

U.S. News & World Report August 31, 1964

As vacationing Americans crisscross the nation in their cars , they are finding travel speeded by new sections of the nation's network of superhighways.

More than half the interstate highway system that is to lace America together from ocean to ocean is now open to traffic or under construction.

During the year ended June 30 an average of 51.2 miles of new superhighways was opened to traffic each day.

The total mileage added to the National System of Interstate and Defense Highways between mid-1963 and mid 1964 was 2,025 miles, bringing the completed portion to almost 17,000 miles, or 41 per cent of the total of 41,000 miles.

Another 6,100 miles --15 per cent of the total network --was under construction as of July 1.

The interstate system is to be completed by 1972 , at a cost of 41 billion dollars.

The accompanying map shows those portions complete and those portions under construction at midyear.

And new stretches of interstate highway are opening every few days.

On August 13, for example, 23.1 miles of Interstate Highway 80 was opened in Illinois, making it possible to drive on superhighways from Chicago to Davenport ,Ia. Beyond Davenport another 50 mile stretch

of the same highway is to open in late October or early November to carry motorists straight through to Des Moines.

Washington's "belt". At the same time, beltways that enable motorists to bypass traffic bottlenecks in cities are being completed. An example is the 65 mile Capital Beltway around Washington D.C. which was completed by the opening of the final section on Aug. 17.

For the year that ends June 30, 1965, a total of 2.7 billion dollars has been set aside for work on the interstate system.

In addition, Congress has authorized spending of 2.4 billion dollars over the next two years on primary and secondary roads and on roads and trails on the national parks and forests and Indian reservations.

(All around the country new expressways, "beltways," bypasses are speeding traffic. This progress report shows where interstate roads are open)

(Los Angeles to Philadelphia)

Duluth to San Antonio and then Laredo.

Bellingham to San Diego.

Sweetgrass, Mont. to Los Angeles.

Charleston S.C. to Los Angeles.

Sault Sainte Marie to St. Petersburg, Fla. Tampa, and then beyond to Miami.

"We have no pet theories as regards the building of good roads," said Sam Hill, president of the Washington Good Roads association of Washington today shortly after he had extended an invitation to the county commissioners who are holding their state convention here.

Mr. Hill arrived in North Yakima late Tuesday night and this morning addressed the convention in which he asked the commissioners to be sure to attend the convention at Aberdeen February 23 and 24.

"While the Good Roads association is favorable to good roads and trunk systems of roads it is not in favor of any particular theory as to how the roads should be built. We recognize the fact that in time the roads all over the state will be largely earth roads.

"There are four ways for the building of roads in the state. The first method is that of local assessment districts by which the people of a neighborhood band together and bear the expense of the road building and control the method to be used as well as the material.

"The second is the state road which is built through sparsely settled country and so as to connect country which otherwise would be underdeveloped and unimproved to any extent. These roads are built by convict labor and a considerable saving is effected without injury to anyone. The Methow valley road is an example of the state road. When this kind of road was first proposed it was thought that the labor unions would oppose it but when it was explained that the roads really benefitted them they became favorable to it. For instance one convict crushes 10 cubic yards of rock a day. The cost of crushed rock in Seattle in 1909 was \$2 per cubic yard

Ten yards would cost \$20. By convict labor the cost is 50 cents a cubic yard.

"That leaves a savings of \$15 which can be used to obtain labor which is more in the lines of the labor unions. When this was explained to the unions the members agreed that after all they did not care to work on the roads and that such competition on the part of convicts did not affect them.

"The third method of road building is state aid road. By this law the state pays one-half and the county one-half; that is the county really apportions the taxes to the state and the money is used to build roads all over the state. That takes the burden off the counties that are not as rich as others.

"The fourth method is the petitioned state aid road. By this method if two thirds of the owners along a section of country petition for a road, the petitioners' district bears 15 per cent of the cost, the county 35 per cent and the state 50 per cent." Feb. 18, 1910.

Samuel Hill

Goldendale, 9/24/57

Goldendale Sentinel, August 15, 1929

Goldendale--Plans were discussed Tuesday at the regular meeting of the Goldendale Chamber of Commerce to promote a bridge across the Columbia River at Maryhill connecting the great central highway through Oregon and Washington.

This bridge would be the Samuel Hill Memorial Bridge and a committee has been appointed to take immediate steps to get this proposed bridge in more definite form.

The completion of the Satus road ~~xxxxxxxxxxxx~~ will link the highway from British Columbia to Mexico, the stretch of road in California under improvement on this great central highway being finished this year.

....The Columbia and Pacific Highways are fitting examples of his efforts (roads).

The completion of a great central highway is another of his cherished roads which he will see finished.

Goldendale Sentinel, August 22, 1929

Goldendale--Samuel C. Lancaster, engineer of the Columbia River Highway... he blamed jealousy of Portland by Seattle and Tacoma for failure originally to establish the Columbia Highway on the Washington side of the river.

Lancaster urged concerted efforts on the part of North Bank residents for an early completion of the Evergreen Highway on the Washington shore.

He predicted that ~~xxx~~ in another few years another thoroughfare would be necessary to parallel the one built by him.

...In Multnomah county, first unit of the Columbia River from Portland to Multnomah Falls...

Samuel C. Lancaster well known in Goldendale having been in charge of the construction of several miles of paved road at Maryhill on

the Columbia River eleven miles south of Goldendale built by Samuel Hill in 1912, which have since been shown to highway engineers and good roads enthusiasts from all parts of the world as the last word in road building.

Goldendale Sentinel, Oct. 31, 1929

Goldendale--Sam Hill Explains Need of New Bridge. The following is taken from a letter written by Sam Hill to E.E. Larimore of Moro giving reasons why the Evergreen Highway is of much importance to the government and why Oregon and Washington should be mutually interested in a free bridge at Maryhill.

Dear Sir:

Answering your telegram would suggest that first of all you should get and have printed extracts from the autobiography of John Charles Fremont Vol 1, Pg. 282 and again on page 301.

This will show the character of the country before any real estate boom was inaugurated

There is hanging on the walls of the hotel at Maryhill a map designed by the highway department of Oregon and approved by the highway department of Washington. The cost of the bridge at the time the plan was made would have been one million dollars (of which \$500,000 was to be borne equally by each state)

N.D. Miller, America's greatest locating engineer, planned to put the North Bank Junction with the Oregon & Trunk line at Biggs where it should have been but for personal reasons which I need not now go into the bridge was built at Celilo involving an outlay of several thousand more dollars than would have occurred at Biggs

...The original plan which I made for highways in Oregon, Washington and California comprised a road along the coast which I called the

the Columbia River eleven miles south of Goldendale built by Samuel Hill in 1912, which have since been shown to highway engineers and good roads enthusiasts from all parts of the world as the last word in road building.

Goldendale Sentinel, Oct. 31, 1929

Goldendale--Sam Hill Explains Need of New Bridge. The following is taken from a letter written by Sam Hill to E. E. Larimore of Moro giving reasons why the Evergreen Highway is of much importance to the government and why Oregon and Washington should be mutually interested in a free bridge at Maryhill.

Dear Sir:

Answering your telegram would suggest that first of all you should get and have printed extracts from the autobiography of John Charles Fremont Vol 1, Pg. 282 and again on page 301.

This will show the character of the country before any real estate boom was inaugurated

There is hanging on the walls of the hotel at Maryhill a map designed by the highway department of Oregon and approved by the highway department of Washington. The cost of the bridge at the time the plan was made would have been one million dollars (of which \$500,000 was to be borne equally by each state)

N. D. Miller, America's greatest locating engineer, planned to put the North Bank Junction with the Oregon & Trunk line at Biggs where it should have been but for personal reasons which I need not now go into the bridge was built at Celilo involving an outlay of several thousand more dollars than would have occurred at Biggs

...The original plan which I made for highways in Oregon, Washington and California comprised a road along the coast which I called the

Marginal Road, the Pacific Highway and the Every Day road .

The Marginal Road is now largely an accomplished fact. The Pacific Highway has brought dividends to the Pacific Northwest of untold amount; and the Every Day Highway remains , and when completed will produce greater dividends in proportion to the money spent.

...This road is not for one man or for one state or for one nation. It is for the world

"...and so the story I am telling, the pictures I am showing, is not done for pay but simply to enable me to express outwardly the love I have for the country and its earnest people. Yours Truly Samuel Hill,
New York City, Oct. 18, 1929.

Walla Walla (Jan. 16, '49)

Use of automobiles in Walla Walla goes back 47 years, first one here being seen in 1902; according to Lee W. Roberts, who tells about it as follows

The first gas automobile in Walla Walla was an Oldsmobile which made its advent onto the streets and byways in 1902 amid wild-eyed rearing, plunging horses. This mechanical wagon was a Pandora's box of confounding and mysterious things, such as a carburetor, commutator compensating gear, transmission, spark plug, manifold and so on.

Before the gas car when the banker, J. L. Elam made his routine trips from Milton to Walla Walla in his little steamer, it was a matter of common discussion, pro and con, whether horseless carriages would ever become practical. The antis seemed to have the better of the argument.

A lot of small steam cars were brought to town but in most cases these were cast aside as a bunch of trouble.

Frank Googins, who formerly had a mail route from Walla Walla to Pomeroy, was the promoter of the first gas car in Walla Walla or to be more specific the promoter also of the first dependable gas cars coming here. These were air cooled Franklins. Before these there was a small shipment of gas cars that did not make good.

When the dream of gas automobiles came into the national picture Frank Googins' zest for getting all the quirks about them became an obsession. He acquired a plethora of pamphlets and booklets on the subject.

In the year 1902 Googins bought 27 Oldsmobiles f.o.b. San Francisco paying \$600 on the barrel head. This motor possessed only one lung and one spark plug.

Frank perambulated around town in an enviable way with his automobile and then I bought the machine. The remaining life of the bug in the hands of a novice was about one year of trials and tribulations.

In 1905 Googins' mastery of the technique of gas engine cars was so convincing he was the promotor of a carload of Franklins brought to Walla Walla. They were of the coupe type. Frank bought one for himself with

Gilbert Hunt financing the deal. Other purchasers were Gilbert Hunt, Will Baker, Bob and Frank Moore and Dr. Howard Keylor. These cars gave fine service for many years.

From Kelty Brothers' wrecking house, operated years ago on Alder street, we copied from a list painted on the wall the names of primitive cars worn out on our community. How many do remember? Cole, Elgin, Paige, Grant, Apperson, Chandler, Ace, Velie, Oakland, Franklin, King, Big Six, Monroe, Premier, Olds, Hupmobile, Kelly, Auburn, Kissel, Allen, Haynes, Detroit, Metz, Davis, Jordon, Lexington, Essex, Cleveland, Winton, Star, Dort, Daniels, Stephens, Moon and Jewel.

When the electric energy of the one lunger, the first gas car, began to wane, which was an ever present anxiety, relief came by purchasing four dry cell/ batteries at 25 cents each. When your gas tank recorded empty you went to a drug store and bought a five-gallon can of gasoline at 30 cents a gallon.

From Boise by a passenger from Boise Basin who left there on Thursday, March 21st we learn the following:

The basin was still snowed in to the depth of from two to ^{ten} feet. ^{No} The mining going on and no prospect of anything of consequence being done before the 1st of May. Half the population of the Basin were talking of going to Lemhi as soon as Spring opens. Flour is selling in Boise City at \$10 per hundred. Our informant says he saw a young man named Brady just in from Lemhi having spent the winter there, who reported ten or twelve camps struck in all of which wages could be made but nothing big had been struck to his knowledge. Brady was preparing to return. Provisions were reasonably cheap.

The roads from Boise City to the head of the Grande Ronde valley are in excellent conditions. The Pioneer Stage makes the run from Boise City to Miller's on Burnt river--ninety-five miles--in one day; it takes four days to make the balance of the trip to Umatilla.

The road over the Blue mountains is yet covered with snow from Warm Springs to Summerville; it averages at least seven feet in depth on the summit. The road down the Umatilla river is good--dusty most of the way.

Great numbers of Chinese are making their way into the Boise Basin.

In Owhyee the snow is from eight to ten feet deep. The Burnt river people are in great fear of Indian depredations.

Mountaineer, April 6, 1867.

Dalles Mountaineer, March 23, 1867

Wallula Enterprise-- The citizens of Wallula subscribed \$175 in a single afternoon for the purpose of completing the new road to Cow Creek connecting with the Pend Oreille route to Montana.

March 16, 1867

A new road.

We learn from a gentleman just down from the upper Columbia that a company have completed a new road from Wallula to Montana Territory via Pend Oreille lake route.

From Wallula it is 26 miles to the ferry on Snake river, making the total distance to Cow Creek 57 miles which is 20 miles shorter than any other route. The camps are numerous with plenty of grass, wood and water. The distances are:

From Wallula to Fish back bend, 15 miles; to ferry 11 miles; Wasatuckney, 15 miles; to Springs, 8 miles; and to the Cow Creek House 8 miles.

The road has been regularly surveyed, and mile posts placed the whole distance. Last week a six mule team hauled 6,000 pounds over the road making the different camps without trouble or accident.

Responsible parties are about to put on stages which will connect with the boats on the lakes and with Oliver and Company's stages on the other side. This route is now open to Montana and appears, from all we are able to learn, to be the most popular of all others.

The Mountaineer, official paper U.S. for Oregon, Friday, January 18, 1867.

New Road..We are informed that parties are now engaged in laying out a road from this city, to Canyon City, by way of Leonards Bridge on the John Day River. The new road will follow the route now traveled to Walla Walla until it crosses the John Day, and then by taking a southeasterly course it is claimed that the new road will be 50 miles shorter than the one now traveled and that it will pass through a agricultural country which is entirely out of range of the bands of Indians who infest the present traveled road. Should the new road prove to be what it is represented, it will certainly become the great thoroughfare to the John Day and Idaho mines, and will place the Dalles within 100 miles nearer to the latter gold fields than any town on the Columbia.

"White" Salmon, Sept. 18- In a few days Knutson canyon will be revivberating with echoes from an engine whisteling on the road partially built by the citizens.

It is to be completed by the county. Phililips and Shannon, young engineers of Portland arrived today and will start building.

A powerful engine is to take the place of teams and laborers and they expect to have yehis important piece of highway completed in six weeks.

Ranchers over White Salmon territory have begun to take concerted action for better roads. The Bristol Development league is recommending a five mill levy, the Bingen Commercial club favors raising \$2,000 while the in district No. 10 the Major creek company--a meeting is to be held in the Grange hall September 17 to raise the levy of 4 mills to 10 mills.

A ~~meeting would be held~~ movement will also be started to join the good roads boosters of all sections into one club- Yakima "epublic, Sept. 23, 1910.

Old Roads-Hanford

The roadbed from Priest Rapids to North Yakima (Branch of the Chicago, Milwaukee & St Paul Railroad) will follow the old Columbia wagon road north of Cold creek and south of Selah creek, entering the valley through the Moses coulee and having a terminal station in this city, opening for North Yakima the direct market communication with the great Hanford project.

At the present time North Yakima has the only overland connection with the Hanford project in the old military road which is in excellent condition. The Hanford project consists of 32,000 acres of land which is being placed under water.

The Milwaukee branch to North Yakima, but by another route, was proposed some time ago but the proposition was abandoned.

The Yakima Herald, May 29, 1907.