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**RAPID PROGRESS IN ROAD CONSTRUCTION**

State Highway Chief Reports Addition of About 1200 Miles of Paving

Illinois is making very marked progress in road construction, even though weather conditions recently have been a source of delay. According to the construction report issued by the state division of highways, a total of 796 miles of pavement has been completed thus far this year. This is approximately 115 miles more than had been completed at the same time last year.

During the week ending September 4, 47.58 miles of pavement were completed. 105 paving mixers, 9900 men, and 2475 teams were employed on the highways of the state in that week. Frank T. Sheets, chief state highway engineer, in discussing the road situation, stated: "The people of the state are justly proud of the great strides Illinois is making in road work. While all of us appreciate the great convenience afforded by hard roads, very few realize their meaning in dollars and cents."

**Save By Motor**  
 In recent years, there has been considerable research work conducted to learn the comparative cost of operating motor vehicles on various types of road. It has been established that when a road carrying 500 vehicles per day is surfaced with a high type pavement, an annual saving of approximately \$6,575 per mile will be effected. All of Illinois' trunk line highways carry an average of at least 500 vehicles a day; many of them carry several times that number.

**Add 1200 Miles**  
 The present year will see about 1200 miles added to the state's paved road system. This year's construction alone, then, will afford a saving of approximately \$8,000,000 each year for many years to come. If traffic on these roads should average 1000 vehicles per day—a figure which may reasonably be expected—the saving in one year will amount to nearly \$16,000,000. In other words, the roads constructed this year will add to the wealth of the state between \$8,000,000 and \$16,000,000 annually. In comparison with such savings, interest charges for bonds to finance this road construction sink into insignificance."

**STATE IS SEVENTH IN EXPORT TRADE**

Illinois' export trade for the six months ended June 30 amounted to \$104,112,065, according to statistics just received by the department of commerce. Occupying seventh place among the fifty-two states and regions of the Union included in the tabulations, Illinois was headed by New York, Texas, Pennsylvania, New Jersey, California and Louisiana. Of the states following in the leading ten of the United States were Michigan, Virginia, and Ohio.

Lard shipments topped the list of commodities with valuations of \$21,593,406, followed by agricultural machinery amounting to \$13,645,580, hams and shoulders, \$5,474,170, bacon, \$4,916,032, electrical machinery and apparatus, \$4,469,295, and cornstarch totaling \$3,640,429.

This is the second time in the history of government trade statistics, according to Dr. Julius Klein, director of the bureau of foreign and domestic commerce, under whose charge the figures were compiled, that an attempt has been made to show the position of the different states in the never ending struggle for export trade. It is planned to issue these figures quarterly.

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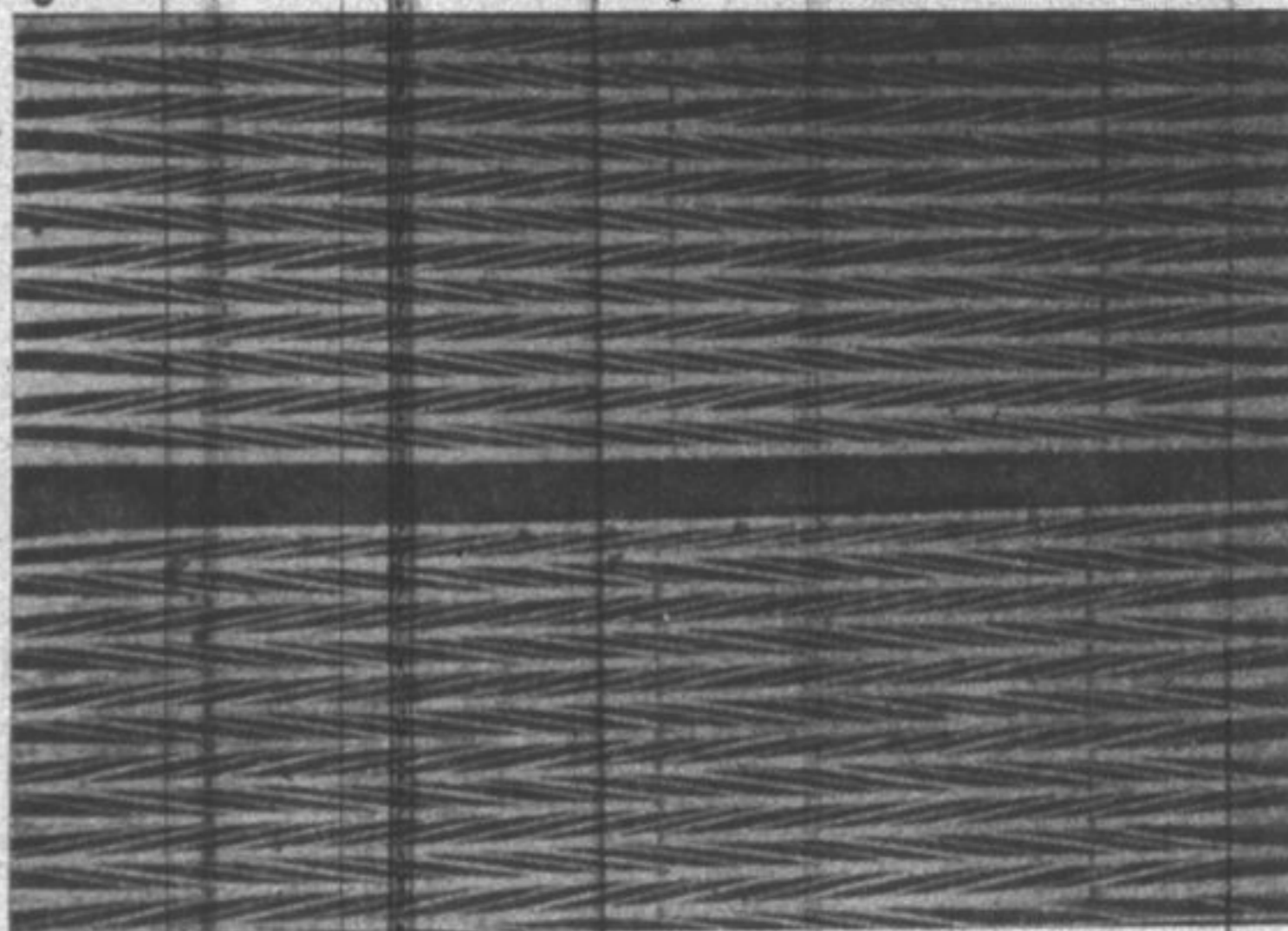
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Comparative tests made by Robert W. Hunt & Co., Engineers

**Results of Test**

Load Applied in Pounds	Actual Movement of Upper Sill	Expanded Wood Lath	Standard Wood Lath
200	0.06	0.06	0.06
400	0.15	0.13	0.15
600	0.26	0.20	0.26
800	0.39	0.29	0.39
1000	1.07	0.37	1.07
1200	1.93	0.51	1.93
1400	2.65	0.67	2.65
1600	5.12	0.92	5.12

IDENTICAL panels with frames four feet high and eight feet long, constructed with sills and studs 7 1/2 x 3 1/2 in. and studs placed 16 in. on centers, were prepared. FRAME A had one side covered with 1/2 x 6 in. dressed sheathing nailed at each stud with 8D nails, and the other side covered with common lath spaced 2 in. on centers and staggered in the usual way.

FRAME B was covered on both sides with Expanded Wood Lath sheets 8 ft. long and 16 in. wide, fastened at the juncture of each rib and stud with 5D nails. In testing these panels the bottom sill was clamped to the base of testing machine and the pull applied to the top sill in the direction of its length.

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