

It is estimated that three-fourths of the population of the United States is so located with respect to the Nation's Capital, that this large number of citizens of the country is compelled to pass through the State of Maryland to reach Washington.

The General Assembly, at its Session of 1937, authorized the State Roads Commission of Maryland to formulate a comprehensive plan for the construction of bridges over rivers and navigable waters, and authorized the issuance of Revenue Bonds of the State, through the State Roads Commission, and the collection of tolls for the payment of such bonds and the interest thereon.

By an Act of Congress, passed in April, 1938, the State of Maryland was authorized to construct, maintain, and operate a bridge across the Susquehanna River, from a point in Cecil County, at or near Perryville, to a point approximately opposite in Harford County, at or near Harve de Grace; and a bridge across the Potomac River, from a point in Charles County, at or near Ludlow's Ferry, to a point approximately opposite, in the State of Virginia, near Dahlgren and Colonial Beach.

In May of 1938, the State Roads Commission engaged the services of Coverdale and Colpitts, Consulting Engineers, New York City, to prepare a traffic survey and report in connection with the determination of prospective revenue from tolls. At the same time, they engaged the services of J. E. Greiner Company, Consulting Engineers, Baltimore, Maryland, to prepare an engineering report and later to perform engineering services in connection with the construction of the two bridges.

In October, 1938, the State Roads Commission petitioned the United States of America, through the Public Works Administration, to allot approximately 45% Federal Funds to assist in the construction of the Susquehanna River Bridge and Potomac River Bridge. The Grant of funds by the United States of America was approved.

In order to provide funds required by the State for construction of the bridges, the State Roads Commission, at October 1, 1938, sold and issued \$6,000,000 of State of Maryland Bridge Revenue 3¾% Bonds, Series A, secured by a Trust Indenture given to Safe Deposit and Trust Company of Baltimore, Trustee.

The work of constructing the Susquehanna River Bridge was begun on December 5, 1938, and the bridge was formally opened to traffic and began the collection of tolls on August 28, 1940. The work of constructing the Potomac River Bridge was begun December 27, 1938, and it was completed and opened to traffic and the collection of tolls begun on December 14, 1940.

Because the joint income from the Susquehanna River Bridge tolls and the Potomac River Bridge tolls exceeded the estimated traffic and revenues, the Commission at June 1, 1941, called for redemption \$6,000,000 of State of Maryland Bridge Revenue 3¾% Bonds, and issued \$6,000,000 State of Maryland Bridge Revenue Refunding Bonds, at a net interest cost of 2.08%.

The initial toll rates established and applying to traffic transactions on the Susquehanna River Bridge, were greatly reduced at February 1, 1941, and special commutation rates were placed in effect so as to benefit the frequent users of the Susquehanna River Bridge.

SUSQUEHANNA RIVER TOLL BRIDGE

The Susquehanna River Bridge is an essential part of the modern dual highway, United States Route No. 40, between the City of Baltimore and the Delaware State Line, the dual highway having been