

this section of the country would be deflected to such a crossing, and that not only would it be used by the people from all parts of our own State, but there would be promoted an increase in traffic from the outside with a corresponding increase in revenue from the gasoline tax, and thus directly aid in the maintenance of our State road system.

The report of the Chesapeake Bay Bridge Commission represents a careful and intelligent study of the proposition it submits. The membership of the Commission, of which Mr. B. Howell Griswold, Jr., is the chairman, includes some of the State's most distinguished and capable citizens. The Commission enlisted the services of some of the leading legal, financial and engineering minds of the State, who recognized the importance of the project under consideration. Much labor and time has been given gratuitously to the State and the magnitude and importance of the subject under consideration has been placed before the people in a most comprehensive manner.

The thanks of the General Assembly and of the people of the whole State are due to the members of the Chesapeake Bay Bridge Commission for the services they have rendered.

The Commission's report recommends the creation of a new State Department or Commission, or the enlargement of the State Roads Commission, as now constituted, or that the State Roads Commission itself be authorized to proceed at once to a thorough investigation of the costs of and traffic over a structure across the Chesapeake Bay. If a separate commission, known as the Maryland Toll Bridge Commission, were to be created, then it should be authorized to investigate the costs and probable traffic over other bridges or tunnels of like importance crossing other water-ways of or bounding the State. The Bay Bridge Commission likewise recommended that; if the tolls and revenue from estimated traffic indicated a wide margin of safety on the interest of bonds to be issued, then the Maryland Toll Bridge Commission would have authority to issue such bonds, payable only out of tolls and revenues, and without involving in any way, as the Chesapeake Bay Bridge Commission believed, the credit of the State, or of the Toll Bridge Commission issuing the bonds. The proceeds of the bonds would be used to build the structure and the bonds would be retired from the proceeds of tolls pledged to secure them. When such bonds were retired, the structure would become the unpledged property of the State and be made toll