

us are faring just as badly, or even worse, is of no consolation. It has been said, however, that misfortune unites men, when the same thing is harmful to both. And when people in all parts of the country are confronted by this same misfortune, the chances perhaps are good that they will unite, as I think in some degree they have already united, to combat the harm. In any case, this much I know—we must not allow our distress to be accompanied by despair. It would be criminally tragic if for one moment we allowed ourselves to lapse into a state of mind that here is an evil that cannot be completely cured and therefore can be ignored. As unsatisfactory as our progress may be, we must continue, with patience but with increasing determination, to pursue our goal—the goal of safety on our public highways.

To the best of our ability, we in Maryland have worked to establish a sound program of traffic safety, based upon the experience and the knowledge we have gained for ourselves and from the experience and knowledge we have gleaned from others. Broadly speaking, we have followed the guidance of the White House Conference on Highway Safety and attempted to implement its action program for highway safety. We have attempted to expand and strengthen the laws governing the handling of automobiles. We are building more and better highways than ever before, with appropriate emphasis upon good engineering and other safety factors involved in road construction. We have attempted to bolster our law enforcement and to improve that part of our judiciary which has jurisdiction over traffic laws. We have tried to alert the people to their responsibilities, and to enlist their support of our efforts, by vigorous programs of public information and public education.

Within recent years, under my administration, we inaugurated the point system for penalizing traffic-law offenders and instituted the chemical tests for drivers suspected of operating while under the influence of alcohol. We have set up a program to teach our young men and young women driving in our public schools. Just recently, I signed into law a bill, enacted at the recent session of our General Assembly, requiring seat belts on all new automobiles registered in Maryland after January 1, 1964, a measure which the experts tell me should result in the saving of many lives. We have embarked upon a policy of continuous strengthening and improvement of our Maryland State Police, which bears the brunt of traffic-law enforcement outside of Baltimore City and our incorporated municipalities. 40 men had been added to this force every year since I became Governor, in 1959, up to this year. For next year, I am increasing it by 50. And in the budget for the