

Preventive Measures Relating to the Treatment of Espionage and Sedition; Consideration of Civil Liberties and Civilian Cooperation; Treatment of Aliens, their Registration, etc.; Machinery for Exchanging and Considering Proposals Regarding Administrative Cooperation; lastly, Public Education to Secure General Cooperation between Federal and State Governments and the citizens.

Any suggestions from this meeting might very well be communicated to the National Conference and I am certain will receive the thoughtful consideration they deserve.

In summoning the members of this Council, I feel that no more important call could be made upon them as citizens and I am gratified to report that no person who has been appointed has declined to serve.

Our national experience of 23 years ago clearly showed that without planning such as this, many things might be done inefficiently and uselessly, and that many millions of dollars of taxpayers' money might be wasted because of hasty and ill-considered activities. With Councils such as yours functioning in Maryland, as well as in other States, and with the time at hand in which to give full consideration to plans for any eventuality, America may well be expected to do a much better preparedness job with less cost than was the case in 1917.

The people of Maryland are particularly interested in such an accomplishment and in cooperating toward its consummation. This is the underlying reason for the creation of this Council and the spirit in which the members have answered the summons is evidence that Maryland will not fall behind in any requirements that will confront her as developments occur.

SUSQUEHANNA RIVER BRIDGE OPENING

August 28, 1940

Havre de Grace—Perryville

IT is a source of satisfaction to participate in the dedication of this bridge, representing as it does the last word in modern equipment of its kind. By reason of its construction it is expected to serve generations, to add to enjoyment and to make possible greater progress and development.

I consider it a sound investment because, while the initial cost is great, it will expedite travel and, with the modern dual highway of which it is an integral part, it will eventually result in lower transportation costs. Many residents of this section have known, either from personal experience or through report, of the days when the crossing of the Susquehanna River between Havre de Grace and Perryville could not be made except on a train. The old railroad bridge, completed in 1867 as well as the succeeding structure in 1906, became inadequate for the traffic which developed as one decade followed another. It was in 1937 that the State Legislature passed the Act authorizing the State Roads Commission to construct, operate and maintain bridges and the bridge program which was adopted under the preceding State administration included this span.

While it is a fact that tolls must be charged, in accordance with the terms of the indenture executed under the preceding administration, I look for the