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After giving it the best location, sufficient width, a minimum grade and permanent drainage structures, the State Highway Commission will not attempt to decide arbitrarily whether the road is to be hard surfaced or surfaced with some local material, as this is a factor which must be controlled by the amount of money available for use on any particular stretch of road."

Major Thomas pointed out the close analogy between a railroad and a highway. He said that in this State there are railroads located three quarters of a century ago, the roadbeds of which occupied the same locations determined by the first engineers who worked on them. These engineers made the grades low and the location—the best obtainable, although they did not provide many permanent drainage structures. When the railroads were first laid flimsy crossties and light weight rails, some of them of timber topped by iron strips, were put on the roadbeds. With the increase of traffic and heavier trains the flimsy crossties and light weight rails were replaced from time to time until now on all standard railroads there are 90 lb. rails and heavy crossties ballasted by crushed stone. "The surface of a State Highway, built of some local material, can be compared point for point with the small crossties and light weight rails on railroad roadbeds three-quarters of a century ago," continued Major Thomas. "The Highway surface of local material can be removed when it wears out and if money is available, a hard surface made of imported material can be laid which will then bring the highway up to the best standards. No group of highway enthusiasts are more anxious than the State Highway Commission to see every road in the State hard surfaced, but such surfacing is a matter of money, while the State's need for roads which will be dry in wet weather and afford means of hauling at low cost between sections of the State now isolated in bad weather, is a pressing and present one which we cannot relegate to some indefinite date when this State or its counties have money enough to put hard surfaces on all their roads."

"The roads in the State Highway System being built under the supervision of the State Highway Commission with Federal Aid will compare favorably as to permanence of location, width, grade and drainage structures with a standard stretch of railroad. The Commission does not consider that money spent on surfaces of local materials for sections of these roads is wasted, although it would afford great pleasure to the Commission to have all these roads hard surfaced now. On an average the cost of hauling, spreading and compacting a road surface made of local material is only 30 per cent of the total cost, the remaining 70 per cent being made up of the cost of relocation, grading, grubbing and permanent drainage structures. A road should be properly located, graded, given sufficient width and permanent drainage structures before any sort of surface is put on it. The cost of this work is the primary charge against any good road. After this work is done and this first charge met, the type of surface can be determined by the amount of money available and made a second charge against the road. Maintenance of the surface of the road will constitute a third and continuous charge regardless of the type of surface laid."

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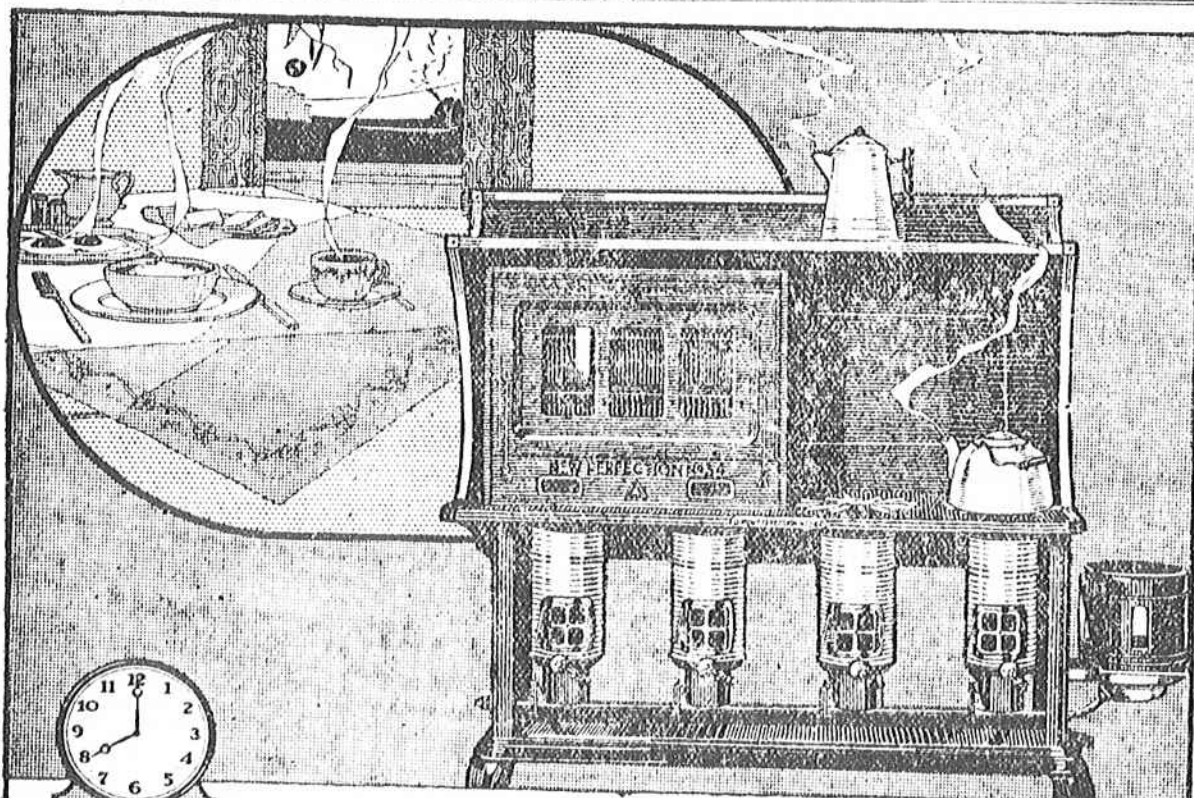
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POLICY OF THE STATE HIGHWAY COMMISSION

Columbia, June 16.—Major R. G. Thomas, of Charleston, Chairman of the State Highway Commission, re-

cently gave a statement to the press in which he outlined the policy which the Commission had adopted in constructing sections of the South Carolina Highway System with the financial aid of the Federal Government. "The Commission will see," said Major Thomas, "that the roads in the

State Highway System have the best possible location with reference to their terminal points, sufficient width (not less than 30 feet) to carry present and prospective traffic, the lowest possible grade (in no case more than 5 per cent) and that the drainage structures are built for permanence.



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PRIVATE CAPITAL NEEDED

To Keep Nation's Export Trade at Present Level

Washington, June 13—More than \$3,000,000 of new funds must be provided by private initiative in the next few months, if the United States is to continue its export trade at the present high level, it was estimated today by the Federal reserve board in the June issue of the Federal Reserve Board.

Cognizance was taken of the doubt expressed by some experts that the existing level can be maintained without serious financial strain. With the supply of capital short of world requirements, additional long term credits to Europe would deprive this country of needed money, while failure to extend credit might result in shortened industry and lessened demand for labor at home, also retarding Europe's economic recovery which is regarded as necessary to the reestablishment of normal conditions everywhere.

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