

drawings and acquiring rights-of-way. For several years, this project has been under intensive study by the State Roads Commission and meetings to fix location have been held with Bethlehem Steel Company, the Baltimore & Ohio Railroad Company and others. This project will tie together and make possible the orderly development of highly important industrial areas in Anne Arundel and Baltimore counties.

With regard to the northern Bay crossing, the fixing of the location is vital so that it may fit into the vast freeway network now in the making for Baltimore and Anne Arundel counties. Unfortunately, the referendum decision on the parallel Bay bridge will defer positive action on all Bay crossings at this time. However, it is hoped that after the November election a definite start will be made toward making the northern crossing a reality. A definite northern crossing is necessary for the orderly growth of the northeastern portion of the greater Baltimore area. Mr. Funk, the Chairman-Director of the State Roads Commission, will discuss this subject in more detail on June 23rd before the Kiwanis Club of Baltimore.

Finally, this statement does not mean I budge one-inch from my position with regard to the parallel Bay bridge. I consider it extremely necessary that we do not retreat from the rapidly growing needs for traffic capacity at the present bridge location. At the same time, every assistance should be given to the greater Baltimore traffic requirements.

I hope the citizens of Maryland realize that immediate action on both the parallel span and the northern crossing will depend on how they vote in the November general election.