The final question is, "What does it cost per ton to produce?" The total cost, figuring WPA labor at 44 cents per hour, is $1.47 per ton. The total cost to the county minus WPA labor, paid by Federal government, is $1.01 per ton. Our contracted price on stone is $1.00 to $1.15 per ton in the bin.

You can see from these figures that, had we not been getting WPA labor and with our county operated equipment out of date as it is, we could not compete with the modern plants the contractor uses today. He uses a gas shovel for stripping and also for loading stone. After the stone is shot down and, with a plant large enough to handle around 40 to 50 tons per hour, the shovel can work efficiently. A plant of this size would cost around $20,000.

WPA WORK ON COUNTY ROAD PROJECTS

D. W. Hufferd,
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The Works Progress Administration was initiated to salvage and conserve the most valuable resource that a nation may have—human personality. Much has been said, and much remains to be said, of the effects of the industrial revolution upon a liberty-loving, self-reliant, and self-respecting people—a revolution that has either resulted in, or been the result of, a monopolization of natural resources, whichever way you choose to look at it. In any event, it has brought about the disinheriting of vast numbers of bewildered citizens by de-

Fig. 1. Yes, it is a road in Orange County but is soon to be eliminated by a WPA road relocation project.
priving them of the opportunity to earn a living. The frontier is gone and there is no longer any escape.

Our nation chose to provide jobs for these industrial derelicts, who first stampeded the employment agencies and later the relief offices. The rank-and-file American still prefers to work for his living, notwithstanding the jests of which he has been made the object, and notwithstanding the mania for gambling that seems to possess us. This scheme of work relief rather than the dole was chosen, I believe, in order to preserve this spirit of independence, this American morale, from annihilation. I believe also that thus far the scheme has largely attained its purpose. One of the prime factors determining the degree of this success has been, and is, the attitude of sponsors of projects.

The program has given currency to a new word—boondoggling. I do not need to define it, and I do not deny that it has been applicable, in some instances, to the type of activity to which it has been applied. When a worker is asked to dig one hole in order to fill another, or to clean out side ditches that have been cleaned six months previously and that he knows will have to be cleaned again in another six months, he cannot be expected to display a lot of interest in his job, and soon acquires a reputation for listlessness and indolence.

On the other hand, if the man is provided with a clean-cut construction piece of work to do, he will usually give value received in service performed. He will work with some degree of enthusiasm; and thus will be accomplished the purpose of maintaining his self-respect. Here then is where the responsibility of the sponsor begins—in the provision of projects of which all can be proud.
HIGHWAY WORK

With reference particularly to the work in which you gentlemen are interested, the attainment of this objective will require advance thought, planning, and preparation. Roads to be improved must be carefully selected with a view to obtaining maximum economic and social benefit. Sufficient right-of-way must be secured so that a road may be constructed to meet the needs of modern traffic safely. The State Highway Commission has set up minimum requirements for right-of-way, and its acquisition should thus be made easier. This is usually accomplished without the expenditure of road funds for land, since the benefit accruing to landowners far exceeds the value of land given for the road. The building or resetting of fences can be done to advantage in the winter season when the WPA supervisor is usually hard pressed to find such work. Often the new right-of-way must be cleared, and additional winter work is thus provided.

These preliminaries having been completed in advance, plans for structures prepared and the necessary materials ordered, the construction of the road can proceed without delay when suitable weather arrives. Everyone concerned, including the laborer, is interested in seeing progress made and in taking advantage of every element that may expedite the completion of the job.

Reference has been made to the WPA allowance of six dollars per man-month for materials, equipment, and other costs. It may be a “twice-told tale” to most of you, but it will bear reiteration, that this money can be used to a greater advantage to the sponsor in the purchase of materials than in the rental of trucks. For example, in a county where the WPA con-
tract truck rate is $124.80 per month, it is possible for all this to be released for the purchase of materials, if the sponsor will assume the cost of rental of the truck alone, which should not be more than $70.00. It is preferred not to spend any of these restricted material and equipment funds for wages. About fifty-five dollars of it goes for that purpose when a truck is contracted at $124.80 per month.

While the work program is intended to provide employment for the unemployed, it does not follow that modern machinery should not be used on a WPA road project. Certain parts of the job can best be done with equipment such as the sponsor already owns; and in the interest of good work, it should be used.

It is the desire of those connected with the work program to co-operate with the sponsor to the fullest extent within the regulations under which they must operate. They want to make the completed job conform to the sponsor’s plans and specifications. They ask only that the project be a worthy one so that the money spent, both federal and local, may procure the widest and most lasting public benefit, and that the independent, creative spirit of many unfortunate American citizens may be conserved.

OPERATING A COUNTY GARAGE

Oscar H. Fuller,
Hancock County Road Supervisor,
Greenfield, Indiana

Hancock County purchased its highway garage buildings about eight years ago. The buildings are built of brick. The garage building is 50' by 100'. In it we keep all our equip-