

Maryland, the State Budget Director, and the Department of Health, Education, and Welfare in Washington, D. C.

Approved May 6, 1966.

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No. 46

(House Joint Resolution 21)

House Joint Resolution requesting automobile manufacturers to design safer automobiles.

WHEREAS, in the words of President Lyndon B. Johnson—"The gravest problem before this nation—next to the war in Viet Nam—is the death and destruction, the shocking and senseless carnage, that strikes daily on our highways and that takes a higher and more terrible toll each year."

Automobiles designed with safety considerations foremost—in braking and steering systems, in accessories, and in overall design—will certainly reduce highway fatalities and disabling injuries. The number of lives saved and crippling injuries prevented will not be known until the automobiles on American roads are in fact built to incorporate presently understood safety design and features.

A number of safety features became standard on the 1966 models only as a result of federal prodding and pressure. The automobile industry can and must do better in the future; now, therefore, be it

*Resolved by the General Assembly of Maryland*, That the automobile manufacturers are urged to take account of existing knowledge and current studies in safe automobile design, and to give safety its place ahead of styling and cost factors to which it has been subordinated in the past; and be it further

*Resolved*, That copies of this Resolution be sent to the Senators and Representatives of Maryland in the Congress of the United States, and under the Great Seal of Maryland to the respective presidents of General Motors, Ford Motor Company, Chrysler Corporation, and American Motors.

Approved May 6, 1966.

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No. 47

(House Joint Resolution 22)

House Joint Resolution requesting the Congress of the United States of America to appropriate funds necessary for the construction of a water impounding dam on the North Fork of the Potomac River on the Maryland-West Virginia Border at Bloomington, and indicating the willingness and ability of the State of Maryland to provide by appropriate legislation for this State's share of the non-