

largest and best in the country and has been the chief influence in the growth and development of the city. The port has been a factor in the creation of the valuable economic asset mentioned by Mr. Cole—the diversification of industry that has done so much to stabilize the community socially and economically. As the commercial and business hub of this region, Baltimore manufactures ships, airplanes, iron, steel, transportation equipment, textiles, clothing, spices and processed goods. Here are to be found plants producing tin cans, bottle caps, electric tools, high-tension insulators, gas equipment, copper sulphate, straw hats, venetian blinds, paint brushes, weather instruments, superphosphates, and so on, in products too numerous to mention.

It is true, as has been stated, that Baltimore has gained no great reputation as a center of automobile manufacturing. It is, therefore, gratifying to learn, as we have learned here today, that Chevrolet-Fisher Body intends to make our chief city the second largest in its national network of car and truck assembly plants. We believe we have here in Maryland the kind of geographic, economic and social conditions that are conducive to industrial expansion. With a good seaport and splendid rail and air connections with the rest of the country, transportation facilities are very nearly ideal. And Maryland is a pleasant place in which to live—a highly civilized community with excellent schools, hospitals, art museums, libraries and the other cultural facilities that a cultivated society demands. With its majestic mountains at one end and the beautiful Chesapeake Bay and the Atlantic seashore at the other, it is, we think, second to none in the quality and extent of its recreational opportunities. We hope that these endowments may serve as a continuing inducement for others to follow the example of the Chevrolet Motor Division to locate and expand so that our full economic potential may be realized. Mr. Cole paid us the highest compliment when he spoke of the cordial and attentive cooperation he had received from governmental agencies in the modernization of his company's plant. It is a pleasure for me to be able to assure him that he and his company may expect the same cooperation in the future.

Maryland has never tolerated, and must never tolerate, a hostility toward commerce and industry. Responsible industrial organizations always have willingly borne their fair share of the costs of operating our State and local governments. These governments, in turn, must reward industry by providing the kind of economic climate in which it can flourish. I believe we have such an economic climate in Mary-