

Prepared Remarks for Governor Linwood Holton
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We in Virginia pride ourselves on being the oldest English speaking section of America. And despite whatever you may have heard about the Pilgrims and Plymouth Rock, we arrived in 1607; the procrastinating Pilgrims did not arrive until 1620.

By that time, Virginia had established the first representative legislature in the western hemisphere, which met on July 30, 1619.

It is interesting to note that just three years earlier, in 1619, a Dutch seaman, Dirk Hartog, landed on an island in Shark Bay in present western Australia, having overshoot the Indies which Columbia was looking for when he found the New World.

Like you here in Australia, we in Virginia are proud of our past. Like you, too, we are equally confident of our future.

Today it is no exaggeration to say that the state long known as the Old Dominion has become a truly New Dominion. Our population, for example, has grown by 700,000 in the past ten years and now stands at 4,648,000. This represents a gain in the decade of 17.6% compared with a national average of 13.3%.

Indeed, one Virginia county -- Prince William -- is the nation's fastest growing. Its population soared by 121.5% in the last decade -- from 50,000 to 111,000.

The number of workers in Virginia is increasing by 41,000 per year, and we are making every effort to give our people something to work at and for, and to work together without polarization -- young and old, black and white, rich and poor, skilled and unskilled.

The number of Virginians engaged in manufacturing employment in 1970 was 365,000, a 33% increase since 1960. We are particularly proud of the fact that our percentage of lost man-days is 0.12%, versus a national average of 0.25%.

One great reason for this notable increase in income has been Virginia's industrial growth. Since 1960, \$3 billion in new industries has come in to Virginia, resulting in 142,000 new jobs, 1,000 new facilities, and 1,000 plant expansions.

Since January, 1970, 132 diverse new plants have located in our state, and 132 existing plants have expanded. We have also been most fortunate in the past two-and-one-half years in attracting some \$100 million in foreign industrial investments from such countries as Switzerland, the Netherlands, the United Kingdom, and West Germany.

Significantly, our industrial expansion has been diversified. Our industrial growth is not dependent on one type of manufacturing or one product.

For instance, since 1950, 300 research and development firms have located in Virginia, and today there are 5,789 scientists working in our state.

This development has caused Admiral Strauss, the former Director of the Atomic Energy Commission, and now a Virginia resident, to comment: "Virginia is very much on the atomic map."

Not the least of Virginia's natural blessings is its location at a point midway between the northern and southern boundaries of the United States. Then, too, we are the next-door neighbor of the nation's capital.

A further natural blessing is our climate. True, we do not have the winters of a Miami Beach, but we don't have Miami Beach summers either. Conversely, we don't have the prolonged snowy winters of New York's Adirondacks, but our own Appalachian Mountains get enough snow to make skiing one of Virginia's fastest growing recreational sports.

And here let me point out that Virginia is a state which nature has endowed with spectacular beauty. In fact, Dr. Franz Burda, head of Germany's Burda-Druck Und Verlag printing company, who opened a publishing plant in Virginia last year, wrote me that he was so impressed by Virginia's beauty that he plans to publish an illustrated book about Virginia, showing our Commonwealth in all the glories of its four seasons.

One of our greatest natural attributes is the splendid port of Hampton Roads comprising the cities of Norfolk, Newport News, Portsmouth, and Chesapeake. This huge natural harbor is now a major world trade center. Indeed, it is the second largest port on the East Coast, ranking only behind New York.

The importance of Hampton Roads to our economy is demonstrated by this statistic: the port of Hampton Roads generates \$368.5 million to our economy, or more than \$1 million a day, with two-and-one-half times more in indirect benefits.

Further, in the past four years, the port of Hampton Roads has undertaken a tremendous containerization program. And in container traffic, it again ranks second largest on the Atlantic Coast.

I should like to point out that through this great port of Hampton Roads flow Virginia's principal exports to Australia -- more than 20,000 tons in paper and paper products and more than 8,000 tons in tobacco and tobacco products in 1971.

Just this month we will have 33 ships sailing from Hampton Roads to 13 different ports in Australia; 26 of these sailings will be last-out. (meaning last port of call in the U. S.)

I should also like to note that Hampton Roads receives considerable imports from Australia; notably, frozen meat and raw wool. I am somewhat intrigued, however, to learn that the second biggest import from Australia through Hampton Roads -- second only to frozen meat -- is molasses. I would still like to know why molasses is such a big item on our import list.

If our seaways are enjoying unprecedented expansion, they are not doing so at the expense of our highways. Besides our 1,200 mile Federal-State Interstate system, we have a state-financed program calling for 1,700 miles of four-lane divided highways to inter-connect communities of over 3,500 in population.

Our highway system makes it possible for industry to come to the countryside, thereby providing job opportunities for our rural citizens and providing one certain answer to that perennial question. "How are you going to keep them down on the farm?"

In addition to our excellent highway system, we are served by some of the nation's greatest railroads, including the Chesapeake and Ohio, the Norfolk & Western, and the Seaboard Coast Line.

In addition, our airports are handling an ever-increasing flow of traffic, and we are particularly proud to have one of the world's finest international airports in Northern Virginia -- namely, Dulles International Airport.

Virginia has long had a national reputation for fiscal responsibility. And although I may be boasting to say so, it is well deserved. Our per capita State and local long-term debt is \$447, versus a national average of \$647. The total State long-term debt per capita in 1969-1970 was \$69.48, including revenue bonds, or 36% of the national average of \$192.18.

Our per capita State and local government taxes -- averaging \$314 -- are \$87 lower than the U. S. average of \$427.

Fiscal responsibility, as important as it is, is not the only concern of Virginia government today. We are, for instance, determined to make our State government work more efficiently.

We have formed a State-Local-Government Cooperation Committee in order to avoid duplication of services and to encourage our localities to work together on a regional basis. We realize communities can no longer live in isolation from one another. Whatever good fences may make, they do not make good neighbors in today's complex urban society.

We have also begun a concerted campaign to purify and preserve Virginia's environment, but to do so in such a way that industry will not be unfairly penalized.

Rather, in this area, as in all areas, the goal of Virginia's government is to work in partnership with industry. We need to continue our industrial development, and we believe -- as I have indicated -- that we have much to offer those industries who will come and grow and prosper in progress with us. And we mean overseas industries and companies just as much as we mean domestic.

What is it about Virginia?

In a nutshell, I will tell you what it is about Virginia: We have a system that works, and we welcome all who would like to join it.

We have a saying in our state that "Virginia Is For Lovers." And we mean for lovers from all parts of the world -- from Paris to Perth, from Southampton to Sydney.

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