
TRANSPORTATION

Transportation has always been the key to progress. Maryland's strategic location has enabled her to serve as the hub of the transportation network linking north and south along the Eastern Seaboard. The Port of Baltimore, one of the world's busiest sea terminals, and Friendship International Airport have given the State a prominent role in international commerce.

For the average citizen, however, transportation means highways. And highway construction was a major undertaking of Governor Tawes' Administration. During his eight years in office, more than a half-billion dollars was expended on road construction, and nearly 1,500 miles of highways were built or renovated. Some 350 miles of interstate highways either were built or under construction, including beltways around Baltimore and Washington. In Western Maryland, work was begun on the Appalachian freeway designed to connect Washington, Allegany and Garrett counties with the industrial Ohio River Valley to the West. New highway construction in every part of the State was tied to the Governor's program of future economic development.

ADDRESS, MARYLAND HIGHWAYS CONTRACTORS ASSOCIATION

BALTIMORE

February 11, 1963

It is a genuine pleasure for me to be with the Maryland Highways Contractors Association again this year. Indeed, this is a meeting I have always looked forward to for many reasons, not the least of which is the opportunity to be able to talk with you about Maryland's highways. Through my years of public service, I have seen this group grow from modest beginnings into the truly representative and active organization that it is today. Therefore, please accept my congratulations on starting your thirty-first year of corporate activity.

I was genuinely pleased to note that you have honored the nine living past presidents of the Maryland Highways Contractors Association. I was pleased officially and I was pleased personally because of the number