

(and don't tell me you're not interested in this figure) last year totaled \$61,145,361. That is the amount of money that actually went to contractors, and it is a record exceeded only by the \$71 million which went to you in 1964, the year in which large segments of the Capital beltway were laid down.

I am sure you all know that we have built more roads and spent more money on highways during the past seven years than ever before in the history of the State. Through January 1, 1966, contractors have received from this Administration \$353,303,644. This figure does not include the \$75 million that was spent in the construction of the John F. Kennedy Memorial Highway, nor, for that matter, does it include the money the State spent for right-of-way, engineering and administration. During the first seven years of this Administration, new interstate, primary and secondary roads—that is to say roads built on entirely new locations—totaled 338 miles. Add to this the 510 miles of roads reconstructed to meet modern standards, the 452 miles of roads completely resurfaced and the 184 miles of roads still under contract as of December 31, 1965, and we see that 1,484 miles of highway have been built or improved, or are being built and improved, since I took office as Governor in January, 1959. Last year, resurfacing of roads set a new record, with expenditures to contractors of \$1,931,800—more than \$500,000 in excess of the previous record set in 1964. Including payments for rights-of-way, payments to contractors and payments for engineering, this Administration had converted more than \$550 million of the taxpayers' money into roads.

But if the immediate past in Maryland highway building looks bright, the future looks even brighter. It was interesting to me to note, in a figure brought to my attention recently, that during the year 1964—the latest figure available—841.9 billion vehicle miles were traveled on the highways of this country. This represents an increase of 5.1 per cent over the previous year. The automobile industry assures us that before 1970 it will break the mark of ten million cars sold per year. This had great significance for all of the country, of course, but it had a particular significance for Maryland, which is the second fastest growing state east of the Mississippi River and is situated in an important corridor from the standpoint of the growing interstate system. This means, among other things, that Maryland is going to have to grow rapidly in the construction of highways, and it means, from your vantage, that you may expect more and more road contracts in the years ahead.

New projects, as you undoubtedly know, will include the Appalachia project, which will be a freeway type concentrating next year upon the