

CLERK: (Read LB1008, LB1009.) That is all Mr. President.

PRESIDENT: Thank you. Are there other motions on the desk?

CLERK: None.

PRESIDENT: Then we can move then to consideration of bills on General File. First one this morning will be Senator Cavanaugh's LB334.

SENATOR CAVANAUGH: About a half hour.

PRESIDENT: Just a moment here. The Chair spoke an error here. Yesterday we were on 762 and I am sorry but I lost my sheet where we were, let's go back to that. We will finish the debate on 762, Senator Cavanaugh, stand by then with your other one, 334 unless you aren't going to take it up anyway?

(end belt #1)

(start belt #2)

SENATOR PROUD: On fixed income, income they can not fight inflation in the same manner as the younger people, because they are not physically able many of them to get out and make a living, and I am all in favor of giving them a break. But what are we doing here, let's stop and think a minute. They say 10 cents, well are we so wise that we can decide that 10 cents is the proper transportation fare, are we really that wise? What about 12 cents, what about 9 cents, what about nothing? Now I could stand up and support it, but I am not going to do it and offer amendments that says let's make the fare nothing, because if a reduction of 10 cents is good, a reduction of nothing is better. Who could argue with that, but now let's consider something further? Who rides the public buses? Yes, elderly people, young people, middle-aged people. Now who are the young people? I know in the City of Omaha for example, a number of them are students and I've been on the bus many times with students who go to Central High School, for example. Now those students are not wealthy. Some of them perhaps have parents who are, but most of them are not. Many of them are children of wage earners. They may be children of people on ADC. Who knows? Now this amendment to say 10¢ for the elderly says nothing about the students, and I don't think it should. Now who else rides the bus? Well of course, wage earners. Probably more wage earners ride the buses than for example wealthy people or better to do people who can afford to have automobiles. Now these wage earners may have children, say 4 or 5 or whatever, and because of inflation those wage earners are scarcely able to afford the transportation. So what are we doing for them? So what difference does it make you say. Now Senator Carpenter, in answer to Senator Syas, yesterday Senator Syas says who is going to pay for this? As I recall Senator Carpenter says the tax payers are going to pay for it. And so that is true, to an extent. But now who else is going to pay for this public transportation. Well, the people who ride the bus. No public transportation as far as I know is completely subsidized by the tax payers. The people who ride the bus to the grayest extent subsidize it. Therefore, who's going to make up the difference that it cost's to operate that transportation system when we reduce the fare to 10¢ or to nothing? Well, those wage earners, those students and so forth who ride the bus are going to make it up. Now, lastly, a municipal transportation system may be run by the City Council. It may be run by an independent, but let's assume that it is run by a governmental subdivision, because that is what this amendment says. Now, those people are elected. The City Council is elected. Are we to say to them that we have completely studied this situation that we know that 10¢ is the right fare. Are we to take that responsibility and that prerogative away from them. They are elected too by the