

DAILY EAST OREGONIAN, PENDLETON, OREGON, SATURDAY EVENING, APRIL 22, 1932.

# CONSTRUCTION KEEPS PACE WITH BILLION DOLLAR PROGRAM

## 6,000 MILES ASPHALT PAVING LAID DURING 1921 ON U. S. ROADS

partments indicate that twenty-three million square yards of asphalt were laid on the state highways while the area laid in counties and other districts brought the total to 6,000,000 square yards, equivalent to 6,000 miles of asphalt pavement 18 feet wide. This is more than sufficient to built one asphalt road eighteen feet wide from Augusta, Me., to San Francisco, Cal., and another from Augusta, Me., to New Orleans.

According to engineers, a great change has come over road and street building with the realization that the material in a road should not absorb water, but should be water-proofed. Not only does rain sometimes destroy a road but when frost comes, it will often heave the pavement and foundation. On the other hand, a prolonged drought may be very harmful to plain macadam surfaces which become dusty and ravel.

Impact is the new and destructive enemy of pavements, according to engineers. When a loaded motor truck, weighing with its load, 22,500 pounds, and moving at a rate of fifteen miles an hour, encounters an obstacle on the highway sufficient to give the wheels a drop of one inch the effect upon the road is practically the same as though the total weight were multiplied by six. In a sense the truck becomes a projectile and batters the pavement by mighty impacts. Two methods of resisting impact have been developed among highway engineers, one being to design a rigid structure which will withstand the impact of an armor plate is expected to withstand the projectile. This method is an effort to match the strength of the destructive agent with an equal or superior strength on the part of the defensive agent. It calls for a constantly increasing thickness of slab and more reinforcement, just as more powerful guns and increasingly effective armor-piercing projectiles call for thicker armor. This method has found considerable favor in the Eastern states, but on the Pacific coast engineers have for the past quarter of a century been practicing another method of construction, to which they point as an infallible solution of the impact problem.

In California and Oregon exper-

## Germany Has Its Coal Troubles, Too



Hoops of coal discarded because of poor quality in more affluent days are now being reclaimed in Germany because of the coal shortage. If the present coal strike in America engineers similar reclamation may be reconnected here next fall.

need highway engineers, for instance, do not attempt to stop the mighty impact of the motor truck in its tracks, so to speak, but they cushion the shock. They construct an elastic slab which clings close to the earth beneath and absorbs the shock. The western engineers argue that if you put shock absorbers in the vehicle why not put them in the road? They point to repeated tests, which have shown that an elastic or resilient slab shows more than double the resistance to shattering than has been shown by a rigid slab of similar thickness and design. At Visalia, California, there is such a pavement, composed of seven inches of stone and asphalt, laid in 1894 and in good condition today with no outlay for maintenance during twenty seven years. More than 12,000,000 yards of this so-called "black base" type of pavement have been laid on the Pacific coast and over four-fifths of this large yardage is not over five inches in total thickness.

## FRANKLIN REPORTS 75% INCREASE IN UNFILLED ORDERS 1ST HALF APRIL

SYRACUSE, N. Y., April 22.—Unfilled orders on the books of the Franklin Automobile Company are now 75 per cent ahead of same date in March. The total is considerably in excess of one month's actual production.

Well drillers at work for the Mount Angel Producers' Packing company struck a flowing well on their ground at a depth of 47 feet. Other drilled wells in the vicinity are from 190 to 290 feet.

## OREGON ROADS

Reported by State Highway Commission.

### Pacific Highway

Portland-Oregon City: Willamette river bridge at Oregon City closed for construction. Traffic from Portland for Oregon City and points south should take east side route via Milwaukie or 82nd street, both of which are paved throughout. Traffic for Queens and West Linn should take west side route which is paved to Bolton and gravelled from there to West Linn. Oregon City-Cambly-Savem: Paved except short gap at Pudding river bridge.

Salem-Jefferson-Albany: Paved. Albany-Corvallis-Junction City-Eugene: Gravel Albany to Corvallis. Paved to Eugene.

Eugene-Roseburg-Grants Pass-Medford-California Line: Large proportion paved, balance road macadam. Dry pavement over the Siskiyou mountains this date.

Columbia River Highway. Portland-Astoria: Paved except one mile through Hatter which is under construction. Detour via old road is rough, but firm and passable.

Portland-Cascade Locks-Hood River-Mosier: Paved.

Mosier-The Dalles: Paved except four miles of macadam. Contractors have started hauling rock on the Mosier to Rowena section. Traffic cautioned to watch for trucks and loose rock on the grade.

The Dalles-Arlington-Umatilla-Pendleton: Macadamized entire distance and in good condition.

### Coast Highway

Astoria-Seaside: Paved via Warrenton. Warrenton cut-off 1.2 miles of good macadam saves 1.2 miles of distance, open only to touring cars and light traffic.

Seaside-Miami: Gravelled or roaded entire distance but rough and rutted in places; passable but slow going.

Miami-Wilson River: Gravelled, good condition.

Wilson River-Tillamook: Paved. Tillamook-Beaver: Paved except three miles at Pleasant Valley which is under construction. Detour via old road, gravelled and fair condition.

Beaver-Hobo: This section is under construction and closed at Farmer Grade from 8:30 a. m. to 12:30 p. m. and 1:30 p. m. to 5:30 p. m.

Hobo-Pacific City Junction Gravelled in fair condition.

### West Side Highway

Portland-West Dayton: Paved. Traffic for McMinnville and points beyond will find all paved route via Dayton and Three Mile Lane.

West Dayton-St. Joseph: Gravelled and in good condition.

St. Joseph-McMinnville: Paved. McMinnville-Amity: Yamhill river bridge at Whiteson now open and traffic taking direct road. Highway unsurfaced and closed but traffic follows old road while his gravelled and in fair condition.

Amity-Holmes Gap: Paved except three-fourths mile near Holmes Gap which is gravelled and safely passable, but rough.

Holmes Gap-Rickreall: Gravelled and safely passable, but rough.

Holmes Gap-Rickreall: Gravelled and mostly fair condition. Rough in places but all safely passable.

Rickreall-Monmouth-Independence: Paved.

Independence-Corvallis: Take road via Suver; gravelled to Benton county line; paved county line to Corvallis.

Corvallis-Junction City-Eugene: paved.

McMinnville-Tillamook Highway. Portland - McMinnville - Sheridan: Paved.

Sheridan-Willamina-Grande Ronde Res Ranch: Good macadam.

Res Ranch-Dolph: Closed to all trucks and heavy traffic; road rutted in places but passable for light traffic with careful driving in passing.

Dolph-Hobo: Good macadam.

Hobo-Tillamook: See coast highway. Road under construction and closed at Farmer Grade 8 a. m. to noon and 1 p. m. to 5 p. m. daily.

Tualatin Valley Highway.

Portland-Forest Grove - Junction West Side Highway at St. Joseph: Paved except short gaps at Scoggins creek and Tualatin river bridge.

Mt. Hood Loop.

Portland-Sandy: Take Powell Valley road which is paved to Gretham and gravelled; in good condition to Cottrell; thence via Bluff road, gravelled, rough and rutted in places but safely passable.

Sandy-Salmon River: Highway impassable. Detour via Marmot road which is mostly planked and in fair condition, all safely passable.

Salmon River-Zig Zag: Unsurfaced but sand and gravel soil and safely passable.

Oregon Washington Highway.

Pendleton-Washington State Line: Paved and open; drive slow at caution signs where maintenance work is in progress. One detour eight miles from Pendleton, bridge out.

Pendleton-Pilot Rock: Five miles good earth road; ten miles of macadam.

Pilot Rock-Butter Creek-Jones Hill: Frost is going out of the ground; this road is very rough; should be in fair condition in about one week.

Jones Hill-Heppner: Same as above.

Heppner-Gilliam County Line: 60 per cent macadamized; all in very good condition.

Gilliam County Line-Heppner Junction: Fair with many sharp curves; drive carefully.

Pendleton-Cold Springs Highway.

Pendleton-Holdman: Fair county road.

Holdman-Cold Springs: 45 per cent macadamized; impassable near Cold Springs until macadamized on account of sand.

**Pendleton-John Day Highway.**  
Pendleton-Pilot Rock: Five miles of good earth road; ten miles of macadam.  
**Pilot Rock-Ukiah-Long Creek-John Day:** Closed to any traffic but teams.  
**Old Oregon Trail.**  
Pendleton-Foot of Cabbage Hill: Open; macadamized.  
Foot of Cabbage Hill-Hilgard: Closed by snow.  
Hilgard-La Grande: Open but very rough.  
La Grande-Hot Lake: Pavement and macadam; good construction.  
Hot Lake-Union: Open; short detours necessary. Cross track just east of Hot Lake, detour marked to main highway; detour just east of Union at small bridge.  
Union-Haines: Excellent macadam.  
Haines-Baker: Macadam soft in spots; drive carefully.  
Baker-Nelson: Mudholes in places but passable.  
Nelson-Huntington: New standard grade; detour 2 1-2 miles in length from Gales crossing to eWatherby bridge; use old road which is very rough. eTour 1-4 mile at Jordan creek, very rough, detour of 1 mile from Lime to Huntington overhead crossing; use old road which is in fair condition; detours of half mile from Pope and Stanfield ranch to Binder ranch, use old road, in fair condition. The detours on this section are well marked, but care should be used as they are very rough. Use chains.  
Huntington-Weiser (via Olds Ferry): Fair condition; Oregon side closed.  
Weiser-Ontario: Excellent macadam.

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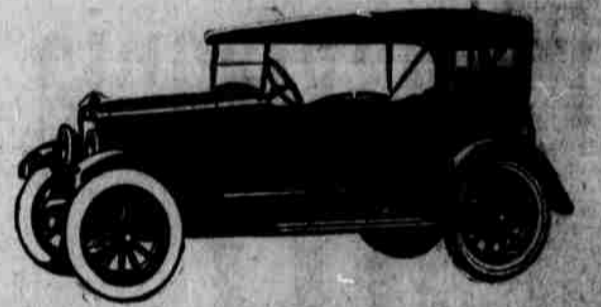
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