

of traveling three or four hundred miles in a day, and in planning the trip we expect it to pass without trouble.

The result of more cars and more miles of travel are well known to us. The increase in exposure means inevitably a corresponding increase in the hazards. Our problem is to reduce these hazards, which, of course, we are trying to do. But the appalling statistics which confront us—statistics recounting the untold horrors of killings and injuries—testify only too clearly that we are not doing enough.

Dual highways, medium strips, traffic signals, grade-crossing eliminations, mechanical improvements, seat belts and all the paraphernalia of traffic safety have helped immeasurably, of course. Heaven only knows what the situation would be like without them. But they have not done the job satisfactorily, as we all know. And we are all aware that these safety devices will have to be improved, and all of our safety efforts increased, unless we wish to be exterminated by the very machine in which our ingenuity we have created for our comfort, enjoyment, and general welfare.

I would expect that most of you here, who are as interested in highway safety as I am, are familiar with the statistics of highway accidents. But let's review them again anyway, because I think they are useful to us in our consideration of the gravity of the problem we face. Last year in the United States, 40,900 persons were killed in motor vehicle accidents. The continuing trend in fatalities will be noted in these figures for the preceding years: 38,091 in 1961, 38,200 in 1960, and 37,800 in 1959.

Besides fatalities, there are many other measurements of the disaster caused by these accidents. More than 1,500,000 persons were disabled beyond the day of the accident. The National Safety Council estimates that the total economic loss in traffic accidents last year was \$7.3 billion. Some consolation may be gained, and some satisfaction derived, from other figures showing a slight decline in the mileage fatality rate. For in fact fewer persons are losing their lives in per miles traveled than there were a few years ago. For example, the rate of deaths per 100 million miles of travel last year was 4.5, as compared with 4.65 in 1959. Which would indicate that, as small as it is, we are reaping some rewards from the efforts we are making to improve the safety of our highways.

The discouraging trend that we have noted in the national figures unfortunately are apparent in the figures for our State. Last year, there were 588 deaths on the highways of Maryland, as compared