

metropolitan centers throughout the world have over the years received passing notoriety when air inversions reach the magnitude of killer smogs. However, only in the past year when massive air inversions affected countless metropolitan areas across the United States did the nationwide public's interest become sufficiently awakened and the public media sufficiently aroused to the growing proportion of this menace. Suddenly, we, who have been both aware and engaged in actively combatting this problem of air pollution, have found our ranks strengthened by public opinion urging us forward to greater exertions. Increased publicity, which statistically documented the damage to vegetation and property as well as the critical hazards to health, has enabled the State and local governments to regulate and legislate and finance more and better pollution abatement programs than ever before. Fortified by public opinion we are at last able to enforce governmental policy which will first eliminate the causes of air pollution and second prevent further development or escalation by potential sources of pollution.

Substantial credit must be given to the Congress of the United States which correctly anticipated the magnitude of this incipient menace in the enactment of the Clean Air Act of 1963. This legislation has provided increasing technical and financial aid to stimulate and assist the state and local governments in the development of constructive air pollution control and abatement programs. Federal standards and guidelines authorized by the Clean Air Act have given the states direction, and Federally financed research, to date, has dramatized, documented and consequently justified state efforts to legislate, regulate and enforce air quality standards.

Maryland, in general, and Baltimore in particular, because of their favorable geography and topography have never had to cope with air pollution problems of the proportion found in Los Angeles, or Pittsburgh, or St. Louis. Variable winds have always rescued our metropolitan areas from potentially dangerous smogs. And while our State and local governments were cognizant of an increasing concentration of pollutants in the air, public lethargy and lack of adequate documentation of the problem caused State legislation to be limited in financing and regulatory powers. An Air Pollution Control Board existed but it lacked effective power to enforce health laws or anti-pollution regulations. The Control Board was but a beginning of awareness and concern, a recognition of the problem. I do not mean to dismiss this Board as ineffective. Under its auspices initial contact, communication and cooperation on pollution control programs by the