

expected most likely will be moderately well prepared to meet it."

Officials said the future arteries of cross-country traffic proposed to the president would outstrip the efficiency of Nazi Germany's famed "autobahnen" over which Hitler's legions roared to lightning victory during his central European blitzkrieg.

LESSONS FROM WAR.

Mr. Roosevelt had the lessons of Poland, Denmark, the Netherlands, Belgium and France in mind, authorities said, when he directed John M. Carmody, the federal works administrator, to confer with the war and navy departments, the public roads administration and with state highway departments in preparing the prospectus.

Carmody's aids said that only minor details remained unfinished and that the completed draft would reach the White House probably by October 15.

They said that, contrary to early expectation, the plan was not to build new highways on a grand scale.

The plan outlines to the president contemplates vitalization of the historic "Pershing map" of 1922—the first national planning of a system of national defense highways by military experts headed by the World War command of the American expeditionary force.

Carmody said the vast majority of the road surfaces and the bridges to be strengthened, widened and straightened came within the regular federal-aid system and with few exceptions were the roads most needed in normal peacetime pursuits.

NEW ROADS.

Military reconditioning, he said, will be financed from \$279, 163,000 of federal-aid funds which congress made available until the end of the 1941 fiscal year plus state funds contributed on a dollar-for-dollar basis.

In addition, the prospectus calls for construction of 3112 miles of new roads within and leading to military establishments and centers of industrial and population centers. This work, officials said, would be asked of the work projects administration and is expected to cost about \$202,000,000.

The WPA probably will also concentrate on construction of road shoulders and on unpaved parallel roads which could be pressed into public service when arterial highways near great cities are filled to capacity with military activities.

In event of foreign invasion, authorities said these auxiliary roads would prevent the confusion recently experienced by France when congested move-

ment up to five years and a fine up to \$10,000. Local district attorneys are responsible for enforcing the law, not draft officials.

Every arms and munitions plant, every military concentration point and every industry supplying them then could make continuous intensive use of such highways.

of the greatest value in all of the defense operations now under way.

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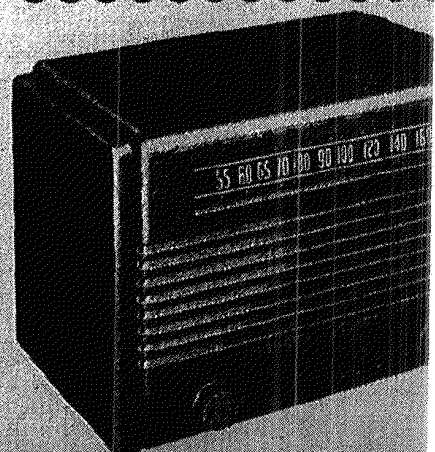
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