

MEMORANDA TO W.M. AIKMAN FOR THE COMMITTEE ON AUDIT AND FINANCE
RESPECTING THE D. M. SHREVE AFFAIRS. (SUPPLEMENTING MEMORANDA
SUPPLIED TUESDAY, August 22, 1923).

The printing account of the 10,000 booklets of Johnson the printer is stated over the phone to be about \$580.00. Understand this order was given through pr. Fred B. Johnston. By way of comparison of costs, 10,000 historical booklets, copy herewith, were printed under my direction in December, 1921, for \$151.50. Additionally, estimates secured today for printing 10,000 section maps according to the form and principles agreed upon before I went East will cost \$90.00 to \$100.00. The responsibility for this account with Johnson the printer is not clear. The agreement appears that the OST and Shreve jointly were to pay for this printing. Shreve was to supervise the printing work. The order was given I believe through pr. Fred B. Johnston, and the agent at the printing office appears to be charged to the OST. In order to figure the damages, the following an approximation:

If Shreve pays no part of the Johnson printing account, there is \$580.00 there due. Since my return to San Antonio, I have refused to receive these books, but the printer today on the phone says that Dr. Fred B. Johnston has ordered them sent out and that some have already gone.

If new section maps are gotten out according to the principles intended and based upon these figures secured today there will be a cost of, say about \$235.00 for printing the sections San Antonio to Orange and San Antonio to El Paso.

The cost of making the two map plates will probably be \$30.00. I have no information about the accounts for the plates in the present book.

Before new section maps can be intelligently made up and printed, it would be necessary for some one to go over the route from El Paso to Orange and recheck everything. There can be no confidence placed in any of the material now in hand in this office. This rechecking would cost from \$300.00 to \$400.00, for about 2500 miles of auto travel would be involved in addition to the services of a man.

Shreve was also required to mark the highway where not marked. My observation of his work between Orange and Beaumont shows it must be done over if the credit and standing of the organization is to be maintained. Reports I have from the west check up with my observations in the Orange-Beaumont section. It is difficult even to approximate the costs involved in correcting the damages from this improper marking. A unit of calculation is about \$1.50 per mile. Largely guessing, but basing the guess on such information as I have, the remarking to bring the marking to the standards ordered could easily reach \$500.00, for a range of about 1000 miles of highway is involved.

If the remarking and rechecking of this additional material could be placed in the hands of one man, costs would be lessened materially, but the issuance of these maps would be delayed; and inasmuch as the first collections and promises on this map work began last March and the people are writing and complaining, it seems important to consider means for getting these sections maps out.