

vances that were most in people's minds and receiving most attention in those days. I am very proud of the fact that our science community, our technological community, our industrial community in Pennsylvania spotted a lot of the growing human needs at that time, the needs to control environment, to clean up pollution, the needs to move people around. So this led to a dedicated effort in Pennsylvania to these problems.

You have heard the Secretary of Commerce report to you on several studies in depth that have been going on since then. I think it boils down to this, I am from the science community, we put a lot of money in science and new knowledge and now the question is how can we use it to meet human needs today, to advance our economy, to move people around and make our society viable and to improve the quality of life.

I think, I am not talking about long-distance transportation of people, although I think I am talking about long-distance transportation of freight which we are—the growth of the freight load is tremendous, it clogged up our highways, it is now going to the rail, but the growth in the volume of rate ahead is terrific.

The problem of urban transportation and inner-city transportation, of course, is a tremendous one.

So I think, in short, what we have is a shortage of capacity. We cannot build highways fast enough, air cannot carry the volume of freight and the volume of people, so in our transportation system we face a shortage of capacity, particularly for freight and particularly, high-speed freight and for people between cities, and in urban areas.

Now, we have the technology, we have the scientific know-how to create any technology we wish, and the question is will we turn now to develop the technology needed for this.

Now, the urban problem is critical right now, and the quality of life, moving people around locally and between cities, that is a critical problem right now.

I believe that the business of moving freight will be a critical problem within the last quarter of this century.

If we are to meet this we must develop technology from knowledge. Developing it efficiently and economically you can't do it overnight. So we must turn to this question and begin now, as we have, and continue developing the technology needed for this purpose.

I think the history of this country is of developing the technology it needs, particularly in transportation. We had the turnpikes in the early days, we had rail and steel developed just at the time we needed them and they were a tremendous impact on our Nation and our economy. The auto came along at a time, we were coming out of a country industrial life to an urban life, air came along, the air transportation came along at a good time. We have emphasized those. We have the highways of the midcentury, we have the air traffic, air technology is terrific, both of these have received big Government support. We have rail technology of the last century, and I submit we can't enter the last part of this century and the beginning of the next century comfortably with the rail technology of the last century. We are very pleased in Pennsylvania to support efforts along this line as you have heard. We are very pleased that the Federal Government has been so aggressive in supporting this, and I think that prudence would dictate