

He was elected Governor of Maryland in 1958 by the greatest majority ever given a candidate for that office. He was re-elected to a second four-year term in 1962.

During its first seven years, the Administration of Governor Tawes has been characterized by a consistent regard for the fiscal integrity of the State and a strong desire to insure that State government operations are made more responsive to the needs of the citizens of Maryland.

Prudent fiscal management has permitted an unprecedented expansion of State services. At the same time, financial assistance to hard-pressed counties, cities and towns has been increased substantially.

During his tenure in office, the Governor secured enactment of legislation regulating the savings and loan industry in Maryland, creating the Municipal Court in Baltimore City, establishing the State Department of Economic Development and providing in 1960 for the construction of a 500-mile network of arterial highways crisscrossing the State, and in 1964, providing for 890 miles of additional major highways to be completed by 1971.

To provide for the expansion of Maryland's facilities for higher education, the concept of teachers colleges was abandoned and these institutions became Colleges of the Arts and Sciences. An Advisory Council on Higher Education was established to study Maryland's needs in this area. Provisions were also made for the construction of branches of the University of Maryland in various sections of the State, and one branch in Catonsville is under construction. In 1964, the formula for the distribution of State aid to local government for the operation of their public schools was increased to such an extent that it was acclaimed by educators as the most significant advancement in public education made by the State in more than forty years.

Under the leadership of Governor Tawes, Maryland became the first State south of the Mason-Dixon Line to enact a public accommodation act. Directives were issued by the Governor prohibiting discrimination on the basis of race, creed or color in State employment and by contractors doing business with the State government. Maryland's Workmen's Compensation laws were liberalized and a Coordinating Commission on Problems of the Aging was established. Maryland's traffic safety program has been cited as being among the best in the nation.

To provide for the orderly growth and development of the Baltimore Metropolitan area, the Governor initiated and supported legislation creating the Regional Planning Council and invested that body with broad powers. To rehabilitate the oyster industry, the State, under Governor Tawes, initiated a broad scale oyster shell planting program which experts predict will revitalize this industry. To meet the competition of surrounding states, horse racing on one-mile tracks in Maryland was strengthened by the transfer of racing dates from half-mile and harness tracks. Legislation was enacted providing for the gradual elimination of slot machines from Maryland, and thousands of acres have been added to the State park system.

Under Governor Tawes, three of Maryland's mental institutions, Spring Grove, Crownsville and Springfield, regained accreditation, and Henryton Hospital was converted into an institution for mental retardates. In 1962, a new headquarters for the Department of Motor Vehicles was opened in Glen Burnie, and the Baltimore Beltway and the Capital Beltway encircling Washington, D. C., were completed. The John F. Kennedy Memorial Highway linking Baltimore with the Delaware line has been opened.