

this signing or by vetoing the bill—is so manifestly absurd and devoid of moral or ethical principles as to require no additional comment. One point, however, must be emphasized. Maryland needs a second bridge from Sandy Point to Kent Island. And it needs that bridge now.

Two of the leading traffic engineering firms in this country have categorically stated that for the present, construction of a parallel bridge will meet the needs of more people for a longer time at a lower cost than at either of the alternative locations. Other studies made by the State Roads Commission have confirmed these opinions. In fact, this problem has already been the subject of more studies, more analysis, more evaluation and more expert opinion than any other subject during my Administration. Additional studies will only consume money and time—the first of which we can ill afford, and the second of which will be irretrievably lost while the problem becomes increasingly acute.

Finally, in my judgment, one thing is clear. Whether during my Administration, or the next, or the one that follows, a bridge will be built across the Bay between Sandy Point and Kent Island. If this necessary public work is delayed and if the economy of the entire State thereby suffers as a result, let no one say that the fault was fixed with this Administration. Let the fault lie where it belongs—with those who for selfish and political reasons are attempting to block this much needed public improvement.

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## STATEMENT ON CONSTRUCTION OF A SECOND CHESAPEAKE BAY BRIDGE

ANNAPOLIS

June 23, 1966

At the 1966 session of the General Assembly this Administration supported two bills which it considers vital to rapid and orderly growth of greater Baltimore's road network, namely—Senate Bill 153, authorizing a parallel crossing of the Chesapeake Bay. This bill also included authorization of other Bay crossings, which would include the northern crossing, and Senate Bill 359, authorizing an additional harbor tunnel.

As you are aware, Senate Bill 153 appears headed for a referendum in November. On the other hand, Senate Bill 359 has been enacted into law. Accordingly, I have directed the State Roads Commission to immediately activate the harbor tunnel project by preparing construction