

again working with the city of Cambridge and Dorchester County, are about to launch a channel and pier program that will in reality create a second port in our State capable of handling large ocean ships. Similar projects in other parts of the State are sure to follow.

One new terminal does not make a port nor are we concentrating on this project alone in Baltimore harbor. A completely new pier for the handling of copper on the Hawkins Point side of the harbor has been constructed by the Authority and is now in operation by the Baltimore and Ohio Railroad. The Authority joined hands with the Western Maryland Railway and created a dual car float facility to greatly improve the efficiency of the cross harbor movements by the Western Maryland. At the present time the Authority is in an advanced state of negotiations with the Pennsylvania and the Baltimore and Ohio railroads, seeking to acquire the general cargo facilities of these two rail carriers for the purpose of modernizing these piers so that Baltimore will be competitive with any port of the United States.

When the Authority officials approached me some two years ago and requested my support of a program involving many millions of dollars to renovate the Port of Baltimore, I gave careful study before approving the program. All of you recognize that a revolution is taking place in the railroad industry of this country. Mergers of large rail carriers appear inevitable. How Baltimore would fare under new management of a combined rail system was a question without a definite answer. But the Commissioners of the Authority, after painstaking and costly study, concluded that if Baltimore offered modern waterfront facilities and reasonable and competitive charges, this great port would be attractive to any combination of railroads and our maritime business would flourish rather than dry up. I gave this program my full endorsement and the Legislature approved additional financing powers for the Authority. I am happy to tell you that I have been informed today that the negotiations for the acquisition and renovation of the general cargo piers of the Pennsylvania and the Baltimore and Ohio railroads are expected to be concluded successfully in the very near future. As businessmen you will appreciate that the scope of this undertaking is a huge one. The two railroads have cooperated fully and the Authority has given this program priority attention for more than a year. This may seem to be a long period, but the transaction is a most involved one. The rights of our fellow-citizens working on these piers must be protected; the rights of the property owners require full consideration; and the physical renovation program demands the best skills of our engineers to assure us of modern facilities upon completion.