MSS 315, Senator J. Allen Frear, Jr. Papers,  
Special Collections, University of Delaware Library,  
Newark, Delaware.

Terms Governing Use and Reproduction

Use of materials from this collection beyond the exceptions provided for in the Fair Use and Educational Use clauses of the U.S. Copyright Law may violate federal law. Permission to publish or reproduce is required from the copyright holder. Please contact Special Collections Department, University of Delaware Library, http://www.lib.udel.edu/cgi-bin/askspec.cgi
From Washington, DC, transcribed, United States Senator J. Allen Frear reports again to the people of Delaware on current congressional affairs. Ladies and gentlemen, Senator Frear.

Thank you, Mr. Kelly. Those of us in Delaware, like millions of other Americans, who use the streets and highways of the nation for pleasure and business will, I am sure, testify in great numbers on the compelling need for an expanded highway program. The tremendous increase in the number and in the use of automobiles, trucks, and buses has focused widespread attention on the country’s present network of major and minor road systems. Almost without exception, every segment of our domestic economy recognizes the urgency of bringing about more and better highways to serve the growing needs of our people. As a result, Congress is considering, and will probably approve shortly, legislation to authorize and implement a highway improvement program of major proportions. There is general agreement in Congress on the vital necessity of such legislation, but there is some disagreement over certain provisions of the pending bill, which would establish the authority to get the program underway. Of course, it is only natural that a project of this size and scope would contain controversial figures. A big, new highway program costs money, and in the final analysis, these dollars will come from you and I as American taxpayers. Part of the necessary funds will almost certainly be raised by additional taxes on highway users. For instance, tires and gasoline will probably have an extra amount of tax added to their cost. Although all of us are already contributing substantially to the Federal Treasury through personal income taxes and other levies, it appears evident that most Americans would be willing to equitably share added costs of the new highway program because it should result in benefits to almost everybody. Someone has described the United States as a country on the move. To a large extent, this is certainly true. Each year, especially in the spring and summer months, millions of Americans take to the road with their families and travel back and forth over the nation to see and enjoy its scenic wonders and to mentally and physically refresh themselves after a year’s hard work. I should also add that an increasing number of our people are now taking advantage of winter vacation either in southern climates or at some of our famed winter resorts in the north.
All this activity bespeaks a healthier and happier people, for we all know there is much criticism and, in fact, many hazards that are found to exist as a result of inadequate primary and secondary road systems in our various states. Of course not all of the hazards are driving or due to the roads by any means. Many accidents result from careless, indifferent, and reckless drivers. But throw those things out that a vast new highway program will not only help to ease the congestion of traffic and bring about a smoother flow of motorized activity on a national scale, but will make more accessible our cities, towns, and various places of interest over the forty-eight states. Those of us in Delaware are already aware of what some of our own highway improvement programs, including the Delaware Memorial Bridge, and the Chesapeake Bay Bridge, have meant to the Delmarva Peninsula in general. Soon, we will have another new bridge across the Chesapeake and Delaware Canal at Summit. Many other states and communities are pushing ahead with similar highway improvement programs. The Federally expanded highway project, which is intended to be carried out in a compatible manner with the states, should support and strengthen efforts already underway. Therefore, it is to be hoped and expected that the Eighty-Fourth Congress will, prior to adjournment, bring to fulfillment the means of launching the United States onto a new era of motorized travel that will further enhance the technical age in which we live. In closing, it might be worth noting that this country has an estimated two million miles of paved roads. I am told that in the Soviet Union, there are only about fifty thousand miles of such highways. Having ridden over some of the roads in the Russian countryside, I can tell you that from personal experience that our nation, under its free, democratic way of life, has been vastly more successful than Russia in this endeavor and undoubtedly in many others. With our immense new highway program on the horizon, I am confident that all of us can look forward to even more pleasant, safe, and enjoyable driving in the months and years immediately ahead.

Mr. Kelly: Thank you, Senator Frear. From the nation’s capital, you have heard United States Senator J. Allen Frear in his regular report to the people of Delaware on current congressional affairs. Senator Frear will be heard again next week at this same time, speaking from the Senate Office Building in Washington.

[End 06:31]