meeting or anything else. I think that because of the fact that we have a bill now that will protect children, making it mandatory that between a certain age they must be properly seated, that it will save lives, children's lives. I would say to all of you members that have grandchildren and are needed to transport them, that you make sure that you seat them properly in that car.

Another issue that I want to say about it is if anyone watched some of the CBS News two days ago, they even showed a segment on there that because the middle seat in the backseat has only a lap belt that that also is very dangerous for a child to be sitting in that middle seat and be tossed around bodily when there is an accident. This bill isn't going to help that because that lap belt does not protect your child in a safety seat. It just goes to show that now, finally and federally, there are people that are looking at how very much that we misuse our own children by seeing to it that they are not protected the way that they should be. This is a good bill. It is too bad that it didn't have a Majority Report. I think it should have and I would urge every one of you to pass this law as quickly as possible. Thank you.

The SPEAKER PRO TEM: The Chair recognizes the Representative from Frenchville, Representative Paradis.

Representative PARADIS: Mr. Speaker, Ladies and Gentlemen of the House. This is not a perfect world. If it were, you could get a loan for a house with no down payment. You could get a suitcase of money. You could even get Cal Ripken to play catch with your son, but this is an imperfect world where education and such causes alone does not work. Federal legislation is referred to by my good friend, the Representative from Portland, unanimous on the part of the Senate. That speaks volumes. Before you vote today, if you will, please just close your eyes and focus on the child between those ages of four to 14 that you love and then vote accordingly. If this saves one life, it is worth voting for. Vote green. Thank you.

The SPEAKER PRO TEM: The Chair recognizes the Representative from Bridgton, Representative Waterhouse.

Representative WATERHOUSE: Mr. Speaker, Ladies and Gentlemen of the House. I view this argument as not being about statistics, not whether these seats are a good or bad thing. We heard comments about mandates or other mandates. One of the things that I got involved in politics for and serving for was to get rid of some of these mandates that interjected themselves into what I considered private, personal decisions, especially when it came to parents dealing with their children. It is a parent's responsibility, as was mentioned earlier, and using the police power of the state to save one child, to me, is not a good way to approach those things. I always considered up here when you hear the expression, if it saves one child, as an absolutist's argument. Good heavens, ladies and gentlemen, what kind of laws could we not pass if that was the criteria for getting your

vote. You could actually get a bill passed up here to lower the speed limit on the turnpike to 30 miles an hour. Certainly one child or one person would be saved if you did that. Please take into consideration that the people back home, the parents who these children belong to and who love them dearly, can make these decisions by themselves. They don't need our help. I do agree with educating the public in the statistics of these seats saving children. That would be the proper way to go. Thank you.

The SPEAKER PRO TEM: The Chair recognizes the Representative from Eliot, Representative Wheeler.

Representative **WHEELER**: Mr. Speaker, Men and Women of the House. As you know yesterday there was an officer in the hallway, Sergeant Tom Barren from the York Police Department who I had the pleasure of graduating from high school with. He was a very big advocate of this legislation. Tom is not an advocate for this legislation because he has nothing else to do. It is because it is a problem. He knew the question of, how enforceable will it be for police officers would come up so he asked me if I could read a little line that he had written in his testimony to the rest of the House. "As a police officer with 18 years of experience, my answer to this question is that it is both an enforceable and an educational tool. Officers will have little difficulty in identifying children who should be in a booster seat. As with any new law, both the public and police will need to be educated on this issue. Officers regularly attend law update classes, which would be in a forum for identifying non-users of booster seats." What they are trying to do, the advocates of this legislation is an effort to close the gap that currently exists in our child passenger safety seat law, ladies and gentlemen. They are trying to increase the booster seat usage from 6 percent to at least 50 percent. It is not about saving one child. If my calculations are correct, 6 percent to 50 percent would be more than one child. I urge the House to please bear with us and think about what we all need to do is educate each other on the usage of booster seats and vote with the Majority Ought to Pass as Amended Report. Thank you.

The SPEAKER PRO TEM: The Chair recognizes the Representative from Falmouth, Representative Davis.

Representative **DAVIS**: Mr. Speaker, Men and Women of the House. I wasn't going to speak on this, but the more I listened to the debate, I thought that I would. I am a grandfather. I have five grandchildren. I think my good friend from Cumberland and fellow party member triggered me off a little bit with the power and the might of the government. We use the power and the might of the government every day. What is taxation? None of us want to pay taxes, but we are forced to pay taxes. I think it is a righteous cause to save kids lives. I know when I have my five grandchildren in the car, I think that is why I have lost most of my hair. I think it is a very, very necessary bill. It completes the idea to make kids safer in cars. We must all realize, and if you are my age, driving is more dangerous today. When I leave my motel and come to Augusta to the State House, this is kind of a dangerous little thing at 7:30 or 8:00. It is like Beech Ridge Speedway. I urge that you vote for this. Thank you.

The SPEAKER PRO TEM: The Chair recognizes the Representative from Scarborough, Representative Lovett.

Representative **LOVETT**: Mr. Speaker, Ladies and Gentlemen of the House. This isn't about rights. This bill isn't about power being taken away from us. This bill is about children. We have a law on the books already about buckling up. I feel like the grandmother of this bill because I have been preaching child safety seats for so many years that I don't want it to go on record. This bill is about four to eight year olds. I have driven with a lot of four to eight years old, if they are only in a safety belt, they want to get up on their knees to look out the car

window and that is where the problem is coming from. You cannot restrain a child that is improperly fitted to any seat unless you have the proper equipment. These booster seats do work. They have saved many lives. I would recommend to you that you follow my light and let's keep safety as our priority in this and let's stop the rhetoric of rights and power. It is children's lives. I thank you Mr. Speaker.

The SPEAKER PRO TEM: The Chair recognizes the Representative from York, Representative Andrews.

Representative **ANDREWS**: Mr. Speaker, Men and Women of the House. In my other life, I ran an emergency room for 14 years. I saw first hand what the use of seatbelts properly applied can do, how it can save lives and I have also seen the result of improper use of seatbelts and the damage that it can do to the human body. It is not a pretty sight.

One of my fellow legislators here stated that we shouldn't be mandating to parents what they should do. The state has already seen fit to mandate that we will use seatbelts. That is there already. Unfortunately, there is a hole in this law and this can cause further damage to the children in this age group. We already have the law, but it is not a good law because it leaves open the possibility of more injury to our youth. We need to protect our young people. Thank you.

The SPEAKER PRO TEM: The Chair recognizes the Representative from Penobscot, Representative Perkins.

Representative **PERKINS**: Mr. Speaker, Colleagues of the House. We all know the list of laws that we could pass that would save one child's life would approach infinity. We know that. Every one of which would supplant our wisdom or the wisdom of the parents with our wisdom. We do it quite often and sometimes it is wise. This is a well-meaning law in front of us, but it is very ill conceived. We talk constantly about education. The prime sponsor of this bill, I believe, is an educator, as are many of my colleagues here in this chamber. My question through the Chair is, what have been the efforts towards educating the parents about this apparently severe crisis? What have been the efforts in the last year or two or whenever we discovered this loophole towards educating the people? We should always educate before we mandate. Thank you.

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The Speaker resumed the Chair.

The House was called to order by the Speaker.

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The SPEAKER: The Chair recognizes the Representative from Portland, Representative Marley.

Representative **MARLEY**: Mr. Speaker, Men and Women of the House. I would like to answer the good Representative from Penobscot's question. Education has been done. I think everybody on the Transportation Committee deals that education is very important. I am a teacher, education, education, education. That deals with a lot of issues. Obviously money has been an issue. The funding is not there. The states and towns have provided information at town halls and DMVs and etc. There have been a number of venues to parents. There are classes for doctors, nurses, police officers and people who will come in contact with parents and hospitals where they discuss the importance of child safety seats in general. A lot of the advocates that are here today were actually in Augusta with a child passenger safety class. They will become the people who will go around to these regional areas for free. You will see flyers and things on the radio saying, come in and have your child safety seats checked. We are doing it. There is education out there. The problem is that parents feel that up to age four they

are following the law. That is what the education is talking about. We need to provide more education.

Let me just refer to a study. I think it will make it even clearer. A recent National Highway Transportation Safety Administration study found that nine out of 10 parents believed that by following their current state law, they were taking the necessary steps to keep their children safe while riding in a car or a truck. This is a clear indication that parents obviously look to the law for guidance to do what is right and with the expectations that it is the safest. There is education out there, but unfortunately, the education is looking specifically at what the law is. The law right now is zero to four and it is not addressing that gap that I think has been so eloquently addressed and is not protecting those children. Once again, I hope that you will support the Majority Report. Thank you.

The SPEAKER: The Chair recognizes the Representative from Auburn, Representative Shields.

Representative SHIELDS: Mr. Speaker, Ladies and Gentlemen of the House. I congratulate the authors of this bill on an extremely well intentioned bill. I have a kind of a three-pronged question I hope somebody can answer. Number one, is this going to be an enforcement nightmare for tourists, which we have abundance of? Number two, is this going to be a terrible burden for a large family with a very low income? Number three, is there provisions for school buses and vans that carry the very small children? Thank you.

The SPEAKER: The Representative from Auburn, Representative Shields has posed a question through the Chair to anyone who may care to respond. The Chair recognizes the Representative from Scarborough, Representative Lovett.

Representative LOVETT: Mr. Speaker, Men and Women of the House. I would like to address part of that. Is it going to be a financial burden? No. There are plenty of organizations that have booster seats available. Every baby that leaves a hospital in this state, before the parents can take that child out of the hospital, they make sure that they have an adequate safety seat, baby seat, to take that baby out. If they can't afford it, they are given one. The problem is, it is between four and eight that we are seeing problems and it is the weight that we are seeing the problems. That was my answer to Representative Shields.

The SPEAKER: The Chair recognizes the Representative from Hampden, Representative Duprey.

Representative DUPREY: Mr. Speaker, Men and Women of the House. It is very rare that I break from my conservative colleagues, but I must on this matter. In 1991, my wife was driving my two daughters to Virginia Beach. She hit some ice and flipped the car a few times. They all crawled out of there without a scratch. We had our six year old in a booster seat. I don't know if it was required by law back then, but it seems like it made sense to me. Yes, it was my choice that I put my child in that. The cop did say that if the child wasn't in a booster seat, she probably could have snapped their neck because of the force of the flipping.

Another reason is we, my wife and I, own a daycare center. We have 40 children in Bangor. All the time my wife is constantly after parents to put their kids in booster seats, because we know the importance of it. Yes, it is their choice, but their response to that is, the law says that I don't have to. It may not be enforceable, but if it gets the parents to want to do this, yes, it will help them. It is a child. It is not a choice. It is important. I am consistent when it comes to children's matters. I know I am going to get some flack from my conservative colleagues, but I really think that this is important. I applaud Representative Marley on this one. Thank you.

The SPEAKER: The Chair recognizes the Representative from Farmington, Representative Gooley.

Representative GOOLEY: Mr. Speaker, Ladies and Gentlemen of the House. Yesterday there was an editorial in the *Lewiston Sun Journal* relating to driver habits and what we are not doing on the highway these days. In other words, not obeying the laws. This included tailgating. They talked about running red lights. They talked about speeding and other issues. I am sure that we are all aware of what is happening out on the highway. Several teenagers have died on Maine highways in the last two weeks. We don't seem to get it. We are our own worst enemies obeying the laws and obeying the laws does save lives. Booster seats can help, but let's look at the cause of accidents. We need to work harder at obeying our common sense highway safety laws. Thank you.

The SPEAKER: The Chair recognizes the Representative from Sanford, Representative Tuttle.

Representative TUTTLE: Mr. Speaker, Men and Women of the House. I can only echo the remarks of the good Representative from York, Representative Andrews, who was my first instructor as an EMT a few years back. As many of you know, I have been an emergency medical technician for over 25 years. I have seen a lot of stuff over those years. If any of you have any doubt about which report to support, I will bring you out with me the next time I have a four year old who is paralyzed from the neck down in the emergency room. I will let you answer the questions, from his grandparents about why this little boy will never walk or move his arms again. That is why I ask you to please support the Majority Report.

The SPEAKER: The Chair recognizes the Representative from Brewer, Representative Fisher.

Representative FISHER: Mr. Speaker, Men and Women of the House. I am rising today not to prolong the argument on one side or the other. I think you have all made up your mind and most of you want to vote. What I do want to say is that I want to clear up the misconception. This is a unanimous committee report. If you look at your bible today, you will see that all 13 of us support an Ought to Pass bill. There is a difference in methodology, but do not forget that the Transportation Committee wants you all to make sure that you know that child safety is a very important part of daily life here in the State of Maine. It has risen, it has lifted the awareness of this problem. My good friend from Portland has done a great job of bringing this issue to the forefront. He should be praised for it. Thank you.

The SPEAKER: The Chair recognizes the Representative from Kennebunk, Representative Murphy.

Representative MURPHY: Mr. Speaker, Men and Women of the House. Institutional memory time. Almost a decade and a half ago's floor leaders, then Representative John Diamond from Bangor and I introduced the first successful seatbelt bill that became law. The information that exists in this Majority Report, we did not have then. If we did, we would have done it then. We have it now. We need to do it now. I would urge you to vote for the Majority Report.

The SPEAKER: A roll call has been ordered. The pending question before the House is acceptance of the Majority Ought to Pass as Amended Report. All those in favor will vote yes, those opposed will vote no.

**ROLL CALL NO. 515**

YEA - Andrews, Annis, Ash, Belanger, Berry DP, Berry RL, Bliss, Bouffard, Brannigan, Brooks, Bruno, Bull, Canavan, Carr, Chase, Chick, Chizmar, Clark, Colwell, Cote, Cowger, Crabtree, Cummings, Daigle, Davis, Desmond, Dorr, Dudley, Dugay, Duncan, Dunlap, Duplessie, Duprey, Estes, Etnier, Fisher, Fuller, Gerzofsky, Glynn, Gooley, Green, Hall, Haskell, Hatch, Hawes,

Heidrich, Honey, Hutton, Jacobs, Jodrey, Kane, Koffman, LaVerdiere, Laverriere-Boucher, Ledwin, Lemoine, Lessard, Lovett, Lundeen, Mailhot, Marley, Matthews, Mayo, McDonough, McKee, McLaughlin, McNeil, Michaud, Mitchell, Murphy E, Murphy T, Muse C, Norbert, Norton, O'Brien JA, O'Brien LL, O'Neil, Paradis, Patrick, Peavey, Perry, Pineau, Povich, Quint, Richardson, Rines, Rosen, Shields, Simpson, Skoglund, Stanley, Sullivan, Tarazewich, Tessier, Thomas, Tobin D, Tobin J, Tuttle, Twomey, Usher, Volenik, Watson, Weston, Wheeler GJ, Young, Mr. Speaker.

NAY - Bowles, Bryant, Buck, Bunker, Clough, Collins, Cressey, Foster, Gagne, Kasprzak, Labrecque, MacDougall, McGlocklin, McKenney, Mendros, Michael, Muse K, Nass, Nutting, Perkins, Pinkham, Savage, Schneider, Sherman, Smith, Snowe-Mello, Stedman, Tracy, Treadwell, Waterhouse, Wheeler EM, Winsor.

ABSENT - Bagley, Baker, Blanchette, Bumps, Goodwin, Jones, Landry, Madore, Marrache, McGowan, Morrison, Richard, Trahan.

Yes, 106; No, 32; Absent, 13; Excused, 0.

106 having voted in the affirmative and 32 voted in the negative, with 13 being absent, and accordingly the Majority **Ought to Pass as Amended Report was ACCEPTED.**

The Bill was **READ ONCE**. **Committee Amendment "A" (H-896)** was **READ** by the Clerk and **ADOPTED**.

Under suspension of the rules the Bill was given its **SECOND READING WITHOUT REFERENCE** to the Committee on **Bills in the Second Reading**.

Under further suspension of the rules the Bill was **PASSED TO BE ENGROSSED as Amended by Committee Amendment "A" (H-896)** and sent for concurrence.

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By unanimous consent, all matters having been acted upon were **ORDERED SENT FORTHWITH** with the exception of matters being held.

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By unanimous consent, all matters having been acted upon were **ORDERED SENT FORTHWITH**.

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On motion of Representative PINEAU of Jay, the House adjourned at 12:42 p.m., until 9:00 a.m., Friday, March 15, 2002 in honor and lasting tribute to John E. Newcomb, of Livermore Falls.