

SIXTY-EIGHTH DAY.

ST. PAUL, WEDNESDAY, APRIL 7, 1943.

The Senate met at 10:00 o'clock A. M., and was called to order by the President.

Prayer by the Chaplain.

The roll being called, the following Senators answered to their names:

Almen	Engebretson	Johnson, E. A.	Newton	Sletvold
Baughman	Finstad	Julkowski	Novak	Solstad
Berglund	Friberg	Kingsley	O'Brien	Starks
Bridgeman	Gage	Larson, H. A.	Orr	Stiening
Butler	Galvin	Larson, N. J.	Ranum	Sullivan
Carley	Gardner	Lightner	Richardson	Swenson
Carr	Goodhue	Masek	Rockne	Wagener
Cole	Hagen	Mayhood	Rogers	Wahlstrand
Dahle	Harrison	Miller	Rosenmeier	Weber
Dahlquist	Huhtala	Mullin	Seifert	Welle
Dennison	Imm	Murphy	Siegel	Wright
Dietz	Johanson	Nelsen	Simonson	Young
Dougherty	Johnson, C. E.	Neumeier		

Quorum present.

The reading of the Journal was dispensed with and the Journal, as printed and corrected, was approved.

MEMBERS EXCUSED.

Mr. Weber was excused from the session of today.

Mr. Ledin was excused from the session of this morning.

EXECUTIVE AND OFFICIAL COMMUNICATIONS.

State of Minnesota.
Executive Department.

April 6, 1943.

*Honorable Edward J. Thye,
President of the Senate,
State Capitol,
Saint Paul, Minnesota.*

Dear Sir:

I am returning to you herewith without my approval, Senate File No. 962.

I am convinced by careful study of the bill that it is a step backward in the safety of railroad trainmen and of the public.

While there are some good measures included in the bill, in my judgment, much more is taken away. This is particularly true in Section 9, which would make it possible where a highway bridge crosses a railroad, or where a railroad overpasses a highway, with inadequate safety clearance, to reconstruct again without adequate safety clearance. This, in effect, repeals numerous present safety laws as to both highways and railroads.

Section 9 would also permit the rebuilding of overpasses with the same unsafe conditions that now exist in at least 21 locations on the trunk highway system in the State, and in 180 locations on county highways. It is in this respect not sound legislation from our Minnesota Highway System standpoint.

The provision in Section 4 and Section 6 are very broad and would be wide open to maintain or increase existing unsafe conditions.

In addition, by repealing the repair section in the old law, you would appear to be opening up a definite possibility of reconstructing existing unsafe structures along the right of way.

There also appears to be a definite error in Section 1 in that it refers to Section 9. Apparently Section 9 has no relationship to the reference. It would appear that the reference to Section 9 was from an old bill and that Section 9 now has been changed numerically. The result is a statutory clause which would be impossible of interpretation.

In other words, I feel that what would appear, on first reading, an advance in safety in some sections, on close reading becomes rather insignificant.

And, on the other hand, what would appear at first reading to be a new provision of small consequence, becomes, upon study, wide open gates which would lead to a backward step in the legal safety protection of railroad trainmen.

I am therefore returning the bills to you without my approval.

Sincerely yours,

HAROLD E. STASSEN,
Governor.

State of Minnesota.

Saint Paul, April 6, 1943.

*Honorable Edward J. Thye,
President of the Senate.*

Sir:

I have the honor to inform you that I have received, approved, signed and deposited in the office of the Secretary of State the following Senate Files:

S. F. No. 193: A bill for an act relating to tax on gasoline and gasoline substitutes, amending Laws 1941, Chapter 495, Sections 1, 2, 3, 4, 8, 10, 12, 13, 15 and 20, and repealing Laws 1941, Chapter 495, Section 20, Subdivision 5.

S. F. No. 450: A bill for an act relating to State lands, amending Mason's Statutes 1927, Section 6338, and repealing Mason's Statutes 1927, Sections 6337, 6339, and 6340.