

day which I trust will not be far distant when this bridge is toll free and no charges will therefore be made to the travelling public. Particularly am I hopeful that a way can be found, in the light of the studies to be made during the ensuing year, for concessions to the residents of nearby counties who are compelled to use the bridge to a greater extent for their every-day needs. In other words, I feel that there is a distinction between the general travelling public, which happens to use the bridge as a part of an up-to-date highway on an extended trip, and that portion of the neighboring counties which is required to use the bridge, possibly daily, in connection with the earning of a livelihood or to obtain the necessities of life.

To the credit of Maryland, it can be said that ours was the first State in the Union to build a system of hard surfaced roads in accordance with a pre-conceived plan. Such an undertaking gave the State a position of eminence. It was in June 1909, just thirty years ago that the first contract for a state road was awarded. By 1915 Maryland had 909 miles of new roads and it had taken into the State System additional roads increasing the State mileage to 1,304 miles. As of September 30th, there were included in the maintenance of the State Roads System approximately 13,200 miles of roads.

Considered from another angle, it can be understood why there has been the astonishing development of a road program. Just thirty years ago when the State System got under way Maryland had only 4,500 licensed motor vehicles. In 1915 it had 29,000. Now 419,000 licensed motor vehicles, commercial and private, are recorded or an increase of 1,300% in fifteen years.

It is no wonder, therefore, that roads constructed for transportation as known a decade and a half ago are now crowded and hazardous. The primary purpose in referring to the development of the past is to enable us to profit by the experience in order that our State shall not lag behind in the further increase and fulfillment of a program for roads and bridges. The development and economical construction of a complete and comprehensive system of roads embodying all possible safety precautions for the motorist and the pedestrian constitutes a major problem in State, County and City governments today.

GOVERNOR RITCHIE MEMORIAL

Fair Grounds, August 29, 1940

Frederick

AN authority on our system of government once made the comment that a State can be judged by the class of leadership it develops and applauds. Further, it was contended, that the character of the people is formed and developed by the kind and quality of men and women to whom it gives recognition. In thus emphasizing and extolling the character and achievements of Governor Ritchie we, as a people and as a State, add to the best of our traditions.

Governor Ritchie was unmistakably one of the finest types produced by the public life of Maryland during the last several generations. His public life was pre-dominantly characterized by intellect, clearheadedness, a sense of