

produced in Maryland in any year of the past decade. In such an ambitious undertaking, I am encouraged to believe that we have halted the depletion of this important marine resources and have taken the necessary steps to rehabilitate the oyster industry.

The overcrowding of our penal institutions has created a condition which calls for strong remedial action. The increasing pressure of population upon plants, facilities and staff personnel has made it difficult for the Department of Correction to operate its programs of prisoner rehabilitation with maximum efficiency. I believe, however, that a foundation has been laid upon which this department may now begin translating its planning into action, along lines that are not only remedial but also genuinely progressive.

Construction soon will begin on a new \$13,000,000 correctional institution in Washington county. This institution is designed to house 1,000 male prisoners, and it, together with other facilities either planned or under construction, will greatly relieve the problem of overcrowding in the other institutions.

Visible in the highway accident reports of last year were what I believe to be the first fruits of our labors to make Maryland highways safer for travel. One highway fatality of course is one too many, but it was gratifying nonetheless to see our fatality total drop from 511 in 1960 to 458 in 1961. And in a more meaningful statistic—one that relates fatalities to miles traveled—there were 4.3 fatalities per 100,000,000 vehicular miles in 1960, as compared with 3.7 in 1961.

We may hope—and yes, pray—that these figures are an indication that the measures we have taken during the past three years to promote traffic safety will bring rich rewards to the people of Maryland.

Traffic safety is truly a cooperative endeavor of many agencies and many individuals—State and local, public and private. Cooperating in your State government, to name only the foremost, are the Department of Motor Vehicles, State Police, the Maryland Traffic Safety Commission, the State Department of Education, The State Roads Commission, the State Department of Health.

This general Assembly has displayed its deep concern with the problem by the enactment of beneficial laws—the point system of penalties for violators, the permanent license-renewal program, the chemical test for suspected drunken drivers, driver education in the public school, and others.

We have tried to provide the enforcement and administering agencies with the tools they need to carry on the important work they