

With respect to the northern crossing, which is also in the bill, the State roads commission is proceeding with the planning and construction of an expressway system in the eastern end of Baltimore County. When this system is completed, the northern crossing will be required as a component part of the system and will be admirably placed to serve the industrial growth and harbor development, which is rapidly expanding on the western shore.

Finally, the State roads commission believes that a crossing of the southern portion of the Chesapeake Bay will become necessary to serve the lower eastern and western shores of Maryland. The growing needs of Washington and Arlington Counties in Virginia and Montgomery and Prince Georges Counties in Maryland will undoubtedly create such pressures for further expansion that ultimate growth of industrial development into the Eastern Shore of Maryland appears inevitable. Only a new crossing of the Chesapeake Bay in this area will answer the need for reinforcement of the existing highway network.

The immediate need for two of the three structures being planned for construction by the State roads commission is both urgent and critical. The remaining two structures will become necessary as population and traffic growth continues in the areas which they are to serve.

It is for that reason that we respectfully urge that H.R. 11627 be given favorable action by your committee.

I am ready for any questions you might have.

Mr. FALLON. Very well, Mr. Wolff.

Mr. WOLFF. I might further say, Mr. Fallon, that these questions relating to the legality or concerning the legal aspects of the bill certainly Mr. Buscher is well prepared to answer.

Mr. FALLON. Are there any questions about the legality of the bill on my right?

Are there any questions about the legality of this bill before us on my left?

Mr. CRAMER. I have a question, not necessarily in that context relating to the legal aspects.

As I understand it, the State could probably proceed with its desired plan of construction under the General Bridge Act of 1946 without the Federal legislation except for the Potomac River Bridge. Is that correct?

Mr. WOLFF. That is correct.

Mr. BUSCHER. That is correct, Congressman Cramer.

I might point out, Mr. Chairman and members of the committee, the original act under which our Potomac River, and the Susquehanna River Bridge was built was originally authorized by the Congress in 1936. That included also the permissive construction of the existing Chesapeake Bay Bridge. That was prior to the adoption by the Congress of the General Bridge Act of 1946.

It became necessary, because of the 3-year limitation in the Maryland bill passed in 1936, to come back to the Congress in 1948 for an extension of that bill to construct the existing bridge across Chesapeake Bay.

Mr. CRAMER. That was 1938.

Mr. BUSCHER. 1938, I beg your pardon. Yes, sir. We came back for an extension.