

indeed. But more than that, it is a thing of utility immeasurable for the residents of this section and of all of the State, as well as a means of attracting to Maryland many thousands of visitors from West Virginia and the areas beyond.

Joining with our visitors and guests and with all who are present to take part in these dedicatory ceremonies, it is obvious that congratulations are definitely in order to everyone who had any part in the events that led up to the completion of this great span, justifying such an imposing and important celebration. The officials and residents of Hancock and the surrounding territory throughout Washington County are to be commended upon the realization of their dreams. The residents of Western Maryland who have constantly emphasized the need for this convenient access to and from the neighborly State of West Virginia are to be congratulated for their persistent efforts in centering attention upon this need. Federal and State officials who have devoted earnest efforts to the consummation of well-considered plans also deserve the gratitude of our people for having played their part in this great result.

I wish, also to express, in the name of the people of Maryland a most cordial welcome to all of the visitors to our State today. We are honored by the visitation of representatives from the Federal Government, from neighboring States and from private industry of many parts of the Country. Their presence today adds considerably to our gratification upon this new achievement and we trust that they will find as much pleasure in being here with us as we find in having them.

Representing, as this structure does, the last word in modern equipment of its kind, it will for generations serve the convenience, add to the enjoyment and make possible greater progress and development. It will save many miles of travel, otherwise necessary, so that economically, it is a sound investment.

Pointing, as it does, directly toward the great State of West Virginia, while in the other direction lies only a short distance away, the other great Commonwealth of Pennsylvania, it may be described as being a stretched hand of good fellowship to our adjoining friendly neighbors. By this means we hope to have more frequent contact with the citizens of these other States, realizing that based upon the happy experience of the past, the better we know them, the greater will be our satisfaction.

While as I mentioned before this investment is a prudent one from an economical standpoint, it also will pay for itself one hundred fold by friendlier relations, increased contacts and greater cooperation in matters of mutual interest.

Because this bridge, henceforth, will be an integral part of our road system, some description of the development of the arteries of transportation would seem to be fitting. It may not be generally known but it was the bicycle that played a leading part in the initiation of country-wide movement for good roads. As long ago as 1890, the late Dr. W. B. Clark, then State Geologist, joined with the Maryland Chapter of the League of American Wheelmen to focus public attention upon the imperative need for better roads.

Just fifty years ago the Legislature appropriated \$10,000 in order to have the Geological Survey investigate the possibility of road improvement. This sum would be considered now insignificant when compared with the millions of