

tire ratings and standards. In addition, one of the local tire manufacturing companies has given assurance that their representatives would not oppose the provisions of the Bill if the Federal Trade Commission saw fit to incorporate them in legislation setting forth standards for tires on a national scale.

In view of the foregoing reasons, I have felt compelled to veto Senate Bill 353.

With kindest personal regards, I am

Sincerely yours,

(s) J. MILLARD TAWES,  
Governor.

**Senate Bill No. 434—Motor Vehicle Axle Weights**

AN ACT to repeal and re-enact, with amendments, subsection (f) of Section 315 of Article 66½ of the Annotated Code of Maryland (1957 Edition), title "Motor Vehicles," subtitle "Operation of Vehicles Upon Highways," relating to violation of axle load limits and permitting redistribution of loads to accomplish compliance with such limits.

May 4, 1965.

Honorable William S. James  
President of the Senate  
State House  
Annapolis, Maryland

Dear Mr. President:

I have today vetoed Senate Bill 434, and in accordance with our constitutional provisions, I am returning the same to you along with my veto message.

This particular bill proposes that if a commercial motor vehicle is detected having an overweight axle, but is not in violation of the gross weight limitations, the operator, if possible may reposition the load to bring the overweight axle within the legal limits and thus not be charged with any violation. This is true only if overloading of the axle results from the cargo having shifted while in transit.

Last year a somewhat similar bill was passed by the General Assembly and I vetoed it. At that time I expressed the view in my veto message that to permit these corrections to be made after they had been detected by a law enforcement officer would encourage careless loading practices of our commercial vehicles. That bill can be distinguished from the present bill by the fact that under the language of the bill before me, the shift in weight must have occurred "in transit" before the operator of the vehicle can receive the benefits of the law.

I can visualize some merit to this type of legislation and I am, to an extent, sympathetic with what it tries to accomplish. However, I am afraid that I cannot give this matter my approval.