

that Maryland, under the leadership of the Commission I have selected, will make great strides toward the realization of the dream we all have—a safe and adequate system of highways in our State.

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REMARKS, DEDICATION OF HARRISBURG-  
BALTIMORE EXPRESSWAY

October 28, 1959

This is a historic moment for the states of Maryland and Pennsylvania and I want to thank the Chambers of Commerce for extending me the privilege of speaking here this morning.

Before I say anything else, I would like to congratulate the Baltimore Association of Commerce and the Chambers of Commerce of York and Harrisburg for sponsoring this good will trade tour . . . . It has been a splendid day so far and I am sure that the entire tour will be interesting and beneficial to those of us who are privileged to be present.

Not 500 feet from here is the Mason-Dixon Line, a horizontal line which divides the states of Maryland and Pennsylvania. We, however, are standing on a vertical line, a brilliant ribbon of pavement that intersects the Mason-Dixon Line at right angles. This vertical line, this magnificent expressway, serves a purpose diametrically opposite to that of the Mason-Dixon Line. The Baltimore-Harrisburg Expressway joins rather than separates, Maryland and Pennsylvania. It brings together the people of the great Commonwealth of Pennsylvania and the people of Maryland. The Baltimore-Harrisburg Expressway, a link in the great interstate system of highways will generate economic and social intercourse between the people of the two states. In addition, the Expressway represents a cooperative effort in highway building between the two states.

As all of you, here today are aware, it was twelve years ago almost to the day that the three Chambers of Commerce held another good will trade tour. I was not on that tour, but I am sure some of you were. The vehicles on that tour traveled a road of different quality. It was a winding road, built in the days when the prime consideration of a highway was simply to get the farmer out of the mud. As the years passed, the Old York Road, for example, became unsafe for modern day travel. In Harrisburg, on the evening of October 27, 1947, at the conclusion of that good will trade tour, two governors spoke—Governor William