

APPENDIX V:

**TRANSCRIPT OF ADDRESS OF PRESIDENT
JOHN F. KENNEDY AT DEDICATION OF
DELAWARE TURNPIKE/NORTHEAST
EXPRESSWAY (NOVEMBER 14, 1963)**

PUBLIC PAPERS OF THE PRESIDENTS
OF THE UNITED STATES

John F. Kennedy

*Containing the Public Messages, Speeches, and
Statements of the President*

JANUARY 1 TO NOVEMBER 22, 1963

1963



UNITED STATES GOVERNMENT PRINTING OFFICE

WASHINGTON : 1964

461 Remarks at the Dedication of the Delaware-Maryland Turnpike. November 14, 1963

Mr. Moses, Governor Carvel, Governor Tawes, Congressman Fallon of Maryland, Congressman McDowell of Delaware, Mrs. Brewster, representing Senator Brewster, who stayed on the Senate floor today, distinguished guests, ladies and gentlemen:

It is a pleasure for me to join the citizens of Delaware and Maryland in opening this new highway. This highway has been built by the dedicated effort of the citizens of these two States, and it joins a great interstate highway which represents a cooperative effort between the United States Government and the people of the various States, through which this long ribbon will pass.

It symbolizes, I believe, this highway, first of all, the partnership between the Federal Government and the States, which is essential to the progress of all of our people; and secondly, it symbolizes the effort we have made to achieve the most modern interstate highway system in the world, a system which, when completed, will save over 8000 lives a year and \$9 billion in cost. And third, it symbolizes the effort which we are giving and must be giving to organizing an effective communication system here in the United States of America.

No industry has a greater impact upon the Nation and no industry has a greater opportunity to affect our economic progress. This administration has proposed a new, comprehensive, national transportation policy, calling for an examination of the relationship between highways, rails, air routes, and water routes, and our goal is the development of the most efficient, economic, and the safest transportation system for all of our people.

Finally, this highway symbolizes a coordinated effort which is consistent with the approach which we must have to the problems in this section of the United States, for it may be only a few years when the whole area, stretching from Washington to Boston, will be one gigantic urban center. We have

now undertaken a comprehensive study of all of the transportation needs which this area of the country will require in the coming years. But highway planning is not enough.

Already one-third of the people of the United States live in the 15 States through which this highway will pass. By the year 2000, these States will need to find housing and parks for 23 million more people, an increase of roughly 50 percent in less than 40 years. They will need schools for 6 million more of your children. They will need hospital and nursing homes for some 8 million men and women over the age of 65, compared to 4½ million today. They will need to provide an additional 2 billion gallons of water every day.

So we must clean these rivers and we must get fresh water from salt water. These are some of the facts which the people of the Northeast must face, and the State governments must face them with them, and the Federal Government must take the lead. They may be facts which some would prefer to ignore. They may be facts which some would prefer to forget, but if the United States of America, and particularly the Northeast United States, these 15 States, are going to move ahead and provide a better life for the people of Delaware and the people of Maryland, and the people of the United States, then we are going to have to do something about it.

Because people several years ago made the plans and took the initiative, this highway is now being dedicated. I hope in the year 1963 we will again take stock of the needs of the country over the next decade and we will begin today, this year, this decade, the things which will make this country a better place to live in for the rest of this century.

I congratulate you, the people of Delaware, the people of Maryland, and the people of the United States.

Thank you.

NOTE: The President spoke at 3:15 p.m. from a platform erected at the Maryland-Delaware border. In his opening words he referred to Robert Moses, president, State of New York Long Island State Park Commission, Governor Elbert N. Carvel of Delaware, Governor J. Millard Tawes of Maryland, Representative George H. Fallon of Maryland, Representative Harris B. McDowell, Jr., of Delaware, and

Mrs. Daniel B. Brewster, wife of Senator Brewster of Maryland.

The highway, a 59-mile strip forming a part of Interstate Route 95, runs from Baltimore to Wilmington. Officially it is two roads designated respectively the Maryland Northeastern Expressway and the Delaware Turnpike.

462 Remarks in New York City at the AFL-CIO Convention. November 15, 1963

Mr. Meany, Members of the Executive Council, fellow delegates, ladies and gentlemen:

The other day I read in the newspaper where Senator Goldwater asked for labor's support before 2000 cheering Illinois businessmen. I have come here to ask labor's support for a program for the United States.

I am glad to come to this convention, and I think that the AFL-CIO, that this convention, and looking back over the years, over this century, can take pride in the actions it has taken, pride in the stand it has made, pride in the things it has done not only for the American labor movement, but for the United States as a whole. It is no accident. I think that those who oppose what we are trying to do today could recall the comparative history of the years between World Wars I and II and the years since World War II. The 20-year period from 1919 to 1939 was marked by an 11-year depression, a 2-year depression, 8 years of stagnation in the twenties on the farms of America. And all of the efforts which were made in the thirties against almost comparable opposition, and on occasions even greater to what we do today—all of the efforts which were made in the thirties and later carried out in the administration of President Truman, I think have made it possible for us to have a far different history from 1945 through to 1965.

Those 20 years, 1919 to 1939, those years from 1945 through 1965, tell the story of the progress which Franklin Roosevelt made in the thirties and on which we now live and benefit in the 1960's. It is no accident—

it is no accident that this country staggered through 20 years. And it is no accident—it didn't just merely happen that this country has steadily increased in wealth and strength in the years from 1945 on. It is because of the steps that were taken in the thirties to lay the foundation for progress in the forties and fifties and sixties that make it possible for us to meet in these circumstances. And our obligation in the 1960's is to do those things in the Congress of the United States and in the various States which will make it possible for others in the 1970's and 1980's to continue to live in prosperity.

Three years ago, and one week, by a landslide, the people of the United States elected me to the Presidency of this country, and it is possible that you had something to do with that majority of 112,000 votes. And I think it, therefore, appropriate to say something about what we have done, and even more appropriate to say something about what we must do.

With your help and support, with your concern, we have worked to try to improve the lot of the people of the United States. In the last 3 years abroad we have doubled the number of nuclear weapons in our strategic alert forces. In the last 3 years we have increased by 45 percent the number of combat-ready Army divisions. We have increased by 600 percent the number of our counter-insurgency forces; increased by 175 percent our procurement of airlift aircraft, and doubled our polaris and minute-man program. The United States is stronger today than ever before in our his-