

sive training center, Camp Bainbridge, and at Patuxent set up the United States Naval Air Station.

The first airway access (1919) to Baltimore was at Logan Field; the first passengers by air came twelve years later. By 1941 a Municipal Airport was in full operation. Such attempts were dwarfed by an ambitious plan for a large airport, work on which commenced May 1, 1947. On June 24, 1950, the Friendship International Airport opened, a 3,200-acre field providing for air travel to all parts of the globe. At a cost of \$15,000,000, Baltimore had one of the largest airports in the United States.

A great road and bridge building program began with the end of World War II. Agreements reached in 1947 to survey ground and water for a bridge over the Chesapeake made probable an ambitious scheme, talked of for over forty years. On November 3, 1949, the first actual work on such a bridge began, culminating in its opening July 30, 1952. It is a four-mile structure (over seven, if approach roads are considered) with suspension spans allowing clearance for craft to a height of 187 feet. Nearly two thousand vehicles an hour can cover the six-minute trip. A year after opening, over \$3,500,000 had been paid in tolls; the cost, covered by a bond issue, was \$45,000,000. By December, 1952, the Washington-Annapolis Freeway opened between Annapolis and Route 301; a new bridge across the Severn opened in June, 1953 to fill the last gap in a direct link between the Chesapeake Bay Bridge and the Freeway. The Baltimore-Washington Expressway opened in its entirety early in 1954. Eventually, dual highways will run between the Delaware State line and the District of Columbia and Virginia. Another fine road, connecting the District and Frederick, will replace Route 240. To further facilitate traffic through Baltimore, an under-harbor tunnel from Fairfield to Canton, costing \$130,000,000 (including approach roads), was completed in November, 1957.

Various State institutions, particularly those for medical and mental care, have undergone great improvements. Three chronic disease hospitals have been opened, one in Wicomico County, one in Baltimore City, and one in Washington County. The third, which opened in 1957, provides facilities for the care of tubercular patients as well as for the chronically ill. A 300-bed hospital for tubercular patients has also been provided at Mt. Wilson. A twenty-six-bed maternity ward has opened at Miners Hospital. The University of Maryland has opened a 100-bed psychiatric institute in Baltimore. Patuxent Institution, for the cus-