

## Half billion asked to finish cantonments

More than a billion of new military construction money proposed in new requests to Congress

The President last week asked Congress to appropriate an additional \$575,000,000 to finish the present cantonment program. This, together with appropriation requests and project authorizations for naval public works of about \$430,000,000 and several smaller requests for military construction, placed in the legislative hopper a total of about \$1,116,000,000 worth of strictly military construction.

The new cantonment money does not represent an increased program over that now under way. Of it, \$339,000,000 is to cover increases in the cost of the work as compared with the estimates on which the original appropriation of about \$466,000,000 was based. These estimates were necessarily very rough, since when they were prepared the projects had not been designed and some sites not selected. They were based on a computed per-man figure amounting to about \$450 in cantonments and \$320 in tent-camps. Actual unit costs have run to about \$700 in cantonments and \$500 in tent-camps.

Increased costs of labor and materials account for 25-35 percent of the increase and changes in the plans for 15-25 percent. The remaining of 50-60 percent represents errors in estimating or deliberate underestimating to keep the figures within limits that would meet with Congressional approval.

Another \$236,000,000 is to cover the cost of recreational, training, reception and other facilities at the camps which were not contemplated at the time the original appropriations were drawn up.

The \$430,000,000 for naval public works consists partly of Presidential requests for funds and partly of projects recommended by the House committee on naval affairs but for which no money has yet been asked. Included in this latter category is \$78,445,000 for naval work at the new Atlantic bases. Other big projects include \$35,000,000 for a fleet anchorage at Puerto Rico, \$25,000,000 for the Marine Corps, and \$13,000,000 for enlargement of the pilot training center at Corpus Christi.

Presidential requests also include \$70,000,000 for more work on Army air bases and powder magazines. Some \$30,000,000 is asked for river and harbor work of a defense nature. This includes a \$17,674,000 protected harbor at Los Angeles and Long Beach, sea-plane operating bases at Hawaii and San Diego, and a 30-ft. channel to the Corpus Christi air station. About \$11,000,000 is asked for further protective works at Panama.

## Connecticut to spend \$34,500,000 for roads

The Connecticut State Highway Department has budgeted \$34,504,827 for roadwork for the two-year period beginning July 1, 1941. Though this amount is \$5,000,000 less than estimated current expenditures, the Hartford-East Hartford and New London-Groton toll bridges are not included, nor is construction of Wilbur Cross Parkway.

Bond issues have already been voted to finance the bridges. The legislature has authorized a \$4,000,000 bond issue for the parkway project, while an additional \$10,000,000 bond issue has been recommended by Commissioner William J. Cox of the state highway department to continue its construction. Better highway facilities between New Haven and Hartford are badly needed, and this added bond issue would provide a modern, adequate highway between the two cities. As in the case of the toll bridge financing, it is suggested that the \$10,000,000 bond issue could also be financed through tolls.

A breakdown of the 1941-43 budget shows \$8,481,045 appropriated for payment to contractors; \$1,127,500 for land payments; \$1,400,000 for state aid construction; \$6,000,000 in town aid grants, and \$760,000 for repayment to towns in anticipation of state aid. Personal service payments will cost \$7,875,205. High-

way materials are estimated at \$2,101,937, and motor vehicle supplies \$1,020,807. Purchase of new trucks will cost \$1,086,600.

## Salary increase for Indiana road engineers

Engineers of the Indiana State Highway Commission will receive an approximate 15 percent increase in salary made possible by the signature of Governor Henry F. Schricker to a bill authorizing an additional allotment of \$300,000 to the highway commission for the last six months of the fiscal year for personal service. The increase will be applied as of Jan. 1.

Passage of the measure met an emergency situation which was becoming acute. Nearly 100 engineers have left the highway commission in recent months in order to take advantage of better paying positions elsewhere. This situation had forced a jam in the state road building program. Some projects already laid out and considered necessary for national defense had been delayed.

James D. Adams, chairman of the Indiana State Highway Commission, pointed out that \$15,378,035 in contracts are now outstanding.

Commissioner Adams has issued an appeal for engineers to apply for these jobs.



Photo by Dishinger-Woodward

## Jacksonville is getting a new bridge

Tower erection for the 365-ft. vertical lift span of the new Main Street bridge over the St. Johns River at Jacksonville is nearing completion. Badly needed, since there is only one other bridge across the river, the new structure will be about 1,200 ft. long, consisting, in addition to the lift span, of two

250-ft. truss spans and a 350-ft. three-span continuous girder layout. On U.S. Route 1, the main East Coast highway, it is a Florida State Roads Department project, for which the steel is being fabricated and erected by the Mount Vernon Bridge Co. The bridge will have a roadway 42 ft. wide.

## WASHINGTON HIGHLIGHTS

WAR DEPARTMENT'S request for authority to keep national guardsmen and drafted men under arms beyond their scheduled year of service will, if it is approved, start the new cantonment construction program which has been in preparation for months. Extended debate is likely, but Congress will almost certainly grant the desired authority. If present law restricting the annual increment of draftees to 900,000 is retained, this should give the measure of the cantonment program to be expected. It now seems unlikely that any increase in this number will be asked, unless we go to war, because of the difficulty of arming them next year. However, as arms production accelerates, a larger increment might be sought. The War Department, it is now believed, will not be happy until it has four million men under arms.

AN INVENTORY of all trucks, including work trucks, in the country is to be undertaken in September. Questionnaires asking about location, use, routing, and the like of every registered truck will be sent to owners. Objective is information which will give immediate guidance in priority problems arising from curtailment of automotive output and will help the war department, if it becomes necessary, to requisition vehicles. The inventory is under the general charge of Works Administrator Carmody and is being handled by a Central Motor Truck Transportation committee headed by John L. Rogers of the ICC.

THE PENDING labor stabilization plan for the construction industry, which is being worked out by Sidney Hillman's labor division of OPM (*ENR*, July 3, 1941, p. 37), will not reach final approval for several weeks, perhaps longer. A tentative draft of the agreement has been prepared and is now circulating among government construction agencies; there are a large number of these, each of which has to pass on it. Moreover it may be that it will have to go to the White House for approval. As previously pointed out in *ENR*, the "statement of labor policy" adopted last year by OPM and transmitted by President Roosevelt to Congress is considered by War Department lawyers as having the force of an executive order. On this interpretation, a new executive action would be required to legalize the stabilization agreement, since it departs in several respects from the policy statement. Thus, where the statement requires overtime pay in accordance with local practice, the agree-

ment would standardize overtime at time and a half. Executive action might also be necessary to reconcile the Bacon-Davis prevailing wage law with the stabilization agreement.

### TVA chief design engineer resigns; Rich promoted

H. A. Hageman, chief design engineer of the Tennessee Valley Authority, last month asked to be relieved of active duty because of continuing poor health, according to George F. Gant, acting director of personnel for the authority. Mr. Hageman joined the TVA in January 1937 to supervise the final design of

Pickwick, Guntersville and Chickamauga Dams. Five other TVA dams designed under Mr. Hageman's direction include: Hiwassee, Watts Bar, Fort Loudoun, Kentucky, and Cherokee.

George R. Rich, acting chief design engineer during Mr. Hageman's absence, is being promoted to chief design engineer. Mr. Rich has been with the authority since February 1937 in the capacity of head structural engineer, head mechanical engineer and as assistant chief design engineer. Prior to joining the authority he was engaged for many years with the design organizations of the U. S. Army Engineers and Stone & Webster. He is a graduate of Worcester Polytechnic Institute.

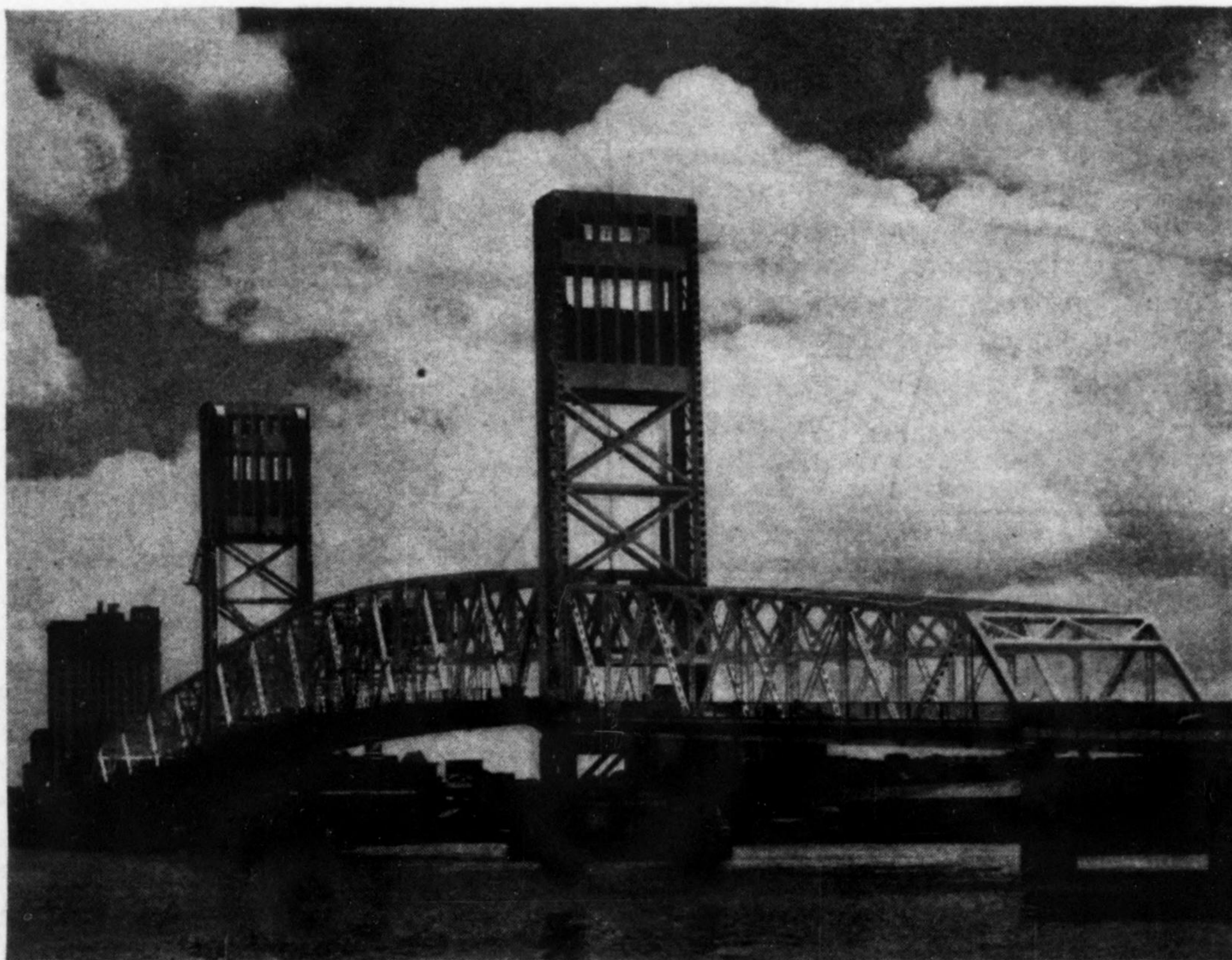


Photo by Leo Witt, Jacksonville Journal

### New Jacksonville bridge opened for July 4 traffic

Although to be officially opened July 18, the new Main Street highway bridge across the St. Johns River at Jacksonville, Fla., was opened temporarily July 4, 5, and 6 during the daylight hours. Records of state road engineers show that during those three days 50,348 vehicles used the new crossing.

Since about 1920 when the first St. Johns River bridge at Jacksonville was built by Duval County, most of the north Florida traffic has been handled by a three-lane toll bridge supplemented by two ferry boats operated by the Jacksonville Ferry Co. Attempts by various organizations during the past 15 years to obtain a second bridge were realized when the U. S. Bureau of Public Roads April 22, 1937 agreed to pay half the cost of the new bridge or about \$800,000 and the Florida State Road Department agreed to include the project in its federal-aid program.

The 350-ft. center lift span of the new crossing is flanked by towers 200 ft. high

above the water level and in the raised position the left span provides a minimum clearance of 135 ft. Clearance with the lift span lowered is about 35 ft. The bridge's overall length from shore to shore is 2,060 ft. and its 42-ft. roadway provides four lanes.

The Foundation Co., Inc., New York, constructed the piers, Shell Products Co., Tampa, Fla., built the approaches, The Mt. Vernon Bridge Co., Mt. Vernon, Ohio, did the steel superstructure work, and H. E. Wolf Construction Co., St. Augustine, Fla., paved the approaches. The Florida road department with J. H. Dowling, chief engineer, and E. S. Frazier, state bridge engineer, supervised construction. W. E. Dean acted as state project engineer early in the work, while M. V. Moore acted as project engineer during the project's latter stages. Harrington and Cortelyou, Kansas City, Mo., were consulting engineers, and John F. Reynolds of Jacksonville, Fla., was local consultant.