

would derive any particular satisfaction in contemplating it. Likewise, in our interpretation of the statistics we should take into consideration the very heavy increase in the number of automobiles which are operating and the number of miles they travel on our greatly improved highway system. The situation appears less bleak—if only a little less—when viewed in the light of these facts.

I deeply regret that I am unable to report that substantial progress has been made in the reduction of accidental deaths and injuries in our State. But the fact that conditions are bad is no justification whatsoever for meekly folding our hands and exclaiming “what’s the use.” We must not relax in our efforts. Even if we feel that we can do no better than hold our own, we must continue the battle. We must find a way to employ all the resources that are available to give the men, women and children a greater security in their lives. We must accelerate our programs of engineering, education and enforcement, to the end that the people may feel safer in their travel, in their homes and on their jobs. As individuals, we must increase our awareness of what is really a grave situation, and as individuals we must accept the responsibility we have to find a remedy for it.

Although we depend to a great extent upon individuals and private organizations, we in State government realize that primarily it is our responsibility to initiate and carry out programs of safety. In the legislative area, we have steered clear of extremist measures. But each year we have tried to make improvements in our program of safety. In the seven successive budgets which I have submitted, provision has been made for substantial increases in the strength of the Maryland State Police, which plays such an important role in highway safety. Allotments to the Department of Motor Vehicles have been increased each year to provide for a more effective regulation of the use of automobiles and trucks. In the budget for next year, I approved additional appropriations for the Department of Labor and Industry to intensify its safety programs in the Port of Baltimore in elevator inspections and in its assistance to private industry.

John R. Jewell, our Commissioner of Motor Vehicles has said that from his observation more was accomplished in the area of traffic safety and motor vehicle regulation during the 1965 session of the General Assembly than any other session he could recall. I have signed into law, for example, legislation which:

1. Establishes a system of motor vehicle inspection designed to remove old and unsafe motor vehicles from our highways and prevent the