

establish for the Interstate System of the operating engineers in Delaware who will be making \$8.49 by that time.

Mr. FALLON. That would be \$3 billion a year increase.

Mr. GILVIN. If the present wage trend keeps going up in my area where I live and our company's records show that the average in all of the highway work that we do, the bridges, the dirtwork, and the asphalt work and all of it, why about one-third of what we take in is labor and if a third of \$56 billion is what we are looking at and you add the present trend to labor or onto that, you are pretty near going to double it if it goes up like it has been.

For instance, in Missouri they are striking, as I said, for \$5 and something like an increase to \$7.02 per hour. If you are going to get that kind of increase, you are going to go to \$18 billion.

Mr. SPROUSE. We are talking in a few years of \$100 per day for mechanics on highway construction.

Mr. KLUCZYNSKI. It seems only a few years ago when we passed the Interstate Highway System, the father of the system, Mr. Fallon, the chairman of this committee, we all remember in those days talking about spending \$27 billion to complete the Interstate Highway System in 16 years, which would be a completion date of 1972.

You went up to 1973 and 1974, and now we are talking about 1975, and the trust fund dies in 1972, so we will have to have an extension and whether we should extend it to 1975 when here we are up to \$56 billion, we are about 66 percent complete, and if we do not complete that Interstate Highway System, it will cost a lot more next year.

So as Mr. Cramer said when he started the hearings, this 1968 is the year. We must do something with the highway system in the country this year.

Mr. SPROUSE. If I may, Mr. Chairman, I think the average wage on the highway construction industry when you passed this in 1956 was a little over \$3 per hour and today it is up to \$5 per hour.

Mr. KLUCZYNSKI. Mr. Cramer?

Mr. CRAMER. Thank you, Mr. Chairman.

I thank the gentlemen for their very kind and unsolicited remarks. I do appreciate it a great deal. That is kind of an introduction to my question.

I will say at the outset that so far as I'm concerned as one member of the committee, it is not my intention to vote for anything that I think is going to increase the cost of this program—period.

We are in serious money troubles now and getting more serious. So far as I'm concerned, if I am satisfied with the legislative extensions if it is going to do that, I am happy. I do not plan to support it as one. I understand some wires were sent to some of the State administrations relating to your AGC chapter, relating to what they estimate the increased cost would be if the AGC system had it applied to them.

I understand, for instance, that in the State of Florida on behalf of the west coast AGC, they had indicated a result about 25- to 30-percent increase; is that correct?

Mr. SPROUSE. Yes, sir. That was a spot check, Mr. Congressman, and not all of these States were covered.

Mr. CRAMER. I understand also that in Louisville, Ky., it is estimated that it will increase about 20 percent. Is that correct?

Mr. SPROUSE. Yes, sir.