

The amount of money involved for Maryland in the proposed change of the old age assistance law would not be large.

A study of the 9,662 old age assistance recipients of the State of Maryland showed that during the month of September, 1960, only 123 reported having earnings. The total earnings amounted to only \$1,727 for the month of September. Accordingly, though the amount of money involved is small, it would be of genuine help to those who could do some work. That is, it would encourage a measure of self-support and eliminate some hardship; now, therefore, be it

Resolved by the General Assembly of Maryland, That the Congress of the United States be memorialized to amend the old age assistance laws to provide that an individual receiving grants under this program might earn at least thirty dollars (\$30.00) per month without that sum being considered a resource in determining the amount of the old age assistance grant; and be it further

Resolved, That the Secretary of State of Maryland be instructed to send copies of this resolution under the Great Seal of the State of Maryland to the Vice-President of the United States, as presiding officer of the Senate of the United States, the Speaker of the House of Representatives of the United States, and each member of the Maryland Delegation in the Congress of the United States.

Approved May 3, 1961.

No. 46

(House Joint Resolution 17)

House Joint Resolution urging the Congress of the United States to include additional mileage in the Federal Interstate Highway System, and to provide for the inclusion of a portion of U. S. Route 40 west of Hancock, Maryland, in the Federal Interstate Highway System.

WHEREAS, Interstate Highway 70 as presently planned turns northward at Hancock, Maryland, to connect with the Pennsylvania Turnpike; and

WHEREAS, it is generally agreed that highways enhance the economy of an area and increase its ability to attract industry, and this present plan for Interstate 70 will leave Allegany and Garrett Counties isolated from the mainstream of commerce as respects modern interstate highway transportation; and

WHEREAS, the Pennsylvania Turnpike, now a toll road, is already overcrowded and will become more congested when additional Federal Interstate Roads are connected with it and the Turnpike becomes a toll-free road; and

EXPLANATION: *Italics indicate new matter added to existing law.*

[Brackets] indicate matter stricken from existing law.

CAPITALS indicate amendments to bill.

~~Strike out~~ indicates matter stricken out of bill.