

such diverse enterprises as computer firms, hotels, auto repair shops, janitorial services, and hospitals. Within the services industry, high tech services, especially computer and data processing, mushroomed at the incredible rate of 92%. The largest concentration of service industries is found in Montgomery County, where 35.1% of the work force is employed in services.

By 1986, manufacturing ranked 4th after services, trade, and government, with 11% of total employment. The largest concentration in Maryland is found in Dorchester County, where manufacturing employs 41.9% of the workforce and constitutes 43.9% of the payroll. Within manufacturing, high tech manufacturing makes up nearly one-third of the industry and grew by 10% from 1980 to 1986 while total manufacturing declined. Manufacture of communications equipment accounted for 45% of high tech manufacturing and is concentrated in Anne Arundel County.

MANUFACTURES, 1987

Total value added in 1987 by manufactures was \$12,370.5 million (up 7.6% from 1984).

Most Important Manufactures:

electric & electronic equipment.....\$2,422.5 million
 food & kindred products.....\$1,827.7 million
 chemicals & allied products.....\$1,298.2 million
 printing & publishing.....\$1,233.3 million

SELECTED INDUSTRIES

Maryland's ten largest private employers:

- 1) Westinghouse Electric Corp.;
- 2) Bethlehem Steel Co.;
- 3) Baltimore Gas & Electric Co.;
- 4) Johns Hopkins University;
- 5) C & P Telephone Co.;
- 6) IBM Corp.;
- 7) Johns Hopkins Hospital;
- 8) Marriott Corp.;
- 9) General Motors;
- 10) Martin Marietta.

AGRICULTURE

Roughly 40% of Maryland's total land area is used for farming. Average farm size (1986): 147 acres, valued at \$1,887 per acre. Broiler chickens are the most valuable farm product (\$35.5 million in 1987), followed by dairy production. Agricultural operations are dispersed throughout the State. In 1987, Garrett County produced the most oats, St. Mary's County led in tobacco production, and Wicomico County was the top producer of soybeans.

Preliminary figures for 1987 show livestock and livestock products providing 65.1% of farm cash receipts while crops made up the other 34.9%. Broiler chickens contributed most towards cash receipts, accounting for 31.4%, almost as much as total crops. Maryland ranks 6th in the nation in broiler production.

MINERAL PRODUCTION, 1986

Stone, 26,200,000 short tons, value \$123,500,000; sand and gravel, 16,700,000 short tons, value \$67,300,000; bituminous coal, 4,179,000 tons, approximate value \$109,072,000; clays (excludes ball clay), 351,000 short tons, value \$1,756,000; lime, 9,000 short tons; value \$543,000. Approximate total value of all nonfuel mineral production: \$294,013,000.

SEAFOOD PRODUCTION, 1986

Fish, 10,026,000 pounds, dockside value \$3,571,000; blue crabs, 48,108,000 pounds, dockside value \$18,142,000; oyster meat, 6,828,000 pounds, dockside value \$14,420,000; clams, including soft-shell, hard-shell, and surf, 21,456,000 pounds, dockside value \$11,318,000; American lobster, 50,000 pounds, dockside value \$172,000. Maryland leads the nation in blue crab production.

PORT OF BALTIMORE, 1987

The Port of Baltimore has a vital role in Maryland's economic development, generating more than \$1.5 billion in economic benefits and thousands of jobs. In 1987, Baltimore retained its status as the East Coast's second leading container port with 4,550,000 tons of domestic container cargo worth \$16,840,211,000. Foreign waterborne commerce increased in 1987 to 24,884,091 short tons. Vessels calling at the Port of Baltimore in 1987 numbered 2,761.

Chief Exports: coal, corn, soybeans, lignite and coal coke, and petroleum, fuel oils, and asphalt. The World Trade Center in Baltimore, headquarters for the Port, serves as the center of international commerce for the region.

Chief Imports: Baltimore is a major port of entry for imported automobiles and small trucks with 531,897 short tons moving through the port in 1987. Other chief imports are iron ore, petroleum and petroleum products, gypsum, sugar, cement, bauxite, salt, crude mineral substances, fertilizer and fertilizer materials, coal, and ferroalloys.

STATE AIRPORTS

The State owns and operates two airports, Baltimore-Washington International (BWI) and Martin State Airport.

BWI has grown significantly, both in air service and passenger traffic. In 1985, BWI reported 7,830,404 commercial passengers, an increase of 17.3% over the previous year. With over 620 flights daily, twenty-one passenger and nine cargo airlines now serve the facility. BWI also handles approximately 59% of all air freight in the Baltimore-Washington region (198,557,250 pounds in 1985). Several airlines at BWI offer both passenger and cargo flights to a variety of international destinations. BWI is