

summer. This roadway is being built in conjunction with the new Havre de Grace Bridge over the Susquehanna River. Work on the bridge, which was badly disorganized when the present Commission went into office, and further complicated by the sudden disappearance of the contractor some months ago, is now well in hand, and there is every reason to believe that construction can be completed by June 30.

This bridge, together with the splendid structure over the Potomac near Hancock, which I helped to dedicate several months ago, and the two-mile-long Bridge, being erected over the Potomac near Morgantown, are important links between our State and our neighboring States, the value of which will become apparent as time goes on. The Morgantown Bridge, unique in many of its construction aspects, and calling for piles longer than any that ever have been driven for any bridge, will give a much more direct route to Richmond and the South, and do much to open up the adjacent section of Southern Maryland.

In the matter of Federal funds for our State Roads, the Commission found that there was grave danger, because of delays previously, of losing much or all of these funds, but it has speeded up the program, had the necessary surveys made and rights of way obtained, with the result that we expect to have twenty-one of these projects under project agreement by June 30, the deadline set by the Federal Government.

Other important road construction this year included the Coastal Highway from Ocean City to the Delaware Line, which now provides a second entrance to Ocean City, assuring freedom from a recurrence of the troubles of 1933 and 1936, when Ocean City was cut off completely by storms that flooded the old bridge across Sinepuxent Bay. Now under construction, too, is the dual highway from Wise Avenue into Sparrows Point, which, when completed this summer, will relieve the congested conditions which have existed on this heavily travelled roadway. During the year, five-foot bituminous shoulders have been added on many of the narrow concrete roadways of the State, much of this work being done by prison labor. These shoulders have added greatly to the safety of travel.

**TOTAL AMOUNT OF FUNDS DISBURSED BY THE
STATE ROADS COMMISSION DURING THE
FISCAL YEAR ENDED SEPTEMBER 30, 1939**

Maintenance of the State System of Roads and appurtenances ..	\$ 1,796,433.27
Remittances to Baltimore City, being its distributive shares of the 1½¢ Lateral Gasoline Tax Fund, Incorporated Towns Tax Refunds, and Excess Gasoline Tax Receipts for the fiscal years 1937, 1938 and 1939	1,102,843.25
Maintenance of the County Roads Systems in 20 of the 23 Counties	1,038,258.56
Payments made direct to County authorities, and applied by them for satisfaction of Debt Service Obligations on County Road Bonds	542,870.39
Payments to Incorporated Towns on authorities of the County Commissioners and Special Acts	76,402.94
Appropriations to Ferry Boat Company	11,977.64
Sign License Fees paid to the Treasury of the State of Maryland	2,916.91