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#### STATEMENT FOR THE PRESS

The limitation of highway bond issues in such manner as will be most helpful to the Nation during the period of the war was the subject of an important conference held in Washington recently, at which were present F. H. Goff, member of the Capital Issues Advisory Committee, representing the Federal Reserve Board; L. W. Page, Director of the Federal Bureau of Public Roads, and the members of the Executive Committee of the American Association of State Highway Officials. This latter organization is an official body whose membership is composed of the 48 state highway departments. A quick and loyal appreciation of the Nation's needs and of the necessity for subordinating local benefits was shown by the representatives of the several states, including among their number George P. Coleman, State Highway Commissioner of Virginia, A. D. Williams, State Highway Commissioner of West Virginia, Henry G. Shirley, Chief Engineer of Maryland, Thomas H. MacDonald, State Highway Engineer of Iowa, Thomas H. French, State Engineer of New Mexico, and Paul D. Sargent, Chief Engineer of Maine.

A letter from Secretary McAdoo was quoted, in which he said:

"We are engaged in a great war, a war in which the very safety of America is seriously imperilled. We can not win this war unless every resource of the nation is carefully husbanded and used with the utmost intelligence. The great financial operations of the Government, greater than those ever undertaken by any government in the history of civilization, make it essential that every unnecessary expenditure by the Government, by the states and municipalities, and by private corporations and individuals be avoided while

the war is in progress. Unless this is done it will be impossible for the people of the United States to furnish the money which the Government must have to support its soldiers and sailors who are shedding their blood for us upon the battlefields".

The Federal Reserve Board, it was made clear at the conference, desired that during the continuance of the war state, county, municipal, corporate, and individual financing should be strictly limited to projects which will contribute to the successful prosecution of the war, or which are necessary for public health and welfare. It was emphasized that only by subordinating local and personal interests to the public welfare, and by enforcing the most rigid economy in matters of public and private enterprise, as well as in matters of personal expenditure, that the United States can hope to bear its part of the financial burden of the war and to release sufficient labor and materials for war purposes without depletion of our resources.

Highway construction and maintenance calls during normal times for an outlay of some \$300,000,000 annually. The Federal Government cooperates directly with the states through a large Federal appropriation and pays 50% of the cost of selected roads. L. W. Page, Director of the Bureau of Public Roads, explained that already his bureau was cooperating with all of the 48 state highway departments in a most rigid selective consideration of all highway projects under the provisions of the Federal Aid Road Act, to the end that only those which are of military or special economic importance should be approved. That the people should be taken fully into the confidence of the state and Federal officials and asked to cooperate in the weeding out of unnecessary public improvements, was the unanimous sentiment of the officials present.