

# Progress Slowed on Highway Program

By H. S. FAIRBANK

*Deputy Commissioner, Public Roads Administration*

THE MILEAGE of highways under construction today and the funds involved in contracts are far short of the progress that could reasonably have been predicted last October when Congress authorized the use of federal funds in beginning the postwar highway program. No serious obstacles loomed ahead to prevent a substantial beginning in providing needed highway improvements in 1946. Shortage of engineers and other technical workers of the state highway departments might retard preparations but otherwise the outlook was bright.

Congress had authorized \$500,000,000 for highways in each of the first three postwar fiscal years. In spite of handicaps the states had made excellent progress in preparing plans for major projects to be financed with these funds. Plans were completed for highways to cost \$624,000,000 and work was under way on plans for projects to cost \$2,500,000,000. The volume of completed plans would increase during the winter months.

The states were never in a better financial position for highway construction. Nearly all had indicated their ability to match the federal-aid provided for the three-year program within the time it would be available for use. Many had accumulated reserves during the war when restrictions of various kinds prevented all highway construction except that of special importance in the war effort.

In 1945 highway construction costs were receding from high war levels. The cost index based on average prices in the 1925-29 period dropped from the all-time peak of 126.9 in 1943 to 112.0 in 1945.

Construction contracts in the amounts expected have not been awarded. Past experience indicated that lettings would begin in considerable quantity in January, gain momentum in February, March, April, and May, and then proceed at a slightly slower but steady rate for the remainder of the year.

Actually the federal-aid construction contracts awarded by the state highway departments totaled close to \$25,000,000 in each of the first three months of the year. There was a sharp rise in April when contract awards amounted to \$56,000,000. In the first four months of 1946, awards for 805 federal-aid projects to cost \$127,700,000 were made. In addition states have awarded contracts or started force account work to cost \$41,800,000 and be financed without federal assistance. The total for work that has reached the construction stage is \$169,500,000.

Award of contracts has been slowed down by a sudden rise in prices and uncertainty as to the economic conditions that will exist in the future. A successful bidder on a highway job has no assurance that he will be able to obtain lumber for forms, steel for reinforcing, tires, replacement parts, and new equipment. There is uncertainty as to the supply of labor and the wages it will demand. The possibility of difficulties in rail transportation further complicates the picture.

Contractors are faced by unsettled economic conditions in almost every direction. As business men they must fix prices proportionate to the risks they take. During the first quarter of 1946 the index of highway construction costs rose to 119.3 as compared to 112 in 1945 and 81.8 in 1941. The index for highway structures rose to 150.1 as compared to 132.2 in 1945 and 100.8 in 1941.

In the first four months of the year the state highway departments received bids on 1,120 federal-aid projects. Of these 201 or 17.8 per cent were rejected by the states without action by the Public Roads Administration because of the amounts by which the engineers' estimates were exceeded. For thirty-six of the projects or 2.6 per cent the Public Roads Administration refused to concur in the award of a contract because of high prices.

Many of the state highway departments have stated that they are withholding some projects ready for letting because of unsettled conditions. Competition for grading jobs and surfacing with local materials is keener than for the larger projects. Contractors estimates of the risk they take on large projects that will take a long time to complete and which require purchases outside the vicinity of the job are reflected in high bid prices.

Planning of many express highways through cities began during the war and sections of these jobs are ready for contract. Few such contracts have been awarded. Shortage of housing has appeared as a factor in at least one city. Finding homes for people dispossessed of property in the course of highway construction has presented a serious problem.

While the highway construction program is not going forward with the speed expected some months ago, additional plans are being completed and funds remain available for a larger program. When economic conditions become more settled, shortages relieved, and uncertainties removed, the volume of highway construction should increase rapidly.

## Forestry in Georgia

(Continued from Page 152)

7. A monthly report to the county of all educational work done in the schools of the county for the month on forest fire prevention.

8. Furnish supervision for any organized suppression force maintained out of county funds in addition to the  $\frac{3}{4}$  cent per acre paid for education and law enforcement.

It is mutually understood that the services offered at the rate of  $\frac{3}{4}$  cent per acre depend on the participation of all counties in the state. The cost per acre will rise in proportion to the failure of counties to participate. If less than three-fourths of the counties participate, the plan will not be feasible at such low cost. If between  $\frac{3}{4}$  per cent and 100 per cent participate, the cost would be one cent per acre, and if 100 per cent participate, it would be  $\frac{3}{4}$  cent per acre.

It is mutually agreed by both parties that this contract becomes effective July 1, 1946, and runs for twelve months after which time it may be cancelled by either party giving 90 days' notice prior to the end of the fiscal year. Failure of either party to give notice automatically renews contract for another year and so on for subsequent years.

### SUPPLEMENTAL AGREEMENT FOR STATE OPERATED SUPPRESSION SERVICE

In addition to the Primary agreement..... County agrees to pay an amount to the Department of Forestry, monthly or quarterly in advance at the rate of six cents per acre for each forest acre in the county for which the Department of Forestry agrees to furnish fire suppression service, which will include:

1. Full time service of a County Forester to be in charge of suppression of forest fire primarily, but to be available to do other forestry work needed in the county, especially timber marketing, when not engaged in suppression work.

2. Other personnel and equipment necessary within the limits of the funds paid by the county.

3. A monthly report of all fires suppressed, showing acreage, burned, owner, etc.

4. A collection service to collect suppression fees from violators convicted by our law enforcement service, collections to be returned to county to reduce cost.

5. A monthly financial report showing expenditures for suppression. Any unexpended surplus in suppression fund to be returned to county.

6. Fix and collect fees for timber cruising and marking by County Forester. Proceeds to be returned to county to reduce cost.

7. A monthly report to the county showing forestry work done in addition to fire suppression. Suggested fees for fire suppression and timber work charge to be at the following rate:

Ten cents a mile truck travel. Prorated cost of salaries and expenses of personnel, both ways and on the job. Ten per cent of cost of above two items for equipment depreciation.

Here it may be seen that we have plans and proposals, hopes and dreams, for bigger and better things for forestry in Georgia. In the meantime, we are plugging along and holding the line certain in the knowledge that sooner or later reinforcements, in the form of hard cash dollars, will come to us and we will not only hold the line but throw back the enemy forces of fire and exploitation.

## Conservation of Resources

(Continued from Page 156)

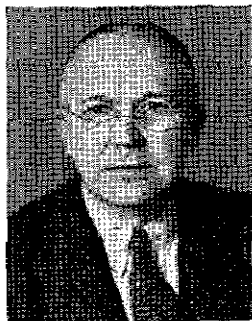
with a view to securing greater biological use of the water. Furthermore, it provides that due and adequate provision, if economical and practicable, shall be made for migration of fish from the upper to the lower and from the lower to the upper waters of said dams by means of fish ladders, lifts, and other devices.

On May 7 the House of Representatives passed H.R.6097 amending the Coordination Act of 1934. The bill as it now stands, if passed by the Senate and approved by the President, will require in the case of proposed river developments by Army Engineers, the Bureau of Reclamation or other authority, that comprehensive biological surveys be made concurrently with engineering surveys and that appropriations for these biological surveys be made concurrently with appropriations for engineering surveys. Further, it provides that reports of both surveys will then constitute the basis of the construction agency in providing a full and complete statement of values existing and anticipated, as a basis for intelligent approval or disapproval of the project. Passage of this bill by the House is a great milestone in legislation that has long been needed to protect wildlife and fish values from needless impairment and destruction through blind engineering plans for maximum development of hydroelectric power, irrigation, navigation, or flood control. Though the enactment of this bill will not prevent any engineering development that will be in the public interest, it will insure that all developments be considered before rather than after construction and that biologists participate in the planning.

The public recognition of the need for partnership in conservation, as expressed in the Coordination Act and the proposed amendment, may be an indication that the horse-and-buggy philosophy soon will be discarded. Adoption of philosophy and action bringing all conservation activities into a unified program, cannot come too soon. America stands at the crossroads: the old ruts of thoughtless and selfish exploitation of resources lead downhill to national ruin; the air-borne route of integrated resource management for sustained yield leads upward to sustained and increased national prosperity.

**Wednesday, November 13th**  
**Emerson Hotel Ballroom**

**12:15 P. M.**



**H. S. FAIRBANK**

**Deputy Commissioner, Public Roads  
Administration**

**WILL DISCUSS**

**Express Highways**

The need for expressways will be discussed in terms of the necessity for the more efficient accommodation of the arterial traffic generated in the city itself. The internal need will be shown to be satisfied by no single through highway, but only by a system of routes serving the determined principal flows of arterial movement. Intimate relation of the arterial highway plan to other elements of the planned city structure will be emphasized with particular reference to parking and rehousing problems, the rehabilitation of blighted areas, and the preservation of a proper balance between centralizing and decentralizing tendencies in business and residential locations.

**This Meeting Will Be Co-Sponsored By**  
**BETTER BALTIMORE COMMITTEE**

The Better Baltimore Committee was organized and is operating on the basis of voluntary contributions of time by individual civic leaders who are personally interested in the progress of the City and in the accomplishment of public improvement projects such as Through Highways; Arterial Streets; Better Public Transit; Off-Street Parking; Better Business Properties; Slum Clearance; Health and Sanitation; Parks, Playgrounds and Recreation; Schools; Waterfront and Port; New Airport and Public Buildings. Each person is on the Committee in his or her individual capacity as a citizen and not as the representative of any organization. There are no dues.

**CHAIRMAN OF THE DAY**  
**HENRY P. IRR,**

**President—Baltimore Federal Savings & Loan Association**  
**Chairman—Md. State Planning Commission**  
**Chairman—Better Baltimore Committee**

**TICKETS NOW AVAILABLE AT CLUB OFFICE**  
**Advance reservations urged—Call CALvert 6159**

**LADIES INVITED**



## LET'S TALK "TURKEY"

You're interested in making more sales, creating effective advertising, and obtaining profitable publicity—and we're interested in seeing you do it. So, we're scanning the trade journals, looking for ideas that may help you—and we'll keep on "talking turkey" from week to week as we bring you this column of . . .

### TESTED IDEAS THAT SELL

THE "TOM SAWYER TOUCH"—In 1870, Benjamin Babbit was having more than a little difficulty selling soap. Folks were steering clear of his brand because Babbit had presented his soap in an attractive wrapper, and the people felt that they were paying for the wrapper instead of for the soap. Babbit, a real promoter, printed the word "coupon" on the wrapper, and promised a "beautiful lithograph picture" for ten coupons. The idea took so well that Babbit installed a premium department carrying more than one thousand items. Thus, Babbit introduced a sales scheme that has worked successfully for over seventy years.

"MY DEAR ICHABOD . . . how simply stunning you smell!" For years the cosmetics companies have leaned almost entirely on the sex angle to promote the sales of their lines to ladies. Now, we have a turnabout with Seaforth toiletries for men successfully using a combination of sex appeal and success stories in their cosmetics ads for men. Want to be an irresistible little cuss? Then, watch your make-up, my dears! But more important—want to make sales? The Seaforth company has already hit an annual sales volume of more than \$50,000,000.

THE AMERICAN WEEKLY (Over 8,800,000 readers) bases its success on catering to these twelve basic human interests.

Achievement	Recreation	Self-improvement
Science	Heroism	Faith
Tragedy	Health	Mystery
Security	Culture	Romance

(Our personal poll among men showed interest number one is s-t-e-a-k-s, with Betty Grable running a close second.)

—Thomas W. Richards.

## New Member APPLICATIONS

Frank Masterson, District Manager  
Colgate-Palmolive-Peet Co.  
2604 O'Sullivan Building

(Proposed by Robert C. Embry)

David Parlet, Owner  
David Parlet Studio  
113 W. Franklin Street

(Proposed by W. R. Dothard)

Lawrence Salzman, Owner  
Lawrence Salzman Associates  
100 N. Eutaw Street

(Proposed by Irvin M. Greenbaum)

## Lt. Gen. Wedemeyer Welcomed to Honorary Membership

Lieutenant-General Albert C. Wedemeyer, new Commanding General of the Second Army, with headquarters in the Post Office Building, Baltimore, was unanimously elected an Honorary Member of the Club by the Board of Governors at its November 4, 1946 meeting. General Wedemeyer, who gave us such a splendid talk on October 30th, is a most welcome and honored addition to our Roster.

## PESTS? TERMITES?

SARATOGA 6118

"Call The  Rose Man"

**ROSE**  
EXTERMINATOR CO.  
PEST CONTROL SINCE 1860

## Done, Seen and Heard

(Continued from page 1)

SAKRETE—a mixture with a concrete base. Every good wish, Bob. . . . SIDNEY BERNY, Vice-President and Treas. Isaac Hamburger & Sons. Another enthusiastic amateur photographer—"Moom" pictures, his specialty. (Oho—we're lacking in patience! Enjoy looking at them, however.) On the 11th he will display his pictures of some lovely gardens before members of the Florist Club of Baltimore. Tell us, Sidney—when will some simon-pure wool clothing come back on the market—"We're out in the cold world alone." . . . SOL C. BISHOW, President, Capitol Lumber Co. A solid business man. Knows timber from the acorn to the topmost branch and back down to the sawdust. Sol and Mrs. Bishow recently celebrated their 25th wedding anniversary with a tour of the West Coast—Seattle, Portland, etc. Natalie, 18-year-old daughter, is a student at the University of Georgia. (No kidding—this shows fine, discriminating judgment; that's OUR Stat.) The greatest thrill the Bishows now experience comes from their adorable 18-months old granddaughter. Fine, FINE! All sincere good wishes, Sol, to you and yours! . . . MAYOR HOWARD W. JACKSON—(He'll always be "Mayor" to us) has returned home from Johns-Hopkins; feels much better and hopes to be up on the firing line again soon. A full and speedy recovery, Mayor! . . . JOHN B. NEVISER, Sales Manager, Dundalk Liquor Co. A brand new member. Welcome John! Mmmm—author, too! His bound essays—"Occasional Thoughts" is now being widely read and the reviews are favorable. Glad indeed, John, you are among us! . . . VANDERVOORT (Van) RAND, Manager, Bonding Dept., Tongue, Brooks & Zimmerman. Another new member. A newcomer to Baltimore also. We'll make you like us Ad Clubbers and we are sure you will soon love Baltimore. Welcome and every good wish, Van! . . . MILTON (Jake W. JACOBSON — Manager, Royal Dunlop Dairy. Jake loves the dairy business and is making fine progress. We told him of a Bull which recently brought \$52,000 at auction in Georgia. Jake merely shrugged his shoulders and said—"Remember—there are Bulls and BULLS!" (Wonder what he could have meant?) We're betting on you Jake, so don't let us down).

YOU ARE INVITED TO BE PRESENT AT

**McDONOGH SCHOOL**

McDONOGH, MD.

Friday afternoon, November 22, 1946.

To participate in the services, beginning at three o'clock sharp, at which time will be dedicated the Memorial Court and Memorial Monument which have been provided by the friends of the school in memory of the McDonogh men who lost their lives in both world wars.

McDONOGH MEMORIAL FUND COMMITTEE,  
CLARENCE E. ELDERKIN,  
Chairman.

In event of inclement weather the services will be postponed until Sunday, December 1st, 3 p. m.