

tractors from outside the locality and in some cases, from outside the State would be free to bid on such jobs and undercut the prevailing wage and living standards in the community.

It should be clearly understood that the inclusion of prevailing wage provisions as provided for in the Davis-Bacon Act on Federally-assisted projects does not increase the wage rates in a community. The Davis-Bacon provisions are designed purely to protect local contractors and building tradesmen in the area from the incursions and underbidding of outside contractors. Thus, the Act is designed to prevent such undercutting of community living standards by requiring contractors to pay workers on Federally-aided projects as much as the prevailing wage rates in the local community and place contractors on equal competitive terms.

The Department feels that the omission of the prevailing wage provisions of the Davis-Bacon, as amended, must be an oversight and strongly urges that this provision be incorporated in H.R. 12770. We feel that such a provision is definitely necessary so as to assure that such protection will apply to any agreement or lease entered into between the Federal Government and the Washington Terminal Company in carrying out the purposes of this bill.

Enclosed is a copy of a proposed provision. In our opinion, the language of this provision is necessary to assure that workers on all construction projects authorized under the provisions of this Act are paid the prevailing wages. We strongly urge that this provision be incorporated in the final version of this legislation.

With best wishes, I am,
Sincerely,

WALTER J. MASON,
Director of Legislation.

Labor standards

(a) All laborers and mechanics employed by contractors or subcontractors on projects assisted directly or indirectly under this Act shall be paid wages at rates not less than those prevailing on similar construction in the locality as determined by the Secretary of Labor in accordance with the Davis-Bacon Act, as amended, (40 U.S.C. 276a-276a-5), and every such employee shall receive compensation at a rate not less than one and one half times his basic rate of pay for all hours worked in any work week in excess of eight hours in any work day or forty hours in the work week as the case may be. No federal aid provided for, under this Act, shall be approved unless there shall have been previously obtained adequate assurance that these labor standards will be maintained upon the construction work.

(b) The Secretary of Labor shall have, with respect to the labor standards specified in subsection (a), the authority and functions set forth in Reorganization Plan Number 14 of 1950 (15 F.R. 3176; 64 Stat. 1267; 5 U.S.C. 133z-15) and section 2 of the Act of June 13, 1934, as amended, (48 Stat. 948; 40 U.S. 276c).

AMERICAN MOTORIST,
Washington, D.C., October 13, 1967.

Hon. KENNETH J. GRAY,
Chairman, Subcommittee on Public Buildings and Grounds, House Public Works Committee, Washington, D.C.

DEAR CONGRESSMAN GRAY: Enclosed is a proof sheet of an editorial which will appear in the November issue of the *American Motorist* Magazine, official publication of the D.C. Division of the American Automobile Association.

The D.S. Division, AAA, endorses House Bill 12823 concerning establishment of a National Visitors Center at Union Station. We would like to have the editorial included in the testimony in support of this legislation.

Sincerely yours,

GLENN T. LASHLEY, Editor.

[From the American Motorist magazine]

NATIONAL VISITOR CENTER

Relief is in sight for the poor harried tourist, hot and hungry, trapped in a traffic circle, unable to find a parking space, a hotel or the Smithsonian. The National Visitor Center Study Commission has issued its final report which causes one to wonder how the city has gotten along without the facilities now contemplated.