

UNCLE SAM WILL HELP BUILD GOOD ROADS

Patriotic Duty to Urge Highway Development

CONNECT COMMUNITIES WITH SYSTEMS

Increase in Federal Aid to Encourage States to Go Ahead With Road Building Programs.

By S. M. Williams, President, Highway Industries Association. (Written Specially for The Times-Herald.)

The Highway Industries of the United States believe that it is their patriotic duty, rather than a selfish privilege, to urge the development of highways in the interest of and as essential to the nation's life. The Highway Industries Association also represents the employment of more than one million wage earners; and, therefore, is also interested in the welfare and success of labor.

Associated with the Highway Industries Association are more than 600 chambers of commerce, boards



Delay Means Added Cost.

of trade, national and state trade organizations, rotary clubs, traveling men's associations, and state granges. These organizations are also urging not only a "go-ahead" program in highway construction, but since the middle of December they have passed resolutions in their different organizations to that effect.

Stop That Loss on Road Investments

Representing the business interests of the country in highway development, our study of this subject has been from the standpoint of industry, and by industry I mean commercial agriculture and labor.

While I am in sympathy with the idea of turning to road building as a "buffer" employment for labor, road building has a far greater claim upon

labor than from the "buffer" viewpoint.

For more than two years highway was at a standstill. Highway officials were also prevented from properly maintaining their roads already constructed, with the result that many of your states suffered heavy losses in highway investment.

Every element of loyal citizenship recognized the necessity of co-operation for the one important task ahead of it, but we have won the war.

The experiences of the army operating trucks in all parts of the United States awoke the people to both the advantages of highway transportation and the handicap surrounding it due to the lack of properly constructed



Vote "Go Ahead," Then Go Ahead.

ted highways.

It also brought a realization that our highways should no longer be developed as simply a local convenience but from a broad viewpoint of build-

ing connected rather than disconnected systems, so that communities might be joined together, and demonstrated the necessity for highways serving and not mastering transportation.

We were five years reaching the present basis of prices, and we cannot return to former prices and conditions in a few months. I doubt if we want to go back entirely even if it were possible.

When you consider that at least 75 per cent of the cost of road construction, from the raw materials to the finished road, is labor, I do not see where we can expect much reduction in road building so long as wages and the cost of living remain where they are. You can build roads at lower cost, but not without disturbing labor conditions.

To Get Industry, Start Industry Now

The surest way to secure a readjustment of conditions including prices will be to start industry going and bring it to a normal basis as quickly as possible.

It is not fair to consider today's prices with those of the days when business men were failing because of the general unrest throughout the country which resulted in cut-throat competition, low wages and of course low cost of material.

The cost of delay in proceeding with road building programs is in my estimation more serious than the increased cost of construction.

One of the main arguments for the \$200,000,000 increase in the federal aid was that it would encourage the states to go ahead immediately with their road building programs by assisting them in meeting the higher cost of construction, and to accomplish that, the original federal aid law was amended by increasing from

\$10,000 to \$202,000 the cost per mile for federal aid participation.

More than any other nation on earth we stand in need of good roads and thousands of miles of them.

The adjustment of prices to what may be normal levels can be accompanied by prosperity just as great as we have had during the raising of prices providing we keep right on doing business.

WISE AND OTHERWISE.

Red is a good color in a flag, but an abominable one for a flag.

The American airplanes never went up in the air, but when the nation learned this fact it went up in the air.

England is in the same position toward Ireland that some men are toward their wives. She can't live with Ireland, and can't live without her.

Some of the newspapers object to President Wilson's "defiant and dictatorial attitude," while others object to the Senate's "defiant and dictatorial attitude." Can it be that all America is becoming defiant and dictatorial?

Americans have always been noted for their generosity. If there is any any barley flour left in this country, and it were proposed to ship it to the Germans, there would not be a dissenting voice.

The German financial reports show a deficit of several billion of marks. Who can wonder, when we consider the marks Germany left upon Belgium and northern France.

The Kaiser has been toasted in Holland, but then he has been roasted in almost every other country, and he may yet be grilled in the peace conference.

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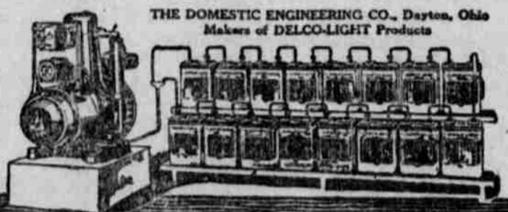
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