

program is making consistent and substantial progress. And we have every reason to expect this gratifying performance to continue.

In the highway field, the progress that is being made to accelerate construction of the important primary and expressway systems is evident to anyone who drives through the State. In its five-year "go roads" program, the State Roads Commission has embarked upon a bold venture to save lives, time and money by giving the people of Maryland a completed system of primary highways and expressways by 1965.

Remarkable progress has been made in every section of the State during the past year. In the Baltimore metropolitan area, the most dramatic achievement is the bustling job being done to complete the Baltimore Beltway, which we hope to open to traffic only a few months after this session of the General Assembly is adjourned. In the burgeoning suburbs of Washington, annoying caps in the radial highway system have been filled and many troublesome commuter bottlenecks eliminated. On the eastern shore, U.S. Route 50 will be dualized as far as Cambridge this year, the Salisbury Thruway will be opened during this session, and progress is being made in the dualization of U.S. Routes 13 and 301. In Western Maryland, the difficult U.S. Route 40 west of Hancock is rapidly being reconstructed. Already the roadway on the west slope of Martin mountain is open to traffic, and construction equipment has moved into other sections of the highway for more work this spring, summer and fall. The Northeastern Expressway, which will be under contract by the end of 1963, represents a giant step in the history of highway building in Maryland.

We must not be content to rest upon our laurels in road construction, however. On a State-wide level, I have the State Roads Commission to join with me in asking for legislative guidance at this session on what should be done to accelerate the secondary road system, as well as county and municipal road building throughout the State.

This administration is making a sustained effort to reverse the discouraging, long-continued decline in the production of oysters in Maryland. The Department of Tidewater Fisheries last year planted more than six million bushels of oyster shells on the public rocks and seed areas and transplanted more than 200,000 bushels of seed oysters. Again this year, we expect to plant more than six million bushels of shells, and we hope to transplant from a half million to a million bushels of seed oysters—more than twice as much seed as has been