

record. Let me say this, I am keenly concerned about the objective of the conservation programs, but there is a question here of balance between conservation objectives and safety. I would like to know what your experiences have been with the conservation organizations in your State relating to the removal of some of these esthetic trees.

Mr. MORTON. Amazingly enough we have had very little interference from the conservationists.

Mr. CLAUSEN. I see.

Mr. MORTON. I think maybe that is because we have such a luxurious wooded growth that the removal of these trees does not show up as much.

Mr. CLAUSEN. Thank you, Mr. Chairman.

Mr. CLEVELAND. Mr. Chairman.

Mr. BLATNIK. Mr. Cleveland.

Mr. CLEVELAND. Mr. Chairman, I would just like to make one comment that brings back many memories. I was in the State senate at the time the legislation was enacted that I think launched this program of the New Hampshire Department of Public Works to take down some of the trees. I remember the debate we had at the time, whether some of the trees were dead or decaying because of the salt that the highway department was using on the roads. I am not sure that debate has ended. It brings back many memories of that legislative debate.

Mr. CLAUSEN. I wonder if the gentleman from New Hampshire could give me a copy of the debate. We have the same problem in California.

Mr. BLATNIK. Mr. May.

Mr. W. MAY. Mr. Eugene Johnson, your statement covers a number of topics which we as a subcommittee will be looking into in the coming months. We certainly appreciate your views concerning it.

However, today we will discuss for the most part in the time remaining, the roadside hazard problem.

First, however, I go to your statements on page 3, paragraphs 6 and 7.

Mr. BLATNIK. Page 3, paragraphs 6 and 7.

Mr. W. MAY. It is mentioned that the 1936 fatality rate was 15.5, and we find the fatality rate for the Nation today to be 5.5 and the interstate rate is 2.5.

Mr. Kopecky of the staff has brought together certain information concerning statistics and rates which might be helpful to us. Mr. Kopecky, would you begin?

Mr. KOPECKY. Yes, Mr. May. I would like to make three points. The first one is an analysis of deaths, motor vehicle deaths, and compared with vehicle miles of travel. The second point will be discussion of studies as to what points on or off the road were the scenes of these fatal accident events. Third is an analysis of what type of road system was involved.

With regard to the first point I would like to use these two charts. The first one is this mimeographed chart of motor vehicle deaths, and the other one is this chart behind Mr. Johnson.