

time for a session, then we stay a long time on a given day. We begin to lose touch with the fact that there are people outside this Chamber other than us and we may get tired of the issue but they still have a very keen interest because it is going to impact on them. We begin to get tired and we say, well, we're not going to consider this or we're not going to consider that because I don't want to and it's not funny to me. It's not funny to any of us and we'd all like to be somewhere else perhaps, but this is where we are and this is our job and there are people out there right now watching to see how we do our job and if we're doing it because we think we're acting in behalf of the public, fine. You all think they should be belted and tied down against their will and I don't. And if you have a right to your opinion, I have a right to mine. If you have a right to put all of these various restrictions on the public that exist in this bill now, those of us who want to try to release and remove some of those restrictions have an equal right and that's what we're going to do. So if those of you who are still here can concentrate on what Senator Lamb's original amendment was, then I think you will support Senator Hefner's reconsideration motion. It only takes 25 votes and that's what I think we ought to do and then I think we ought to adopt Senator Lamb's amendment because I think it is as reasonable as anything in the bill and more reasonable than some of the things that are here right now.

SPEAKER BAACK: Thank you, Senator Chambers. Senator Nelson, you're next. Senator Horgan.

SENATOR HORGAN: Thank you, Mr. Speaker and members, I rise in opposition to the reconsideration. I think we fought this battle a couple hours ago, but I would encourage you once again to get the sheet that I handed out at that time that shows the death ratio, urban and rural and look at those figures and you'll see overwhelmingly the rural death rate in motor vehicle accidents is tremendously higher. Pickup trucks in this state constitute 60.5 percent of the vehicles on the road. They constitute 22 percent of the deaths. The reason we exempted the rural mail carriers was because there was a compelling public policy reason to do so. Every other state in the country that has a safety belt law has done so. There is no compelling public policy purpose or reason to exempt people who happen to live on farms and happen to drive pickup trucks. It's absolutely ridiculous. If we do this for them, we're going to start down that slippery slope of exempting the milk man and the