

ROADS OUTLOOK FOUND BRIGHT

Nation In Excellent Con- dition Economically

By Lee Lamar Robinson

The economic situation throughout the country, as reflected in a special survey of the outlook for highway construction and municipal improvements generally during 1925, is healthy and most encouraging. To quote the words of Francis J. Jones, director general of the United States employment service, under whose direction the survey was made, it tends to show the United States in good shape economically.

Following an analysis by Jones of survey reports from the various regional districts, he expressed the view that the country need not fear a surplus of construction labor during the coming months, and called attention to the practical certainty that the assured employment in gainful occupations of hundreds of thousands of workmen on the activities particularly inquired into will have a wholesome effect upon other industrial and business activities.

This survey was the first of the kind ever attempted. It will be followed by others as occasion suggests. Construction labor, as reported upon in it, includes both skilled and unskilled workmen.

The highway construction programs reported upon take in federal aid, state and county projects, reconstruction, maintenance and bridges.

Figures Official

The municipal work discussed relates to sewers of all kinds, street and sidewalk paving, water works developments, park improvements, pipe lines, filtration and incinerator plants, play grounds, city and county buildings, such as schools, hospitals, auditoriums, police and fire stations, in fact, every kind of municipal improvement, in addition to churches and other like structures of a public character.

Figures given in the survey with references to expenditures are necessarily approximate, it is pointed out, but are based upon information furnished from official sources.

The time allotted for the survey made it impossible to obtain information as to each city and town in the country, but enough has been provided, according to the United States employment service, to give an excellent picture of the situation as a whole. In most of those localities on which reports were not had municipal improvements and local highway work to the usual extent are in prospect, and these would add a great additional total of money expended and workmen employed to that based upon information which

was obtained and compiled.

Results Given

Results of the survey as to states and communities follow:

California—Combined federal aid and state road projects approximate 266 miles at cost of \$6,659,000; bridge construction \$1,235,000, in all \$7,894,000.

Municipal improvements, San Francisco not reported; Los Angeles, \$35,795,000; Oakland, \$3,955,600; Berkeley, \$1,288,000; Pittsburgh, \$20,000; Petaluma, \$262,000; Pasadena, \$1,190,773; Whittier, Venice, Eureka, Modesto, San Luis Obispo,

El Centro, total, \$3,520,636.

Washington—Highway construction contemplates roads as follows: Federal Aid, \$875,000; state, \$875,000; federal aid surfacing, \$257,000; state surfacing, \$2,317,000; total of roads, 309 miles, \$4,324,000. Bridges will cost: Steel, \$1,900,000; concrete, 20, \$946,000; wooden, 4, \$30,000; total, \$2,876,000. The output for both roads and bridges will approximate a total of \$7,200,000.

Municipal improvements will include: Seattle, \$7,250,000; Tacoma, \$862,000; Spokane, \$680,000; Yakima, Raymond, Walla Walla, Ellens-

burg, Port Angeles, Chehalis and Auburn, total, \$2,366,870.

Oregon—Road work will include 1,092 miles at \$19,200,000, and bridges, 45, at \$1,500,000; total \$11,700,000.

Municipal improvements will include: Portland, \$3,100,000; Astoria, \$90,000; Eugene, \$780,000; Albany, \$108,700; Bend, \$342,000; North Bend, \$259,292; Dallas, \$22,485; Oregon City, \$94,500; The Dalles, \$68,000; Grants Pass, \$25,500; Medford, \$19,000. Total of municipal, \$4,905,477.

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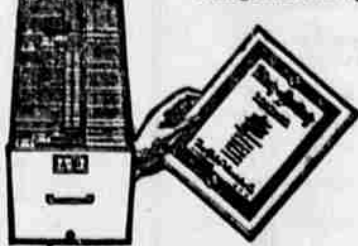
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