

months experience since adoption of the program and a better financial record for comparative purposes will be available. If the various highway revenues at that time, as compared with projected estimates, are producing such additional revenues as to accomplish the aims of the program without increasing registration fees, there will be ample time then to defer or even eliminate the increase.

At this early stage, to legislate so far in advance without adequate basis for so doing, would appear to be merely an effort at delusion of the taxpayers. If the instant Bill were to become law and subsequent financial data presented to the 1955 session of the Legislature confirmed the necessity for putting the registration increase into effect in 1955, few, if any, would have the temerity to refuse the increase necessary for continuing the twelve-year road program. Since it is unnecessary and unwise to reach a decision on further deferment of the registration fees at this time, I have vetoed the bill. This action will permit the Commission and its personnel to continue planning for road construction and maintenance with adequate financing. There should be no alteration of the sources upon which the revenue estimates of the program are based, unless and until it is definitely known in any given instance that such alteration will not in any manner hamper the financial needs for its execution.

Yours very truly,

(s) THEODORE R. MCKELDIN,

Governor

SENATE BILL NO. 110

April 2, 1954

Honorable George W. Della
President of the Senate
State House
Annapolis, Maryland

Dear Mr. President:

I am returning herewith Senate Bill 110 dealing with a state office building loan to be used in Baltimore City. I have vetoed this bill as unnecessary, since it duplicates House Bill 98, which has previously been signed.

Yours very truly,

(s) THEODORE R. MCKELDIN,

Governor