

ordination and focus for the various programs which are dealing with the problems of the Appalachian area. It will be the task of this Conference here today to determine just how such an approach can be made effective.

I would like to suggest that it would be most helpful in this second meeting if we could tackle one specific problem which lends itself particularly well to a regional approach. Thinking along these lines I was pleased to note that the Interim Committee has been considering the possibility of a regional study of highway and transportation problems common to us all. I have explored this thought in a preliminary fashion with Maryland's State Roads Commission Chairman, John Funk. Mr. Funk's chief engineer, David Fisher, is representing him here today, and Mr. Funk has told me that in his estimation the idea merits consideration. In my mind, one advantage of considering the highway problems first is that this is a question which obviously cuts across state lines. At the same time it would follow the line of thinking and action already under way in the several states. The Federal Bureau of Public Roads appears to look with favor on this type of regional highway study, and one such investigation is already under way as a cooperative project between New Jersey and Pennsylvania. I feel that the Bureau of Public Roads' interest stems from the fact that this approach offers the first opportunity to build on what each state already has, in terms of its own economy. Also it looks toward action of a positive nature to break the land-lock referred to by Mr. Davlin . . . Certainly, we in Maryland are very conscious of our own dependence on good communications within and across the Appalachian Ridge, and I am sure that each of the states represented here today is equally conscious of the manner in which its economy and prosperity depends on vital highway linkages which run through neighboring states to connect it with primary market centers of the nation.

To my mind an interstate association of this nature could prove a valuable aid to all of us, individually and to the region as a whole. Of course it goes without saying, that any such area-wide program will continue to rely heavily on the support and assistance of the S.R.E.B. and the Council of State Governments. This, however, is only a suggestion. It is up to this meeting to decide whether or not it wishes to move in this or in some other direction. I only venture to suggest it at this time, because a prior commitment will prevent me from being with you tomorrow. However, my two able fellow Marylanders, George Hubley and Harry Boswell, will be speaking tomorrow in my behalf.