

are in two different chapters. We wouldn't know where to codify it in the first place or anyone would know how to look it up. Now if you want to try to overrule that, Senator Kremer, well that is fine. But if we don't we are just going to get into that problem all the time of ruling separate chapters together. Do you want to overrule the Chair?

SENATOR KREMER: I don't want to but I am going to.

SENATOR CLARK: All right.

SENATOR KREMER: I move the Chairman be overruled on this basis. The only reason offered against the germaneness of this bill is it happens to fall in different chapters of the statutes. However, both provisions, now get this point, both provisions deal with motor vehicles in both and both of them deal with laws that apply to semitrailer combinations. Both are of great interest to the motor carriers. I think we have common ground here, Mr. Chairman, and I do not like to do this so I respect your ruling but I think you are wrong so I am going to challenge the ruling of the Chair.

SENATOR CLARK: Senator Schmit.

SENATOR SCHMIT: Mr. President, members of the Legislature, I would just like to call your attention to the fact that the accountability law which we have all talked about so much here is embodied in three separate chapters of the law, 32, 49 and 50. So, as Senator Kremer has indicated, it is the subject matter which determines germaneness, not necessarily the chapter. If you are going to hang your head on the chapter division then you've got the accountability law which is embodied in three separate chapters of statute.

SENATOR CLARK: Senator Cullan.

SENATOR CULLAN: Mr. President, members of the Legislature, I rise to support the Chair. The subject matters, even if you look...first of all, I think Senator Clark is absolutely consistent in the way that we have ruled that on the basis of chapter and I have had many amendments of my own or a couple amendments of my own die as a result of that ruling, but Senator Clark is consistent with what this Legislature has done in recent times. Secondly, if you look at it from the point of subject matter, Senator Clark is still correct. because the bill deals with the testing program on the behalf of the Department of Roads for trucks so far as weights and distances and lengths are concerned. The amendments deal specifically with a particular type of license and, in fact,