

Many might ask—"Why is our State government so vitally interested in marine activities?" The answer is a simple and a basic one. Maryland is a maritime state. Since its earliest history our people have looked to the water for their livelihoods, and while the relationship between the economic well-being of the Maryland public and the marine industry is not so obvious today, I wish to point out a few underlying facts that put the picture in perspective. International trade is definitely a growth industry. With many natural resources of the United States becoming depleted, we are looking more and more to foreign shores for raw materials required by our great industries. Through faster communications and transportation, this globe is shrinking and the international aspects of commerce are growing year by year. We must be prepared to share in this growth.

The economic life of the State revolves around shipping, the maritime industry generally, and the large industries located here because of our access to the trade lanes of the world. Responsible studies have clearly pointed out that:

1. The port is the principal attraction to major industries located in this vicinity.
2. More than 125,000 of the total of 197,000 employees in the manufacturing industries in the Baltimore metropolitan area work in port-linked manufacturing establishments. This is more than 63 per cent of the total manufacturing force in Greater Baltimore.
3. The annual payroll of these employees is more than \$456 million or better than 65 per cent of the total manufacturing payroll of the area.

In addition to the port's importance to our industrial community, there is the more direct economic impact flowing from the transportation of goods in and through this maritime port. We now handle approximately 6,000 ocean-going vessels annually at the Port of Baltimore. Each of these ships leaves about \$50,000 in the community in the payment of crews' wages, purchase of supplies ranging from major machinery items to foodstuffs, service charges and longshoremen's wages. These ships keep some 12 ship repair yards busy. Overhaul and maintenance work runs to thousands of dollars but the small fellow is in the picture too. The butcher and baker as well as others sell their products and services to the ships. Farm produce from the Eastern Shore and Western Maryland goes to feed a ship population of 200,000 seamen who man these 6,000 ships. These seamen purchase at local stores; they frequent our places of entertainment—briefly, they spend their money here.

This giant transportation complex that we call the Port of Baltimore