

have every confidence and every determination to get Maryland's road construction moving again — and moving fast!

Tangible proof of this commitment will be evident in Frederick. After numerous conferences with the Chairman-Director of the State Roads Commission, Jerome B. Wolff, *I have endorsed his decision to proceed with the dualization of Route 40 from the Frederick Thruway to Blentlinger Road.* While this will require the diversion of funds from several highway revenue sources and perhaps the phasing of construction over a two year period, I am convinced that immediate action is justified by the importance of this project to the Frederick community.

A sound fiscal structure and a broad spectrum of quantitatively and qualitatively superior public services and facilities will attract private investment. However, it is the Federal government — whether we commend or condemn it — which is our nation's biggest investor. One of the first acts of this administration was to establish a National Relations Office in Washington with a full-time staff to see that Maryland takes full advantage — and hopefully even more! — of all available Federal funds.

A recent analysis released by the Tax Foundation, Incorporated, revealed that in seventeen states the citizens pay more in Federal taxes to finance Federal aid programs than the State and its local governments receive from Federal grants-in-aid. In 1966, Maryland ranked third among these states, paying \$1.57 out for every \$1.00 returned; Maryland ranked forty-seventh out of fifty states in benefits from Federal grants-in-aid programs.

We've put a team in Washington to reverse that trend. In its first months, this office has secured \$3 million in *additional* Federal funds for Maryland and according to Charlie Bresler — we've just begun to fight!

We are also working closely with Congressman Mathias to expedite the construction of the Sixes Bridge Dam on the Monocacy. Even in this summer of abundant rainfall, we recognize that economic development in this area immediately and ultimately depends upon securing a constant water supply.

The State administration has pledged its total support to preserve another precious water resource in this area, the C & O Canal. It is my sincere hope that the C & O Canal Bill will soon receive its just recognition by Congress. Not only is this legislation a practical meas-