

Today, with the appreciation only time and perspective can bring, we can *see* the progress they could only envision. Maryland's population has more than doubled, while Southern Maryland's has almost tripled. We claim a thriving economy — a State economy undoubtedly enriched by the improved access resulting from the 1937 Bridge and Tunnel program.

Three decades after Maryland's first toll facility legislation was enacted, the 1967 General Assembly authorized another bridge and tunnel development plan comparable and perhaps even exceeding its predecessor in scope and ambition. Today, as the present State Roads Commission prepares to launch the first phase of this program, it is good to be here, to see in the distance this bridge. It stands as a symbol that our action is not without precedent, our optimism is not without proof.

In renaming the Potomac River Bridge the Governor Harry W. Nice Bridge, we endow the bridge in name what it has long symbolized in spirit — a tribute to a time when progress was courageously forged by a leadership with vision and faith in Maryland's future.

NEWS CONFERENCE

April 18, 1968

OPENING STATEMENT

In anticipation of your questions regarding my response to public reaction following last Thursday's meeting, I wish to make this statement:

For the overwhelming number of thoughtful letters and telegrams, pro and con, from citizens of all creeds and races, I am profoundly grateful.

In response to the emotional charges that I am a bigot, I need only cite my record of unprecedented action through executive appointments, executive orders and new laws to assure equal rights and equal opportunities for all citizens. This record stands and it cannot be obliterated or obscured by reckless accusations.

I would like to reiterate my conviction that respect for the law is the path to orderly change and is the *only* answer to anarchy. *Only*