

1966, 70 percent of all crushed stone produced in the United States was limestone and 60 percent of all limestone was used as road stone or concrete aggregates. Needless to say, the limestone industry has been significantly affected as this Nation increased its ABC funds, first to \$400 million, then to \$700 million, then to \$825 million and then by \$25 million annual increments to \$1 billion. Unfortunately, many seem to assume that now that we have reached the "magic" figure of \$1 billion a year, we have "arrived." I know this committee well understands that the needs of the ABC networks are continuing to grow—actually more nearly on a geometric scale than a regular annual increase.

Previous testimony of our organization has repeatedly urged not just an annual increase of \$25 million a year but \$50 million a year, if we hope to keep pace in this vital system. While we recognize that the new studies are going to encompass this system, hopefully with a major new approach to the primary phase, we should not—yes, cannot—delay until the new approach is finalized.

This aggregate industry, which grew from 300 million tons in 1930 to 1.1 billion tons in 1960, expects to more than triple this figure by 1980. The median projection is 3.8 billion tons.

We, in the limestone industry, are perfectly willing to do our part in expanding to take care of this Nation's needs. However, I cannot overstress that as we commit millions of dollars to the purchase of capital equipment needed to double and triple our productive capabilities, we need to have assurances that cutbacks in announced programs will be held to an absolute minimum. These expansions are not only costly—which, obviously, must be passed on—but can actually put companies that have become too extended out of business.

The temporary freeze of Federal funds in 1967 delayed the 41,000-mile Interstate Expressway System a year, highway officials say. Even though most of the Federal funds were restored, highway programs can't be turned off and on like a spigot. It is easier to restore money than time.

Fifty-two thousand highway fatalities in 1967 and 3,650,000 injured on our highways is obviously something our civilized Nation should be concerned with. However, let us relate this to a daily figure of 140 killed and 10,000 injured, but these statistics sometimes also seem empty unless we relate to something. Imagine the public outcry if the Defense Department announced 140 servicemen were being killed and another 10,000 wounded every day in Vietnam. Add the results of all other forms of injury-producing violence that America is plagued with and you still have only one-tenth of the traffic accident total. Doesn't there seem to be an answer in reducing this slaughter on our highways? Yes, we are finding an answer in our travel on interstate-type freeways as they are twice as safe as the roads they have replaced. And, although they represent less than 1 percent of total highway mileage, these new freeways are carrying over 10 percent of all traffic, and decreasing loss of lives by 5,000 per year. Highways can be built to meet increasing traffic demands and, at the same time, greatly reduce the death and injury rate; and the job can be done for considerably less than the \$10 billion that Americans waste annually in direct economic losses resulting from highway accidents.