

upcoming fiscal year there is an appropriation for State Police salary increases, to aid that Department in the recruitment of competent personnel and to reward those already in employment for valuable services rendered.

Aware of the close relationship of the law enforcement agencies and the courts—of the interdependence of their functions—we have tried to strengthen and obtain a closer coordination between our trial magistrates' courts and other courts of limited jurisdiction. Last fall, at my request, Chief Judge Frederick W. Brune, of the Maryland Court of Appeals, called a meeting of the magistrates and the judges of these courts to form a permanent organization and to hold annual conferences for the purpose of studying problems of mutual interest, including problems of administration, and of developing uniform procedures. A better administration of justice, and in particular with regard to our traffic safety laws, was what I had in mind when I asked Judge Brune to organize such a conference. The first annual meeting of that conference, incidentally, will be held here in Baltimore on May 23 and 24. I have great hope in the effectiveness of this organization. As had been said many times before, a law is a nullity unless those who violate it are brought before a bar of justice and penalized or educated. The courts can penalize or educate only if the offenders are brought before them by law enforcement officers. On the other hand, the work of the law enforcement officers is worthless if the court fails, for some reason, to penalize or educate.

Closely tied to both the police and the courts is the agency responsible for the licensing of drivers—the agency which we hold responsible for deciding who is competent to drive and who is incompetent. In connection with the administration of our motor vehicle laws, I have already mentioned the operation of the point system. It may be added that the Department of Motor Vehicles is using many other resources and instruments to remove the unfit, unsafe and financially irresponsible from the highways and to license only the safer and better drivers.

So much, then, for some of the things we are trying to do to curtail the rate of traffic accidents. What of the future? To an audience such as this, I know it is needless for me to point out that the prospects for an early resolution of our problem are dim. Along with the prosperity which we cherish comes an ever-increasing growth in population, and with population expansion comes a steady mounting of the number of motor vehicles, of drivers and of miles traveled. This condition exists throughout most of the country, of course, and particularly in this northeastern area which is represented at this Conference.