

a modern highway makes to efficient transportation. A trip from Catonsville to Towson takes 40 minutes today by way of old roads. With the new beltway to be opened in 1962 that same trip will take less than 15 minutes. It is small wonder that an expressway type facility can lift the economy of a region. It is small wonder that new businesses, which create new jobs, can locate in an expressway interchange area and reduce by minutes and hours the time it takes to deliver or receive a product from a site many miles distant. And that is the phase of the highway field I would like to discuss with you today.

As you know there are regions in this country and in our State where the economy could be improved. There are regions in this State where young men are looking for jobs and finding none, leaving Maryland for greener fields and new horizons. This is particularly true in the so-called Appalachian Region. It is a part of our nation which could use an economic shot in the arm. And it could use it right now. Western Maryland is a part of the Appalachian Region. We have fallen into the habit of calling regions like this "depressed areas." I would like to call them regions in need of growth. Highways, particularly expressways, can be a vital factor in the growth they need. An expressway piercing the Appalachian Region can serve a dual purpose. First, mere construction of such a facility can create jobs for the people of the region while it is being built. For the two years or so that the expressway is being built, construction work will be available for the residents of the region.

With a completed expressway facility, the Western Maryland region will be in closer contact with the great market places of the Eastern seaboard. This will help to create a climate for industrial and commercial growth in the region, expanding existing industries and businesses and creating new ones. An expressway piercing the heart of the Western Maryland region will bring the great port of Baltimore closer by a great amount of time, and create the opportunity for industries and businesses interested in foreign trade. It will bring, through existing expressway links, the city of Washington much closer timewise to the Western Maryland region. Pittsburgh and the vast industrial complex around it would be closer. So will the market places of the Eastern seaboard, the area of our nation which is becoming a 500 mile strip city from Boston to Washington.

Now, it is true that the State Roads Commission currently is building sections of Route 40 from Hancock west, cutting the miserable grades and curves of the existing road. But, the construction is