

through the Highway Committee of the National Governors Conference and the Regional Governors Conference. Couldn't this philosophy carry down to the long-range planning divisions of neighboring states, so that they would meet regularly and discuss their problems, most of them brought about by increasing urbanization of the area in which we are living today.

Two out of three Americans live in urban areas today, and in the future that ratio is expected to jump to four or five. Much of that urbanization is occurring in the seaboard corridor from Boston to Norfolk. Their highway needs must be met, or the states involved are going to lose the chance to attract new industry within their borders. They also run the risk of losing some of the industry they presently have. Traffic congestion is a disease that is fatal to American urban areas. The incidence of this disease is bound to increase unless we fight it with an intelligently planned system of modern highways. We are fighting it in Maryland and Pennsylvania, as a ride on this beautiful highway will prove.

I would like to congratulate the highway departments of both states for a splendid job. My congratulations also go to the contractors too numerous to mention here, who built these roads and bridges, to all the men and women whose skill and diligence made this project possible. . . .

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ADDRESS, MARYLAND HIGHWAYS CONTRACTORS  
ASSOCIATION

BALTIMORE

February 8, 1960

Apart from the budget, which is of first importance of course, perhaps the most significant measure to come before the General Assembly at this session is a proposal to revise our highway laws so as to permit a more rapid construction of arterial roads in Maryland.

In my message at the opening of the session last week, I urged the members of that body to support our State Roads Commission Plan, stating that in my considered opinion, it will make the most intelligent use of the money remaining in our twelve-year program, will bring good arterial roads five to ten years closer to reality and, thus, will provide the greatest good in highways to the greatest number of Marylanders.

In glancing back over my first year as Governor of this State, I find