

5 NEW DETOURS MARK PROGRESS OF ROAD WORK

U. S. 31 South of Columbus
Has Been Opened for
Traffic.

Establishment of five new construction detours this week was pointed out today by the State Highway Commission as evidence of the speed with which the 1936 construction program is proceeding.

Detours were lifted from Road 350, from Osgood to Milan, and on U. S. 31, south of Columbus. Detours in effect include:

Road 1. Detour over city streets in Hagerstown.

Road 2. Closed three miles from west of Westville east and north over county bituminous and gravel roads; detour from Mahanwa to Elkhart is 4.5 miles over county pavement.

Road 3. Detour from Butler east is three miles over Road 1 and county road; detour over city streets in Gary.

Road 6. Drive carefully from junction Road 67 south of Pendleton to Hartsdale.

Road 13. Detour three and one-half miles over all main and gravel from one and one-half miles north of junction Road 21 to junction Road 21; detour three miles over gravel road from Wabash to junction Road 24 northeast of Wabash.

Road 15. Bridge out between Marion and LaPorte; detour 13 miles over Road 105 and county gravel; closed from Wabash to Road 114; detour 20 miles over Roads 123, 213 and 114; detour 13 miles from Silver Lake east over Road 14 and north over four miles of county gravel road and six miles of county concrete to Warsaw.

Road 18. Closed east of junction Road 152; detour eight miles over county gravel road.

Detour East of Wabash

U. S. 24. Detour for eastbound traffic seven miles over gravel from Wabash east and north to Largo; westbound traffic follow present 24 west to Road 140; detour then west and south to Wabash; closed from U. S. 30 to New Haven; detour two miles over U. S. 30 and New Haven streets.

Road 25. Closed from Rochester to Mentone; detour over Roads 14 and 18.

Road 28. Detour over city streets in Frankfort.

Road 29. Closed from New Bethel to Indianapolis; detour over Roads 9 and 52.

U. S. 31. Detour over city streets in Peru; traffic drive slowly due to construction through Greenwood; closed from junction Road 4 just south of La Paz north to one-half mile south of South Bend; detour east over U. S. 8 to Road 20 to Ireland road and west over county pavement to U. S. 31.

Road 33. Bridge construction three miles north of New Albany, through traffic take Road 31 and detour over local detour over county gravel and Road 31.

Road 34. Detour from Waynetown to Crawfordville; detour 30 miles over Roads 25 and 53.

U. S. 36 Closed

U. S. 36. Closed from Indianapolis to junction Road 4 south of Pendleton; detour over Road 40 and 9.

Road 37. Detour over city streets in Bloomington.

Road 38. Detour over city streets in Hagerstown.

Road 39. Detour from Danville to Lebanon is 30 miles over county gravel and Road 34; detour from Deplu south and east is four miles over city streets and county gravel.

U. S. 40. Closed from Terre Haute to Brazil; truck detour over U. S. 41, U. S. 36 and Road 43; passenger car detour 21 miles over United States 41 to North Terre Haute, then east and south over county pavement, gravel and Road 40; traffic drive carefully past construction forces between Cambridge City and East Germanstown; two-lane traffic through bridge east of Cambridge City.

U. S. 41. Drive carefully, men working one mile north of White River north of Hagerstown; detour over city streets in Sullivan; drive carefully from Cook to U. S. 30, unimproved shoulders; closed from U. S. 30 to U. S. 6; detour west over U. S. 30 and north over Road 141; heavy traffic advised to keep off Road 41 south of St. John; alternate route suggested is over Roads 30, 53 and 152.

Brown County Road Closed

Road 43. Detour from just south of Westville to Michigan City is 14 miles over U. S. 4, county concrete.

Road 46. Closed from Bloomington to Nashville; detour 25 miles over Roads 45 and 135.

U. S. 50. Drive carefully west of Shoals due to settlement of road; bridge run-around north of Aurora.

U. S. 52. Closed southeast of Indianapolis; detour about one and seven-tenths miles over county bituminous and gravel roads; closed between Indianapolis and Elletts north of Indianapolis; detour over Road 29 and county concrete through New Augusta; detour from West Lafayette north is two and one-half miles over Road 43, concrete city streets and county concrete.

Road 54. Drive slowly just west of Bloomfield due to settlement of road.

Road 59. Closed from Brazil south to Road 46; detour over county roads, Roads 42 and 46.

Road 62. Closed from Jeffersonville to junction Road 56 west of Madison; detour over U. S. 31 and Road 56.

Road 64. Bridge run-around at St. Anthony.

Detour on Anderson Route

Road 67. Detour over city streets in Indianapolis; closed between Indianapolis and Anderson; detour over Roads 13 and 52.

Road 114. Detour 14 miles from Akron to junction Road 15, over Roads 14 and 15 through Silver Lake.

Road 115. Closed between U. S. 24 and Road 15; detour over U. S. 24, Roads 13, 213 and 114.

Road 116. Detour 14 miles between Markle and Bluffton over U. S. 224 and Road 1.

Road 136. Detour five miles from junction Road 39 to Danville over county gravel and bituminous road.

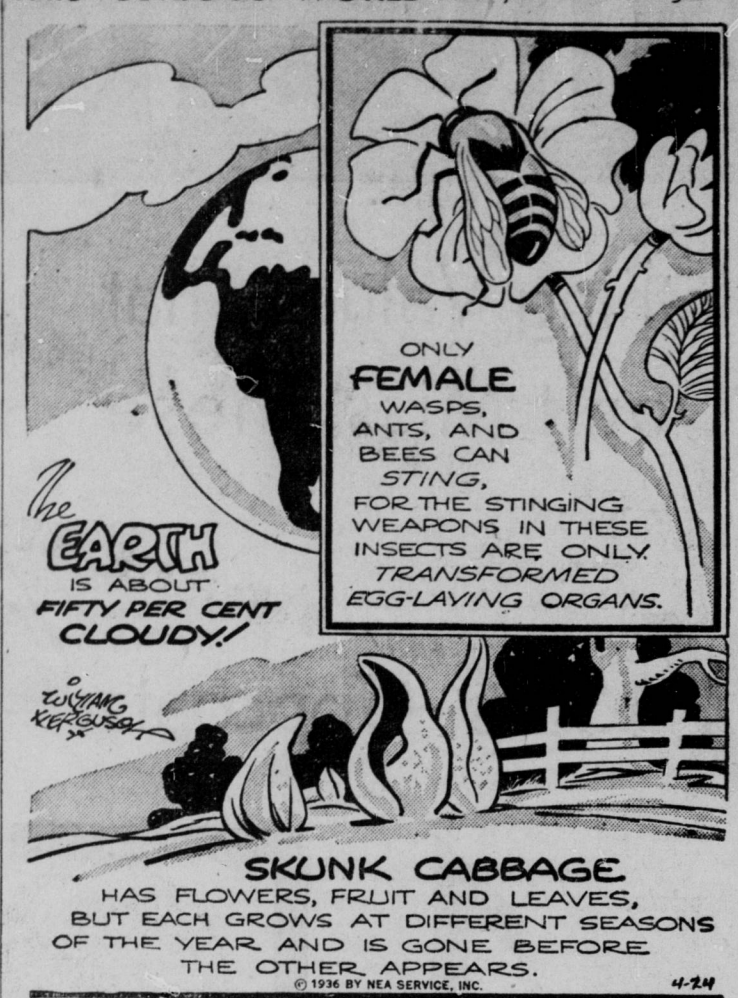
U. S. 224. Detour from Magley to Decatur is eight and one-half miles over county gravel and brick.

Road 234. Closed from junction Road 43 to Jamestown; detour over Roads 43 and 34.

Road 236. Detour two and nine-tenths miles just east of junction Road 67 and 236 is over Road 67 through Anderson and Naved road.

Road 240. Closed from U. S. 50 to Mitchell; detour 17 miles over Road 37 and 50.

THIS CURIOUS WORLD + By William Ferguson



Clouds cut off a good deal of the sunlight that otherwise would reach us, since they have a reflecting power of 75 per cent, and about one-half of the earth is covered with clouds all the time. However, they do form an atmospheric blanket which helps prevent the earth from undue cooling at night.

HUGE ZEPPELIN IS STUDIED AT AKRON

Plans Completed for Craft
Larger Than Hindenburg.

(Copyright, 1936, by United Press)

By United Press
AKRON, O., April 24.—Plans for a super-dirigible, larger than Germany's new Hindenburg, were revealed today by President Paul W. Litchfield of the Goodyear-Zeppelin Co.

Goodyear engineers have been

working on the plans for some time. Mr. Litchfield disclosed. Should the Federal government interest itself in lighter-than-air craft for commercial purposes, expressly to join with Germany in trans-Atlantic service, production could be started at the Zeppelin dock here within 24 hours.

The new dirigible would combine all the construction knowledge learned from the tragedies of the Akron and the Macon. It would be the largest ever constructed, 850 feet in length, 145 feet in diameter. These dimensions would make it 37 feet longer than the Hindenburg and 75 feet longer than the Akron.

SLATE-MAKING CONSENT GIVEN

Marion County Democratic
Committee Puts Permit
Papers on File.

The Marion County Democratic Central Committee had on file today statements of consent from a majority of candidates on the Democratic ticket, granting permission to use their names on organization slates. Consent of candidates must be obtained by any organization that contemplates publishing a list of preferred candidates—a slate—before the organization can bring out that list on primary day.

Walter C. Boetcher, county chair-

man, also filed a statement, signed by all county ward chairmen, giving permission for slates to be filed by the central committee for each ward in the county.

Candidates, opposed by the organization, were asked for consent to place their names on slates, and gave it. Committee leaders said this was done to permit the slating of primary candidates, opposed by the organization, in their home precincts and wards.

Edwin McClure, Marion County Republican Committee secretary, said today that the G. O. P. committee would not file petitions of consent for slating of names under the sponsorship of the county committee, but that the consent petitions would carry the sponsorship of 10 legal voters.

Mr. McClure said that ward chairmen will determine the candidates to be slated in their wards, upon recommendations made by precinct committeemen.

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We can't say too many good things about the 1936

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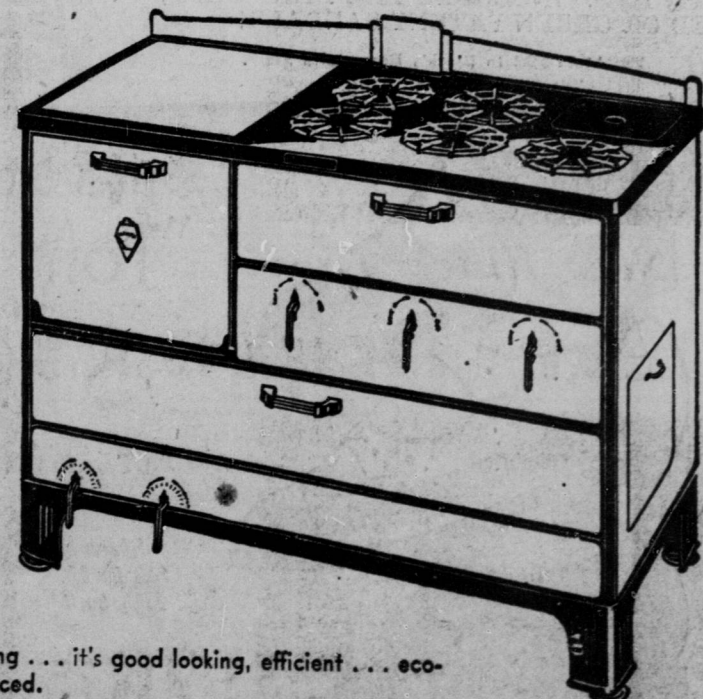
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