

In Louisiana, this would require, if you continued this Interstate route some 300—well, roughly some 375 miles of new Interstate highway in Louisiana.

Now, I would urge you gentlemen to look at the map and see that this gap is there. This mileage, admittedly, could be shortened a little if you chose to terminate this Interstate 29, if this would be the number you chose to assign to a possible extension by terminating this with access to Interstate No. 10, which is in southern Louisiana, and runs, across the gulf coast, from Mississippi, Louisiana, Texas, across there.

You could tie this highway in to that particular area.

Now, Mississippi is a State which runs really north and south in configuration. They have two interstates in the State of Mississippi. The farthest one west is in the Jackson area.

Louisiana, we skip all the way across Louisiana, all the way over to Dallas, Tex., the Dallas-Forth Worth area, before we find another north-south highway there.

Gentlemen, I would simply ask you to review this gap and see if, to complete our Interstate System, it would not be wise, and I believe it would, to bring Interstate No. 29 somewhat parallel to U.S. Highway 71 through Missouri, Arkansas, Oklahoma, down through Louisiana into the New Orleans area.

You know the importance of the New Orleans area as a port. You know the importance of the midwestern area in supplying that port. We do not have a lot of water transportation, so we do rely, to a large extent, upon the highways.

I realize there is a school of thought—people who say we should not expand our Interstate System, that we ought to give more emphasis to our primary system with four-lane highways.

You know all the arguments for an Interstate System, and I suppose there are just so many miles in interstate that we can build in this country; but this is an area, I believe, that would be better served with an Interstate System.

I realize that there are those who advocate toll roads to take care of situations such as this, but I think the attitude of this committee and this Congress toward toll roads is not quite what it is toward the Interstate System itself.

Now, to speak on point No. 4, which you listed as a matter to be considered "but not limited to" your hearings, the prohibition of future cutbacks; perhaps my feeling is just such as yours.

The trust fund moneys which were set aside to finance the Interstate System should not be used to relay or convey the false impression that we are serving the best interests during inflationary times in this country because we are not reducing spending by deferring the use of these trust fund moneys set aside for construction of the interstate program.

With regard to point No. 5, application of the Davis-Bacon law, I have no objection to it.

It seems to me that we are obligated, and we do it in almost everything else we do, and we are trying to assure Federal legislation will be uniformly applied.

It is something that seems reasonable to me. I suppose there is merit to the argument that in certain areas, construction costs would