

public, I declared that there was no way out of the situation except through additional taxation. The returns of the election can be accepted as an approval of this policy and as an indication that the people understand the situation and are willing to assume the necessary burdens to the end that their State's financial house may be put in order.

The discussion of reasons for our present financial situation brings to mind another question. It is whether revenues raised through gasoline levies ought to be diverted to uses other than highway construction or maintenance. I took the position that the spirit, if not the letter, of the laws imposing this taxation required that this money be spent on the roads. I am still of this belief. Not only is this fair dealing with the taxpaying public, but it is a necessary policy if Maryland is to regain its former position as a State with good roads.

The condition of our roads in comparison with those of other States should spur us on to greater effort. I have in mind conditions existing on the Eastern Shore, in Southern Maryland, as well as in certain sections of Western Maryland, which illustrate this need. Thus, it will be seen that while additional burdens may be inevitable, there will be compensating advantages, which, it is hoped, will bring to the people of Maryland conveniences, comforts and material benefits justifying the expenditures.

These references bring to mind the part which politics can or should play in certain agencies of the government. As a party man, I adhere to the belief that the best politics to play sometimes is no politics at all. As illustration of what I mean, let us refer specifically to but two State departments, *Conservation* and *Roads*. In these two highly important agencies of government, unlimited opportunities are open to our State. In the field of conservation, perplexing questions press forward concerning vital interests of every section of the State. They relate to the priceless possessions which Maryland enjoys in greater degree, possibly than any other State in the Union. They affect the lives and livelihoods of citizens in the tidewater counties; of persons interested in inland fisheries and upland game; they relate to matters involving forestry and much-needed parks and recreational areas.

Such far-reaching questions, deeply affecting the welfare of the State, ought not to be hampered by political considerations.

In the matter of good roads, with the safety, the material benefits, the business, and the comfort of our people interlocked with their construction, it is not only proper but it is imperative that petty political considerations do not frustrate the completion of an enlightened and well-considered program.

The funds dedicated to State roads will be used for work that can be done at a fair cost, by contract, and will be done by contracts let in rigid observance of the law relating to competitive bidding; no work will be done by force account, if it can be avoided. And, among other things I shall ask the General Assembly to permit those counties that so desire to take back the maintenance of their own county roads, and to make provision for an equitable apportionment of the gasoline tax revenues assigned to lateral roads to such counties that take over their own roads for maintenance and construction.

These two typical examples, conservation and roads, prove the case for the avoidance of politics where politics might jeopardize the proper advancement of State interests. Believing that our Party's interests are served only