

It is contemplated that selected members of the department will be given intensive training in specialized fields in order that these men will be available for training men now on the force and men added to the force.

I believe the number of officers should be increased in order to provide more thorough patrolling of highways and I will recommend in my budget an appropriation to effect such an increase.

TRAFFIC SAFETY COMMITTEE

One of the most vexing problems impressed upon my mind early in the administration was the need for concerted corrective measures to bring to a halt the totally unnecessary destruction of life and property in automobile mishaps upon our highways and streets. Accordingly, in September of 1939 I inaugurated the Maryland Traffic Safety Committee to coordinate the activities of the various branches of Government directly interested in motorists' problems, and to augment their efforts by intensive new study and State-wide education and cooperative action.

It can be said without any fear of contradiction that the people of Maryland today are more conscious of this problem of Traffic Safety, because of the activities of the Maryland Traffic Safety Committee, than they ever have been at any time of our history. The Safety Program was inaugurated by a series of State-wide Traffic Safety Weeks in which, and in succeeding efforts, it is gratifying to state that the newspapers of the State have cooperated wholeheartedly.

Along the lines of public education on this important matter, approximately 22,000 column inches of safety publicity have been used; 60 radio addresses broadcast; many editorials have appeared; 32,000 pieces of publicity, including posters, placards and pamphlets have been distributed; 200 safety talks with motion pictures have been made; safety trailers have been shown in moving picture theatres of the State, and resolutions of support for the Program have been received in the Executive Office from 824 organized bodies, with a membership of 117,945 residents of our State. During 1941, the program will be continued with the showing of motion pictures to Parent Teachers, and other groups, and particularly to the children of the high schools.

Possibly of even more lasting importance, however, has been the work done by the seven important committees of the Traffic Safety group, who have addressed themselves to the non-spectacular but absolutely necessary work of improving statistical information, bettering enforcement, removing traffic hazards on our roads and streets, and bringing our automobile legislation in line with the needs of modern speeds and modern driving.

The Committee was instrumental in having the State and Baltimore City Police adopt a uniform accident report, as well as having both police bodies accept a plan for selective enforcement, which simply means that officers are concentrated at locations, and at particular times of day and night which statistics showed were the scene and time of most accidents.

After exhaustive study, too, the Committee has recommended the extension to all the county high schools of the course of Safe Driver instruction, which was inaugurated several years ago in Salisbury. This course would include both driving theory, and actual behind-the-wheel training. If and when this plan is generally adopted throughout the State, it can certainly be expected