

It's interesting that Senator Schmitt said that...had some information that going a mile, if you've upped it from 60 miles an hour to 65 miles an hour you would save 5 seconds, you would save 5 seconds in a mile. And my good friend Senator Brashear gave me some information. He did...said, now you aren't going to say that. I said, no, I wouldn't say it until I get up here on the mike, but from his home to his old home out in Crawford, 425 miles, 5 seconds, he would save 1 hour. He would save one hour. Boy, that's really...of course, you live way out in the boondocks, don't you, Senator Wickersham. And...but, in closing, I understand that the...I understand why Senator Wickersham and Senator Elmer are for the bill, but I guess I'm still concerned about some of the roads and I would like to see an amendment, and I'll certainly work with Senator Kristensen. What's going to be the procedure if this would pass, even if it's 60, what's going to be the procedure that we go through to inform the State Highway Department on what's going on? I've had some conversations with them but evidently there's no set procedure. I think it'd be nice if we had some kind of a procedure to go by because I'm sure there's going to be a lot of people concerned about it and probably asking to either raise the speed limit or lower it. Thank you.

PRESIDENT ROBAK: Thank you, Senator Robinson. Senator Chambers.

SENATOR CHAMBERS: Madam President and members of the Legislature, when Senator Wickersham offered this proposition the other day I supported it. I've talked to Senator Kristensen. I've thought more deeply about it and I'm not going to support the reconsideration and I want to say something about this bill. There's a good chance that my name is on it that I'll lose the bill. I want to lose it on the penalty section because I think the penalties are excessive on the interstate. You're raising the limit on two-lane highways but you're increasing the penalties on the interstate where it's far more safe, far more safe. We've got it backwards. And I think if that is done with this bill, I would advise somebody if they got a penalty on the interstate to challenge the constitutionality of the bill. The penalty should have some relationship to the offense. It wouldn't be hard to show that the safer, the safest roadway in the state is the interstate, so you're saying if you exceed the limit by five miles an hour on the interstate, where it's a lot safer and no danger to anybody, you're going to be