Mr. Blatnik. Just a moment. What chart are we talking about

Mr. Kopecky. These figures on this chart, Motor Vehicle Deaths are taken from the data of the National Safety Council.

Motor	vehicle	deaths
-------	---------	--------

		· ·	
Year	Total deaths	Year	Total deaths
1912	3, 100	1949	31, 701
1913-17 (average)	6,800	1950	34, 763
1918-22 (average)	12,700	1951	36, 996
1923-27 (average)	21, 800	1952	37, 794
1928-32 (average)	31,050	1953	37, 955
1933			35, 586
1934	36, 101	1955	38, 426
1935	36, 369	1956	
1936	38, 089 1	1957	38, 702
1937	39, 643	1958	36, 981
1938		1959	
1939	32, 386	1960	
1940			38,091
1941			40, 804
1942		1963	
1943			47, 700
1944		1965	
1945		1966	
1946			
1947		Total, 1900 throug	gh 1966 1, 613, 000
1948			

Source: National Safety Council.

It is interesting to note for calendar year 1966 there were 53,000 deaths. During the period from 1950 to 1961 the range is between 35,000 and 40,000 deaths. Then, for the first time the deaths go over the 40,000 mark in 1962 and they increase substantially each year thereafter until they reach the 53,000 mark in 1966.

The total from 1900 to 1966 of recorded deaths is 1,613,000 killed. The other chart is titled "Motor Vehicle Deaths Compared to Total Vehicle Miles Traveled." The broken line shows the number of deaths from 1937 through 1966, and the solid line is the billion vehicle miles traveled.

As is noted, for the 6-year period, 1961 through 1966, the travel in-

creased 28 percent and deaths increased 39 percent.

Mr. W. May. Mr. Kopecky, I am looking at that schedule you drew up that says "Motor Vehicle Deaths." I notice that in 1941 the total deaths were 39,965. Twenty years later in 1961 it was 38,091. For each succeeding year the number of deaths has increased; for example, in 1962, 40,804; 1963, 43,564; next year, 47,700; next year, 49,000; and in 1966, 53,000.