

before the subcommittee will be the truth, the whole truth, and nothing but the truth, so help you God?

Mr. MORTON. I do.

Mr. BLATNIK. Please be seated.

Mr. Johnson, it would be proper perhaps just for the sake of continuity, since you have a very comprehensive and informative statement which you have just presented, that we have Mr. Morton's statement follow; and then we will begin the interrogation or dialog between the staff and the members of the committee and your panel.

Mr. Morton, give the reporter your full name and your official capacity in the State of New Hampshire and also your capacity in AASHO as chairman.

**TESTIMONY OF JOHN O. MORTON, COMMISSIONER, DEPARTMENT OF
PUBLIC WORKS AND HIGHWAYS, STATE OF NEW HAMPSHIRE,
CHAIRMAN, AASHO TRAFFIC COMMITTEE**

Mr. MORTON. My name is John O. Morton. I am commissioner of the New Hampshire Department of Public Works and Highways. I have the honor and privilege of serving as chairman of the AASHO Committee on Traffic and also serving as a member of the Special AASHO Traffic Safety Committee.

The statement that I have, Mr. Chairman, is rather brief. It is not a particularly profound statement. I find that Mr. Johnson's statement has been most comprehensive covering the field. However, if you have no objection, I would be pleased to read this. I think it might take 5 or 6 minutes.

Mr. BLATNIK. Either way. It will appear in full at this point in the record; or since it is a brief statement, you may wish to read it.

Mr. MORTON. I would appreciate the chance and opportunity to read this.

Mr. BLATNIK. You may proceed.

Mr. MORTON. In 1956 when construction of the Interstate Highway System was provided for by an act of Congress, one of the strongest items in support of this legislation was the fact that the building of a 41,000-mile network of interstate highways would save 8,000 lives a year. Prior to the year 1956, the States and the Federal Government were keenly aware of, and greatly disturbed by, the huge economic losses, and the human suffering that was being sustained through highway accidents. Records maintained by the States, by the Federal Government, and by the National Safety Council have accurately described the growth of traffic in this Nation. Statistical records have been used to describe the percentage of fatal accidents in relation to traffic growth.

Over the past 15 years the New Hampshire Highway Department has investigated and carefully evaluated every fatal accident occurring on the State's highway system. The accuracy of the investigations and the use made of the information developed, is now much superior and more intelligently employed than it was in the early years of this type of activity.

It was in 1959 the New Hampshire Department of Public Works and Highways initiated a tree removal program. Since that date over 100,000 trees in close proximity to lines of travel on the State's high-