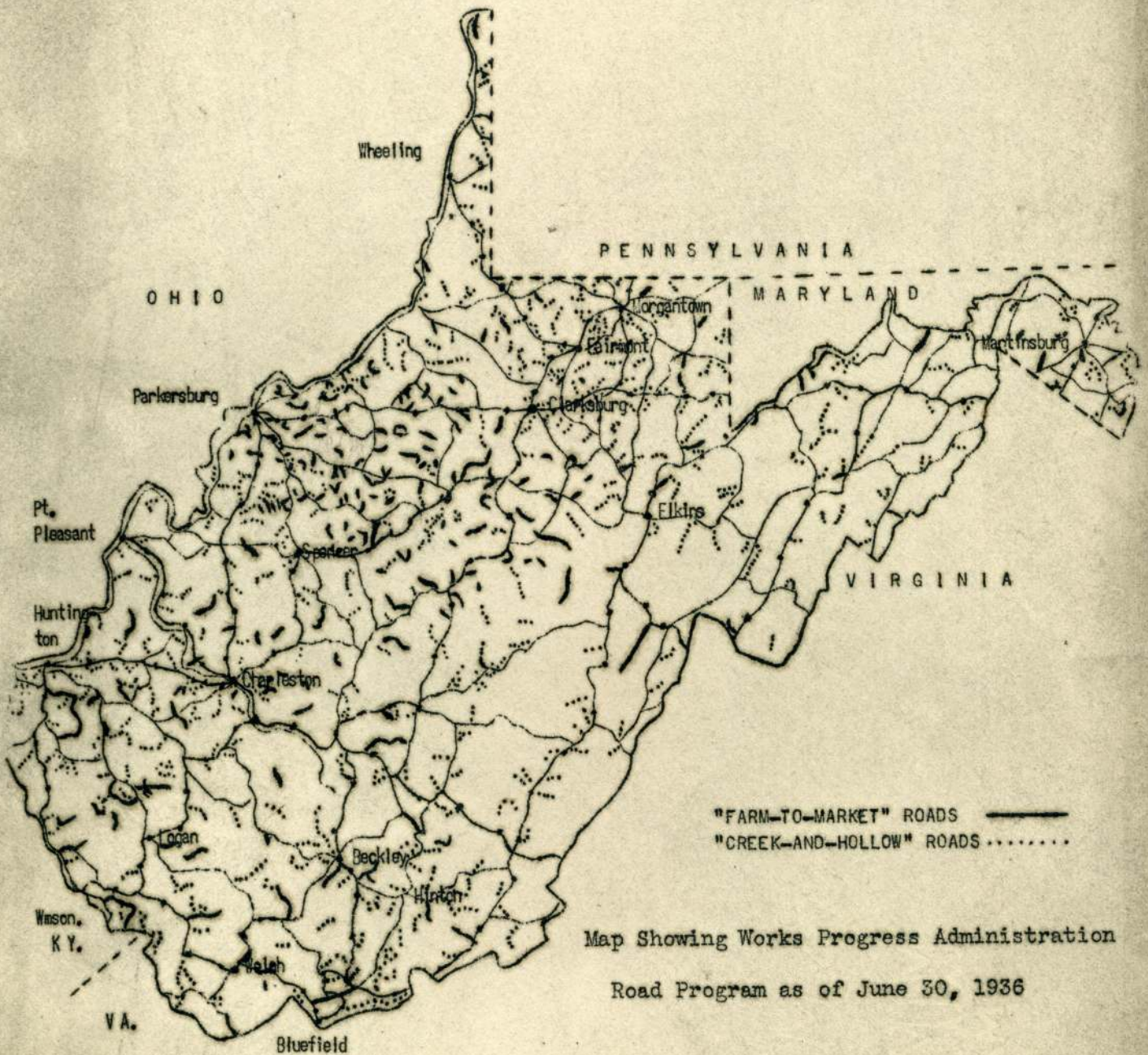


THE WORKS PROGRESS ADMINISTRATION OF WEST VIRGINIA

ITS PARTICIPATION IN ROAD CONSTRUCTION AND IMPROVEMENT IN WEST VIRGINIA



Map Showing Works Progress Administration Road Program as of June 30, 1936

(MANY MORE NEW ROAD PROJECTS STARTED SINCE JUNE 30, ARE NOT SHOWN ON THIS MAP. PROGRAM INCLUDES EVERY COUNTY IN THE STATE.)

Harry L. Hopkins,
Federal Administrator,
Washington, D. C.

Franklin D. Roosevelt
President
U. S. A.

F. W. McCullough,
Administrator for
West Virginia.

Section I

HOW THE WORKS PROGRESS ADMINISTRATION CAN HELP LOCAL GOVERNMENTS

CONSTRUCT, IMPROVE OR REHABILITATE PUBLIC PROPERTY

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By F. W. McCullough
State WPA Administrator

The public should, and, I believe generally does, understand the fundamental purpose of the Works Progress Administration, as planned by Congress and the President: to give work to the unemployed needy. This must be kept foremost in mind in planning and operating projects.

In providing this work, the Works Progress Administration can make the labor of these otherwise unemployed persons available for the benefit of the respective state, city and county governmental units, to the end that, with the proper planning and cooperation, it can be used to provide the type of public improvements locally needed.

No Expansion Anticipated

I do not wish to infer that the present scope of the Works Progress Administration will be amplified, or extended.

The extent to which the Works Progress Administration might be expected to contribute its resources for the improvement of public property is contingent entirely upon the amount appropriated by Congress, the funds allocated to this state and the proportionate employment needs of the various local communities. New projects must come within the financial and available labor limits of the program, whatever they may be at the time an application is submitted.

Unskilled Labor Available

But it is definitely known that private industry is not rapidly absorbing the unskilled labor in West Virginia. With few exceptions, this is the type for which the Works Progress Administration must plan to furnish job opportunities, and which otherwise would be left to the direct relief rolls of the counties, at the immediate expense of the local taxpayers, through county and state levies.

We anticipate that the amount of unskilled labor available through the Works Progress Administration under the above stated conditions can be contributed for some time to come for building, improving or rehabilitating non-federal-aid state primary

Section II

WHAT HAS BEEN DONE FOR WEST VIRGINIA'S ROADS

UNDER WORKS PROGRESS ADMINISTRATION

EXPENDITURES

The Works Progress Administration had spent \$14,937,168 on road construction and improvement projects sponsored by the State Road Commission between the start of the Works Program in July, 1935, and December 31, 1936.

The State Road Commission's expenditures on these projects totaled \$624,977. The expenditures of both these agencies comprised a \$15,562,145 program.

This money was spent upon the construction of a stone-based Secondary, or "Farm-To-Market" highways, including grading, draining and the construction of repair of necessary bridges and culverts, and in the opening up for "all-weather" travel of the well-termed "Creek-And-Hollow", or back-country, feeder routes, many of which were but mountain trails or muddy lanes prior to this work.

These funds were spent as follows:

	Federal WPA Funds	State Funds	Total Funds.
"Farm-To-Market" Roads	<u>\$5,921,205.47</u>	<u>\$345,493.58</u>	<u>\$6,275,399.05</u>
"Creek-And-Hollow" Roads	<u>9,015,963.33</u>	<u>270,483.45</u>	<u>9,286,446.78</u>
Totals -	\$14,937,168.80	\$624,977.03	\$15,562,145.83

ACCOMPLISHMENTS

With these funds, approximately 4,362.55 miles of roads had been built, improved or were under construction as of December 31, 1936, as follows:

	<u>Miles Completed</u>	<u>Miles Under Construction</u>	<u>Total Miles</u>
"Farm-To-Market" Roads	431.06	391.40	822.46
"Creek-And-Hollow" Roads	<u>2,120.24</u>	<u>1,419.85</u>	<u>3,540.09</u>
Total Miles	2,551.30	1,811.25	4,362.55

(Continued Page 11, Col.2)

Section III

WHAT COULD BE DONE FOR WEST VIRGINIA'S ROADS UNDER

THE WORKS PROGRESS ADMINISTRATION

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By E. C. Smith, Jr.,
Deputy Administrator and
Chief Engineer
Works Progress Administration

With an outlay of \$3,000,000, the state of West Virginia now is in position to acquire an estimated \$24,000,000 worth of durable, important Secondary roads, scattered among the 55 counties of the state.

It could accomplish this by protecting through hard-surfacing the miles of graded, drained and stone based roads contributed through the Works Progress Administration and the previous Federal Relief Agencies, and by taking advantage of the expected future contributions of the Works Progress Administration.

Such a program would entail two phases:

1. The surfacing of about 1,100 miles built under the Works Progress Administration and the previous Federal Relief Agencies, which would cost approximately \$7,250,000 at contract prices to replace the stone base alone to preserve it from destruction through use and deterioration.

2. The new anticipated construction of substantial additional mileage on Secondary roads as a means of giving employment to some 8,000 men, expected to be paid by the federal government under the anticipated 1937-38 fiscal year program of the Works Progress Administration.

Worthy as Workers

As to the worth of these men as workers, I might point to their past accomplishments as listed elsewhere in this pamphlet, and invite inspection of the work on the ground.

Governor Holt, in his Inaugural Address, stated, "We have approximately 1,500 miles of Secondary roads, upon which stone base was placed by Federal Relief Agencies. The surfacing of these roads is imperative to retain the benefit of improvements already made."

Stone base placed on important Secondary roads throughout the state by other relief agen-

(Continued Page 4, Col. 1)

WHAT COULD BE DONE-

(Continued from Page 3)

cies, prior to the Works Progress Administration, has, to a very great extent, already deteriorated and disintegrated, so that a large portion of it has become lost as a permanent improvement. This is because the stone base was not sealed or protected by surfacing.

Materials Needed

Had the State Road Commission been in a position financially, from 1933 to 1936, to furnish materials for surfacing as soon as the stone base was constructed, the tremendous investment represented by the cost of grading and stone basing would have been preserved in the form of good roads for a long time.

It is now too late to preserve some of the stone base laid prior to 1936, without first almost entirely reconstructing that base; but such portions as are still in good condition as to warrant surfacing, together with that laid by the Works Progress Administration during 1936, and that which is contemplated in 1937 in completing roads now under construction by the WPA, may still be made into good roads at a comparatively nominal expenditure by the state.

1,100 Miles Under Programs

About 300 miles of stone base laid by other Federal Relief Agencies prior to the WPA may be salvaged, and, if promptly surfaced, will be preserved. The Works Progress Administration, during 1936, entirely completed approximately 425 miles of good, substantial stone base on important Secondary roads, under the so-called "Farm-To-Market" program. If the program continues through

1937, an additional 375 miles of those now under construction will be completed.

These figures do not include the so-called "Creek-and-Hollow" roads, but only the Secondary "Farm-to-Markets", which have been well graded and drained and stone based, averaging about eight inches thick. All of these Secondary roads total 1,100 miles of stone base, from 14 to 16 feet wide, on important routes, which can be made good and durable roads by a comparatively small expenditure by the state.

The materials required for a light bituminous seal coat, sufficient to preserve them, would cost only about \$1,100 per mile. A heavier bituminous surfacing would preserve them for a great many more years, and would be economically warranted. The materials for that type of surfacing would cost approximately \$1,900 per mile.

Costs Estimated

The lighter surfacing, or seal coat, mentioned, at a material cost of \$1,100 per mile, would cost the state approximately \$1,200,000 for the 1,100 miles referred to above. The heavier surface treatment would cost approximately \$2,000,000.

These roads represent a total investment of about \$18,000,000 for the grading, draining and stone basing. This amount is arrived at by estimating what the same quantities of work would cost if let by contract. Of this \$18,000,000 investment, \$7,250,000 represents the replacement cost of the stone base alone. Forgetting, if you wish, the items of cost in grading and draining, there still remains an

(Continued Page 10, Col. 1)

Section IV

THE NEED TO PROTECT ROAD WORK ALREADY COMPLETED IS SEEN

BY ROAD COMMISSION AND COMMUNITIES

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The following public expressions of the need to protect road work already done by the Works Progress Administration and other federal relief agencies are typical of the interest in this proposal.

An article in the Clarksburg Exponent-Telegram of Sunday, December 27, signed by State Road Commissioner Burr H. Simpson, and carried by the Associated Press and other newspapers in the state, contained this expression:

Secondary Roads Improved

"Through the agency of the Works Progress Administration, additional miles of secondary roads were improved and a stone base laid. The state now has 2,000 miles of such roads, serving smaller communities and farming districts. It would cost the state \$10,000,000 to replace this mileage, on a conservative estimate. To place an inexpensive hard-surface top, one able to bear the comparatively light traffic to which it would be subjected, the state would need from \$2,500,000 to \$3,000,000. This top should last for a number of years, and for at least two, and in some cases three and four years, no extensive maintenance would be necessary. After that time, about \$300 per mile per year would be needed, or \$600,000 per year for the entire 2,000 miles.

"Hard Work

"If these 2,000 miles of secondary roads remain as they are the traveling public can expect to see larger and larger holes in the roadway because maintenance of

stone base cannot be properly done with machinery. It must be done by hand, an expensive and slow method. In five years one can well expect a large part of this mileage to be entirely worthless.

"The cost of putting a light top on this stone, if done now, would be about half the cost required in two years time, for by 1939 extensive levelling off and addition of stone will be necessary. The problem of these roads, under present financial resources, is one which merits considerable thought."

County Wants Surface

An article in the Morgantown Dominion-News of November 25 states:

"Unimproved highways in Monongalia county which have been or will be stone-base before next spring by the Works Progress Administration will be surfaced by the State Road Commission, according to Frank McEnteer, district road supervisor of Clarksburg.

"This announcement dispels fears that improvements of several connect-

(Continued on Page 12, Col.1)

Section V

COMMENTS FROM COMMUNITIES

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The road program has received a great deal of comment in the communities served by these "all weather" thoroughfares. For instance, the following statement, signed by a citizens' committee from Braxton county, appeared in the Braxton Democrat on November 12:

"ANOTHER W. P. A. BLESSING"

"We beg to offer a word of appreciation in behalf of over 2,100 citizens of this community to our County WPA Supervisor, Mr. Earl Barrett and our Project Foreman, Mr. Walt Barnett, and also the many others who had a part directly or indirectly in the approval of the Sutton-Centralia Road Project No. 1050 which is being so well built. It meets a long neglected need to this forgotten Community.

"Centralia is a town of 500 population and is the largest voting precinct in Braxton county. This is the only road we have leading to our county seat. It serves a community of over 2,100 citizens, which is more than the entire population of Sutton and Burnsville combined.

LIVES HAVE BEEN LOST

"Just consider what we have suffered and endured in the past. In fact, lives have been lost in the past on account of the terrible condition of this road, making it impossible for a physician to get here on urgent calls. We all know the grim reaper of death never waits on bad roads or a delayed doctor. We will always remember the faithful W.P.A. and relief workers who toiled

in the heat of summer and the storms of the winter and who feel that working on this road is working for themselves and getting paid for it.

"The construction of this road is part stone base and part sand and gravel. It can be safely traveled in all kinds of weather the year around.

HOPE FOR COMPLETION

"We hope and trust that our supervisor and project foreman will be permitted to complete this road work they have under construction, which means so much to this community as well as the great saving to the county and state.

"There are ten schools within this area: One three-room and one junior high at Centralia, one two-room school at Poplar Ridge and seven other single-room schools that must use this road to get to Sutton. By operating school buses for high school students, as well as transporting two or three grade schools to Sutton that are so located as to make it advisable, there can be a saving of over \$3,000 per year in school expenses within this community. This would soon pay back the entire expense of the road improvement. These are actual facts that can be easily verified.

(Continued Page 9, Col. 2)

"FARM-TO-MARKET" ROADS OF REAL SERVICE TO PEOPLE

OF WEST VIRGINIA

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The "Farm-To-Market" or Secondary roads, built or under construction by the Works Progress Administration, fill a real need for the people of the agricultural and industrial sections of this state who are not served by the main routes.

Following are some typical examples of these roads:

FAYETTE COUNTY

A Fayette county lumber and mining community, here-to-fore isolated, except for rail service, will have a year-around "all weather" outlet with the completion of the Danese-Meadow Bridge "Farm-To-Market" road, which would become permanent with the addition of a hard surface upon the stone base now being laid by the Works Progress Administration.

This six-mile road connects hard-surfaced Route 41 at Danese with unimproved Route 44 at Meadow Bridge. About four miles of grading and draining, forming a 20-foot roadway, have been completed, and the stone-knapping crews have put down two miles of nine-inch base, 10 feet wide. The road still is under construction.

Even rail service has not been of the best, it consisting of a coal and lumber line, zig-zagging up and down the mountains, with little accommodations for passengers, and connecting with the C. & O. lines at Meadow Creek.

CLAY, NICHOLAS AND WEBSTER

Communities in Clay, Nicholas and

Webster counties, served by paved routes 16 and 19, will be brought 10 miles nearer to larger markets and the state's capitol at Charleston with the completion of the Mammoth-Pond Gap "Farm-To-Market" road in Kanawha county. Persons who would travel to Charleston from Webster Springs, Summersville, Richwood and still more distant points over such an improved route would escape the congested traffic conditions from Gauley Bridge to Cedar Grove, on U. S. Route 60. Those who live along the Mammoth-Pond Gap road would enjoy their first "all weather" communication with the outside world. Paving of this new route would make these benefits permanent.

WPA workers have graded and drained and constructed a 16-foot part stone, part gravel base from the end of the present paving on Kelley's Creek to within a short distance of Pond Gap. The project calls for extension of the route on to the Kanawha-Nicholas-Fayette line, which would leave only a short stretch to connect with the already improved route joining Route 16 near Belva. The new route would connect U. S. Route 60 at Cedar Grove.

(Continued Page 8, Col. 1)

MINERAL COUNTY

An "all weather" outlet onto U. S. Route 50 is being made possible for several hundred residents of Mineral county with the construction of the Hartmansville-Emoryville and the Sulphur-Nethkin "Farm-To-Market" roads, as a result of WPA aid to the Projects of the State Road Commission.

Leaving the town of Harrison, on the West Virginia-Maryland border, and passing for seven miles through a prosperous fruit growing, farming and mining section, the Hartmansville-Emoryville road links the towns of Harrison, Oakmont and Hartmansville, as well as the surrounding community, with U. S. Route 50 at a point west of Hartmansville. Heretofore, residents of this section have been periodically subjected to being marooned during the winter months.

A year around outlet for residents of the Sulphur-Nethkin section is provided with the construction of a "Farm-To-Market" road connecting with State Route 42 at a point approximately one and a half miles south of Nethkin, thus giving residents of this section an "all weather" thoroughfare connecting with U. S. Route 50.

ROANE COUNTY

Serving a wide farming area, the Cotton-Amna "Farm-To-Market" road being built in Roane County as a result of WPA aid to the State Road Commission's program will not only afford an easier means of transportation for the several hundred residents along the route, resulting in great savings in the wear and tear on transportation equipment, but will make possible a rural mail carrier system and a school bus route. It will give the many residents of populous, wealthy Geary district a shorter and more direct route to

Charleston and the larger centers of the State.

Leaving State Route 36 at Left Hand, the road extends up Left Hand creek to the mouth of Hurricane creek near Cotton, connecting U. S. Route 119 with State Route 14. With its completion, school children can be transported over the new bus route to the Newton school on State Route 36, and a rural mail route can be made available to the residents of a heretofore isolated district.

RITCHIE COUNTY

A short cut to Parkersburg and other Ohio river communities for residents along its 12-mile stretch is possible with the construction of the Washburn-Gillespie "Farm-To-Market" road, being built in Ritchie county, as a result of WPA aid to the State Road Commission's program.

Passing through a rich farming, oil and gas section, which heretofore has been virtually isolated in winter, the new road provides a direct all weather outlet onto State Route 16 and to U. S. Route 50.

JACKSON COUNTY

Improvement of approximately nine miles of rural roads linking the towns of Gay and Mt. Olive, in Jackson county, with State Route 5, made possible through WPA aid to the projects of the State Road Commission, is providing residents of a sizeable portion of this county with an all weather outlet directly into nearby Ripley, the county seat, and principal local trading center.

"With the completion of this road, markets would be permanently brought within easier reach of about 700 farmers living along its length, schools would be more accessible to their children, the rural mail carrier would be enabled to make more regular deliveries in bad weather and, perhaps the most vital, the family physician will be available in the event of illness.

(Continued Page 9, Col. 1)

FARM TO MARKET ROADS
(Continued from Page 7)

WAYNE AND CABELL COUNTIES

Improvement of six miles of the old James River and Kanawha Turnpike, in Wayne County, as the result of WPA aid, is paving the way for possible future construction of a much needed "cut off" highway for routing through-traffic past Huntington without adding to congestion in the city's streets.

Meanwhile, immediate benefit from the improvements, is being felt by residents of a sizeable portion of Wayne and Cabell counties, who heretofore have found the road of little use to them in bad weather, although it is a shorter, more direct route into the city. Prior to this, the road has been virtually closed during bad weather.

The improved section of the road extends from Fourteenth street, in West Huntington, to the new overhead bridge leading onto the Spring Valley road in Wayne county at Kellog.

RANDOLPH COUNTY

An important inter-community road, linking the towns of Mabie and Cassity, heretofore virtually isolated in winter, with W. Va. Route 5 and the nearby towns of Buckhannon and Elkins, is provided with the construction of the Mabie-Cassity "Farm-To-Market" road, in Randolph County.

This new road, more than five miles long, not only will provide an "all-weather" outlet for the several hundred residents of this section, but will permit industrial concerns to advance the development of resources in that area.

POCAHONTAS COUNTY

Improvement of six miles of the

Price Hollow - Old Log Church road in Pocahontas county, is expected to make possible a new economic era for the several hundred farmers living along the route.

Leaving U. S. Route 219 south of Marlinton, this road, typical of the "Farm-To-Market" roads being built in the county, runs from Price Hollow back on the flats to one of the most prosperous grazing and farming sections of the county.

Prior to its improvement, the road, over which stock raisers drove their livestock to markets, as well as transported farm produce to Marlinton and Ronceverte markets, was so deeply imbedded in spots during bad weather as to make it practically impossible for one vehicle to leave the traffic ruts to allow another to pass.

COMMENTS

(Continued from Page 6)

BRIDGE BUILT

"This is one of the many needs and reasons why it is so important to complete W. P. A. project No. 1050. The building of a good bridge over Houston Run (which has just been completed and has been greatly needed for the past 40 years) puts this road from Sutton to the Webster county line, OUT OF WATER.

"If Webster county will take a tip from us and bridge Elk River at Clifton Ford, it will also share the benefits of this road improvement with us. Never Did a Community Exceed Us in Our Appreciation of This WPA Blessing.

"J. R. McHenry,
Okey Thomas,
A. F. Holden,
Harry McNarry,
W. F. Barnett,
Job Hall,
H. K. Skidmore,
G. J. Haymond,

(Cont'd Page 12, Col. 2)

investment of \$7,250,000 to protect from complete loss, and the loss will be entirely complete if the roads are not surfaced.

A Pertinent Question

The very pertinent question is this: Is it worth while to the state of West Virginia to preserve an investment of \$7,250,000 and obtain 1,100 miles of durable road? If it is worth while, is it worth \$1,200,000 or \$2,000,000 to the state? That is a pretty small cost to preserve the integrity of such an investment. Of the total investment of \$18,000,000 it represents only about six percent outlay by the State, and even of that part of the investment (\$7,250,000 stone base) which will be entirely and completely lost, it represents only about 16 percent.

What individual of good business sense, who, having had given to him, say, a row of desirable residences worth \$100,000, completed except for plastering and putting on the roofs, would not willingly spend \$16,000 to complete them. He obtains \$100,000 worth of houses for \$16,000.

The state can obtain \$7,250,000 of stone base, and attending additional improvements, and preserve it for use over a long period of time, for the same proportionate expenditure.

New Construction Possibilities

Now, let's see what can be done with the remaining \$1,800,000, if the state should provide a total of \$3,000,000 for improvement of Secondary roads, in order to take advantage of generous Federal contributions which are available through

the Works Progress Administration.

This money could be used for the construction of additional mileage of important Secondary roads. Again, quoting Governor Holt in his Inaugural Address:

"There is great need for at least a modest program of Secondary road construction because of its importance to our farmers, their marketing facilities, and to the making of rural life more attractive."

Cannot Question Wisdom

If that program of Secondary road construction can be financed by the state paying only 30 cents on the dollar for the cost thereof, the wisdom of providing funds for such work cannot well be questioned.

The state can obtain a substantial mileage of Secondary roads, improved by GRADING, DRAINING, 16-FOOT STONE BASE, AND LIGHT BITUMINOUS SURFACING, built according to their own plans and specifications, and at a cost--to the state--of only about 30 cents for each dollar of construction cost.

An Opportunity

In other words, that much money will, if WPA continues its program, finance the necessary equipment and material costs required to supplement the Federal contributions through WPA, so that Secondary roads (good durable ones) to the extent of \$6,000,000 can be constructed. The total cost to the state for this \$6,000,000 of road construction will be only \$1,800,000. Certainly this is an opportunity that should not be overlooked. Not to

(Continued Page 12, Col. 1)

HOW THE WORKS PROGRESS ADMIN.-
(Continued from Page 1)

and secondary highways, minor county roads, schools and other public buildings, streets, sewers, sidewalks, alleys, municipal water systems, etc., providing the local governmental agencies take the initiative in planning and submitting desirable project applications as needed to absorb the local labor loads, they furnishing from non-federal funds the necessary materials, equipment and skilled labor not available through the Works Progress Administration.

This cooperation would permit us to uphold the objectives of the President and Congress in furnishing desirable work to the needy unemployed and at the same time the local governmental units would receive the public improvements they need.

Federal Funds For Wages

It was not contemplated that the Works Progress Administration should spend heavily for expensive materials, equipment and other durable goods from federal funds appropriated by Congress in 1935 and in 1936. We have every reason to believe that a still smaller portion of the federal funds may be available for such expenditures from the expected appropriations of 1937. To spend heavily for anything but the wages of those eligible for Works Program employment would defeat the purposes of the Act and deprive of work the class Congress and the President intended to help.

I am well aware of the constitutional and statutory limitations with which governmental units are confronted in raising revenues. I am not presuming to infringe upon

their prerogatives by suggesting how these revenues could or should be raised. However, it is entirely possible that they may find a way to provide funds to utilize, together with the Works Progress Administration's contributions, to the best mutual advantage.

WHAT HAS BEEN DONE-
(Continued from Page 2)

In the above table, the Secondary, or "Farm-to-Market" roads represent purely new construction, grading, draining and generally with an eight to nine-inch knapped-stone base, 14 to 16 feet wide.

"The "Creek-And-Hollow" roads represent chiefly improvement, rather than new construction. In most cases the contour of the land is followed, knapping in stone or using other locally available substance to make bad places passable the year round, properly draining the entire length of the road, but merely grading or improving these sections which ordinarily do not get bad in winter, and in general giving a useable "all-weather" outlet. In most cases fords are eliminated by relocating right-of-way or constructing bridges, varying from 10 to 20 - foot wooden structures to one stone, steel and cement structure in Hampshire county, more than 100 feet long.

(The above figures do not include the expenditure of \$507,931.66 by the Works Progress Administration, and that of \$153,016.84 by the State Road Commission for the improvement of 1,931 miles of drainage, shoulders, etc., on primary roads during the summer of 1936).

WHAT COULD BE DONE-

(Continued from Page 10)

take advantage of it would be a serious economic loss to the State Highway System.

Would Give 8,000 Work

Entirely aside from the advantages of economic desirability as outlined above, there is a further direct advantage and economic saving to the state and county governments. The work involved in the construction of this \$6,000,000 program of Secondary roads, will furnish direct employment equivalent to 8,000 men for 12 months. Ninety-five percent of these men would be from certified relief rolls --- who, if not employed would be a burden of direct relief, the cost of which will, of necessity, otherwise be borne by the State and county governments.

The cost of this direct relief on the present basis of about \$12 per month, per case, would be \$1,100,000. Would it not be wise to add only \$700,000 to that amount and obtain \$6,000,000 worth of good roads for the state, instead of spending \$1,100,000 for direct relief and have absolutely nothing to show for it in the end.

THE NEED TO PROTECT-

(Continued from Page 5)

ing links would not be completed.

"Roads Selected

"Mr. McEnteer was here yesterday for a meeting with the good roads committee of the Chamber of Commerce, of which Walter G. Hart, editor of the Dominion-News, is chairman.

"Two of the roads certain to receive surfacing treatments by the State Road Commission workmen are

the short cut on Route 7 to the Cheat Road, and the Tyrone-Dellslow stretch, and the Ice's Ferry-Bruceton's Mills road. Two miles of rock base already have been placed on the latter.

"An attempt is being made to obtain an additional WPA allocation for improvement of the Sabraton road, running from Powell Avenue to Sabraton Avenue.

"Funds Sought

"More WPA funds being sought would enable the widening of Route 7 from the City limits across the Mile Ground. Two feet added to each side and a concrete curb are being contemplated. If these improvements are made, the State Road Commission will re-surface the highway.

"Those two projects will be worked out under the supervision of B. M. Chaplin, county road supervisor."

COMMENTS FROM COMMUNITIES-

(Continued from Page 9)

Elliot Ware,
Citizens' Committee"

A School Official Writes

Eric S. Clutter, assistant superintendent of Pocahontas county schools, writes to Director Alderson of the Third WPA district, Lewisburg, as follows:

"I wish to take this opportunity to extend to you our appreciation of the fine roads that are being built in Pocahontas county by WPA labor.

"We have a number of one-room schools which are situated on secondary roads, and this winter it is much easier to get to many of them than it has been in

(Continued Page 13, Col. 1)

ROAD CHART

Continued from Page 14)

"FARM-TO-MARKET"				"CREEK-AND-HOLLOW"			GRAND TOTAL MILES
COUNTY	MILES COM- PLETE	MILES UNDER CONSTRUC- TION	FARM-MKT. - TOTAL MILES	MILES COM- PLETE	MILES UNDER CONSTRUC- TION	TOTAL CREEK & HOLLOW MILES	
PRESTON	6.77	0.9	7.67	101.5	41.5	143	150.67
POTNAM	5.95	3	8.95	19.5	23.8	43.3	52.25
RALEIGH	9.80	1	10.80	40.3	25.7	66	76.80
RANDOLPH	9.50	8	17.50	88	27	115	132.50
RITCHIE	8.48	6.3	14.78	17	33	50	64.78
ROANE	12.25	9	21.25	44.6	23.8	68.4	89.65
SUMMERS	6.63	8	14.63	44.9	20	64.9	79.53
TAYLOR	1.53	1.6	3.13	20.7	1.35	22.05	25.18
TUCKER	12.30	3.5	15.80	16	20	36	51.80
TYLER	0	0	0	12	48	60	60
UPSHUR	7.11	12.3	19.41	34.5	17	51.5	70.91
WAYNE	15.14	15.1	30.24	81.1	78.3	159.4	189.64
WEBSTER	2.27	2.10	4.37	23.75	1.25	25	29.37
WETZEL	9.30	1.4	10.70	29.8	3.3	33.1	43.8
WIRT	2.38	22.5	24.88	69	6	75	99.88
WOOD	4.64	3	7.64	56.6	143.4	200	207.64
WYOMING	6.77	3	9.77	15	28.3	43.3	53.07
TOTAL	431.06	391.40	822.46	2,120.24	1,419.85	3,540.09	4,362.55

COMMENTS-

(Continued from Page 12)

the past. We have several school buses operating on these roads and our drivers have had much less difficulty in getting through the winter.

"Excellent Work

"It is desired to especially call your attention to the excellent work done on the Lobelia, Back Mountain, Price Run and the Dunmore-Greenbank, roads on all of which we have school buses running. We are also especially pleased that the road is being constructed from Marlinton through the Brush country at this time as that will permit our school buses going through this section all the year around.

"We hope this work can continue, and that roads can be constructed as well as labor furnished for the people of this county."

These are but two of many such communications.

SECTION VII

MILES OF ROADS BUILT OR IMPROVED BY WORKS PROGRESS ADMINISTRATIONIN WEST VIRGINIA LISTED BY COUNTIES

COUNTY	"FARM-TO-MARKETS"			"CREEK-AND-HOLLOWS"			GRAND TOTAL MILES
	MILES COM- PLETE	MILES UNDER CONSTRUC- TION	FARM-MKT. - TOTAL MILES	MILES COM- PLETE	MILES UNDER CONSTRUC- TION	TOTAL CREEK & HOLLOW MILES	
BARBOUR	7.75	5.4	13.15	43	9.7	52.7	65.85
BERKELEY	7.60	8.5	16.1	22.5	41	63.5	79.6
BOONE	3.64	2.0	5.64	15	22	37	42.64
BRAXTON	4.65	14.0	18.65	51	49	100	118.65
BROOKE	0	0	0	11	2.5	13.5	13.5
CABELL	19.84	6.9	26.74	68.9	27.8	96.7	123.44
CALHOUN	7.57	21	28.57	89	27	116	144.57
CLAY	11.24	6.2	17.44	35.3	11.5	46.8	64.24
DODDRIDGE	1.94	2.8	4.74	21	36	57	61.74
FAYETTE	15.40	13.3	28.7	25.5	26.5	52	80.7
GILMER	6.21	5.7	11.91	68	16.5	84.5	96.41
GRANT	3.30	1.5	4.80	24	10	34	38.80
GREENBRIER	8.88	10.5	19.38	49	25	74	93.38
HAMPSHIRE	3.94	4	7.94	33	34.8	67.8	95.74
HANCOCK	2.12	.7	2.82	3.5	0	3.5	6.32
HARDY	3.79	0	3.79	41	30	71	74.79
HARRISON	6.11	7	13.11	59.6	21.8	81.4	94.51
JACKSON	3.93	4.5	8.43	45.2	24.9	70.1	78.53
JEFFERSON	4.05	4	8.05	19	4.8	23.8	31.85
KANAWHA	44.97	11.3	56.27	70.84	26.5	97.34	153.61
LEWIS	3.09	9.3	12.39	18.2	40.7	58.9	71.29
LINCOLN	11.81	17.7	29.51	40.4	25.9	66.3	95.81
LOGAN	17.25	17	34.25	11	9	20	54.25
MARION	10.88	10	20.88	71	26	97	117.88
MARSHALL	6.28	.8	7.08	40.9	18.4	59.3	66.38
MASON	8.44	2	10.44	13.1	15.9	29	39.44
MERCER	3.33	3.4	6.73	105	15	120	126.73
MINERAL	5.75	5.4	11.15	20.5	20.5	41	52.15
MINGO	18.08	15	33.08	22.2	9	31.2	64.28
MONONGALIA	10.98	6.1	17.08	76.7	116.6	187.3	204.38
MONROE	4.51	6	10.51	26.5	15	41.5	52.01
MORGAN	4.58	3	7.58	15.05	10.05	25.10	32.68
MCDOWELL	5.41	18.8	24.21	14	22	36	60.21
NICHOLAS	5.40	8.4	13.80	35.2	8.3	43.5	57.30
OHIO	4.51	19	23.51	33.7	5.1	38.80	62.31
PENDLETON	5.00	6.8	11.8	25	42.5	67.5	79.3
PLEASANTS	8.20	4.6	12.8	9.2	10.9	20.1	32.9
POCAHONTAS	9.81	8.1	17.91	39	20	59	76.91

(CONTINUED ON PAGE 13)