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The Government **MILEAGE ADMINISTRATOR**

Office of Price Administration..Washington,D.C.

Volume 3

AUGUST 1945

Number 8

OPA Survey of Local Government Reports Seeks National Index of City Mileage for Comparative Purposes

FLASH!

Mileage reduction in State governments set a new record in the first quarter of 1945, passing the 37 percent mark for the national average. Complete story and tabulation, by States, on page 5.

Chain Gang Cracks Mileage Figure; Rocks Get Rest

A county of a southern State has reported the mileage reduction of the "Chain Gang." At least that is the way the R-567 report form reached the national OPA office—listing the mileage of the "County Chain Gang" for the first quarter of 1945.

This report gives us a new experience in the Mileage Conservation Program, and opens a wide new field of statistical study, for the record shows a reduction of 25 percent in Chain Gang mileage from 17,500 miles in the first quarter of 1941 to 13,120 miles in the first 3 months of 1945.

Naturally, the question has arisen as to whether the "Gang" now makes small rocks out of large rocks at a spot nearer the county jail, whether county officers moved the rocks to the "Gang" instead of the "Gang" to the rocks, whether there are less prisoners or less rocks, or whether curtailed highway construction has made the need for small rocks less acute.

Large City Economy Offsets High Average of Cities in Smaller Population Groups

For a number of months, since a representative cross section of municipal government mileage has begun to accumulate, we have sought an opportunity to make a comparative study of the official mileage of cities in various sections of the country to learn whether or not any significant factors appear which would indicate a relationship between population and amount of travel, between geographical location and the need for official travel, or any other index which would assist in evaluating the municipal mileage conservation results.

The study reported here covers the official mileage of 64 cities located in the States of Massachusetts, Ohio, South Carolina, Missouri, Mississippi, and New Hampshire. We must admit at the outset that time did not permit an exhaustive study of the governmental structure of each of the 64 cities. Had this been possible, we might have been able to state that a particular city which showed a high mileage index performed services not found in the majority of local government cases. Without this specific knowledge, however, we must presume that the municipal services of the cities studied are approximately the same. In all fairness, it must be pointed out that the mileage index of cities in Massachusetts and New Hampshire, as well as in some of the Ohio municipalities, is affected by the snow removal problem during the winter months, a condition which would not prevail in the South Carolina or Mississippi cities.

In speaking of the "mileage index" for the 64 cities, we refer to the basic factor to which we have reduced their over-all mileage reports. To determine this index we have taken the mileage total for the year 1944 and the population figure of the city, and have ascertained the average mileage per quarter and the number of miles-per-person-per-quarter which are required to carry on city business. 1940 Census figures were used for population. Henceforth, our use of the word "index" will mean the number of miles-per-person-per-quarter operated by a particular city or group of cities. For example: Gardner, Mass., with a population of 20,206, operates 68,832 miles-per-quarter on official business. This is the equivalent of 3.4 miles-per-person-per-quarter, and the Gardner index is 3.4.

In considering the mileage use of the 64 cities, we approach our analysis from three fronts, namely: (1) Comparison with the average index of the 64 cities, which might be termed the national index; (2) comparison with other cities of the same general population; (3) comparison with other cities within the same State.

National Index

The mileage index of the 64 cities is 2.5; that is, 2.5 miles-per-person-per-quarter is the average official mileage requirement for 64 representative municipalities in the United States. From this average we note that the following cities

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Volume 3

Number 8

"A JOB TO BE CONTINUED"

(Editor's note: This editorial is copied from the June 13th edition of the Concord (N. H.) Daily Monitor.)

"In the tabulation of gasoline saved by the State governments in 1944 as a part of the gasoline rationing program, New Hampshire, which was a leader in this respect, still rates among the first four States in savings made, as measured against the base year of 1941. This State's savings were 4,925,012 miles, or 52 percent.

"In the nation as a whole the State governments saved 43,000,000 miles of official travel, or 28,683,000 gallons of gasoline, 78,228 tires, and 7,171 automobiles. At a rate of 5 cents a mile the dollar savings on gasoline alone would represent about \$65,000.

"What the program has done is to demonstrate to the States how they can reduce travel costs considerably without serious interference with official business. For not one of the departments within the States will admit that it has not been able to spend its appropriations purposefully despite travel restrictions.

"The lesson should be carried over into peace times, when ration controls have been relaxed. It should be carried over in the interests of the taxpayer. Back before the war it was common for New Hampshire people to notice cars supposed to be on State business at race track and pleasure resorts, and there was much general criticism. Various methods were tried in an effort to meet this problem but rationing is the best that has been devised and it could be used by the State permanently to cut travel costs.

"Lots of things aren't learned except through adversity. What

has been demonstrated by gasoline rationing was once demonstrated to most businesses in another way by the income tax, which isn't so old. When that device for governmental extraction of taxes was inaugurated there was little which was standard in the matter of bookkeeping by businesses. But the tax caused hundreds of thousands of concerns to install reasonably sound bookkeeping systems, and the businesses learned more about themselves as a result and were better operated than ever before.

"The saving in State mileage is even more remarkable when it is considered that official mileage has always been preferred mileage under the rationing program. That is, there has been no rationing limit to the mileage which could be traveled on official State business. It was only because the States undertook to conserve mileage that it has been reduced, and the incentive was cooperation in the war effort. The degree of cooperation has been remarkable.

"When the peace returns and wartime restrictions are gone there should still remain the incentive of providing the best possible government at the lowest possible cost. The trend will be to get careless again, however, unless the whole matter is watched, as it has been planned to watch it in New Hampshire, though not in many of the other States.

"The latest State budget, in which expenditures per annum rose about a million dollars and provisions for tax income were reduced, indicates the need for practicing all the economies possible.

"New Hampshire should continue its showing because it was the first of the States to demonstrate that such a showing could be made, and what it demonstrated was adopted by Federal authorities as a program to be encouraged on a Nation-wide basis. The results of the program have been good, though in few other States as good as in this State. Because the know how and the spirit has been lacking in some States does not mean that New Hampshire should slip back into the bad habits which had grown up in all.

"If this State can continue to do such a good job it will have gained an advantage over other States, and we need every advantage we can get in the field of State competition."

New Jersey Study Shows Extent of Mileage for Federal Government

The State of New Jersey has made a comprehensive study of the amount of mileage operated by State departments and agencies during 1944 which could be attributed to work for the Federal Government. This statistical data is of marked interest to the Government Mileage Conservation Program, as we are often confronted with the fact that State and local government mileage reductions would be much greater if it were not for all the work done for, or on behalf of, the Federal Government.

State Mileage Administrator Alexander P. Gray reported a total 1944 mileage of 20,616,304, which represented a reduction of 33.7 percent below 1941. Figures submitted by eight State departments show that 2,576,501 miles operated by these departments was on Federal duties. The breakdown by departments is as follows: Highway Department, 95,516 miles; State Police Department, 1,353,821 miles; Health Department, 594,908 miles; Department of Public Instruction, 65,141 miles; Quartermaster General's Department, 119,503 miles; Alcoholic Beverage Commission, 271,386 miles; Fish and Game Commission, 46,226 miles; Unemployment Compensation Commission, 15,000 miles. To summarize the disclosures of these figures, it is seen that 12.4 percent of official State mileage in 1944 was used in work for the Federal Government.

Were it possible to eliminate this mileage operated for the Federal Government from the New Jersey mileage total in 1944, it would represent a saving of 13,102,518 miles in comparison with the year 1941, or a cut of 42 percent. This record would qualify New Jersey for the OPA "Award of Merit."

The position taken in the early days of the Government Mileage Conservation Program that we could not credit State, county, or local governments for mileage which they operated for the Federal Government or for each other, any more than we could credit mileage of new departments brought into existence by the war effort, must be retained in fairness to our objective of an over-all mileage reduction, and in fairness to those States which have accomplished this result.

OPA Survey of Local Government Reports

(Continued from page 1)

have the *highest* mileage index: North Adams, Mass., 8.2; Needham, Mass., and Newton, Mass., 7.6; Hartsville, S. C., 7.0; Clarksdale, Miss., 6.7; and Rock Hill, S. C., 6.1. From the same records the *lowest* mileage index is found with Springfield, Ohio, 0.5; Clinton, Mo., and Charleston, S. C., 0.7; Carthage, Mo., 0.8; Jefferson City, Mo., 0.9; Pittsfield, Mass., and Kansas City, Mo., 1.0.

The high mileage average of the three Massachusetts cities might be accounted for in snow removal, were it not for the fact that Pittsfield, in the same State, is at the opposite end of the mileage scale. Considering the geographical location of North Adams, Mass., snow removal might still be an important factor, but it is substantially offset by the record of Pittsfield in the same section of western Massachusetts.

The national mileage index of 2.5 should be kept in mind as we examine the record by States.

Massachusetts

State mileage index 4.4, highest of the States included in this survey, and 1.9 miles above the national index. Individual cities: North Adams, 8.2; Needham, 7.6; Newton, 7.6; Revere, 5.6; Walpole, 4.1; Gardner, 3.4; Waltham, 2.3; Salem, 1.7; Pittsfield, 1.0. By detailed study of services and governmental structure, it would doubtless be possible to determine why Needham, with a population of 12,445, must operate nearly twice as many miles per quarter for official business as Pittsfield, with a population of 49,684. Salem and Waltham, nearly the same in population, are quite close as to mileage index. The North Adams figure of 182,328 miles per quarter is so extreme as to be worth a careful field survey analysis.

Mississippi

State mileage index 4.1, second highest of the States covered by this survey, and 1.6 miles above the national index. Individual cities: Clarksdale, 6.7; Tupelo, 5.5; Jackson, 4.4; Hattiesburg, 4.0; Gulfport, 3.8; Greenwood, 3.8; Columbus, 3.1; Vicksburg, 3.1; Columbia, 1.2. It will be seen that only one

city is below the national mileage index, and that three are above the State index. One question which arises here is the reason for Clarksdale's high mileage in comparison with Columbus and Greenwood, which are about the same size.

New Hampshire

State mileage index 3.6, which is 1.1 miles above the national index. Individual cities: Dover, 5.5; Rochester, 5.0; Portsmouth, 4.6; Nashua, 3.9; Somersworth, 3.7; Exeter, 3.6; Manchester, 3.4; Franklin, 3.2; Berlin and Concord, 3.1; Keene, 3.0; Laconia, 1.9. Whereas all the New Hampshire cities save one are above the national index, seven of them are at or below the State average. Dover, Laconia, Keene, Portsmouth, and Rochester have a variation of only 2,000 in population, yet they range from the top to the bottom of the State standing. These New Hampshire cities all operate on a Mayor-Alderman form of government. Exeter is within the "town" classification, headed by a Board of Selectmen.

South Carolina

State mileage index 3.6, the same as that of New Hampshire. Individual cities: Hartsville, 7.0; Rock Hill, 6.1; Columbia, 5.5; Greenville, 4.6; Orangeburg, 3.8; Charleston, 0.7. Of particular note in this list is the fact that all the cities except Charleston are above the State and national index, but the Charleston average is low enough to offset and bring down the State index level. Another interesting question is the reason for Columbia, smaller by some 10,000 population than Charleston, having a mileage average so much higher than the coast city.

Ohio

State mileage index 1.9, the first State of the survey with an average under the national average index. Individual cities: Martin's Ferry, 4.4; Bellfontaine, 3.3; Bexley, 3.2; Toledo, 3.1; Lima, 2.8; Jackson, 2.7; Zanesville, 2.6; Logan, 2.5; Fremont, 2.4; Urbana, 2.3; Coshocton, 1.6; Chillicothe, 1.4; Steubenville, 1.3; Athens, 1.2; Columbus, 1.1; Springfield, 0.5. Within the

list are two cities of over 250,000 population, both large industrial centers. Columbus, on the one hand, shows a mileage index of 1.1, while Toledo is at 3.1.

Missouri

State mileage index 1.3, lowest of the States studied, and with only one municipality above the national mileage index. Individual cities: Joplin, 3.1; Webster Groves, 2.3; Springfield, 2.1; Independence, 1.6; Clayton, 1.5; St. Joseph, 1.4; Sedalia and Richmond Heights, 1.2; Kansas City, 1.0; Jefferson City, 0.9; Carthage, 0.8; Clinton, 0.7. In the Missouri list it is interesting to note that Joplin, with less than 10 percent of the population of Kansas City, operates 30 percent of the mileage shown by Kansas City.

Population Grouping 5,000 to 10,000

Group index 3.1. Individual records: Hartsville, S. C., 7.0; Tupelo, Miss., 5.5; Walpole, Mass., 4.1; Somersworth, N. H., 3.7; Exeter, N. H., 3.6; Bellfontaine, Ohio, 3.3; Bexley, Ohio, and Franklin, N. H., 3.2; Jackson, Ohio, 2.7; Logan, Ohio, 2.5; Urbana, Ohio, 2.3; Athens, Ohio, and Columbia, Miss., 1.2; Clinton, Mo., 0.7.

10,000 to 15,000

Group index 3.7. Individual records: Needham, Mass., 7.6; Dover, N. H., 5.5; Rochester, N. H., 5.0; Portsmouth, N. H., 4.6; Martin's Ferry, Ohio, 4.4; Greenwood, Miss., and Orangeburg, S. C., 3.8; Columbus, Miss., 3.1; Keene, N. H., 3.0; Fremont, Ohio, 2.4; Laconia, N. H., 1.9; Coshocton, Ohio, 1.6; Clayton, Mo., 1.5; Richmond Heights, Mo., 1.2.

15,000 to 25,000

Group index 3.2. Individual records: North Adams, Mass., 8.2; Rock Hill, S. C., 6.1; Hattiesburg, Miss., 4.0; Gulfport, Miss., 3.8; Gardner, Mass., 3.4; Vicksburg, Miss., 3.1; Berlin, N. H., 3.1; Webster Groves, Mo., 2.3; Independence, Mo., 1.6; Chillicothe, Ohio, 1.4; Sedalia, Mo., 1.2; Jefferson City, Mo., 0.9.

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Local Government Survey

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25,000 to 50,000

Group index 2.8. Individual records: Revere, Mass., 5.6; Greenville, S. C., 4.6; Nashua, N. H., 3.9; Concord, N. H., 3.1; Joplin, Mo., 3.1; Lima, Ohio, 2.8; Zanesville, Ohio, 2.6; Waltham, Mass., 2.3; Salem, Mass., 1.7; Steubenville, Ohio, 1.3; Pittsfield, Mass., 1.0.

50,000 to 100,000

Group index 3.2. Individual records: Newton, Mass., 7.6; Columbia, S. C., 5.5; Jackson, Miss., 4.4; Manchester, N. H., 3.4; Springfield, Mo., 2.1; St. Joseph, Mo., 1.4; Charleston, S. C., 0.7; Springfield, Ohio, 0.5.

Over 100,000

Group index 1.6. Individual records: Toledo, Ohio, 3.1; Columbus, Ohio, 1.1; Kansas City, Mo., 1.0.

From the population groupings we observe the fact that every group except that of over 100,000 has a group mileage index higher than the national average. In other words, the large city economy of mileage offsets the record of the smaller cities. Further examination of the population group listing shows that all of them follow a fair tendency toward a "normal curve of distribution" except for the 50,000 to 100,000 classification, where there is a variation from an index of 7.6 to an index of 0.5.

This statistical report should not be considered an adverse criticism of those cities which show a high mileage index. Rather, it is a comparison aimed at giving the cities themselves an opportunity to learn where they stand in relation to others of the same size and others within the same State. High mileage index cities might well examine their official travel policy, and a low mileage index city may be able to provide an answer to the question of how mileage can be reduced.

It is perilous to draw conclusions from a survey of this type, but if the 64 cities in six States are truly representative, it would appear that large cities tend to operate on average of less miles-per-person than do the smaller municipalities. Geographical location does not appear to be a controlling factor in the mileage index.

Commonwealth of Kentucky First State in OPA Region 3 to Win Award of Merit



Governor Simeon Willis receives the Award of Merit from two District Directors of OPA—Left to right: J. Steve Watkins, State Highway Commissioner; Governor Willis; George H. Goodman, OPA Louisville District Director; E. Reed Wilson, OPA Lexington District Director.

The Commonwealth of Kentucky became the eleventh State to receive OPA's "Award of Merit," and the first State in OPA Region 3 to be so honored, when George H. Goodman, Louisville Office of Price Administration district director and E. Reed Wilson, district director of the Lexington OPA office, jointly presented the Award certificate to Governor Simeon Willis.

The Kentucky record which won the Award showed a reduction in official State mileage from 29,713,073 miles in 1941 to 17,918,210 miles in 1944, a saving of 12,584,863 miles—a reduction of 42.4 percent for passenger cars, trucks, and buses. This mileage reduction was estimated to represent a saving of 838,991 gallons of gasoline, 2,288 new, pre-war grade passenger car tires, and 207 new passenger automobiles, as well as an economy of some over \$600,000 in travel costs to the Commonwealth.

In presenting the Award to Governor Willis, the OPA District Directors said: "The Louisville and Lexington district offices appreciate the fine record of automobile mileage conservation made by the

several divisions of our State government through 1944. Particular thanks are due Governor Willis, as well as State Mileage Administrator Thomas C. Taylor and State Commissioner of Highways J. Steve Watkins for the fine contribution to the war effort this saving in automobile mileage represents."

Commenting on the receipt of the Award by the Commonwealth of Kentucky, the Louisville "Times" said, editorially: "Governor Willis and his co-workers deserve congratulations on the substantial reduction in consumption of gasoline and tires, as revealed by the presentation of a special OPA Award of Merit to the State. Wartime curtailment of some activities, such as road building, has no doubt been helpful, but the record of economy could not have been accomplished without general effort. There is always a temptation on the part of operators of publicly owned vehicles to use them generously. If the Governor has been able to tame this spirit, the award is well-deserved."

State Government Mileage Reduction Sets New Record at 37 Percent Below 1941

The prediction made in the July issue of this publication has come true. It was not a "false alarm." Late reports from State governments, though they lowered the over-all percentage of mileage reduction from its level at the time of the July writing, still held it above all previous quarters in the history of the Government Mileage Conservation Program. Dropping from 281,169,149 miles in the first 3 months of 1941 to 177,806,759 miles for a like period in 1945, the saving of 103,362,390 miles constitutes a reduction of approximately 37 percent, as compared with a previous "high" of 34.9 percent.

With this record the first quarter of 1945 makes the nearest approach to the 40 percent reduction objective set by the program, and it may well be the high point of the entire wartime effort of State governments to reduce official travel below the 1941 level.

Marked reduction gains in several States which report large mileage totals swung the over-all average upward to the new level. Noteworthy gains made by the States of Idaho, from 52 to 67 percent reduction; Indiana, from 31 to 39 percent reduction; Massachusetts from 31 to 37 percent; Montana, from 47 to 55 percent; Ohio, from 38 to 46 percent; and Oklahoma, from 40 to 52 percent were the major contributing factors.

States attaining the 40 percent reduction objective of the program included: Connecticut, Georgia, Idaho, Maryland, Mississippi, Nevada, New Hampshire, Ohio, Oklahoma, Rhode Island, South Carolina, and South Dakota.

It is inevitable that changes in the wartime workload of State gov-

ernments will soon begin to shift mileage totals back toward the pre-war level. A study made by the State of New Jersey of miles operated for the Federal government, which appears elsewhere in this edition, shows a portion of the reason for increased mileage. Growing problems of railroad and bus transportation will turn some government travelers back to automobiles for the performance of official duties. Cutbacks in war production within States, postwar plans for public works projects, and a host of other duties must soon have an effect on the mileage reduction effort. Results for the second

quarter of 1945 may possibly hold at or near the record made and reported herewith.

That the mileage reduction of State governments has shown an almost steady gain since the start of the program in 1942 is a good indication of the cooperative attitude of government executives and employees, and is a fair index of the fact that systems established to effect the mileage reduction were based on good common-sense judgment as to ways in which official travel could be reduced without injury to governmental services in the field.

STATE GOVERNMENT MILEAGE

State	First Quarter 1941 Mileage	First Quarter 1945 Mileage	Reduction	Percent
Alabama	7,753,226	5,877,871	1,875,355	24.2
Arizona	3,556,204	2,344,303	1,211,901	34.0
Arkansas	3,775,141	2,913,662	861,479	22.8
California	21,113,039	16,255,282	4,857,757	23.0
Colorado		NO REPORT		
Connecticut	7,768,024	4,248,490	3,519,534	45.3
Delaware		NO REPORT		
Florida	10,440,524	6,565,925	3,874,599	37.1
Georgia	9,920,289	5,814,104	4,106,185	41.3
Idaho	1,754,412	567,728	1,186,754	67.6
Illinois	17,711,244	12,541,873	5,169,371	29.1
Indiana	15,539,887	9,367,767	6,172,120	39.7
Iowa		NO REPORT		
Kansas	5,475,435	3,932,905	1,542,530	28.1
Kentucky	7,000,968	4,606,060	2,394,908	34.2
Louisiana	1,728,159	1,361,984	366,173	21.1
Maine	2,842,938	2,230,172	612,766	21.5
Maryland	3,556,186	2,059,866	1,496,320	42.0
Massachusetts	9,602,856	6,027,627	3,575,229	37.2
Michigan	11,070,306	7,747,386	3,322,920	30.0
Minnesota	4,212,191	2,556,809	1,655,382	39.3
Mississippi	12,691,895	4,859,914	7,831,981	61.7
Missouri	7,510,537	4,513,572	2,996,965	39.9
Montana	1,915,632	864,567	1,051,065	54.8
Nebraska	4,731,047	3,267,154	1,463,893	30.9
Nevada	1,425,504	681,311	744,193	52.2
New Hampshire	2,344,755	967,288	1,377,467	58.7
New Jersey	7,733,376	5,008,977	2,724,399	35.2
New Mexico	3,059,650	2,043,640	1,016,010	33.2
New York	14,023,148	9,854,761	4,168,387	29.7
North Carolina	7,138,802	4,556,125	2,582,677	36.1
North Dakota		NO REPORT		
Ohio	11,027,481	5,958,842	5,068,639	45.9
Oklahoma	6,926,052	3,313,480	3,612,572	52.1
Oregon	3,595,461	3,283,088	312,373	8.6
Pennsylvania	22,140,775	14,114,012	8,027,763	36.4
Rhode Island	2,865,908	1,675,912	1,189,997	41.5
South Carolina	9,883,294	4,538,895	5,344,399	54.1
South Dakota	1,323,197	792,432	530,765	40.1
Tennessee	3,679,829	2,435,377	1,244,452	33.8
Texas		NO REPORT		
Utah		NO REPORT		
Vermont	1,097,821	754,794	343,027	31.2
Virginia		NO REPORT		
Washington		NO REPORT		
West Virginia	4,981,495	3,129,290	1,852,205	37.1
Wisconsin	5,400,000	3,633,479	1,766,521	32.7
Wyoming	852,461	540,035	312,426	36.6

Unique in the history of Award of Merit presentations was the fact that this is the first occasion when two OPA District Directors shared the spotlight in giving the Award. Although the State Capitol is located in the Louisville OPA district, the State is actually nearly evenly divided with the Lexington OPA office as to jurisdiction, and it was most appropriate for the two Kentucky district directors to share OPA's representation in the Award ceremony.

Federal Government Mileage Increases Rapidly; Reduction Now 7 Percent

In contrast with the State government mileage reduction record for the first quarter of 1945, which set a new high level of cutting below 1941 figures, the Federal departments and agencies reached a new "low" in the Government Mileage Conservation Program with a cut of only 7 percent below the mileage operated in the first three months of 1941.

Unexpectedly, the mileage trend in the National War Agencies was toward less mileage than in the previous quarter. War Labor Board, Office of Censorship, Office of Civilian Defense, Office of War Information, Foreign Economic Administration, War Production Board, War Relocation Authority, and Selective Service all operated less miles than in the last 3 months of 1944. In the "old line" agencies, marked mileage increases were shown by Department of Commerce, Federal Bureau of Investigation, Reconstruction Finance Corporation, and Treasury, while the Department of Agriculture dropped out of the "40 percent bracket" for the first time. Only Federal Deposit Insurance Corporation, Federal Power Commission, Federal Trade Commission, and Federal Works Agency attained the 40 percent reduction objective of the program.

FIRST QUARTER MILEAGE—FEDERAL

Department	First Quarter 1941 Mileage	First Quarter 1945 Mileage	Change	Percent
Aero. Advisory Comm.....	55,799	203,118	147,319	+264.0
Archives, The National.....	8,148	9,920	1,772	+ 21.7
Agriculture, Dept. of.....	62,484,874	37,557,037	24,927,837	- 39.8
Budget, Bureau of the.....	4,272	4,580	308	+ 7.2
Civil Aero. Board.....	57,498	62,638	5,140	+ 8.9
Civil Service Comm.....	2,350	2,954	604	+ 25.7
Commerce, Dept. of.....	4,564,784	7,167,702	2,602,918	+ 57.0
Federal Communications C.....	438,370	344,250	94,120	- 21.5
Fed. Deposit Insur. Corp.....	766,769	305,633	461,086	- 60.1
Fed. Power Commission.....	46,846	16,467	30,379	- 64.8
Fed. Reserve System.....	5,935	5,325	610	- 10.2
Fed. Security Agency.....	3,088,460	3,796,894	708,434	+ 12.2
Federal Trade Comm.....	2,580	959	1,621	- 62.8
Federal Works Agency.....	3,562,399	2,003,141	1,559,258	- 43.6
Gallery, National.....	1,377	872	505	- 36.6
General Accounting Office.....	12,000	13,044	1,044	+ 8.7
Interior, Dept. of.....	29,880,207	18,523,737	11,356,470	- 38.0
Interstate Commerce Comm.....	739,346	527,130	212,216	- 28.7
Justice, Department of.....	25,200	32,100	6,900	+ 27.0
Justice, Fed. Bur. of Inves....	1,770,076	6,201,485	4,431,409	+250.0
Labor, Department of.....	1,235,548	1,044,880	190,668	- 15.4
Nat. Housing Agency.....	7,095,170	4,465,148	2,630,022	- 37.0
Park & Planning (Capitol)....	2,900	2,176	724	- 24.9
Panama Canal.....	2,507,978	2,617,528	109,550	+ 4.3
R. R. Retirement Board.....	372,035	362,598	9,437	- 2.5
Reconstruction Finance Cor....	497,997	709,604	211,607	+ 42.4
Sec. & Exchange Comm.....	34,412	25,778	8,634	- 25.0
Smithsonian Institution.....	-----	10,251	-----	-----
State, Department of.....	-----	NO REPORT	-----	-----
Tennessee Valley Authority....	4,112,312	3,046,453	1,065,859	- 26.0
Treasury Department.....	3,668,513	8,825,644	5,157,131	+140.5
Veterans Administration.....	2,019,647	2,187,566	167,919	+ 8.3
Alien Property Custodian.....	-----	2,976	-----	-----
War Labor Board.....	-----	101,589	-----	-----
Office of Censorship.....	-----	87,684	-----	-----
Office of Defense Trans.....	-----	1,060,865	-----	-----
Office of Price Admin.....	-----	11,489,112	-----	-----
Office of Civ. Defense.....	-----	3,810	-----	-----
Office of War Information.....	-----	64,509	-----	-----
Office of Strategic Services....	-----	123,188	-----	-----
Foreign Economic Adminis.....	-----	46,605	-----	-----
War Manpower Commission.....	-----	NO REPORT	-----	-----
War Production Board.....	-----	2,648,322	-----	-----
War Relocation Authority.....	-----	2,738,786	-----	-----
Smaller War Plants Corp.....	-----	421,625	-----	-----
Selective Service.....	-----	1,104,647	-----	-----
Office of Sc. Research.....	-----	-----	-----	-----

31-Month Summary Shows Alabama Saving To Be Over Million Dollars

State Mileage Administrator Allen Hargrove of Alabama has submitted a summary report of the Government Mileage Conservation Program in State departments, colleges, and institutions for the 2 years and 7 months since the opening of the program in November 1942. In addition to the mileage saving, Administrator Hargrove shows a cost saving to the State of Alabama amounting to \$1,070,894.-80 for the 31-month period.

For comparative purposes, Mr. Hargrove has repeated the 1941 mileage total in his compilations for 2 months of 1942, the full years 1943 and 1944, and the first 5 months of 1945. On this basis the accumulated 1941 mileage would total 81,065,575 miles, as compared with an actual 61,466,897 miles operated in the 31 months. This is a saving of 22,222,763 miles, or an over-all reduction of 27.4 percent.

This State summary, following grand total summaries for Federal, State, and local governments which appear or have appeared in this or preceding issues of this publication, give us a fine insight into the scope of the program, and the cost of the miles operated by governments in carrying on official functions.

New Jersey Village Has Fine Reduction in Gasoline Use

A report submitted to State Mileage Administrator Alexander P. Gray of New Jersey by Chester F. Nickerson, Mileage Administrator of the Village of Ridgewood, shows a drop of 38.6 percent in gasoline purchases in 1944 as compared with the year 1941.

This interesting record is on a monthly basis for the years 1941 through 1944, and it reflects a steady downward trend in gasoline purchase since the start of the war. The Village of Ridgewood used 36,135 gallons of gasoline in 1941 and 22,154 gallons in 1944. This is a decrease of 13,981 gallons in 1944 as compared with 1941.

Were it possible to translate this gasoline reduction into a mileage reduction, it is quite likely that Ridgewood would be at or near the 40 percent objective.

Indiana Reports Marked Gain in Reduction To Reach New Level

One of the most outstanding gains in mileage reduction ever reported by a State government is that of the State of Indiana for the first quarter of 1945. The record filed by State Mileage Administrator, Everett E. Jones, shows the "Hoosier" State to have attained a reduction average of 39.7 percent below the first quarter of 1941, a jump of better than 13 percent over the reduction reported for the fourth quarter of 1944.

The mileage saving in the 1945 quarter totals 6,172,120 miles, a saving increase of 1,953,946 miles over the last 1944 reporting period. Analysis of the two successive quarterly reports shows that the biggest gain in mileage reduction was made in passenger automobiles, which showed a reduction of 25.8 percent below 1941 for the last quarter of 1944, but jumped to a reduction of 43.9 percent for the first 3 months of 1945.

The 39.7 percent mileage reduction is the best record made by the State of Indiana since the start of the Government Mileage Conservation Program.

Now Over 5,000 Mileage Administrators Seek Reduction Goal

According to the most recent tabulation, 5,151 Government Mileage Administrators have been named to participate in the conservation of official travel of government vehicles. This total is comprised of 56 "national" Mileage Administrators of Federal departments, 48 State Government Mileage Administrators, 3,765 local Government Mileage Administrators, and 1,282 deputy or assistant Mileage Administrators in field offices of Federal and State departments.

In addition to this group, we now have 997 local Board Coordinators of Government Mileage at work on the program, and more are being designated daily. Although the list of Mileage Administrators grows more slowly, no week passes without new names being received for the record. The State of Pennsylvania is undisputed leader in the number of local Mileage Directors.

Local Governments Make Slight Gain in Quarterly Reduction

Three hundred and eighty-one reporting local units of governments in 18 States, together with the report of the District of Columbia, show a gain over the 1944 year reduction average, having saved some 20 million miles for a cut of 30.1 percent below the 1941 level. The reports from the States of New York and Pennsylvania were received too late for inclusion in this tabulation, as were a number of additional reports from the State of Michigan.

Interesting highlights in the report for the first quarter included the 85.9 percent mileage reduction of Butler County, Mo., which not only topped the list of counties, but passed all city, State, and Federal records for the 3-months period. This reduction is doubtless one of the greatest reported by a unit of government since the inception of the program. An "old-timer" in the leadership ranks, Pentwater, Mich., led the municipal reports with a reduction of 81.4 percent below 1941.

In addition to these, the following local governments reached the 40 percent reduction objective for the quarter: Cherokee County, Ala.; Cullman, Ala.; Opelika, Ala.; Sumter County, Ala.; Tuscaloosa, Ala.; Tuscaloosa County, Ala.; Lake Odessa, Mich.; Attala County, Miss.; Cleveland, Miss.; Jefferson Davis County, Miss.; Clayton, Mo.; Clinton, Mo.; Cole County, Mo.; Joplin, Mo.; Saline County, Mo.; Lebanon, N. H.; Bogata, N. J.; Guernsey County, Ohio; Jackson, Ohio; Logan, Ohio; Morgan County, Ohio; Woonsocket, R. I.; Richland County, S. C.; Whitmire, S. C.; and Walla Walla County, Wash.

The quarter is also distinguished for a report which showed the greatest mileage increase in the history of the program. A town in Mississippi recorded a jump of 374 percent in 1945 mileage over 1941. Large city mileage reductions were led by the City of New York, and Kansas City, Mo., both in the high 30-percent bracket.

Reports for Illinois local governments were summarized, and no individual mileage breakdown is available, at present, for tabulation purposes. It is expected that a number of Illinois municipalities will shortly qualify for the "Award of Merit" when detailed figures are received.

RESULTS—LOCAL GOVERNMENT MILEAGE PROGRAM FIRST QUARTER—1945

State	Local Units Reporting	1941 Mileage	1945 Mileage	Reduction	Percent
Alabama.....	25	3,377,469	2,423,358	954,111	28.2
California.....	2	157,836	222,501	+ 64,665	+ 40.9
Dist. of Columbia.....	1	2,206,443	2,044,210	162,233	7.3
Illinois.....	170	7,852,241	5,622,907	2,229,334	28.3
Indiana.....	3	206,132	151,176	54,956	26.6
Kentucky.....	2	551,216	430,754	120,462	21.8
Massachusetts.....	9	1,589,700	1,583,986	5,714	.3
Michigan.....	11	412,238	362,352	49,886	12.1
Mississippi.....	18	1,263,763	904,450	359,313	28.4
Missouri.....	36	1,821,611	1,300,378	521,233	28.6
Nebraska.....	1	2,300	2,000	300	13.0
New Hampshire.....	10	788,151	670,793	117,358	14.8
New Jersey.....	11	509,999	379,839	130,160	25.5
New Mexico.....	2	171,236	120,304	50,932	29.7
New York.....	2	33,392,659	20,620,360	12,772,299	38.0
Ohio.....	52	4,093,163	3,374,867	718,296	17.5
Rhode Island.....	7	1,606,763	1,200,155	406,608	25.3
South Carolina.....	12	1,309,608	1,040,012	219,596	16.7
Washington.....	7	2,644,296	2,198,886	445,410	16.8
		63,956,772	44,703,288	19,253,484	30.1

Two-Year All-Government Saving Passes Billion-and-a-Half Mile Mark

The 2-year mileage saving of Federal, State, and local government, as reported to the Office of Price Administration under the government Mileage Conservation Program, has passed the billion and one-half mile mark. With a 2-year mileage reduction average of 24.5 percent, the reporting units have saved 1,621,605,082 miles.

Making up this staggering total is the outstanding record of the State governments, which, with a mileage reduction of 33.3 percent below 1941 for the 2-year 1943 and 1944 period, have contributed 811,812,579 miles to the total. The county, city, and town units of government, for the same biennium, have cut 21.7 percent below 1941 to add another 646,484,473 miles to the grand total. The Federal Government, excepting the War and Navy Departments, Maritime Commission, and Post Office Department, reports a saving of 163,308,-

030 miles for a drop of 13.6 percent below 1941.

It is almost impossible to translate over one billion, six hundred million miles into terms which we can comprehend. Tables of distances, save for astronomical measurements in "light years," are all too small. But as an attempt, it can be pointed out that this mileage would allow the movement of every passenger automobile in the United States—all 24 million of them—for a distance of 67½ miles, or far enough to use up over one half of a month's basic "A" ration before the June increase. In terms of the old favorite comparison of the number of times around the world, this mileage saving amounts to 64,854 circumnavigations of the globe.

Getting back to the usual OPA comparison in terms of gasoline, tires, and automobiles, it appears that 1,621,605,082 miles means the

saving of 108,107,005 gallons of gasoline, some 294,728 new, pre-war grade passenger car tires, and approximately 27,026 new passenger automobiles. As for cost saving to governments, the mileage reduction saved about \$81,000,000.

Rapidly adding to the 2-year saving total is the mileage reduction being reported by governments for the first quarter of 1945. With the second 3-month period of the current year now being tabulated, it will soon be possible to forecast the 1945 contribution to mileage conservation.

Mileage Administrators of States Prophecy Mileage Increase

For the first time since the start of the Government Mileage Conservation Program in 1942, a considerable number of State Mileage Administrators who have been contacted on field trips have expressed the belief that official mileage must start to increase in the summer of 1945.

The general reasons given for the viewpoint include growing post-war plans, particularly for highways and other public works, additional duties placed on departments by legislatures which met in 1945, and additional work in cooperation with many agencies of the Federal Government.

Louisiana Report Brings Total Figures Up To 47 States

With the filing of a report on State government mileage for the first quarter of 1945 by G. M. Meredith, Mileage Administrator of the State of Louisiana, the total number of reporting State governments reached 47 for the first time in the history of the Government Mileage Conservation Program.

The Louisiana result, although below the national average of the States, was admittedly based on incomplete figures, and the report for the first quarter will doubtless be revised. Figures for the second 3 months should give a more accurate index of the Louisiana position.

The cost saving to the State for the first quarter of 1945 was figured at better than \$10,000.

STATE OF MARYLAND RECEIVES AWARD



OPA District Director Leo H. McCormick is here shown giving the "Award of Merit" to Governor Herbert R. O'Connor of the State of Maryland. Left to right: W. Randall Barrett, OPA District Gasoline Representative; Director McCormick; Governor O'Connor; William B. Connolly, OPA District Rationing Executive; J. Allison Ballenger, OPA District Mileage Conservation Representative.