

effort, provided the civil defense activity is materially increased and certain other requirements are met. The budget of the Civil Defense Agency, with a net increase in appropriations of \$107,376, is tailored to meet these federal requirements.

All Marylanders deplore the continuing decline in oyster production, the yield for 1959-1960 having dropped by 127,909 bushels from the previous year. With the hope of reversing this unfortunate trend toward depletion of the State's valuable marine resources, I am recommending a net increase of \$156,559 in the budget of the Department of Tidewater Fisheries. Funds for oyster propagation have been increased from \$600,000 to \$808,050 to provide a 50 per cent increase in the Department's present shell-dredging operation. Included in the Department's budget is \$50,000 as Maryland's share of the cost of implementing the Potomac River Compact. This sum will be matched by the Commonwealth of Virginia.

The healthy condition of our region, the economic and cultural growth of Maryland, is nowhere more evident than in the need we see daily for a transportation system which will adequately provide for the safe and efficient movement of people and goods within our borders. In this decade and in decades to come, the great bulk of our foods, raw materials, manufactured products and all the things which serve to create a better life for us all will move over a publicly financed highway system. Because of the demand for speed of delivery in the 1960's and the insistence on portal-to-portal transportation in this era of individual freedom, the largest share of the responsibility in the field of movement of people and goods falls upon that function of State government charged with providing us with a modern, up-to-date network of expressways and primary highways.

In the face of this responsibility, the State Roads Commission of Maryland has embarked on a bold new program to give our State a continuous system of modern major highways within the next few years, to bring the greatest good to the greatest number in as short a period of time as possible. To accomplish this, without a request for tax increase, I am recommending allowances to the State Roads Commission totalling \$118,542,295 for the 1962 fiscal year. Of that total, \$49,652,164 will be earmarked for construction of the State highway system. This sum, under the budget presented to you, would come from the motor vehicle titling tax, a 59-per-cent share of the gasoline tax fund, the motor vehicle revenue fund, federal aid and miscellaneous sources.

Also of importance to the overall betterment of Maryland's trans-