

imagination. The 805 yards gained, and the eight touchdowns scored, by Hal Spooner is fact, not fiction. The same can be said of the 306 yards chalked up by Jim Luper in pass receiving. And certainly the 110 points scored by Bellino, plus the yardage he gained in rushing, in punt returns and kickoff returns—to say nothing of his passing, pass receiving and punting—are not thin materials out of which legends are spun.

Speaking of this fellow Bellino, I have rebuked myself many times for not having gotten into the “Awards-to-Bellino” movement. And so, before I came to this meeting I decided to get into the act, along with everybody else. In fact, I decided to regain lost ground by going way ahead of some very important people. We must assume that within the next few months the United States Naval Academy will confer upon Mr. Bellino a baccalaureate degree, and that shortly thereafter the United States government will commission him an ensign. Well, this evening—right now—the Governor of Maryland is going to commission you an admiral—an admiral of the Chesapeake Bay. So Joe, if you will come forward somewhat in violation of the printed program, I’d like to make the presentation . . . And incidentally, this makes you the youngest person to hold this honorary title.

REMARKS, NATIONAL PRESS CLUB
HONORING LAUREL RACE COURSE OFFICIALS

WASHINGTON, D.C.

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May I express my appreciation, first of all, to the National Press Club for its invitation to come here and take part in this event in which we pay tribute to the Laurel Race Course on the occasion of its fiftieth anniversary.

Horse racing in Maryland has its roots in our early colonial society, and no state in the union has a finer tradition, a more glorious history in this sport of kings than does our own State of Maryland. For a half century now, this race course at Laurel has enhanced the tradition and added lustre to the history of horse racing in Maryland.

In the position I occupy, I hear much about the revenues state and local governments derive from the race tracks. In times like these, it would be silly of us to look askance at any source of revenue, but from my point of view it is not good for racing—it is not good for the State—to regard the race tracks merely as a source of income.