STATE OF ARKANSAS

NINTH BIENNIAL REPORT

OF THE

STATE HIGHWAY COMMISSION

For the Period Ending June 30, 1930, With Additional Data to the Period Ending August 31, 1930

RUSSELLVILLE PRINTING CO.,
RUSSELLVILLE, ARK.

Letter of Transmittal

To The Governor and The Assembly of The State of Arkansas:

Pursuant to the requirements of Act No. 302 of the Acts of 1913 and the amendatory Act thereto; namely, Act. No. 7 of the Acts of 1921, we submit herewith the Ninth Biennial Report of the State Highway Commission for the fiscal years 1929 and 1930. It will be noted that the statistics and financial statement contained herein represent the activities and operations of the Highway Commission since the enactment of Act No. 11, of the Acts of 1927, commonly referred to as the Martineau Road Law, up to and including the close of business August 31, 1930. Inasmuch as said Act No. 11 provided that parity should be obtained, and as parity will be accomplished by the end of this fiscal year, we are reprinting in the present report the figures contained in the previous report as to the allotment, status of operations and other facts pertinent to the various counties.

DWIGHT H. BLACKWOOD, *Chairman*
JUSTIN MATTHEWS,
J. S. PARKS,
J. LAN WILLIAMS,
SAM J. WILSON,
Members, State Highway Commission

Foreword

A perusal of the contents of this Biennial Report will give a very clear idea as to the magnitude of the construction program inaugurated by the State of Arkansas through the passage of the Martineau Road Law.

Nearly four years have passed, each marked by a nearer approach to a parity of construction in each of the seventy-five counties of the state and by the completion of various inter-communicating highways throughout the state.

As the provisions of the Martineau Road Law, providing for a parity of construction throughout the state, precluded the possibility of the completion of the through or inter-state highways, such highways have been completed only in part, but now that parity will be reached by the end of this fiscal year, the through highways should be completed as rapidly as possible.

It is felt that the efforts of the State Highway Commission should be directed during the next biennial period, toward the early completion of the interstate highways and toward higher type dustless surfaces on our heavier traveled roads, which will reduce maintenance costs and ultimately the road revenue saved by reducing maintenance costs, together with increased revenue due to the completion of our through highways, will be available for building other much needed roads in all parts of the state.

DWIGHT H. BLACKWOOD

Chairman

Arkansas State Highway Commission

Members State Highway Commission

COMMISSIONER FIRST AGRICULTURAL DISTRICT

J. L. WILLIAMS, Osceola . . . . . *Planter and Banker*

COUNTIES REPRESENTED

Baxter	Crittenden	Independence	Mississippi	St. Francis
Clay	Cross	Izard	Poinsett	Stone
Cleburne	Fulton	Jackson	Randolph	White
Craighead	Greene	Lawrence	Sharp	Woodruff

COMMISSIONER SECOND AGRICULTURAL DISTRICT

J. S. PARKS, Fort Smith . . . . . *Manufacturer and Publisher*

COUNTIES REPRESENTED

Benton	Crawford	Logan	Perry	Sebastian
Boone	Faulkner	Madison	Pope	Washington
Carroll	Franklin	Marion	Scott	Van Buren
Conway	Johnson	Newton	Searcy	Yell

COMMISSIONER THIRD AGRICULTURAL DISTRICT

JUSTIN MATTHEWS, Little Rock . . . . . *Realtor and Banker*

COUNTIES REPRESENTED

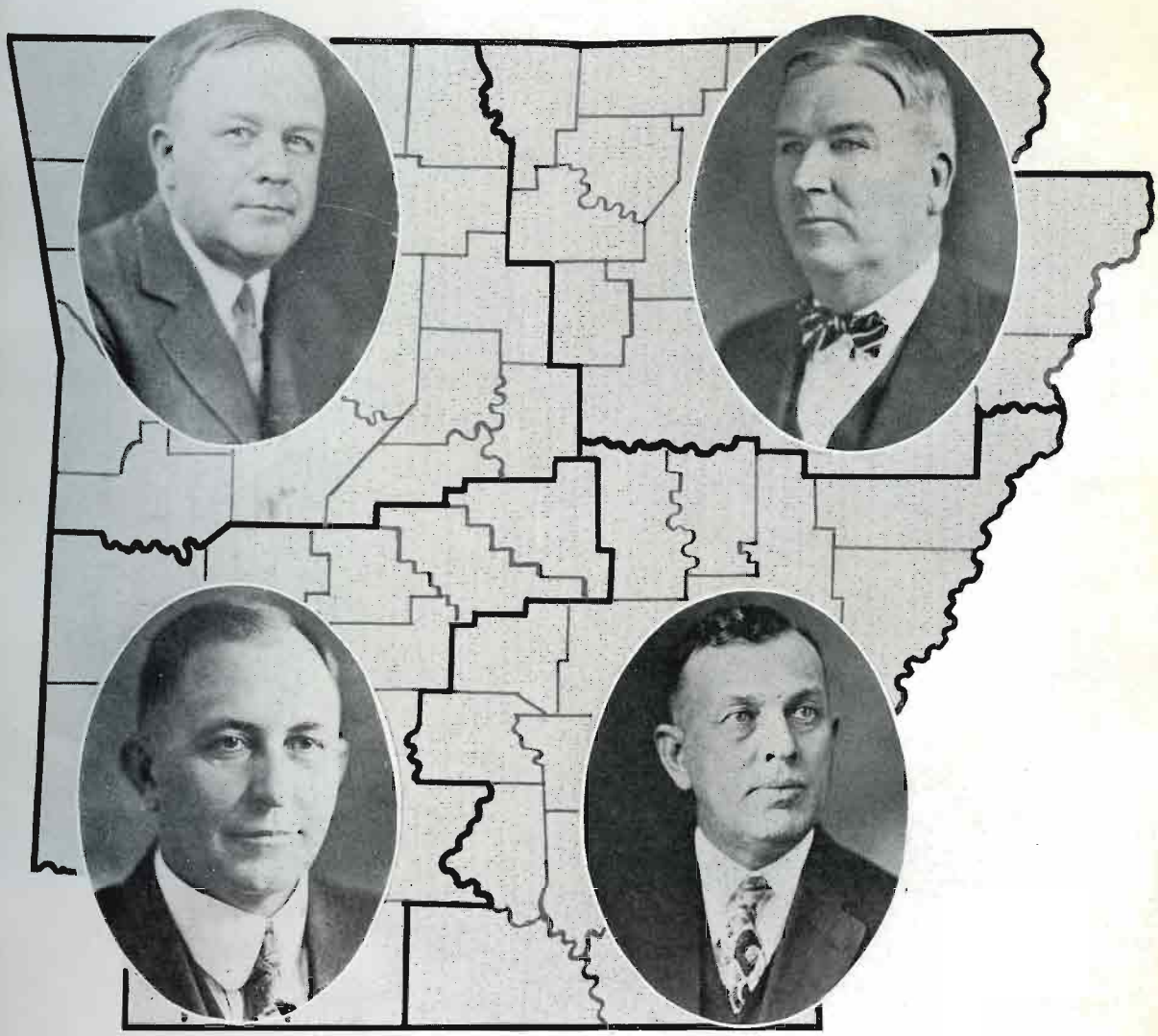
Clark	Hot Spring	Little River	Nevada	Polk
Columbia	Howard	Miller	Ouachita	Pulaski
Garland	Lafayette	Montgomery	Pike	Saline
Hempstead				Sevier

COMMISSIONER FOURTH AGRICULTURAL DISTRICT

S. J. WILSON, Portland . . . . . *Planter and Banker*

COUNTIES REPRESENTED

Arkansas	Chicot	Desha	Lee	Monroe
Ashley	Cleveland	Drew	Lincoln	Phillips
Bradley	Dallas	Grant	Lonoke	Prairie
Calhoun		Jefferson		Union



J. S. PARKS

JUSTIN MATTHEWS

J. L. WILLIAMS

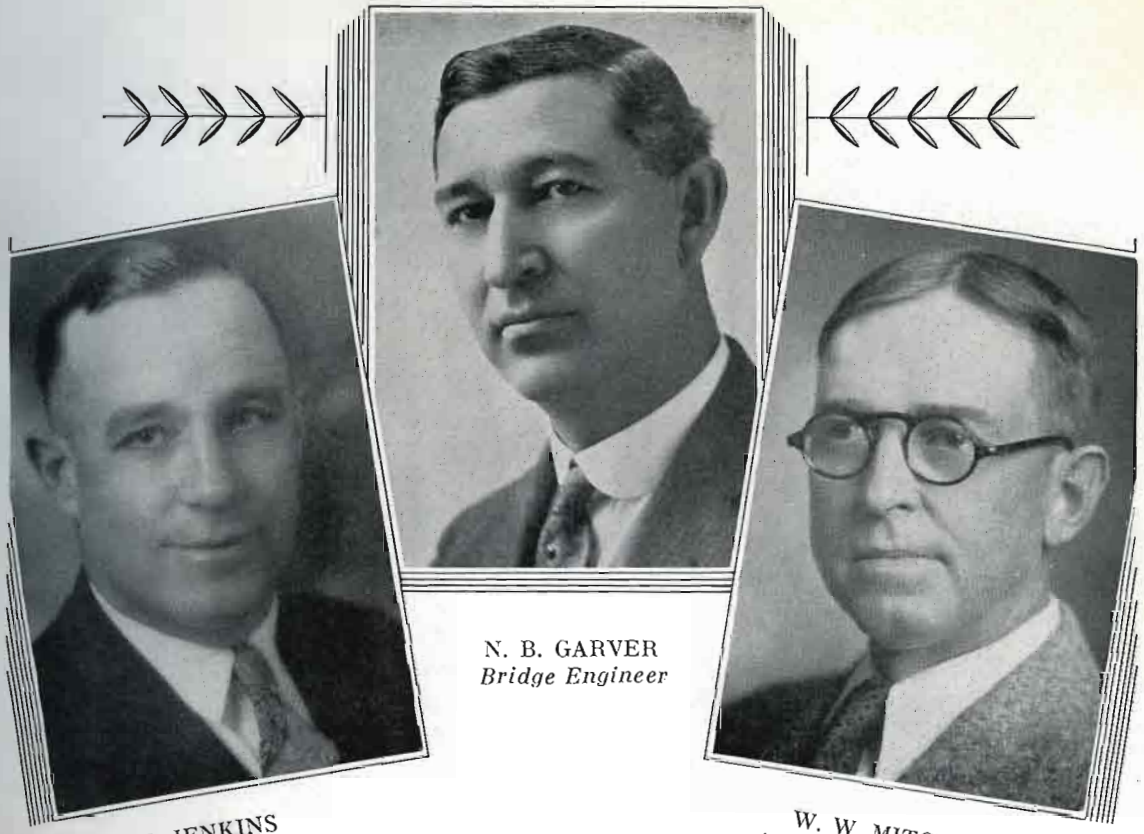
S. J. WILSON

C. S. CHRISTIAN
Chief Engineer

V. A. KLEIBER
Chief Clerk and Auditor

W. W. ZASS
Construction Engineer

M. H. THOMAS
Secretary, State Highway Commission



E. N. JENKINS
Assistant Chief Engineer
Eastern Division

N. B. GARVER
Bridge Engineer

W. W. MITCHELL
Assistant Chief Engineer
Western Division

Personnel

Arkansas State Highway Commission

STATE HIGHWAY COMMISSION

DWIGHT H. BLACKWOOD, Chairman	Little Rock
JUSTIN MATTHEWS, Member	Little Rock
J. LAN WILLIAMS, Member	Osceola
J. S. PARKS, Member	Fort Smith
SAM J. WILSON, Member	Portland
M. H. THOMAS, Secretary	Little Rock

STATE HIGHWAY ENGINEER

CHARLES S. CHRISTIAN	Little Rock

GENERAL OFFICE

V. A. KLEIBER, Chief Clerk and Auditor	Little Rock
A. V. DENNY, Chief Deputy, Automobile Division	Little Rock
E. W. SMITH, Cashier	Little Rock
J. Q. BLACKWOOD, Purchasing Agent	Little Rock
L. R. Wood, Traffic Manager	Little Rock
J. A. FRANCIS, Supervisor of Equipment	Little Rock
THOMAS B. GOLDSBY, Claim Agent	Little Rock

ENGINEERING DEPARTMENT

E. N. JENKINS, Assistant State Highway Engineer, Eastern Division	Little Rock
W. W. MITCHELL, Assistant State Highway Engineer, Western Division	Little Rock
W. W. ZASS, Construction Engineer	Little Rock
N. B. GARVER, Bridge Engineer	Little Rock
SAM BRADY, Maintenance Engineer, Eastern Division	Little Rock
C. W. HOLDERBAUM, Maintenance Engineer, Western Division	Little Rock
E. H. FLANNERY, Office Engineer, Federal Aid Procedure	Little Rock
A. E. HEAGLER, Engineer of State Aid City Paving	Little Rock
ROY D. LIKINS, Engineer of Materials and Tests	Little Rock
C. B. PENDERGRAFT, Chief Draftsman	Little Rock
FORD & MacCREA, Consulting Engineers	Little Rock

DISTRICT ENGINEERS

W. G. Huxtable	District No. 1	Forrest City
A. S. Madding	District No. 2	Pine Bluff
R. B. Stanford	District No. 3	Hope
W. T. Barry	District No. 4	Fort Smith
Cone Murphy	District No. 5	Batesville
A. W. Buford	District No. 6	Little Rock
L. R. Plemmons	District No. 7	Camden
H. C. Sellers	District No. 8	Russellville
F. P. Kirk	District No. 9	Harrison
Shelly Lee	District No. 10	Jonesboro

A Review of Highway Legislation in Arkansas

With the prominent position that the highway now occupies in this State as a means of transportation and its essential relationship with all forms of progress and development, little thought is generally tendered to the gradual evolution of legislation affecting this means of conveyance as well as to the economic and technical difficulties surmounted in producing the correlated system of highways now in evidence throughout the State.

Act 134, 1911 We find that the motor vehicle was first recognized and defined in Arkansas statutes by Act 134, approved March 24, 1911. This act provided for the registration of motor vehicles, a penalty for non-registration and a maximum speed limit of vehicles. The registration fee was fixed at $5.00 per vehicle and was payable to the Secretary of State.

Act 234, 1911 The initial step in placing road building upon a recognized basis was made when Act 234 was approved May 4, 1911. This act supplemented the general road laws of Arkansas and made provisions for the appointment of a county highway engineer, with direct supervision over all public roads of the county.

Act 302, 1913 With increased demands for highway facilities, the need of a State Department in charge of such activities became apparent, and in 1913 the State Highway Department was created through Act 302, approved March 31, 1913. The newly-created department was affiliated with the Department of State Lands and the affiliation termed the Department of State Lands, Highways and Improvements. Although this act improved existing conditions and was a further step toward the ultimate goal, it provided for no direct control and designated no system of highways upon which improvements would be concentrated. It is, however, probably the basic structure on which our present highway law is formulated, and provided for a State Highway Commission of three members, as well as for a State Highway Engineer. It further provided that the Department should collect, prepare and disseminate information relative to roads, highways, drainage, levees and other public improvements; that it should prepare plans and specifications for such improvements; that it should aid and advise in the formation and management of road improvement districts, and should distribute available funds for construction of public roads, bridges and other improvements. The Department was also charged with the registration of motor vehicles and the collection of fees therefor. The registration fee was raised from $5.00 to $10.00 per vehicle, one-half of which was returned to the county and one-half credited to the Highway Improvement Fund.

Act 338, 1915 The demand for adequate highways continued to grow more insistent, and a means was sought whereby additional funds could be obtained for such improvement. Constitutional limitations prohibited the issuance of state or county bonds, and it became necessary to provide legislation of such character as to allow local communities the privilege of organizing for the constructing of improvements and assessing the cost against the property benefited. This need found its expression in Act 338, approved March 30, 1915.

The act was commonly known as the Alexander law, and provided for the formation of road improvement districts, specifying the procedure to be followed and limiting the assessment of benefits at 30 per cent of the total assessed valuation of the real property included in the boundaries of any district.

Federal Aid Road Act, 1916 A further impetus to road building activities was received in 1916 through the passing of a congressional act familarly known as the Federal Aid Road Act. This act was approved July 11, 1916, and provided for the participation of the Federal government in road building under the direction of the Secretary of Agriculture, and appropriated funds for such participation. Funds so appropriated were apportioned among the states on the basis of one-third in the ratio which the area of each state bears to the total area of all the states, one-third in the ratio which the population of each state bears to the total population of all the states, and one-third in the ratio which the mileage of rural delivery routes and star routes in each state bears to the total mileage of rural delivery and star routes in all the states. As a condition precedent to participation in the benefits of the act it was required that an adequate state agency be created in each state for the administration of a highway plan of state-wide scope.

Act 105, 1917 The provisions of the Federal Aid Road Act, above cited, were such that the State of Arkansas could not avail itself of its share of the apportionment without the aid of additional legislation. Such legislation was enacted by the 1917 session of the State Legislature through Act 105, approved February 20, 1917. This act assented to the provisions of the Federal Aid Act and authorized the State Highway Department to enter into the necessary agreements with the United States government. It designated all public roads in the state, excluding streets and roads within corporate limits of any city of the first or second class, as state roads and eligible to aid from state and Federal funds.

It should be noted that no legislation, either Federal or state, had yet been enacted providing for a trunk-line system of state highways or for providing revenue for the construction of such a system other than by taxing real property lying adjacent to the road to be improved. The chaotic state in which highway activities were plunged in the interim existing between the years 1917 and 1921 magnified the lack of such a system, as during this period large numbers of road improvement districts, covering hundreds of miles of work and involving huge expenditures, were created and built to no general connected plan. The public were awakened to the fact that no unified results were being achieved in spite of the enormous expenditures involved, and considerable dissatisfaction was evidenced in this regard as well as to the method of financing, in that adjacent real property was assessed the greater share of the entire amount of the cost of such improvement.

Act 494, 1921 *Act 606, 1921* The latter condition was alleviated to a certain extent through the enactment of Act 494, approved March 26, 1921, and Act 606, approved March 29, 1921. The first mentioned act provided for a revised and increased schedule of fees for the registration of motor vehicles, and that 70 per cent of the funds so obtained were to be returned to the county in which they were derived, to be expended for road construction and maintenance, and the remaniing 30 per cent placed to the credit of the

Highway Improvement Fund for the purpose of aiding in the construction and maintenance of highways and of matching Federal aid funds for the construction of highways. Act 606 provided for a tax on motor vehicle fuel in the amount of one cent per gallon, one-half of such receipts to be returned to the county and the balance credited to the Highway Improvement Fund.

Federal Highway Act, 1921 Five years of operation under the Federal Aid Act of 1916 indicated to the Federal authorities that this act, with its subsequent amendments, was too loosely drawn, in that it allowed aid in the construction of practically any road which might tend to develop the country, whether or not it was purely local in character, and did not provide definitely and specifically for a correlated and unified system of highways in the several States. Consequently the Federal Aid Act of 1916 was amended in 1921 by an act cited as the Federal Highway Act and approved November 9, 1921. This act was much more restrictive in character and provided for a road system, national in scope, to consist of a definite connected system of highways in each State, limited in extent to seven per cent of the actual public road mileage of that State. It further provided that all future Federal Aid apportionments were to be expended upon such a system; that all construction should be handled under the direct supervision of the State Highway Department and that maintenance of such highways would be carried on in a systematic manner and with State funds.

Act 5, Special Session, 1923 Although the situation relative to highway development had grown more acute during the preceding biennial period, the regular session of the 1923 legislature, convened in January of that year, enacted no measures toward relief; in fact, all constructive legislation referring to such development was obstructed, and as no appropriations for the succeeding biennial period were made, the Department of necessity ceased activities at the close of the fiscal period, June 30, 1923. This condition, coupled with the need of complying with the Federal Highway Act of 1921, if the state were to participate in the benefits of Federal Aid, led to the call for an extra session of the Legislature in the latter part of 1923. Various differences were ironed out and the desired results were achieved through the enactment of Act No. 5 of the extraordinary session of 1923, approved October 10, 1923, and commonly designated as the Harrelson Road Law.

This act was quite constructive in character and formed a new basis for highway administration in this state. A definite system of state roads, comprising about 10 per cent of the public road mileage of the state, was designated and established as the State Highway System, and provisions made for the organization of an adequate State Highway Department, headed by a commission composed of five members, one elective and four appointive, with direct control of construction and maintenance activities placed in the hands of such commission. The schedule of fees for the registration of motor vehicles was revised and increased and the motor vehicle fuel tax raised from one cent per gallon to four cents per gallon, and a tax of ten cents per gallon placed on motor oil. It further provided that the funds derived from such fees be credited to a special fund to be known as the State Highway Fund, and from the revenue so obtained the sum of $3,000,000 would be allotted annually to the several counties to apply on road improvement district bonds, and to county highway improvement funds. It also provided that road improvement districts organized subsequent to the act could not issue bonds in excess of 50 per cent of the cost of the improvement.

Act 11, 1927 The theory of taxation for financing road development grew more progressive with the increased use of the motor vehicle, and the inequality of assessing adjacent real property for highway improvements for either a whole or a part of the cost of such improvement became more generally recognized. The equity of placing the burden of the tax on the user of the highway also became more evident. The increased use of the motor vehicle also created a demand for more and better roads, and for the rapid and comprehensive program desired it was apparent that current revenues must be supplemented by additional funds. The result of a thorough study of the proposition was the passing of Act No. 11 by the regular session of the 1927 Legislature, amending Act No. 5 of the special session of 1923. This act is popularly known as the Martineau Road Law, and was approved February 4, 1927. The act essentially provided for a rapid development of the state system as well as for relieving real property from assessments for such development.

Under the provisions of the Act the state assumed obligations, both as to principal and interest, of road improvement districts maturing on and after January 1, 1927. New construction was authorized in the amount of $13,000,000 annually for a period of four years, and in a similar amount thereafter as the annual obligations of the road improvement district bonds assumed, funds for such construction being obtained through the issuance of state notes, and a parity system of road development adopted among the several counties. To aid in the development of county roads, the act further provided for an annual return to the counties in the approximate amount of $1,500,000.

Act 240, 1927 The tax on motor oil as provided by Act 5 of 1923 proved both difficult and expensive to collect, and Act 240, approved March 24, 1927, repealed such tax, but in order to obtain equivalent revenue the tax on motor vehicle fuel was raised from four cents to five cents per gallon.

Act 103, Act 104, Act 116, Act 184, 1927 The 1927 Legislature enacted several other statutes pertinent to highway development, principal among them being Act 103, approved March 4, 1927, providing for the use of Arkansas materials and personnel in the construction and maintenance of State highways; Act 104, approved March 4, 1927, authorizing the construction of toll bridges by the State Highway Commission, such bridges to become free bridges with the collection of sufficient tolls to pay the cost of construction; Act 116, approved March 5, 1927, authorized the exercise of the state's right of eminent domain in the obtaining of land for right-of-way, for securing building materials and for other purposes; Act 184, approved March 22, 1927, provided for aid to permanent improvements to continuations of state highways within the corporate limits of cities of the first and second class in the amount of 50 per cent of the cost of such improvement.

With over a year in operation under the provisions of Act No. 11, it became evident that the highway system could be developed at a rate faster than originally contemplated, and that a material increase could be made in the annual program without increasing the expenses of administration or unstabilizing prices through augmenting the volume of construction. During the same period it became apparent that, while the program was generally popular and was being executed in conformity to public approval, the State Highway Commission was being embarrassed and handicapped in the execution of the work through the filing of suits by

various individuals, attacking the validity of the Act. The question of construction of toll bridges by private corporations across major waterways also received considerable agitation through this same period.

Act 6, 1928 An extra session of the Legislature convened in the fall of 1928 to consider these questions. The result was the enactment of Act No. 6, approved October 3, 1928, providing for an annual construction program of $18,000,000 per year for the three-year period, 1928 to 1930, inclusive, in lieu of the $13,000,000 program per year previously authorized.

Act 2, 1928 Act No. 2, approved Octobed 3, 1928, provided that suits affecting the administration of the state highway laws should be brought only at the seat of government, in Pulaski county, and further provided that the plaintiff be required to execute a good and sufficient bond to the state and conditioned to pay all damages to the state if the suit proved not well founded.

Act 3, 1928 Act No. 3, approved October 3, 1928, provided for an additional return to the counties for the fiscal year 1928 of $565,000 for the improvement and repair of county roads.

Act 4, Act 5, Act 7, 1928 Act No. 4, Act No. 5, and Act No. 7, all approved October 3, 1928, provided, respectively, for converting bridges built by improvement districts into state toll bridges; the issuance of state toll bridge bonds to facilitate the building of toll bridges on state highways, and to prohibit the granting of franchises for privately owned bridges on state roads.

Act 65, 1929 The regular session of the legislature convening in January, 1929, considered additional problems relative to the efficient administration and development of the State Highway System. The result was a recodification of existing highway statutes through Act No. 65, approved February 26, 1929, which provided for the separation of the State Highway Department from the office heretofore designated as the Department of State Lands, Highways and Improvements and created the State Highway Commission as a separate body. It made the office of all members of the State Highway Commission appointive through the Governor and provided that all moneys, from whatever source, accuring for the use of roads and bridges on the State Highway System of the state, should be placed in a common fund known as the State Highway Fund.

Act 18, Act 167, 1929 Act No. 18, approved February 13, 1929, provided that the sum returned to the counties for local highway development be increased to $1,800,000 per annum for each of the years 1929 and 1930 while Act No. 167, approved March 22, 1929, authorized the employment of certified public accountants to audit continuously the books and records of the State Highway Commission.

Act 205, Act 71, 1929 During the preceding biennial period it was evidenced that in many instances land owners asked for lands required for right-of-ways for state highways, a price far in excess of the value of such lands and improvements were delayed accordingly in an effort to make satisfactory adjustments. Act No. 205, approved March 27, 1929, cited that courts and juries in cases of condemnation of lands for right-of-ways for state highways should take into consideration the fact that lands are required to be assessed at

fifty per cent of their true value, and should also take into consideration the fact that owners of motor vehicles living miles from a state highway pay the same gas and motor vehicle registration tax as those being fortunate to own land adjoining a state highway, and any court or jury considering claims for right-of-way damages should deduct from the value of any land taken for a right-of-way the benefits of said state highway to the remaining lands of the owner. Act No. 71, approved March 1, 1929, further clarified the right-of-way situation in providing the manner for the condemnation of property by the State Highway Commission.

Act 232, 1929 As a large number of employees of the State Highway Commission are continuously being engaged in the performance of duties of a more or less hazardous character in various parts of the state, it was deemed expedient that they should be protected by providing compensation for accidental injuries or death suffered in the course of employment of said Commission within the state. Accordingly, Act No. 232, approved March 27, 1929, was promulgated providing for the protection of the employees of the State Highway Commission.

Act 299, 1929 With the improvement and development of highways within the State and the consequent increase and density of motor vehicle traffic it became evident that a more rigid inspection and enforcement of statutes relative to such motor vehicle traffic be initiated. Such need found its expression through Act No. 299, approved March 30, 1929, designated as an Act Creating a State Road Patrol under the supervision of the State Highway Commission. Act 223, approved March 23, 1927, contains the provisions of safety and proper regulation for the preservation of roads and structures against the overloading of trucks and other vehicles.

Act 368, 1929 The large volume of construction activities initiated during the previous biennium emphasized the importance of the State Highway Commission controlling the final payments to contractors for work performed until it was fully determined that all bills contracted by the constructor incident and contingent to the performance of the work had been satisfied. While the contractor provided a surety bond in the amount of one hundred per cent of the contract award to insure the faithful performance of the work and that all bills incurred in such performance would be paid, several court decisions ruled that the payment of certain supplies and feed stuffs, rentals and other items could not be interpreted as being mandatory under the terms of the surety bond. In order to obviate this interpretation and make imperative the payment of all legitimate claims, Act 368, approved March 3, 1929, was initiated, fully covering the intent of the surety bond in relation to the payment of all items entering into the work. The form of bond used on contract projects was revised in accordance with this act and the contractor and his surety are required to execute an affidavit prior to the final payment that all claims against the contractor have been satisfied. The act further provides that all suits to enforce claims on bonds shall be commenced within six months from the date of the final estimate to the contractor.

Resume A resume of the foregoing review would indicate that the development of the Arkansas State Highway Commission could be considered as progressing through three distinct eras or periods. The first covering the interim

subsequent to the creation of the department in 1913, wherein the policies and needs of such a department became to be felt and defined. The second period covering the interim subsequent to the designation of a state highway system in 1923, wherein the demands for improvement indicated the need of a rational method of financing. And the third and present period entered into during the year 1927, with the public fully awakened to the potential possibilities of a development program properly financed and the results to be obtained through a highway department operating under legislation sufficiently broad in scope to allow a full range of activities.

Organization of the State Highway Commission

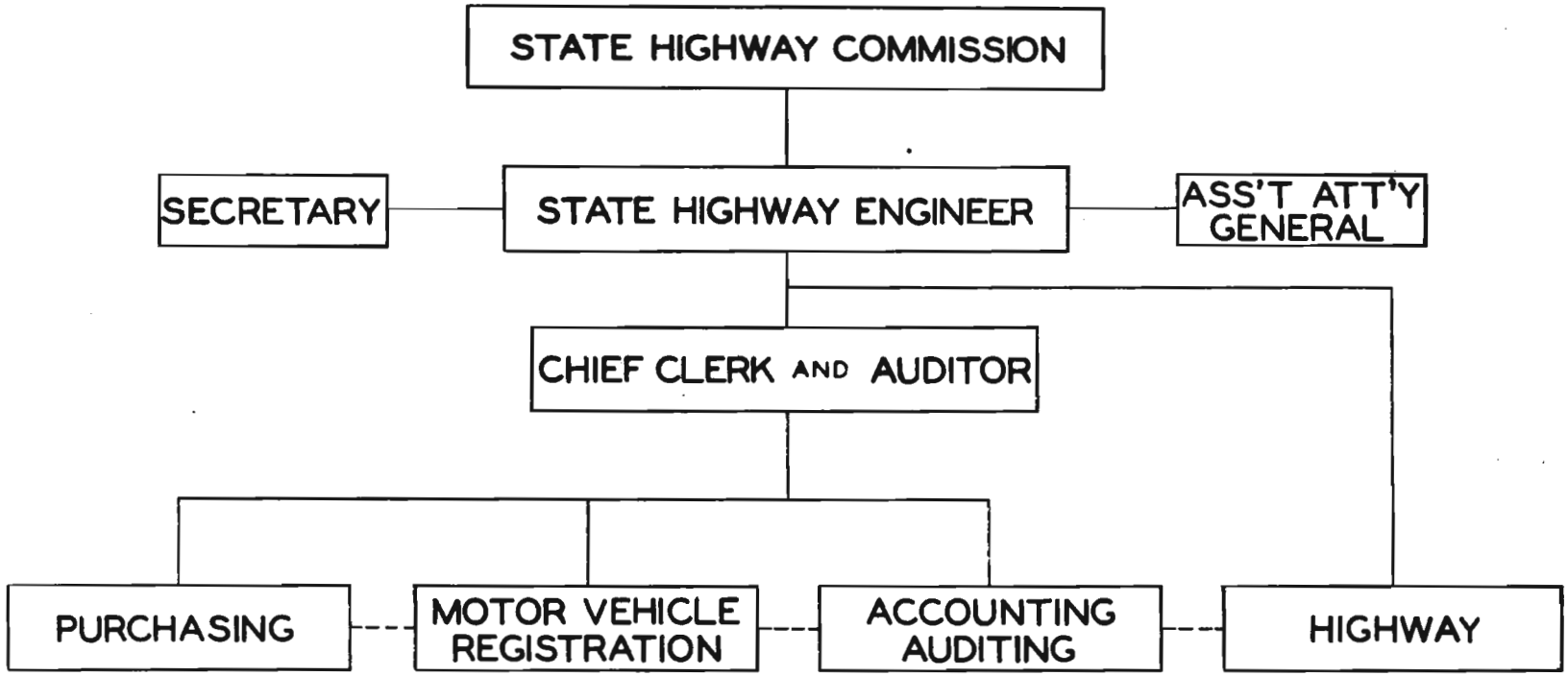
The duties with which the State Highway Commission is charged can be briefly expressed as the development and maintenance of the roads embraced in the state system. However, the activities covered by this expression vary widely in scope, and in the execution of the work three major subdivisions have been developed within the Department itself, although no clear line of demarcation exists between either, the relations of each necessarily interlocking and merging with that of the other.

These subdivisions may be termed the ADMINISTRATIVE, composed of the State Highway Commission and directing the policies of the Department in conformance with the legislative acts governing; the HIGHWAY, charged with the location, construction and maintenance of highways; and the BUSINESS, detailed with the various operations incident to the making of purchases, the registration of motor vehicles and the accounting and auditing. The outline of this organization is more simply shown by Plate No. 1.

Administrative The administrative control is vested in the State Highway Commission, composed of five members appointed by the Governor, one from the state at large and one from each of the four agricultural districts of the state. The commissions are honorary in character, with the exception of the Chairman of the Commission who is selected by the members composing the Commission. The term of office of each commissioner is ten years, the initial appointments being made on a two, four, six, eight and ten year basis, so as to allow subsequent appointments to overlap and prevent an entire change in personnel in any one administration excepting through resignation or death of the appointees.

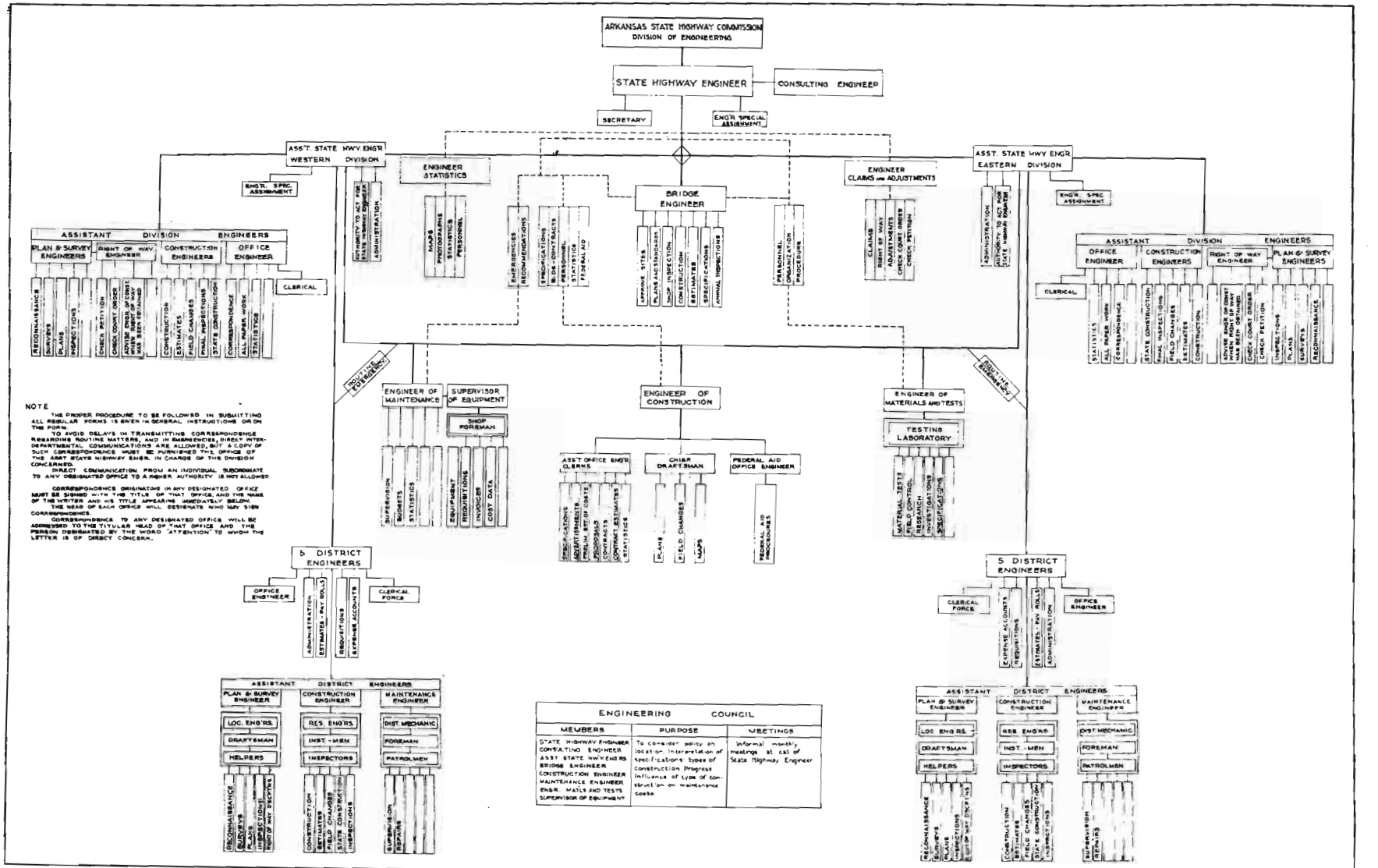
Highway The direct supervision of the administration and execution of the development and maintenance program is vested in the State Highway Engineer. To support this officer and relieve him to some extent of the multitudinous duties involved, the State has been organized into two divisions, Eastern and Western, and an Assistant State Highway Engineer placed in charge of each. To promote uniformity, the organization further provides for a division of technical activities into distinct lines of work administered through the offices of the Engineer of Construction, the Engineer of Maintenance, the Bridge Engineer and the Engineer of Materials and Tests. For the active field supervision and control, the State is divided into ten districts, each in charge of a District Engineer, reporting through the division chief, and referring to each technical subdivision only in so far as the duties concern that subdivision. The form of organization is graphically shown by Plate No. 2.

The Assistant State Highway Engineer, with his division personnel, is in direct and active control of all phases of activity emanating in his respective division, making all route and location inspections, as well as the field contact with construction and maintenance. The Construction Office prepares designs, standards, specifications and proposals, checks plans and audits monthly estimates of contract projects, and handles field changes and a miscellaneous number of other items affecting the contract commitments. The Maintenance Office correlates and



ORGANIZATION
OF
ARKANSAS STATE HIGHWAY COMMISSION

PLATE NO. 1



NOTE

THE PROPER PROCEDURE TO BE FOLLOWED IN SUBMITTING ALL REGULAR FORMS IS GIVEN IN GENERAL INSTRUCTIONS OR ON THE FORM.

TO AVOID DELAYS IN TRANSMITTING CORRESPONDENCE REGARDING ROUTINE MATTERS, AND IN EMERGENCIES, DIRECT INTER-DEPARTMENTAL COMMUNICATIONS ARE ALLOWED, BUT A COPY OF SUCH CORRESPONDENCE MUST BE FURNISHED THE OFFICE OF THE ASST STATE HIGHWAY ENGR. IN CHARGE OF THE DIVISION CONCERNED.

DIRECT COMMUNICATION FROM AN INDIVIDUAL SUBORDINATE TO ANY DESIGNATED OFFICE TO A HIGHER AUTHORITY IS NOT ALLOWED

CORRESPONDENCE ORIGINATING IN ANY DESIGNATED OFFICE MUST BE SIGNED WITH THE TITLE OF THAT OFFICE, AND THE NAME OF THE WRITER AND HIS TITLE APPEARING IMMEDIATELY BELOW. THE HEAD OF EACH OFFICE WILL DESIGNATE WHO MAY SIGN CORRESPONDENCE.

CORRESPONDENCE TO ANY DESIGNATED OFFICE WILL BE ADDRESSED TO THE TITULAR HEAD OF THAT OFFICE AND THE PERSON DESIGNATED BY THE WORD "ATTENTION" TO WHOM THE LETTER IS OF DIRECT CONCERN.

PLATE NO. 2

coordinates this phase of the work throughout the state and also has charge of the erection of signs and markers on the State Highway System. The Bridge Engineer has control of the location, design and preparation of plans of all structures as well as the active field supervision of the construction. The Engineer of Materials and Tests is charged with the investigation, test and approval of all materials used in construction and maintenance. The district office is the pivotal unit in which the activities initiate, the District Engineer having direct supervision of the making of surveys, the preparation of plans the execution of construction, the promulgation of maintenance work and the proper disbursement of accounts.

The Eastern Division incorporates Districts No. 1, 2, 6, 7 and 10, and the Western Division, Districts No. 3, 4, 5, 8 and 9, with the following counties per district.

DISTRICT No. 1	DISTRICT No. 2	DISTRICT No. 3	DISTRICT No. 4	DISTRICT No. 5
Crittenden	Arkansas	Clark	Benton	Fulton
Cross	Jefferson	Pike	Washington	Izard
Woodruff	Lincoln	Howard	Crawford	Sharp
St. Francis	Desha	Sevier	Franklin	Stone
Lee	Drew	Little River	Sebastian	Independence
Monroe	Ashley	Hempstead	Scott	Cleburne
Phillips	Chicot	Nevada	Polk	Jackson
		Miller	Montgomery	White
		Lafayette		

DISTRICT No. 6	DISTRICT No. 7	DISTRICT No. 8	DISTRICT No. 9	DISTRICT No. 10
Faulkner	Dallas	Johnson	Carroll	Randolph
Pulaski	Cleveland	Pope	Boone	Clay
Lonoke	Ouachita	Logan	Marion	Greene
Prairie	Calhoun	Van Buren	Baxter	Lawrence
Saline	Bradley	Conway	Madison	Craighead
Garland	Columbia	Yell	Newton	Mississippi
Hot Spring	Union	Perry	Searcy	Poinsett
Grant				

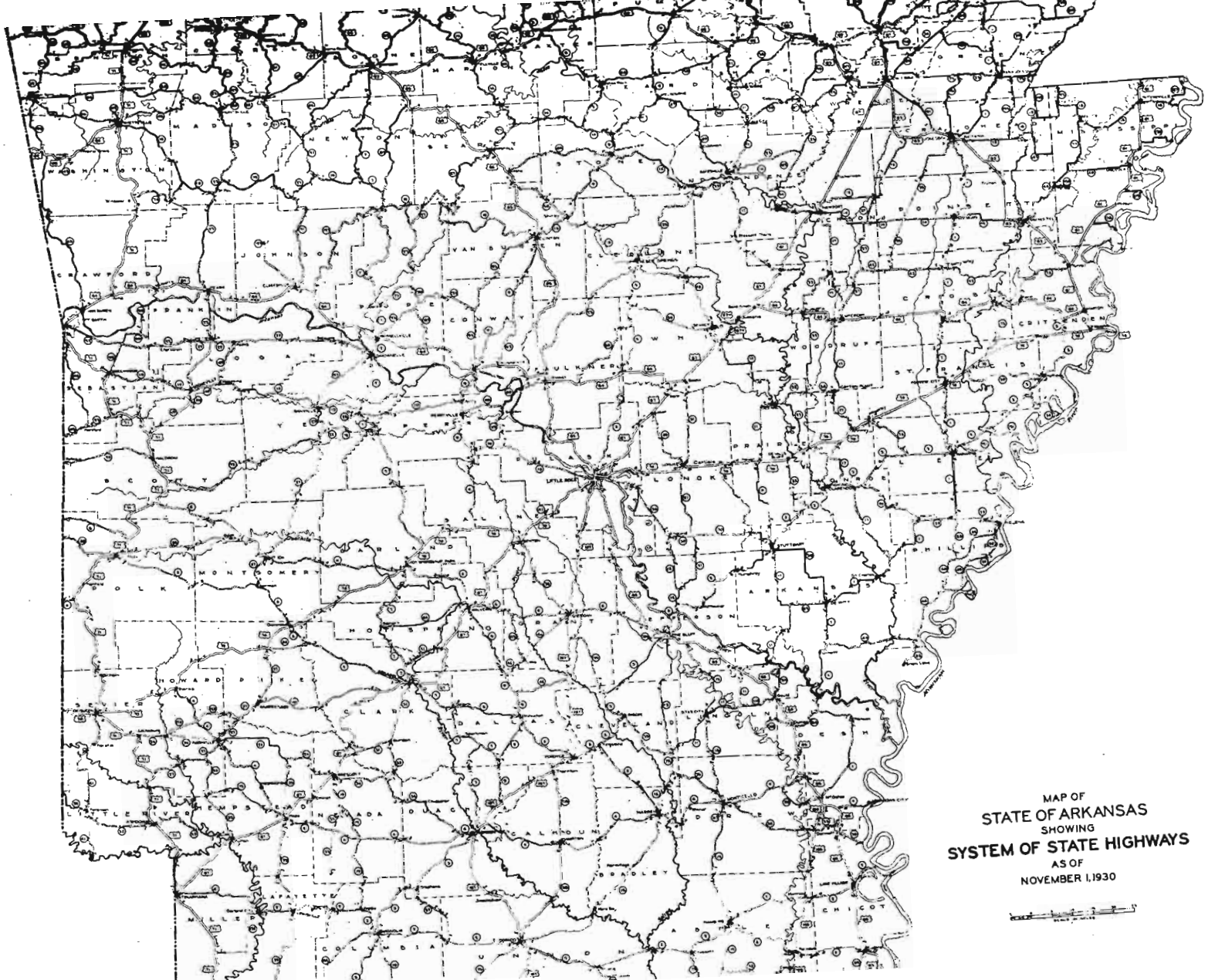
Business The Business unit is composed of three principal sections, consisting of the Purchasing, detailed with the procurement of all supplies and equipment; the Motor Vehicle Registration, charged with the issuance of automobile tags and licenses, and the Accounting and Auditing, correlating the receipts and expenditures of the entire Department.

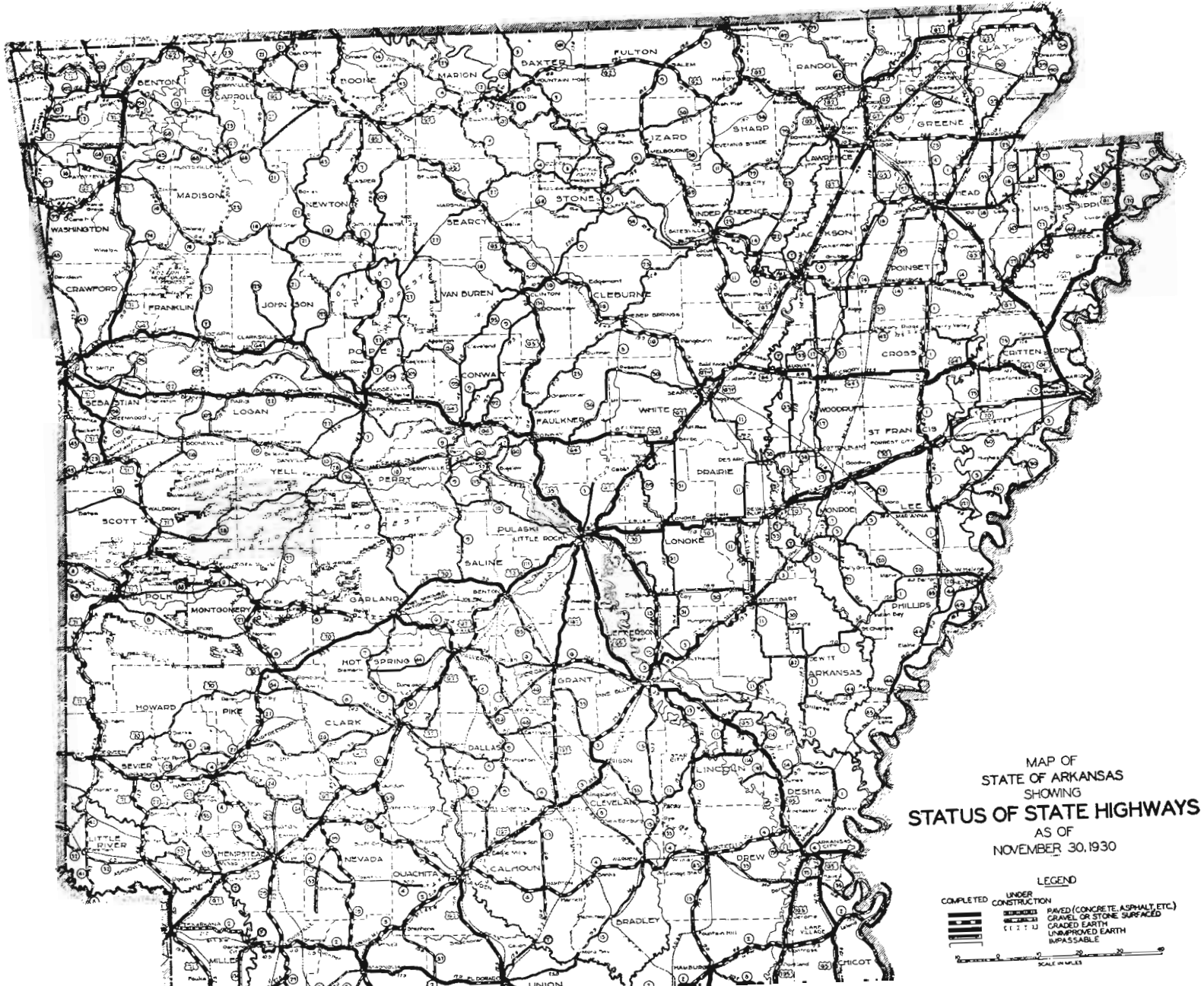
Development and Improvement of the State Highway System

The development of a State Highway System is receptive to two distinct phases, namely, the selection and designation of routings and the physical improvement of such routings. The selection and designation of routings should be based on interstate as well as intrastate requirements for the rapid and comprehensive movement of both personnel and material and in this program local, or farm to market roads, should receive no consideration, community benefit or welfare being subservient to the transportation scheme as a whole. The physical improvement of such routings is promulgated not only for ease, luxury and speed in traveling but for economy in operation of the vehicle as well and should be dependent as to type on the density of the traffic encountered. In general, the capitalized cost of the type of improvement selected should not be in excess of the anticipated savings in operation of motor vehicles in comparison to the cost of operation over some inferior type of improvement.

Extent of System The State of Arkansas faces a particularly difficult problem in financing the development of its state highways in that while the state highway system embraces a mileage considerably greater than the median of the mileage of all the states its automobile registration is considerably below the median of the automobile registration of such states, 40 of the 48 states of the Union having an automobile registration and 32 of the 48 states having a ratio of population per mile of state highway, in excess of the automobile registration or ratio of population per mile of state highway in Arkansas. In view of the foregoing facts it is evident that if the citizens of Arkansas desire a system of state highways comparable to states of other sections of denser population and greater development, that such a system of highways can be financed only if a greater revenue per automobile registered is obtained in this state than in other states of greater registration. Stated in other terms, to obtain an annual revenue comparable to that of adjacent states for highway development and improvement, Arkansas must levy a higher tax or toll on each automobile registered and each gallon of gasoline consumed than such tax or toll levied in the adjacent state with a denser population and greater automobile registration.

Funds Available The legislative act under which the commission is operating provided for bond issues in the amount of $13,000,000 for 1927 and $18,000,000 for each of the years 1928, 1929 and 1930, plus an additional issue of $7,500,000 for use solely in the construction of state-owned toll bridges. The total annual revenue available to the commission from all sources includes the proceeds from the sale of bonds, receipts from automobile registration and gasoline tax and funds received in the form of Federal Aid. To the extent of the total receipts so obtained disbursements are made for Administration, Construction, Maintenance, Interest and Maturities on Road Improvement District Bonds assumed, Interest and Maturities on State Highway Bonds, Interest and Maturities on Bonds extending state routes through towns and cities, the Turnback to County Road Funds in the sum of $1,800,000 annually, Expense of the Bus Division under


MAP OF
STATE OF ARKANSAS
SHOWING
SYSTEM OF STATE HIGHWAYS
AS OF
NOVEMBER 1, 1930



MAP OF
STATE OF ARKANSAS
SHOWING

STATUS OF STATE HIGHWAYS

AS OF
NOVEMBER 30, 1930

LEGEND

COMPLETED — UNDER CONSTRUCTION

- PAVED (CONCRETE, ASPHALT, ETC.)
- GRAVEL OR STONE SURFACED
- GRADED EARTH
- UNIMPROVED EARTH
- IMPASSABLE

SCALE IN MILES

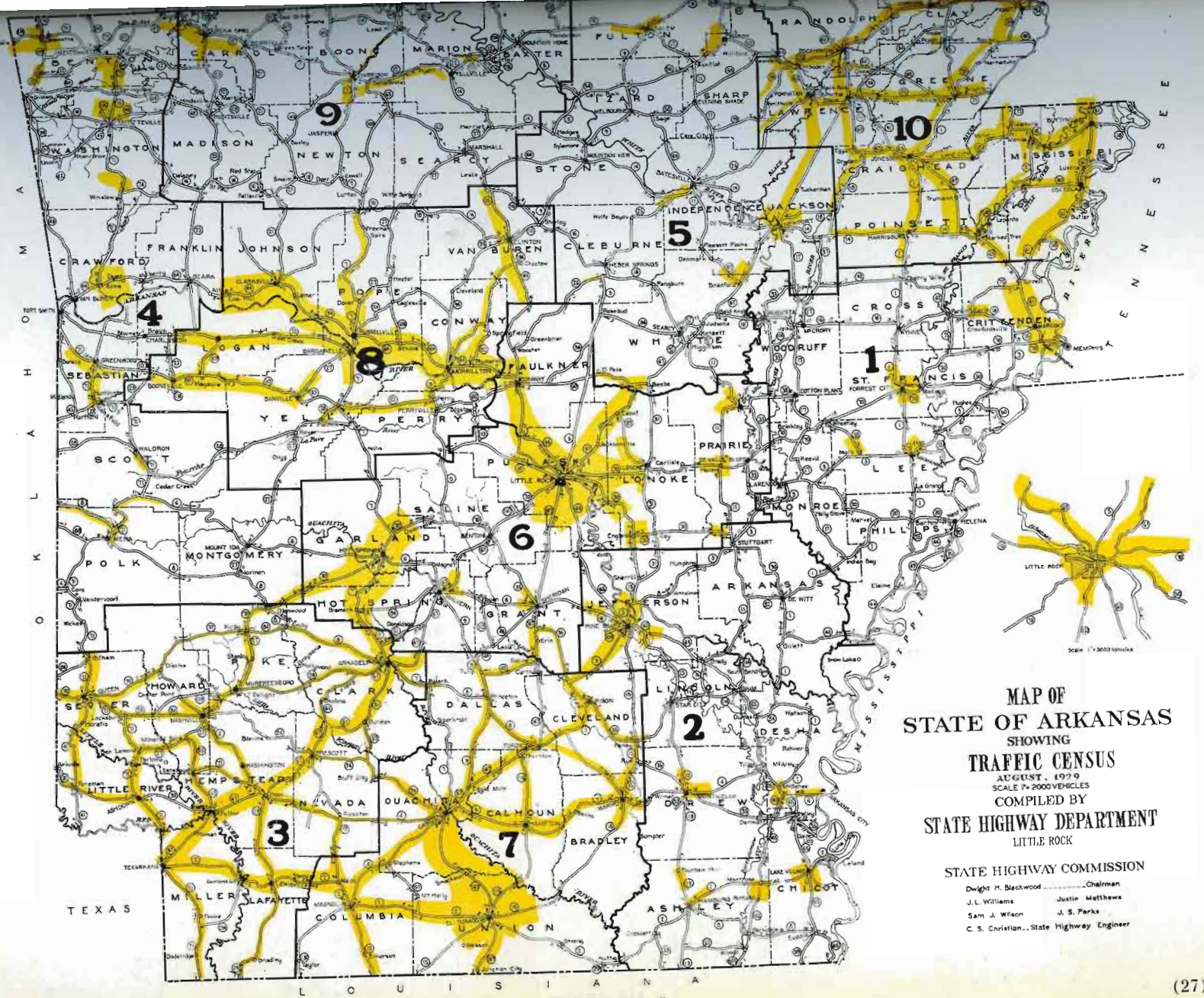
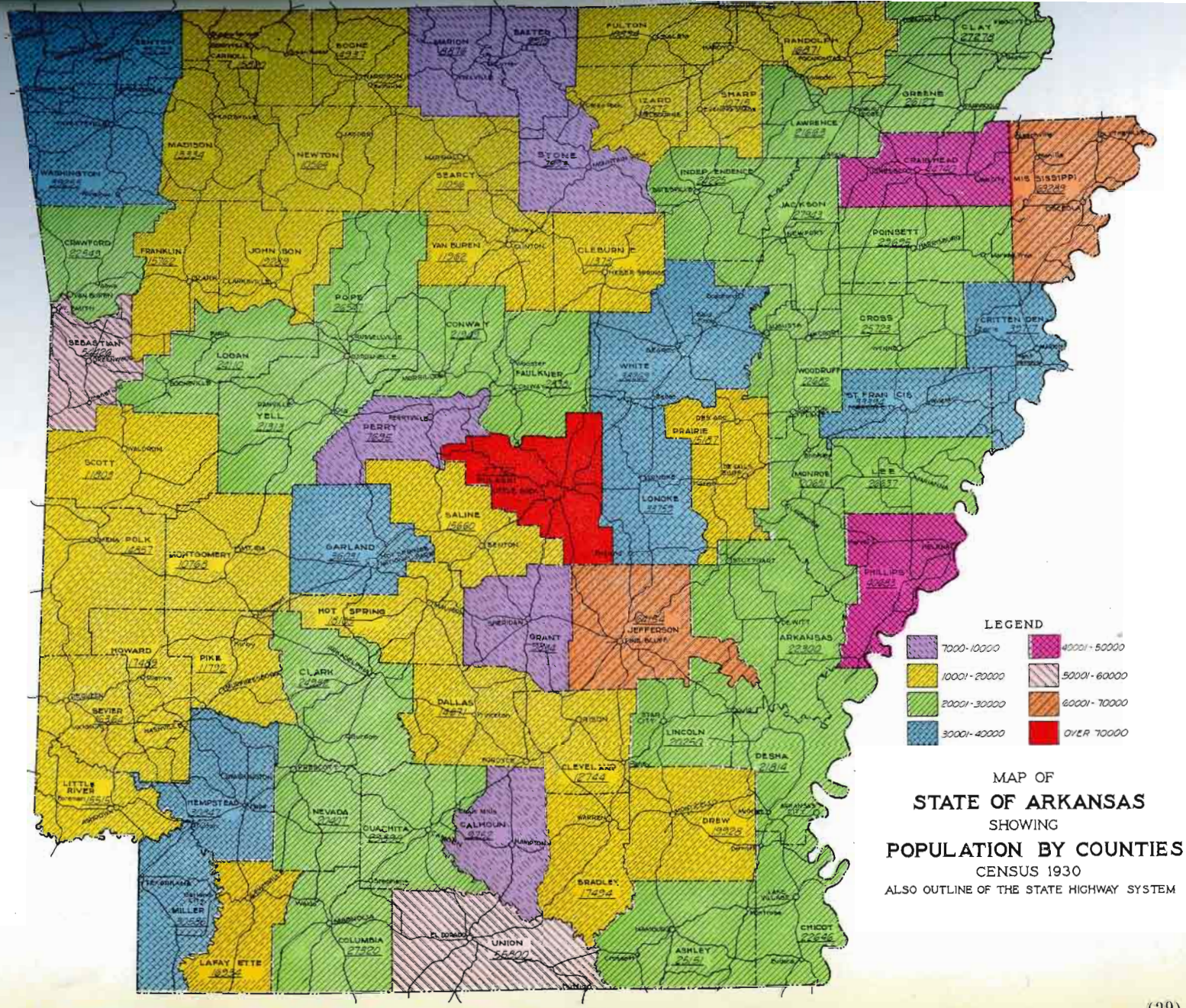

MAP OF
STATE OF ARKANSAS
SHOWING
TRAFFIC CENSUS
AUGUST, 1929
SCALE 1"= 2000 VEHICLES
COMPILED BY
STATE HIGHWAY DEPARTMENT
LITTLE ROCK
STATE HIGHWAY COMMISSION
Dwight H. Blackwood ..... Chairman
J. L. Williams
Justin Matthews
Sam J. Wilson
J. S. Parks
C. S. Christian... State Highway Engineer
1
2
3
4
5
6
7
8
9
10
OKLAHOMA
TEXAS
LOUISIANA
MISSISSIPPI RIVER
TENNESSEE
LITTLE ROCK
Scale 1" = 2000 Vehicles

PLATE No. 5

MAP OF
STATE OF ARKANSAS
SHOWING
AREAS LYING MORE THAN TWO MILES
FROM A STATE HIGHWAY
NOV. 30, 1930



MAP OF

STATE OF ARKANSAS

SHOWING

POPULATION BY COUNTIES

CENSUS 1930

ALSO OUTLINE OF THE STATE HIGHWAY SYSTEM

the Railroad Commission jurisdiction, Expense of the Revenue Department in collecting the gasoline tax including gasoline tax refunds in the sum of $411,000 annually, and the expense incident to the office of the Assistant Attorney General.

It is evident that with an increased annual automobile registration and consequent consumption of gasoline that receipts from this source will prove of material aid as a means of revenue to the highway fund. It is estimated that such receipts will show a cumulative increase during the next biennial period providing no change is made in the present form of tax, however, considerable discretion should be exercised in estimating such an increase in revenue with due consideration given to probable increases in population through this period as well as the buying power of the state as a whole, it being dependent to a considerable degree upon the success of agricultural pursuits.

Tourist or out of state travel will probably contribute substantially to an increase in the revenue derived from the gasoline tax. Such increase will be counteracted to a considerable extent however by heavier maintenance charges due to the increased number of vehicles using the highways as well as to the heavier loadings now becoming predominant, also to the additional mileage necessary to maintain as new routes are completed and opened to public use.

Distribution of Funds

With the common acceptance that a tax or toll on the motor vehicle is the equitable method of financing the improvement of public highways in lieu of a tax on income or on real or personal property, the question arises as to the apportionment of funds so received among the various subdivisions of the state employed in such construction and maintenance, namely, the State Highway Commission in the development of the state highway system, the county in the development of local or farm to market roads, and the municipality in the improvement of city streets. The apportionment of funds to all such agencies has merit, the pertinent question being the amount of allocation to each. In considering this question the magnitude and difficulty of the development of our state highway system as well as the amount of annual revenue obtained from the tax or toll on the motor vehicle must be regarded.

The question of allocating funds to the various road-building agencies is both important and complex in view of the disparity and consequence of the mileage involved, there being estimated a total of 75,000 miles of public roads in the state, 8,988 of which are designated state highways of which 178 miles are routed through cities and towns of the first and second class. The legislative acts under which the Commission is now operating provide for a return to the county for local road development and aid to cities and towns of the first and second class in the improvement of state highwawy routings through such towns and cities. Approximately 20 per cent of the revenue derived from motor vehicle registration and the tax on gasoline, is now diverted to this form of improvement, leaving 80 per cent of such receipts to the development and maintainance of the state highway system.

While the State Highway System forms only about 12 per cent of the total road mileage of the state, the traffic and tonnage carried by such mileage is probably far in excess of the traffic and tonnage carried by the balance of the public road mileage existent, the State Highway System forming the primary routings or arteries of travel. No traffic census is available showing the density of traffic or

roads other than state highways but it is anticipated that but in few instances does the traffic on any county road approach the normal indicated by such census on roads on the State Highway System.

Until the State Highway System is fully developed it should be considered imperative that the major portion of funds available should be devoted to such development. When a connected system of state highways has been perfected it should be considered equitable to concentrate upon the secondary or county road requirements to the extent that they may be improved to the degree demanded by local traffic.

Status of System When a system of state highways was first definitely designated in 1923 there were 6,637 miles placed on the system, of which 7 per cent was paved, 32 per cent gravelled or of similar type, 32 per cent graded and drained and 29 per cent unimproved. The total mileage on the system has since been increased to 8,988 miles, of which as of November 30, 1930, 13 per cent was paved, 66 per cent gravelled or of similar type, 14 per cent graded and drained and 7 per cent unimproved.

Topography of State The natural topography of the State varies considerably, ranging in type from the mountainous sections in the northern and northwestern portions to the delta sections in the eastern and southeastern portion. The state is also traversed by numerous waterways and it is desired to call attention to the fact that Arkansas has a greater mileage of streams within its boundaries, classed as navigable by the Secretary of War, than any other state in the Union. It is obvious that the cost of the improvement of highways under these conditions of extremes in topographical influences is greatly increased in comparison to a similar improvement in states of more nearly normal ranges in terrain.

Summary of Results Pursuant to carrying out the present improvement program the following construction activities have been initiated since January 1, 1927. This resume includes all work placed under commitment whether finished or under construction and covers work performed by state forces as well as work placed under contract.

3,958 Miles	Grading and Minor Drainage Structures.
3,160 Miles	Gravel, Crushed Stone and Shale Surfacing.
216 Miles	Bituminous Treated (Re-tread and Surface Treated) Surfacing.
511 Miles	Paving (Asphaltic Types and Portland Cement Concrete).
116,222 Lin. Ft.	Reinforced Concrete Structures.
18,442 Lin. Ft.	Structural Steel Structures.
67,372 Lin. Ft.	Treated Timber Structures.

It will be noted from the various charts and tables accompanying this report that a greater percentage of contract awards during the 1929-1930 period covered commitments for paving work than during either the 1927 or the 1928 period.

This is a logical development of the program in that the first biennial period was required for the construction and proper consolidation of the roadbed in order that the paving would not be affected through subsidence and settlement.

It is difficult to realize the enormity of the work undertaken during the past four year period or vision the tremendous quantities of the different items involved. Some idea of the magnitude may be obtained, however, when it is realized that the contract awards obligated the moving of 33,000,000 cubic yards of roadway excavation of all classes, the placing of approximately 321,000 cubic yards of concrete and 46,000,000 pounds of reinforcing steel in bridges and minor drainage structures, the installation of 210,000 linear feet of culvert pipe of all diameters, the use of 12,000,000 feet board measure of lumber and 560,000 linear feet of piling in timber bridges, the placing of 3,000,000 cubic yards of gravel and crushed stone for surfacing and the construction of 4,500,000 square yards of concrete pavement.

Grade Crossings Realizing the dangers and evils attendent to railroad grade crossings, considerable effort has been made during the progress of the present improvement program toward the elimination of this hazard. Since January 1, 1927, we find that the Commission has been successful in eliminating a total of 121 dangerous crossings, 105 by relocation of highways and 16 by structures, of which 3 were underpasses and the balance overhead crossings.

A recent survey indicates that 481 railroad grade crossings on the State Highway System are still existent. It is evident from the number cited that it is impracticable from a financial standpoint to eliminate all such crossings and that some burden of responsibility is upon the motorist to observe due care and caution that accidents be held to a minimum.

Careful and continued study is being given to this problem not only by the State Highway Commission but by the railroad companies as well, who have rendered cordial support and assistance in practically all instances where grade separations have occured. Where the elimination of a grade crossing has necessitated a structure, agreements have generally been reached with the railroad that the cost of construction be shared equally with the state.

Home Industries The improvement of the State Highway System during the past four year period has been of considerable benefit to the state at large through fostering the use of home resources in the construction and maintenance activities of the Highway Commission. It has been the policy of the State Highway Commission, where conditions permit, to not only encourage the employment of local labor on all work under its supervision, but also the patronage of local industries. This attitude on the part of the State Highway Commission tends to promote the general welfare of the various communities throughout the state coincident with the physical improvement of the highway system. This policy has been particularly beneficent in those sections in which agricultural pursuits have been curtailed owing to flood and drought conditions.

TABLE No. 1

SHOWING STATUS OF IMPROVEMENT OF ALL ROADS OF STATE HIGHWAY SYSTEM AS OF SEPTEMBER 30, 1930

Road Number	Total Mileage	STATUS OF IMPROVEMENT					
		Miles Graded	Miles Gravel or Similar Types	Miles Paved	Miles Under Construction	Miles Unimproved	Miles in Cities of Over 2500 Population
1	249.4	4.5	184.2	35.4	7.1	11.0	7.2
2	196.3	.....	101.0	64.1	25.0	.....	6.2
3	247.9	.....	139.1	66.5	31.9	.....	10.4
4	197.9	4.0	155.5	8.0	.....	25.0	5.4
5	120.9	9.5	61.8	8.8	12.7	26.4	1.7
6	135.3	6.7	114.0	2.1	9.7	.....	2.8
7	274.3	35.8	192.9	12.9	.....	28.8	3.9
8	201.1	69.4	108.4	.....	7.6	15.0	.7
9	233.5	61.2	170.2	.....	.....	.....	2.1
10	125.3	.....	113.2	.2	8.4	.....	3.5
11	213.4	20.0	181.6	11.0	.....	.....	.8
12	68.7	.....	59.4	.....	.....	8.0	1.3
13	92.5	.....	89.2	2.1	.....	.....	1.2
14	214.0	30.4	165.0	.....	.....	18.0	.6
15	140.6	.....	95.9	8.2	19.9	13.0	3.6
16	201.6	52.1	122.9	.....	.....	23.0	3.6
17	97.3	7.3	88.9	.....	.....	.....	1.1
18	96.1	.....	55.9	38.1	.....	.....	2.1
19	52.4	.....	51.4	.....	.....	.....	1.0
20	52.0	.....	14.5	33.7	.....	.....	3.8
21	106.9	39.0	54.2	.....	.....	13.7	.....
22	76.1	.....	.....	72.6	.....	.....	3.5
23	139.1	3.1	79.5	.....	30.5	26.0	.....
24	100.1	20.3	78.6	.....	.....	.....	1.2
25	151.1	6.7	111.3	.....	25.2	6.2	1.7
26	34.8	.....	34.8	.....	.....	.....	.....
27	215.7	73.0	62.6	.....	8.0	72.1	.....
28	76.5	55.0	15.3	.....	.....	6.2	.....
29	73.8	.....	59.7	.....	.....	13.0	1.1
30	78.7	.....	39.8	38.4	.....	.....	.5
31	52.1	.....	52.1	.....	.....	.....	.....
32	45.6	.....	31.5	.....	.....	14.1	.....
33	64.7	4.5	45.2	.....	.....	15.0	.....
34	33.8	.....	33.8	.....	.....	.....	.....
35	107.4	.....	84.2	10.4	11.5	.....	1.3
36	46.1	.....	20.2	.....	24.0	1.6	.3
37	27.0	.....	16.4	.....	.....	10.6	.....
38	14.2	.....	14.2	.....	.....	.....	.....
39	67.6	.....	52.2	11.5	.....	3.0	.9
40	35.6	.....	20.3	14.9	.....	.....	.4
41	39.3	.....	38.8	.....	.....	.....	.5
42	38.6	.....	19.6	.....	15.0	4.0	.....
43	53.5	38.6	14.5	.....	.....	.....	.4
44	59.9	11.6	5.0	36.9	.....	6.4	.....
45	122.9	.....	121.4	.....	.....	.....	1.5
46	17.7	.....	17.7	.....	.....	.....	.....
47	.7	.....	.....	.7	.....	.....	.....
48	14.7	.....	14.7	.....	.....	.....	.....
49	18.2	7.0	.....	11.2	.....	.....	.....
50	30.4	.....	30.4	.....	.....	.....	.....
51	47.0	.....	13.7	.....	32.0	.....	1.3
52	18.7	15.0	3.0	.7	.....	.....	.....
53	29.1	.....	23.6	.....	.....	5.5	.....
54	8.9	.....	8.9	.....	.....	.....	.....
55	21.7	.....	21.7	.....	.....	.....	.....
56	34.8	5.2	29.6	.....	.....	.....	.....

TABLE No. 1—(Continued)

SHOWING STATUS OF IMPROVEMENT OF ALL ROADS OF STATE HIGHWAY SYSTEM AS OF SEPTEMBER 30, 1930—(Continued)

Road Number	Total Mileage	STATUS OF IMPROVEMENT					
		Miles Graded	Miles Gravel or Similar Types	Miles Paved	Miles Under Construction	Miles Unimproved	Miles in Cities of
57	16.3	.....	16.3	.....	.....	.....	
58	37.5	.....	.....	.....	.....	37.5	
59	7.7	.....	7.7	.....	.....	.....	
60	23.2	17.1	1.5	.....	.....	3.6	
61	72.3	.....	.....	70.2	.....	.....	
62	269.8	13.4	233.4	17.4	4.0	.....	
63	148.0	.....	115.0	29.0	.....	.....	
64	257.6	.....	47.7	189.9	7.1	.....	
65	338.2	.....	125.5	198.0	.....	.....	
66	34.6	3.0	14.0	.....	.....	17.6	
67	350.0	.....	179.8	124.0	30.7	2.7	
68	91.0	.....	52.0	.....	15.0	22.0	
69	29.7	.....	28.1	.....	.....	.....	
70	300.6	.....	62.9	119.9	103.8	.....	
71	335.7	.....	222.9	76.5	20.8	.....	
72	16.0	.....	16.0	.....	.....	.....	
73	18.1	.....	18.1	.....	.....	.....	
74	18.3	.....	.....	.....	.....	18.3	
75	29.6	.....	29.6	.....	.....	.....	
76	9.8	.....	.....	.....	9.8	.....	
77	20.8	9.0	11.8	.....	.....	.....	
78	13.7	.....	13.7	.....	.....	.....	
79	56.2	14.6	41.6	.....	.....	.....	
82	9.5	.....	8.5	1.0	.....	.....	
83	1.3	.....	.....	1.3	.....	.....	
84	33.9	22.8	11.1	.....	.....	.....	
85	17.8	.....	.....	12.8	5.0	.....	
88	48.8	20.0	14.6	.....	.....	13.0	
89	18.2	8.2	.....	.....	10.0	.....	
90	90.9	41.0	18.4	.....	.....	31.5	
91	26.3	.....	26.3	.....	.....	.....	
92	13.9	.....	2.1	11.8	.....	.....	
93	5.0	5.0	.....	.....	.....	.....	
94	5.2	.....	4.3	.....	.....	.....	
95	41.2	26.3	.....	14.4	.....	.....	
96	20.7	.....	20.7	.....	.....	.....	
97	2.0	.....	2.0	.....	.....	.....	
99	16.6	.....	16.6	.....	.....	.....	
100	10.7	.....	6.2	4.5	.....	.....	
101	20.6	10.0	.....	.....	.....	10.6	
102	21.4	.....	21.4	.....	.....	.....	
103	45.8	33.8	12.0	.....	.....	.....	
104	4.0	.....	4.0	.....	.....	.....	
105	15.6	.....	15.6	.....	.....	.....	
107	12.9	.....	12.9	.....	.....	.....	
109	12.9	11.9	.....	.....	.....	.....	
110	21.8	.....	.....	.....	.....	21.8	
111	1.0	.....	.....	.....	.....	1.0	
112	3.3	.....	2.1	.....	.....	.....	
113	22.7	4.0	18.7	.....	.....	.....	
114	16.3	.....	16.3	.....	.....	.....	
115	44.4	.....	19.4	5.3	16.8	1.6	
116	24.5	.....	.....	4.0	.....	20.5	
117	8.8	4.2	4.6	.....	.....	.....	
118	9.2	9.2	.....	.....	.....	.....	

TABLE No. 1—(Continued)

SHOWING STATUS OF IMPROVEMENT OF ALL ROADS OF STATE HIGHWAY SYSTEM AS OF SEPTEMBER 30, 1930—(Continued)

Road Number	Total Mileage	STATUS OF IMPROVEMENT					
		Miles Graded	Miles Gravel or Similar Types	Miles Paved	Miles Under Construction	Miles Unimproved	Miles in Cities of Over 2500 Population
119	4.5	.....	4.5	.....	.....	.....	.....
120	8.0	8.0	.....	.....	.....	.....	.....
121	9.8	.....	9.8	.....	.....	.....	.....
122	11.2	.....	.....	.....	11.2	.....	.....
123	48.2	4.5	13.0	.....	.....	30.0	.7
124	29.0	.....	19.0	.....	.....	10.0	.....
125	17.0	.....	.....	.....	.....	17.0	.....
126	8.0	.....	8.0	.....	.....	.....	.....
127	4.0	.....	4.0	.....	.....	.....	.....
128	21.0	6.0	15.0	.....	.....	.....	.....
129	12.0	.....	12.0	.....	.....	.....	.....
131	9.6	.....	9.6	.....	.....	.....	.....
132	25.1	.....	24.4	.....	.....	.....	.7
133	9.3	.....	8.8	.....	.....	.....	.5
134	18.0	10.0	.....	.....	.....	8.0	.....
135	16.8	.....	16.8	.....	.....	.....	.....
136	3.6	.....	3.6	.....	.....	.....	.....
137	7.1	.....	7.1	.....	.....	.....	.....
138	11.2	.....	8.1	3.0	.....	.....	.1
139	7.3	7.3	.....	.....	.....	.....	.....
140	12.5	.....	.....	.....	12.5	.....	.....
141	18.4	9.0	8.7	.....	.....	.....	.7
143	10.0	.....	10.0	.....	.....	.....	.....
165	45.4	.....	28.6	15.5	.....	.....	1.3
167	165.6	.....	88.2	49.1	19.9	.....	8.4
Total	8988.0	878.2	5327.9	1436.0	535.1	632.3	178.3

CHART OF STATE HIGHWAY SYSTEM SHOWING RELATIVE MILEAGE OF TYPES BY COUNTIES

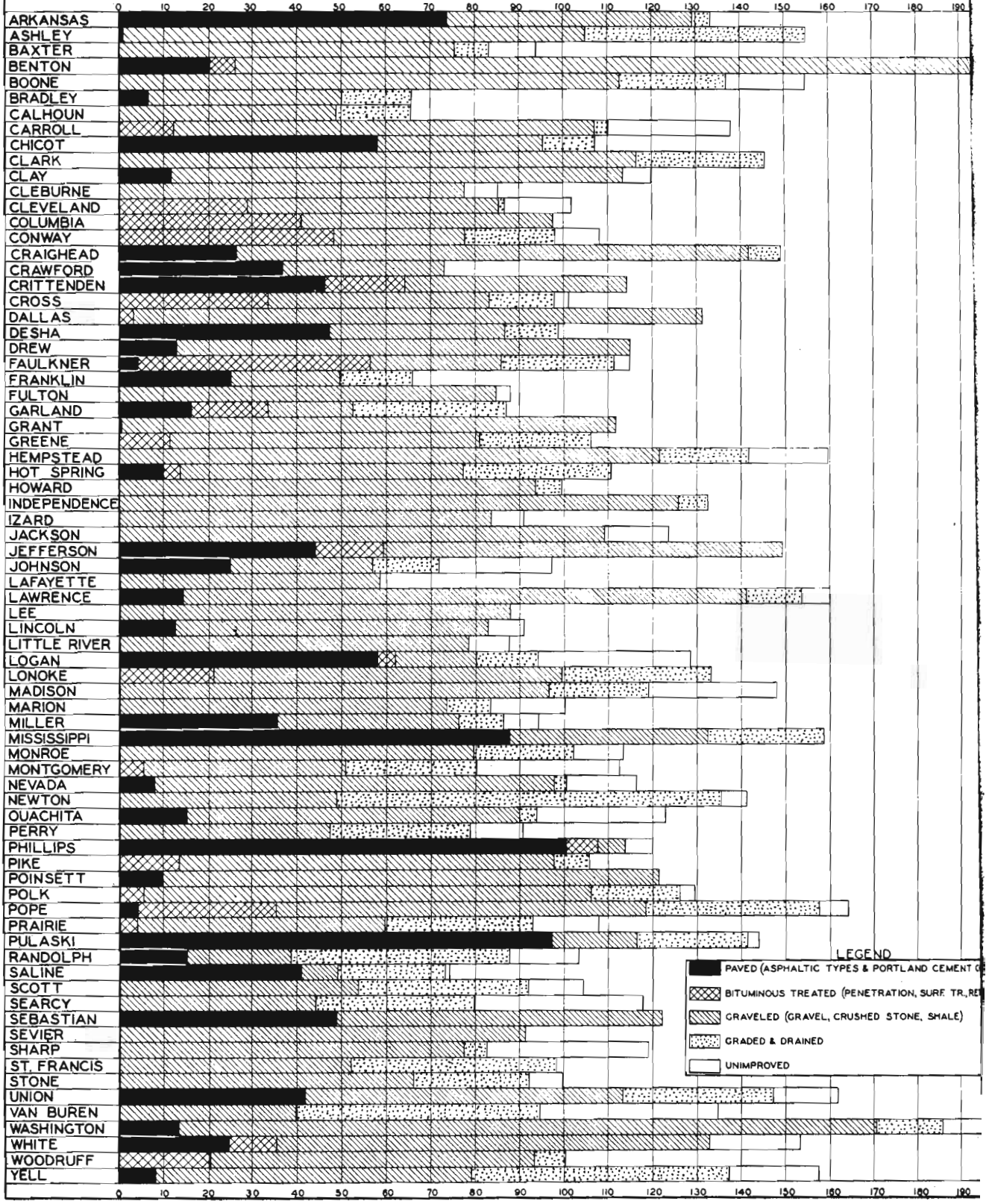
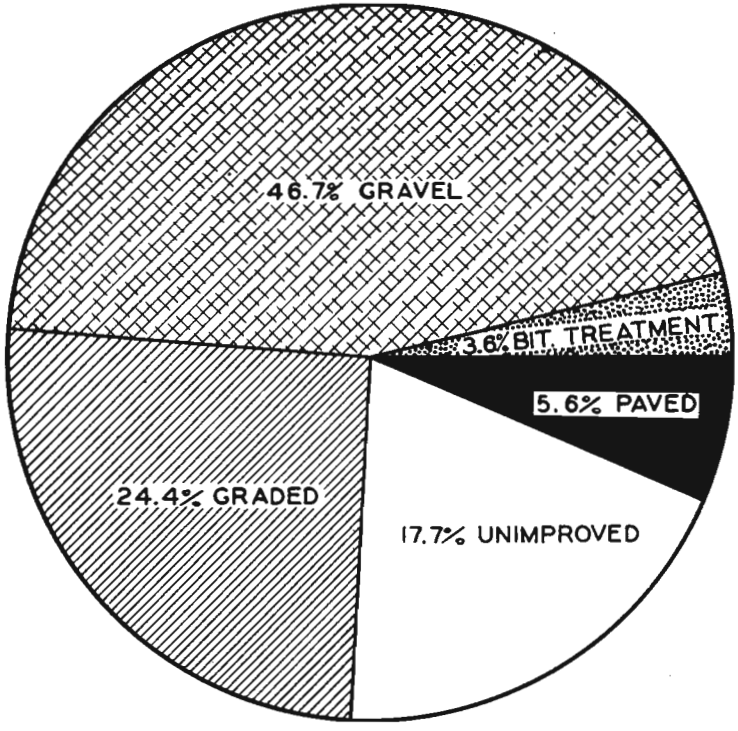
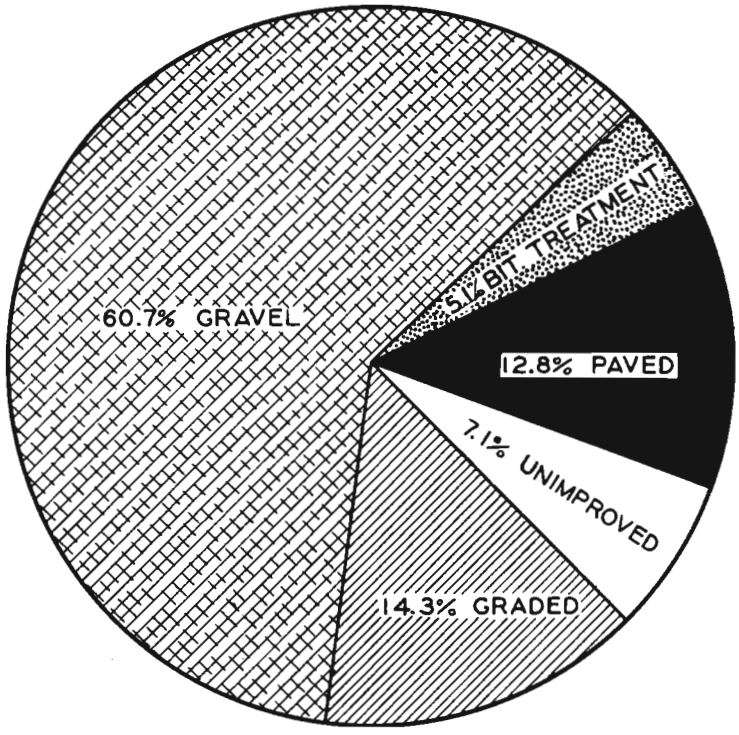


PLATE No. 8



TOTAL MILES–8717
1928



TOTAL MILES–8958
1930

RELATIVE PROPORTIONS
OF
STATE HIGHWAY IMPROVEMENTS
1928 & 1930
STATE OF ARKANSAS

PLATE No. 9

Federal Aid

The Federal Aid system of highways in the State of Arkansas as designated by the State Highway Commission and approved by the Secretary of the United States Department of Agriculture embraces 5019 miles. In accordance with the requirements of the Federal Highway Act of 1921, this system is divided into two classes: primary or interstate highways, aggregating 1756 miles, and secondary highways, aggregating 3263 miles; the primary system embracing trunk line roads and the secondary system providing for a correlated network of connecting roads. The object of this division or classification is the formation of a system of highways national in scope, composed of the primary systems of each state, thus providing continuous routes interstate in character. The principal requirement governing the selection of the secondary system is that it coordinate with and serve the primary system. The mileage on the Federal Aid System in Arkansas is only about fifty-six per cent of the mileage incorporated in the State Highway System; however, within the extent of the Federal Aid sysetm, the two systems are practically identical.

The Federal Aid system in each state is limited to seven per cent of the total public road mileage of that state as shown by the records of the State Highway Commision. Of the mileage represented by this seven per cent, not more than three-sevenths may be designated as primary highways. However, if any of the routes selected and approved to comprise the Federal Aid system pass through national forests or other Federal reservations then the system may be enlarged, over and above the stipulated seven per cent, in an amount equivalent to that mileage which lies wholly within the boundaries of national forests or other Federal reservations, which in the State of Arkansas amounts to 119.7 miles.

Source of Funds Federal Aid for highways is provided by congressional appropriations to the United States Department of Agriculture and is administered through the Bureau of Public Roads of that department in accordance with Federal statutes, and rules and regulations promulgated by the Secretary of the United States Department of Agriculture. From each appropriation the Secretary deducts the percentage allowed by law for administrative expenses and the remainder is apportioned to the several states in the ratio which each state's area, population, and public road mileage bears to the total area, population, and public road mileage of all the states.

The Federal Aid apportionment for the fiscal year ending June 30, 1931, $1,293,086.00, was augmented in the amount of $862,057.00 by an Act of Congress (H.R. 5616) approved April 4, 1930, which provides for an increase in the annual appropriation for the construction of rural post roads from $75,000,000 to $125,000,000 and was further augmented in the amount of $5,832.00 by the reapportionment, on June 30, 1930, of an unexpended balance of funds originally apportioned to the Territory of Hawaii.

Apportionments are available for expenditure until the close of the second succeeding fiscal year for which the apportionment is made. At the expiration of this three year period any unobligated balance not otherwise provided for is reapportioned among all the states.

Following is a statement showing the apportionment to the State of Arkansas for each fiscal year from the inception of the Federal Aid Act to date.

1917	$ 82,689.10
1918	165,378.20
1919	1,090,247.99
1920	1,596,436.09
1921	1,685,178.09
1922	1,254,142.20
1923	836,094.80
1924	1,093,376.46
1925	1,258,857.07
1926	1,275,497.00
1927	1,267,907.00
1928	1,277,896.00
1929	1,281,785.00
1930	1,284,382.00
1931	2,160,975.00
1932	2,174,786.00
Total	$19,785,628.00

Use of Federal Aid Federal Aid is available only for the construction or reconstruction of roads on the Federal Aid system. It cannot be applied to the cost of maintenance of highways even though such charges are incurred on projects constructed with Federal Aid funds. It is also required that all work undertaken with Federal Aid and other funds expended in connection therewith shall be under the direct control of the State Highway Commission.

Payments Federal Aid apportionments are not given outright to the state but payments are made from time to time on reimbursement vouchers to cover the Federal Government's pro rata share of the cost of participating in items of work executed in conformity with the plans and specifications. Federal Aid projects under construction are inspected at frequent intervals by representatives of the Bureau of Public Roads and a report is prepared showing the per cent and quality of the work completed, together with other pertinent information required by the Secretary of the United States Department of Agriculture. If these reports show any of the work as not complying with the requirements for that project, Federal Aid payments may be suspended until the proper corrective measures have been applied.

Extent of Aid The Federal Government's share of the cost of construction of Federal Aid road projects cannot exceed fifty per cent, or a maximum of $15,000.00 per mile, exclusive of the cost of bridges of more than twenty feet clear span, until the original certified seven per cent system of the State shall have been surfaced. After the original certified seven per cent system of the State has been surfaced the maximum may be increased to $25,000.00 per mile, exclusive of the cost of bridges of more than twenty feet clear span; provided, that such increase above $15,000.00 per mile shall be certified by the Director of the Bureau of Public Roads and the Secretary of Agriculture as securing actual

extension of the highway system or economy in its construction. Improvements classed as bridge projects, although they may embrace earthwork approaches, are not affected by the maximum allowable participation per mile, and may, therefore, receive Federal Aid up to a maximum of fifty per cent of the actual cost of construction. Federal Aid for the reconstruction of Federal Aid projects is based on the combined cost of original and new work less Federal Aid payments made on the original work.

Maintenance All projects constructed with Federal Aid must be maintained by the state in a manner satisfactory to the Secretary of the United States Department of Agriculture, and periodical inspections to this end are made by representatives of the Bureau of Public Roads.

Procedure The time required to inaugurate Federal Aid projects and begin actual construction is much longer than the time required for projects that do not receive Federal Aid. This is largely due to the fact that all features, from the selection of the general location of the proposed Federal Aid project to the determination of the exact location, the size and type of drainage structures, and all details of the plans, specifications and contract must be recommended by the local offices of the Bureau of Public Roads in Little Rock, by their district office in Fort Worth, Texas, and approved by the office in Washington, D. C. At each of these offices the plans and details must await their turn among plans of other projects from this and other states. This procedure requires considerable time and causes serious delays in some instances, yet because of the requirements of the Federal Highway Act, and the regulations for administering this law, there is but little possibility of shortening the average time required before construction can begin on Federal Aid projects.

Status of Allotments Following is a summarized statemement showing the status of Arkansas Federal Aid funds as of August 31, 1930:

1. Total apportionment for the fiscal years 1917 to 1932, inclusive		$19,785,628.00
2. Total Paid on Completed Projects	$11,641.186.69	
3. Total of Progress Payments on Projects under agreement	1,621,950.40	
4. Vouchers outstanding	304,840.24	
5. Balance available on Projects under agreement	883,311.20	
6. Approximate Amount Obligated but not under agreement	2,490,511.24	
7. Total of Items 2 to 6, inclusive	16,941,799.77	
8. Less Refunds through substitutions or Cancellation of Project Agreements	520,546.00	
9. Net total Paid, Under Agreement or Obligated	16,421,253.77	16,421.253.77
10. Balance of Apportionment not obligated		$ 3,364,374.23

The term "obligated" as used in the foregoing statement refers to projects approved by the Bureau of Public Roads but for which the project agreements have not been executed. Item 2 represents the Federal Government's contribution to the cost of constructing 214 Federal Aid projects aggregating 1662.895 miles and summarized as follows:

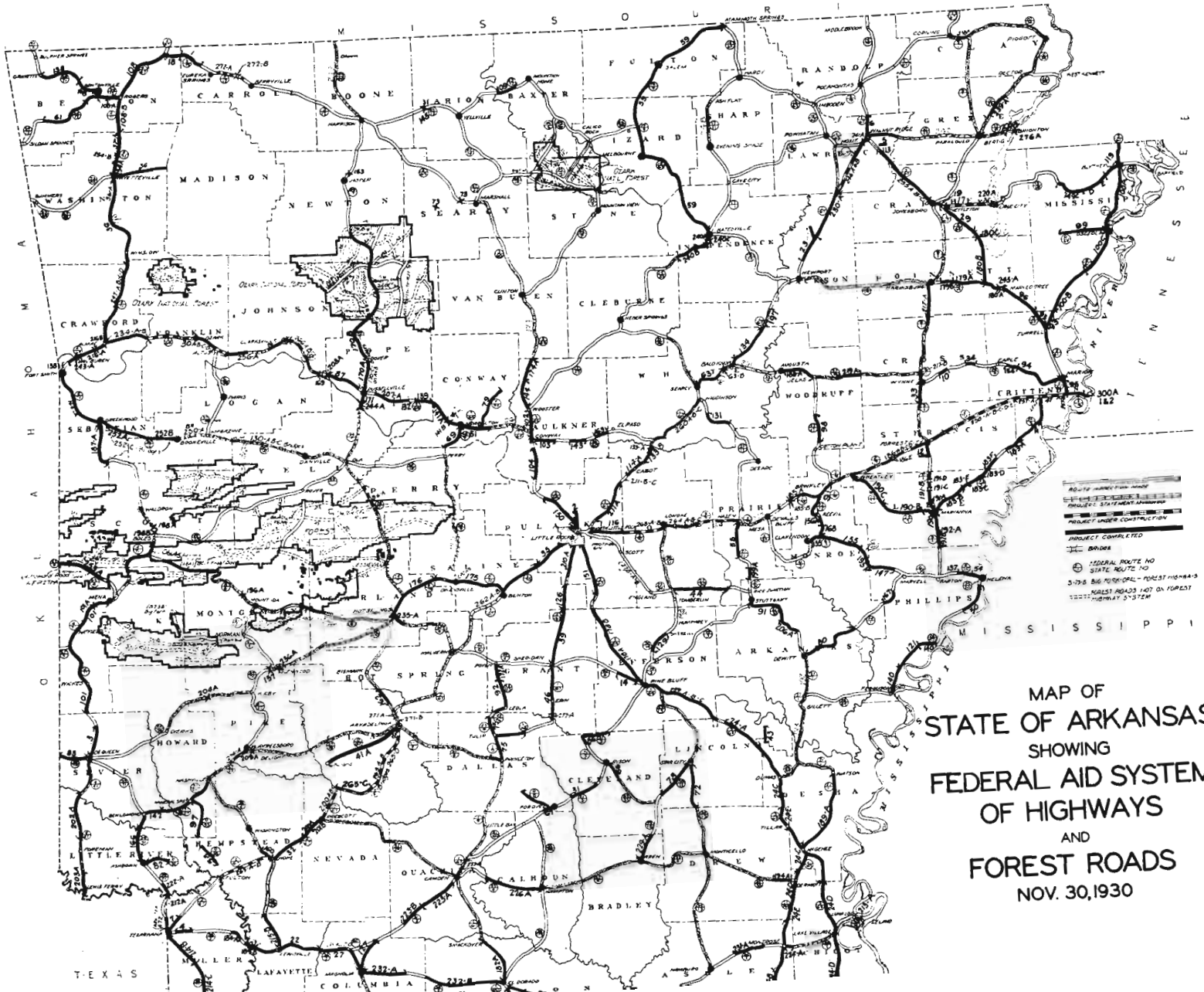
Number of Projects	Type of Project	Mileage Constructed	Cost on Which Federal Aid Is Based	Amount of Federal Aid Paid	Average Per Cent of Cost Covered By Federal Aid
185	Road	1655.362	$22,824,626.77	$ 9,943,225.04	43.563
29	Bridge	7.533	3,546,385.19	1,697,961.65	47.878
214		1662.895	$26,371,011.96	$11,641,186.69	44.143

Pro Rata Share From the above summary it will be noted that expenditures for projects constructed under the Federal Aid laws have been in the approximate proportion of $44.00 from the Federal Government to $56.00 provided by the state. However, the total expenditure shown covers only the cost of items in which the Federal Government participated and does not include the cost of preliminary surveys, the preparation of plans, departmental overhead, and items and contingencies encountered during the construction period but in which costs the Federal Government did not participate.

The following summary shows the status of Federal Aid projects as of August 31, 1930, exclusive of projects completed and for which the final payment of Federal Aid has been received.

Item No. Status	Number of Projects		Mileage		Cost on Which Federal Aid Is Based		Federal Aid Apportionments	
	Road	Bridge	Road	Bridge	Road	Bridge	Road	Bridge
1. Under Construction or Obligated	61	29	385.265	3.725	$7,602,972 17	$1.872,717.26	$3,560,620.61	$ 936,132.06
2. Completed—Final Payment of Fed. Aid Pending	10	1	63.473	0.928	1.352,129.55	270,202.50	668,759.16	135,101.25
3. Totals	71	30	448.738	4.653	$8,955.101.72	$2.142.919.76	$4,229,379.77	$1,071,233.31
4. Progress payments							1,464,936.25	157,014.15
5. Balance available							2,764,443.52	914,219.16

A recapitulation of items taken from the foregoing summaries shows that 214 Federal Aid projects have been completed and 101 are under construction, obligated or have final payment pending. The total mileage included in these 315 projects is about 2116, or approximately 42.6 per cent of the total mileage comprising the present Federal Aid system. This does not, however, constitute the entire amount of construction work on the Federal Aid system, as numerous projects have been completed and are under construction by the state, and in which the Federal Government has not participated in the cost.


MAP OF
STATE OF ARKANSAS
SHOWING
FEDERAL AID SYSTEM
OF HIGHWAYS
AND
FOREST ROADS
NOV. 30, 1930
MISSOURI
MISSISSIPPI
OKLAHOMA
TENNESSEE
TEXAS
MISSISSIPPI RIVER
PROJECT COMPLETED
BRIDGE
FEDERAL ROUTE NO
STATE ROUTE NO
FOREST HIGHWAYS
FOREST ROADS NOT ON FOREST HIGHWAY SYSTEM

National Forest Roads and Trails

Two national forest reserves, the Ozark National and the Ouachita National Forest, are located in the state of Arkansas, the lands included being situated in twenty counties in the northwestern part of the state. These reserves are administered through the Forest Service of the United States Department of Agriculture.

Classification of Forest Roads and Trails The highways serving national forests are, for administrative and other purposes, divided into two groups, one group being termed Forest Highways and the other group Forest Development Roads, the latter group including roads of comparatively narrow width commonly known as trails.

Forest Highways Forest Highways are further subdivided into three classes. Class One, including all existing and proposed roads which are included in the Federal Aid or State Highway System and which lie wholly within the boundaries of the national forest; Class Two being similar to Class One except that the road need not lie wholly within the boundaries of the national forest; and Class Three including other existing or proposed roads which are neither a part of the Federal Aid nor the State Highway System but are of primary importance as county connecting roads and local community roads. The principal object in the classification of Forest Highways is the establishing of a general index of the importance of the route and the probable character and anticipated amount of traffic which in turn influences to some degree the character and extent of the improvement.

Designation of Routes The designation of the Forest Highway System, as well as the designation of those sections to be improved, is tentatively agreed upon in joint conference by representatives of the three parties concerned, the State, the Bureau of Public Roads and the Forest Service, and their recommendations submitted to the Secretary of Agriculture for approval. The Forest Highway System may be modified or revised from time to time, through similar procedure. Changes made in the Forest Highway System do not operate to increase or decrease the apportionment of the funds appropriated as the apportionment is based on the two factors of area and value of the lands included in the national forests. The approximate mileage and the classification of roads comprising the present approved Forest Highway System in this State is as follows:

Class	Approximate Mileage
1	169.8
2	34.0
3	14.0
Total	217.8

Forest Development Roads Forest Development Roads and Trails are selected by the Forest Service, and are constructed under the supervision of that organization or of the Bureau of Public Roads, depending on the magnitude of the work involved. Forest Development Roads and Trails are constructed primarily for the administration and protection of the national

forests, although they are available for public travel. As the state does not participate in Forest Development Road programs, no further description or discussion of them will be made.

Source of Funds Funds for the construction of Forest Highways and Forest Development Roads are provided by congressional appropriation to the United States Department of Agriculture and are administered through the Forest Service and the Bureau of Public Roads in accordance with the requirements of the several Acts, also in conformity with rules and regulations for administrating forest roads and trails as promulgated by the secretary of the United States Department of Agriculture. Allotments for Forest Highways are apportioned to the several states in the ratio which the area and value of national forest land in each state bears to the area and value of national forest land in all the states. Ten per cent of the amount apportioned to each state is set aside by the secretary of the United States Department of Agriculture for administrative expenses of the Forest Service and Bureau of Public Roads, and for other purposes. If it is later found that the entire ten per cent fund will not be required for the purpose for which allotted the unexpended balance is made available for construction of Forest Highways in that state. The apportionment of Forest Highway funds to Arkansas is not large, amounting to approximately $90,000.00 per year. These funds are available until expended, that is, there is no stipulated period of time within which they must be obligated or placed under agreement as is required for Federal Aid funds.

Procedure The initiation of Forest Highway projects, the procedure during construction, the payment of federal funds, and the maintenance requirements for completed projects is substantially the same as for Federal Aid projects, the principal difference being that certain phases of the procedure require the joint approval of both the Forest Service and the Bureau of Public Roads.

Unlike Federal Aid, participation of which is limited to fifty per cent of the cost of construction, Forest Highway funds may be applied in any proportion up to one hundred per cent. The construction of Forest Highways of Class One and Class Two on the Federal Aid System may also receive Federal Aid if the state so desires. However, Federal Aid and Forest Highway funds cannot be allotted jointly to the extent of one hundred per cent of the cost of construction.

Status of Improvements The following summary shows the status of improvements on the Forest Highway System as of August 31, 1930:

COST OF CONSTRUCTION

Status	Mileage	Actual	Estimated
Completed	72.51	400,530.14	
Under Construction	18.89		$127.666.77
Totals	91.40	$400,530.14	$127,666.77

A recapitulation of items taken from the foregoing summaries shows that about thirty-eight per cent of the mileage on the Forest Highway System will have been improved when the work under construction has been completed, with an average cost per mile of $5,778.95. This analysis covers work in which the state has participated and does not include any improvements which may have been made by the Forest Service or counties with their own organizations and funds.

Construction

The construction program, promulgated under the provisions of Act No. 11 of 1927, has been continued with unabated activity throughout the past four year period. The initial note issue under the provisions of the new act was sold June 14, 1927, and proposals on the first projects to be financed under the new law were received June 30. Subsequent awards followed at short intervals during the remainder of the year, with a total commensurate with any of the succeeding years. The volume of contract commitments together with the number of awards made during the period 1927 to 1930 inclusive is reflected in the following totals:

Calendar Year	Number of Contract Awards	Total Commitment
1927	181	$13,154,188.89
1928	195	10,275,463.81
1929	217	16,733,417.18
1930	144	11,411,061.58

In addition to jobs placed under contract a certain amount of work was performed with state forces when this method, in the opinion of the Commission, tended to best serve the public interest. In general, this work has consisted mainly of grading, gravel surfacing and bituminous surfacing and has covered scattered commitments on which it was difficult to prepare plans or specifications or in which the procedure could not be definitely defined or commitments of a nature that the state possessed suitable equipment or same could be secured on a satisfactory rental basis or where it was anticipated that normal unit prices could not be obtained owing to the uninviting character of the work. The volume of state force work initiated during the past four year period is shown as follows:

Calendar Year	Number of Projects	Total Commitment
1927	179	$2,837,173.22
1928	176	2,205,185.55
1929	85	1,579,451.52
1930	172	4,191,038.52

Unit Prices The State has been fortunate that its major road building program has been active during a period in which the construction dollar expended has had the maximum of purchasing power. Labor and material prices have been subjected to a downward trend throughout the entire four year period. Sharp competition induced by a lull in highway activities in adjacent states has also been a contributing factor in maintaining a normal price level, although to a greater extent during the 1927-1928 period than during the 1929-1930 interval. In consequence unit bid prices received on contract projects have shown a steady decline, the augmented volume of work initiated failing to induce perverted values.

An analysis of Plate 11 indicates the general trend of the yearly price level for the six year period 1925 to 1930 inclusive. The 1927 period was selected as the basic year with which to compare the price levels of other years inasmuch as this

was the first year that a large volume of work was initiated. The volume of work placed under contract per year during the period of 1927 to 1930 was practically constant, while that placed under contract during the 1925 and 1926 period amounted to only approximately 20 per cent of the volume per year awarded during the subsequent period. Plate 11 also shows a curve over this same period of a national construction cost index compiled by a leading technical journal. This curve is more nearly constant and shows less variation than the Arkansas curve, tending to a more uniform level. A greater fluctuation is to be expected in the Arkansas price level than in the national, as the reaction from variations in cost of materials and labor are more quickly apparent and are not counteracted to the same extent by alternate trends in other sections.

The decrease evident in the 1929 and 1930 price level in comparison to the price level of the preceding years designated was due principally to the decline in the unit bid prices received for items pertaining to concrete and to the hauling and placing of gravel and crushed stone surfacing materials. These items in conjunction with the item of roadway excavation, which also showed a decline over the price level of the previous biennium, formed a large percentage of the expenditure of the last biennial period.

The decline in price level occurring in the items pertaining to concrete was due principally to a decrease in the price of Portland cement, except in the instance of Portland cement concrete pavement for which the decline can be attributed about equally between two factors, the first as previously mentioned being the decrease in the price of cement and the second being due to a revision in specification allowing a lesser cement content per cubic yard of concrete but providing for a more rigid control of the paving operations. The decline in other items of work can be attributed to increased efficiency on the part of the contractor, the employment of improved mechanical equipment and the general tendency of a sag in labor and material quotations, also that much of the work promulgated during the latter period was more accessible than work of like nature initiated during the previous period, and involved shorter hauls for materials, supplies and equipment.

The average weighted unit prices received on all classes of contract work for the period 1925 to 1930 inclusive is shown by Tables 2 and 3. A perusal of these tables as well as a study of Plate 11 indicates that the state, in the promulgating of a highway program of the proportions assumed during the past four year period, has suffered no disadvantages in regard to the unit bid prices received on contract work.

Materials The material situation received careful consideration during the 1929 period both from the viewpoint of available supply and as to prices quoted. An intensive investigation of local gravel deposits was made as well as a survey of the commercial producing plants of the state. The question as to whether the state could purchase cement cheaper than the contractor also received attention during this period and bids were received June 19, 1929, for the furnishing of cement at designated points throughout the state in quantities estimated to cover the balance of the calendar year requirements. Alternate proposals were received at the same time on contract projects for performing the work both with and without state furnished cement. A review of the bids submitted evidenced that no savings would accure to the Commission through the purchase and use of state furnished cement and all bids for furnishing cement were rejected.

A survey of Portland cement concrete paving jobs placed under contract during 1929 indicated that the paving mixer operated an average of only 50 per cent of the actual elapsed time between the beginning and end of the concreting operations, numerous causes of delay absorbing the balance of such time, among these delays being the factor of material shortage in the amount of 20 per cent of all delays or 10 per cent of the actual elapsed time. In general, the lack of coarse aggregate predominated in computing delays due to material shortage although instances occurred where the mixer was forced to suspend operation owing to the available supply of cement or of fine aggregate becoming exhausted. In general, also, the lack of coarse aggregate was due to the producer being unable to supply the demand rather than through failure in ordering on the part of the contractor or delay in railroad movements as was the frequent cause in the case of cement and fine aggregate.

Although the material situation did not assume alarming proportions during the 1929 period through which approximately 200 miles of high type pavement was placed under contract, it was felt that some provision should be made to insure the minimum delay possible of such work in 1930, particularly in view of the fact that demands were to be made on the material producer during that period for aggregate to be used on a considerable mileage of bituminous retread work in addition to the material required for approximately the same mileage of high type pavement as was placed under contract in 1929. In view of this situation the State Highway Commission asked for bids November 29, 1929, for the furnishing of fine and coarse aggregate for Portland cement concrete pavement work with the intent of stock piling such material at designated points throughout the state during the early months of 1930 and having same available for use by the contractor at such time as the paving contract was awarded. Excellent prices were submitted, contracts were awarded to some ten different producers, and stock piling operations commenced in January, 1930. By allowing the material companies to produce during hitherto idle periods unemployment was checked, lost time was eliminated, and considerable advantages accrued to all concerned.

The question of the state furnishing cement was again considered during the 1930 period and proposals were received August 29, 1930, for quantities sufficient to satisfy the balance of the calendar year requirements as well as for a portion of the 1931 requirements. Satisfactory quotations were received and the contract for furnishing cement was awarded to an Arkansas mill with the provision that the state would be protected during the life of the contract against any decline in current market prices.

The furnishing of materials by the state for construction purposes is not without precedence, it having been the practice of the state during the past several years to furnish all gravel surfacing material used. The state buys such material directly from the producer and furnishes it f. o. b. cars to the contractor at the point of delivery. Such material is not purchased for distribution during any particular interim but rather for specific jobs as they develop, material requirements being advertised and proposals received for the individual project designated.

Advertising and Publicity All construction projects are advertised through three mediums having circulation in the Mississippi Valley, and the larger and more difficult work through additional mediums having national circulation. A mailing list comprising some 500 contractors located in all parts of the United States is also maintained, to whom copies of such advertisements are forwarded. The response has been excellent, proposals having been received from a territory ranging from the Atlantic to the Pacific and from North Dakota to Texas. The lettings have been well attended, contractors and the allied industries crowding the legislative chamber of the Capitol building, where the proposals are publicly opened and read, item by item. Strict compliance with the requirements covering the submitting of proposals has been insisted upon, and the work of tabulating and checking proposals has been so perfected as to allow the State Highway Commission to make awards the afternoon of the same day on which the proposals are read.

Lettings have been held on the average of once per month with not more than two lettings in any one month. The number of projects awarded at each letting has been variable, the largest number awarded at any one letting totaling 54. The number of proposals received per job averaged slightly less than six in 1927, a fraction over seven in 1928, seven in 1929 and slightly less than nine in 1930.

Qualification of Bidders The State Highway Commission has practiced the policy of Post Qualification of Bidders during the past four year period. Contractors are required to submit a Questionnaire quarterly, by U. S. mail, on a form furnished by the Commission. This questionnaire contains a financial statement, an experience record and a schedule of equipment, all information contained being of the last day of the preceding quarter of the calendar year. Proposals are not considered unless this information is on file.

It is considered that the state has been fortunate in the selection of contractors, as the work completed, with few exceptions, is of excellent character and fully conforms to the high standard set by the Commission. It is also significant that of the total awards made through this period, aggregating approximately 52 millions of dollars, less than 1 per cent of such total has been placed in the hands of the surety company for finishing.

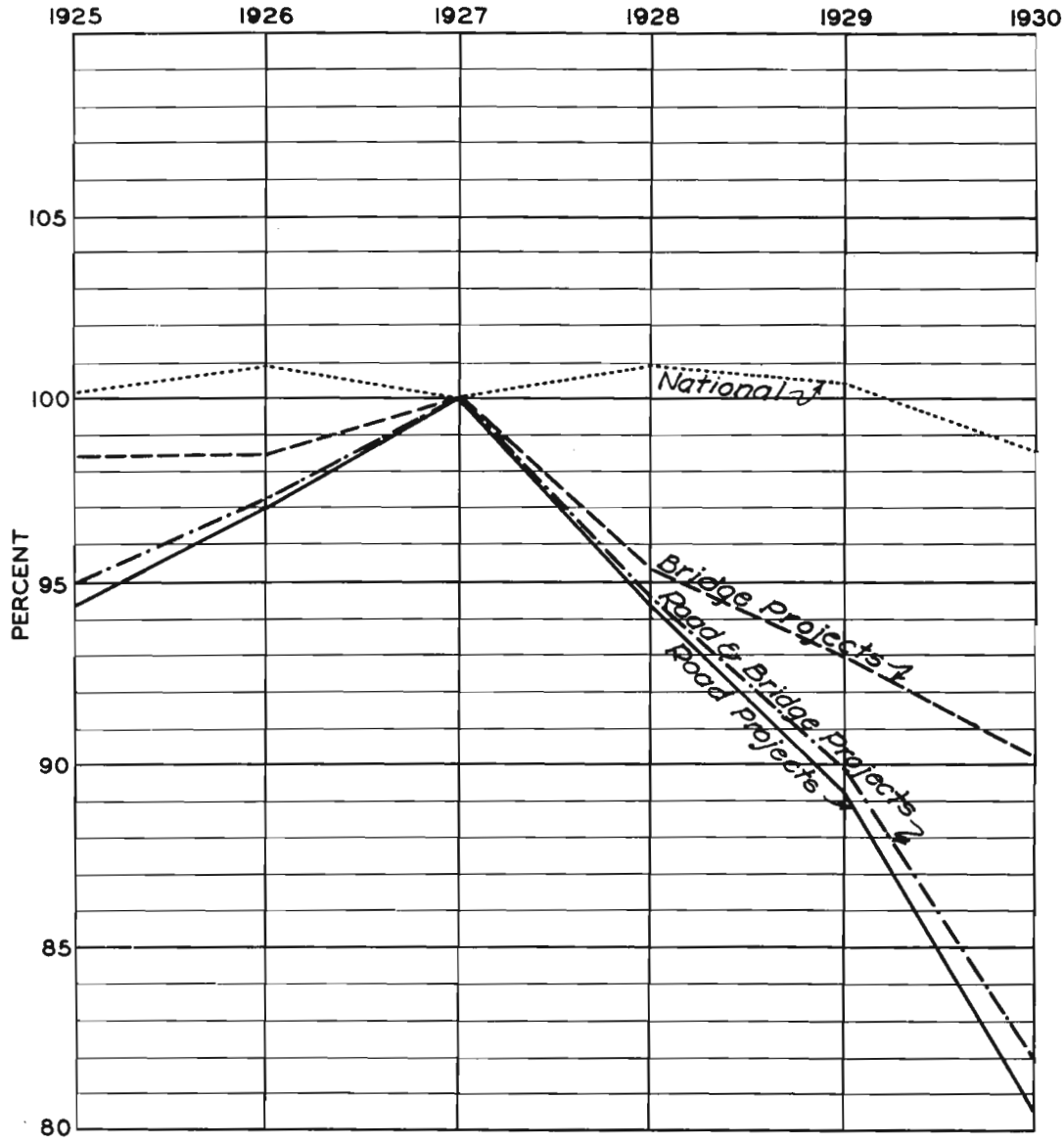
Design Departmental construction standards, both as to roadway and structure, are being constantly analyzed in that efficiency will pertain in the proper reduction of construction costs. Safety, symmetry of finished work, practicability, speed and ease of execution are all factors that enter into such consideration. Modifications and changes in type of construction equipment and the development of new and further usages of materials must also be regarded. Experience, plus the result of test and experiment, has indicated economies that could be adopted without sacrifice of results. Design based on theoretical considerations must be correlated and harmonized with the normal conditions that can be attained with satisfactory field control.

Specifications The Arkansas Standard Road and Bridge Specifications have been almost entirely revised during the past four year period in order to keep abreast of the best current practice. With the large highway programs in force in the majority of the states and the consequent research work incident thereto, construction methods, materials and equipment are being subjected to con-

tinual improvements. Our current specifications, while probably broader in interpretation and scope, are more restrictive in the quality of work demanded, requiring a high type personnel in the execution. It is the intent of the State Highway Commission that ambiguity be eliminated from the specifications to the fullest possible extent that contractors in bidding on Arkansas work may be free of diverse interpretations as to the methods defined and the materials required in the execution.

Construction Engineering Costs

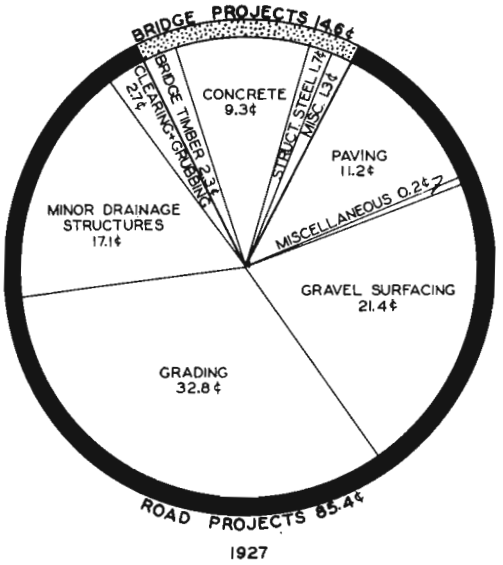
While it is the policy of the state to provide adequate engineering supervision and inspection on all construction projects it is equally the policy to keep the expense of such supervision and inspection within normal limits, that the project be neither overmanned nor undermanned. It is felt that this median has obtained on past work and that the expense incurred has been justified in the results achieved. It is found that of 600 road and bridge jobs initiated since January 1, 1927, and finished as of this date that the engineering expense incurred during the construction period has averaged 5.16 per cent of the final cost of the work.



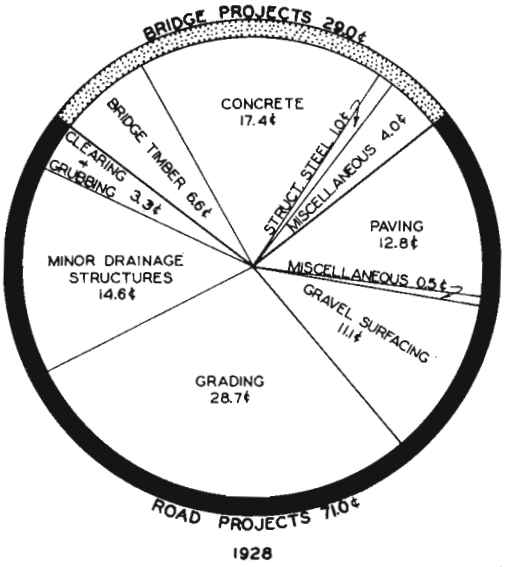
COMPARISON OF COST OF ROAD AND BRIDGE PROJECTS

BASED ON THE 1927 VOLUME OF WORK AND THE WEIGHTED AVERAGE PRICES FOR THE YEARS INDICATED OF MAJOR ITEMS ENTERING INTO THE WORK.

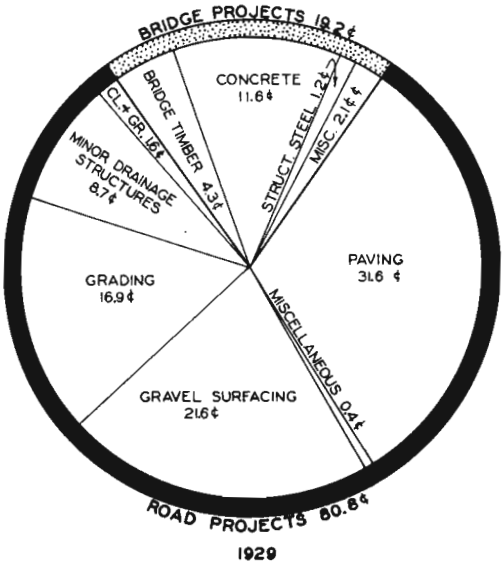
STATE OF ARKANSAS



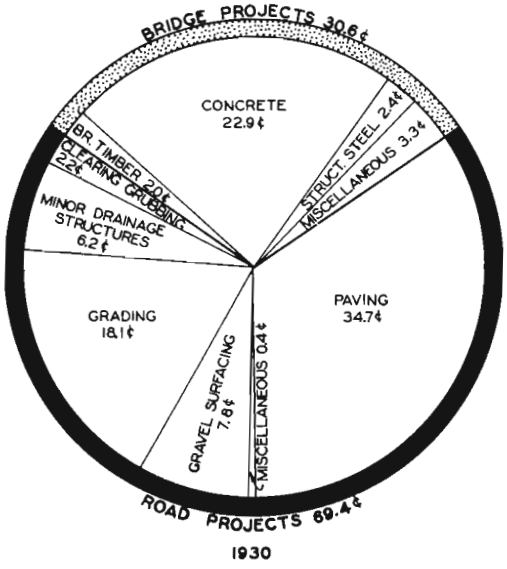
1927



1928



1929



1930

DISTRIBUTION OF THE DOLLAR
ON
ROAD AND BRIDGE PROJECTS
STATE OF ARKANSAS

TABLE No. 2

WEIGHTED AVERAGE UNIT PRICES, CONTRACT ITEMS

ROAD PROJECTS

Item No.	Item	Unit	1925	1926	1927	1928	1929	1930
1.	Clearing	Acre	$30.16	$53.51	$42.02	$42.78	$42.62	$48.19
2.	Grubbing	Acre	73.81	99.61	76.10	68.68	68.05	75.30
3.	Solid Rock Excavation, Roadway	Cu. Yd.	1.42	1.50	1.27	1.17	1.15	0.85
4.	Loose Rock Excavation, Roadway	Cu. Yd.	0.644	0.637	0.523	0.458	.....	.....
5.	Earth Excavation, Roadway	Cu. Yd.	0.242	0.252	0.288	0.28	0.27	0.23
6.	Common Excavation, Roadway	Cu. Yd.	0.34	.....	0.50	0.325	0.316	0.25
7.	Dry Excavation for Structures	Cu. Yd.	1.01	0.97	0.97	0.94	1.00	0.87
8.	Wet Excavation for Structures	Cu. Yd.	1.81	2.00	3.16	2.61	3.00	2.39
9.	Solid Rock Excavation for Structures	Cu. Yd.	.....	.....	3.25	3.10	2.77	3.52
10.	Earth Embankment, Roadway	Cu. Yd.	.....	.....	.....	0.146	0.205	0.17
11.	Borrow Excavation, Roadway	Cu. Yd.	0.261	0.327	0.294	0.277	0.263	0.23
12.	Stripping Material Pits	Cu. Yd.	0.20	.....	0.28	0.247	0.296	0.26
13.	Overhaul	Sta. Yd.	.....	0.02	0.02	0.02	0.02	0.02
14.	Fine Grading, Subgrade & Shoulders	Sq. Yd.	.....	0.05	0.048	0.043	0.042	0.04
15.	Gravel Surface Course	Cu. Yd.	0.685	0.643	0.673	0.624	0.563	0.40
16.	Gravel Surface Course, Crushed and Screened	Cu. Yd.	.....	.....	.....	.....	0.893	0.83
17.	Crushed Stone Surface Course, Quarried, Crushed and Screened	Cu. Yd.	.....	.....	.....	2.62	2.21	1.95
18.	Surface Course Material hauled each additional mile	Cu. Yd.	0.217	0.209	0.215	0.206	0.167	0.15
19.	Bit. Concrete Surface Course Modified Topeka Type (2")	Sq. Yd.	1.18	.....	.....	.....	0.89	.....
20.	Bit. Concrete Surface Course, Warrenite Bitulithic Type (2")	Sq. Yd.	.....	.....	.....	.....	1.336	.....
21.	Portland Cement Concrete Pavement, 9"-6"-9"	Sq. Yd.	2.272	2.176	2.196	1.879	1.787	1.82
22.	Reinforcing Steel for Pavement (mesh)	Lb.	.....	.....	0.06	0.052	0.056	0.05
23.	Class A Concrete	Cu. Yd.	21.16	21.88	22.34	21.50	20.29	18.97
24.	Class B Concrete	Cu. Yd.	20.86	21.59	22.43	21.81	21.31	19.44
25.	Class S Concrete	Cu. Yd.	21.20	22.23	23.52	.....	22.47	20.33
26.	Reinforcing Steel	Lb.	0.056	0.056	0.053	0.052	0.049	0.04
27.	18" Reinforced Concrete Pipe	Lin. Ft.	2.19	2.40	2.72	2.64	2.64	2.19
28.	24" Reinforced Concrete Pipe	Lin. Ft.	3.31	3.33	3.64	3.61	3.45	3.30
29.	30" Reinforced Concrete Pipe	Lin. Ft.	4.75	4.38	4.56	4.61	4.75	4.17
30.	36" Reinforced Concrete Pipe	Lin. Ft.	5.91	.....	6.40	6.50	6.49	5.00
31.	24" Spiral Corr. Cast Iron Pipe	Lin. Ft.	.....	.....	.....	.....	4.75	.....
32.	18" Corr. Metal Pipe	Lin. Ft.	2.04	2.03	2.17	2.30	2.47	2.36
33.	24" Corr. Metal Pipe	Lin. Ft.	2.93	3.14	3.31	2.86	3.32	3.34
34.	30" Corr. Metal Pipe	Lin. Ft.	3.93	4.00	3.63	4.50	3.00	4.13
35.	36" Corr. Metal Pipe	Lin. Ft.	5.25	4.72	5.10	6.50	.....	8.00
36.	Relaying Culvert Pipe	Lin. Ft.	.....	.....	0.92	.....	1.05	1.10
37.	Rip Rap (1 ft. thick)	Sq. Yd.	3.50	.....	1.86	1.40	1.75	1.20
38.	Timber Guard Fence	Lin. Ft.	1.00	.....	0.59	.....	.....	.....
39.	Woven Wire Guard Fence	Lin. Ft.	.....	.....	0.79	0.76	.....	0.50
40.	Fence Moved & Reconstructed	Rod	.....	.....	.....	0.371	0.344	0.353
41.	Lip Curb for Concrete Pavement	Lin. Ft.	.....	.....	.....	.....	0.15	0.075

TABLE No. 3

WEIGHTED AVERAGE UNIT PRICES, CONTRACT ITEMS

BRIDGE PROJECTS

Item No.	Item	Unit	1925	1926	1927	1928	1929	1930
1.	Clearing	Acre	.....	$35.00	$36.426	$72.416	$54.545	$60.00
2.	Grubbing	Acre	.....	.....	116.335	92.807	75.00	75.00
3.	Solid Rock Exc., Roadway	Cu. Yd.	.....	.....	2.00	1.539	1.503	1.50
4.	Loose Rock Exc., Roadway	Cu. Yd.	1.00	0.60	1.00	0.665	1.00	1.00
5.	Earth Excavation, Roadway	Cu. Yd.	0.356	0.331	0.370	0.356	0.287	0.34
6.	Common Excavation, Roadway	Cu. Yd.	.....	.....	.....	0.445	0.402	0.344
7.	Dry Excavation for Structures	Cu. Yd.	1.370	1.575	1.167	1.394	1.685	1.33
8.	Wet Excavation for Structures	Cu. Yd.	4.917	3.151	5.385	2.879	3.683	3.55
9.	Solid Rock Excavation for Structures	Cu. Yd.	4.833	5.33	4.453	4.692	5.190	3.90
10.	Borrow Excavation, Roadway	Cu. Yd.	.....	0.40	0.365	0.313	0.328	0.322
11.	Bituminous Wearing Surface (2")	Sq. Yd.	.....	.....	.....	.....	2.00	.....
12.	Untreated Bridge Timber	M. Ft. BM.	66.346	64.356	58.954	76.368	73.374	80.27
13.	Treated Bridge Timber	M. Ft. BM.	95.087	94.005	97.704	93.512	90.769	102.43
14.	Class A Concrete	Cu. Yd.	21.332	21.795	21.196	20.549	20.021	18.79
15.	Class B Concrete	Cu. Yd.	19.075	18.00	24.14	20.144	22.841	20.52
16.	Class S Concrete	Cu. Yd.	20.00	21.054	22.048	21.233	20.366	20.44
17.	Reinforcing Steel	Lb.	0.053	0.058	0.051	0.049	0.047	0.042
18.	Structural Steel in Beam Bridges	Lb.	0.063	.....	0.061	0.066	0.065	0.055
19.	Structural Steel in Truss Bridges	Lb.	0.068	0.065	0.070	0.071	0.067	0.060
20.	Dry Rubble Masonry	Cu. Yd.	.....	.....	.....	.....	8.31	8.00
21.	Earth Fill on Arch Rings	Cu. Yd.	0.50	.....	.....	0.50	0.479	.....
22.	Untreated Timber Piling	Lin. Ft.	1.00	0.90	0.795	0.753	0.71	0.68
23.	Treated Timber Piling	Lin. Ft.	0.973	0.934	0.967	0.926	0.825	0.89
24.	Treated Timber Piling Cut-off	Lin. Ft.	.....	.....	.....	0.50	0.50	0.50
25.	Precast Concrete Piling	Lin. Ft.	.....	.....	3.00	2.741	2.157	3.16
26.	Rip Rap (1 ft. thick)	Sq. Yd.	0.677	0.619	1.803	1.805	1.829	1.81
27.	Concrete Railing for Structures	Lin. Ft.	1.768	1.577	2.063	1.829	1.763	1.93
28.	Machinery, Bridge	Lb.	.....	.....	0.38	.....	0.23	.....

portance had been done in other localities, the law providing for the assumption o Road Improvement District bonds by the state required that work should b commenced first in the non-bonded sections. Those localities in District No. which did not have bonds outstanding, had priority of construction, according t the law. Work was then started on the through routes, sections of which wer through territory already bonded. At the present time, all of these through route are either finished or under construction.

A composite statement of the area, population and State Highway mileage District No. 6 of the State Highway Department is given in the table shown be low:

County	Area Sq. Mi.	Per Cent of Total Area of State	1930 Popula-tion	Percent of total Population of State	Mileage on State System	Per Cent Total mileage State System
Faulkner	651	1.24	28,381	1.53	115.1	1.32
Garland	738	1.40	36,031	1.94	87.1	1.00
Grant	637	1.21	9,834	0.50	116.1	1.33
Hot Spring	613	1.17	18,105	0.98	110.9	1.28
Lonoke	807	1.54	33,759	1.82	133.4	1.52
Prairie	662	1.26	15,187	0.82	108.0	1.24
Pulaski	779	1.48	137,727	7.42	144.1	1.65
Saline	743	1.42	15.660	.85	74.1	.85
District No. 6	5,630	10.72%	295,684	15.86%	888.8	10.19

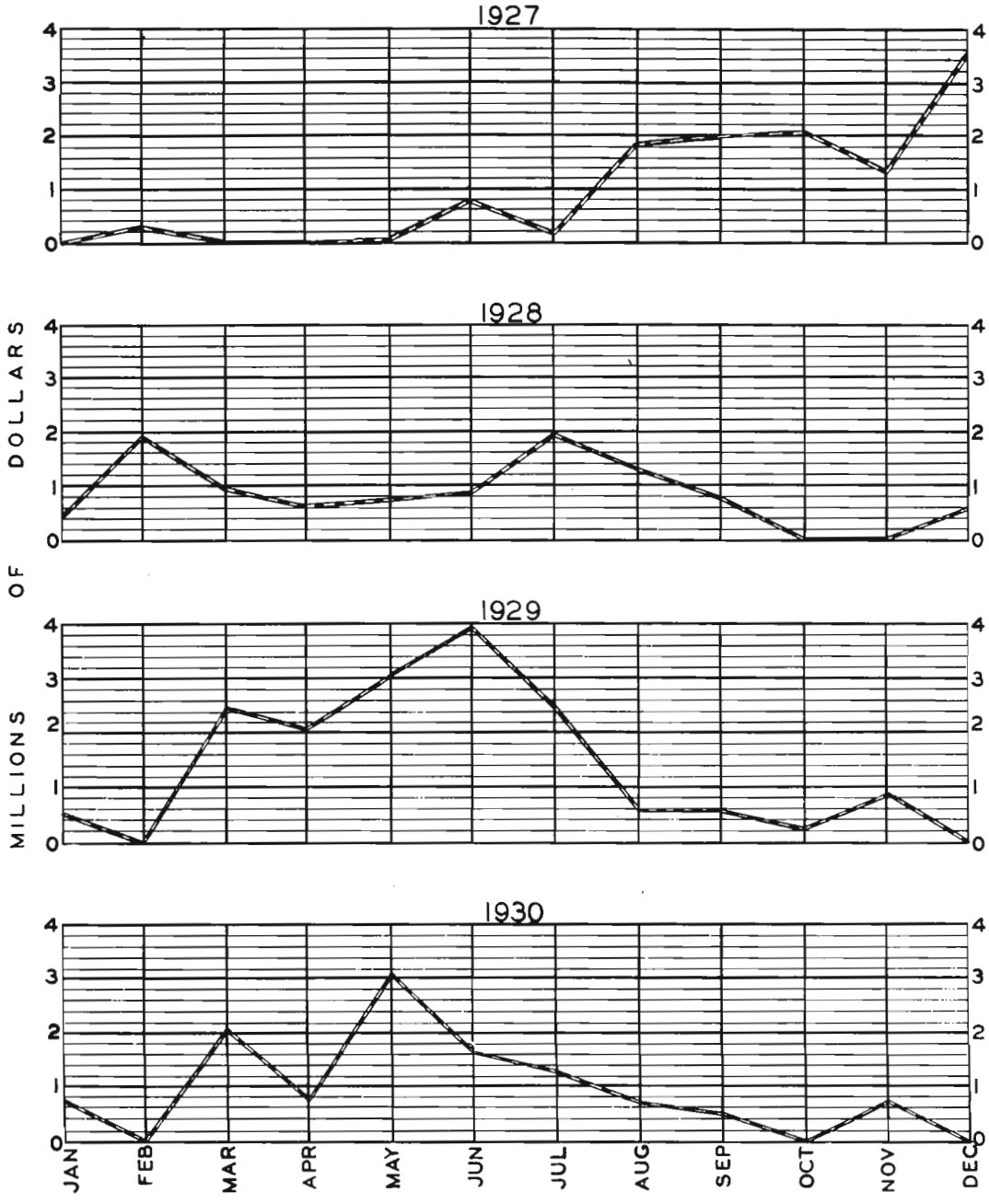
It will be seen from the foregoing table, that District No. 6 comprises almo one-sixth of the population of the state. While the area and state highway mil age is not so great in proportion, this territory is served by development in oth sections of the state, and through routes over the state are bringing the dista sections of Arkansas nearer to the Capital City.

In the operation of a district of the State Highway Commission, the work roughly divided into the following phases.

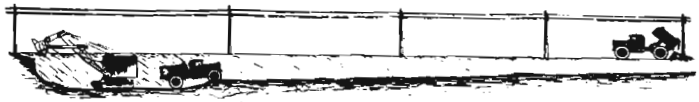
No. 1—Surveys, road locations and preparation of plans.
No. 2—Construction by contract.
No. 3—Consruction by state forces, or the actual construction of the ro by men directly employed by the department, and by the use of to and equipment owned by the department.
No. 4—Maintenance of State Highways.

The proper location of a modern state highway is often a difficult proble Many factors must be considered, such as the physical features of the countr type of soil, the location of towns, and present improvements, such as railroa bridges and existing highways. The roads are located to serve the communities well as through state traffic. The surveys and plans are prepared by the distr office in accordance with standards and specifications prescribed by the ma office.

The State Highway Commission places most of the difficult constructi work under contract. On each of these construction jobs, the district office pla a resident engineer, who stakes out construction work, measures it and prepa estimates to pay the contractor for the amount of work performed. He is the lo

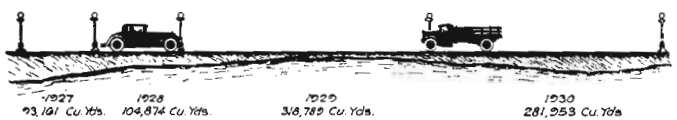


VOLUME OF CONSTRUCTION COMMITMENTS BY MONTHS
STATE OF ARKANSAS

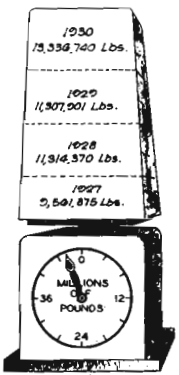


GRADING

GRAVEL FOR SURFACING

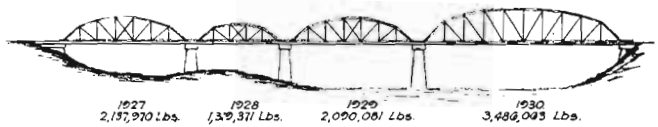


CONCRETE IN PAVEMENT

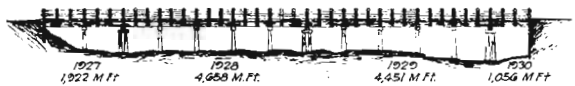


REINFORCING STEEL IN STRUCTURES

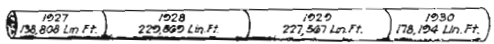
CONCRETE IN STRUCTURES



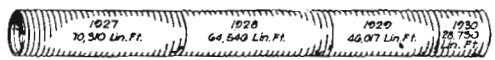
STRUCTURAL STEEL IN BRIDGES



BRIDGE TIMBER



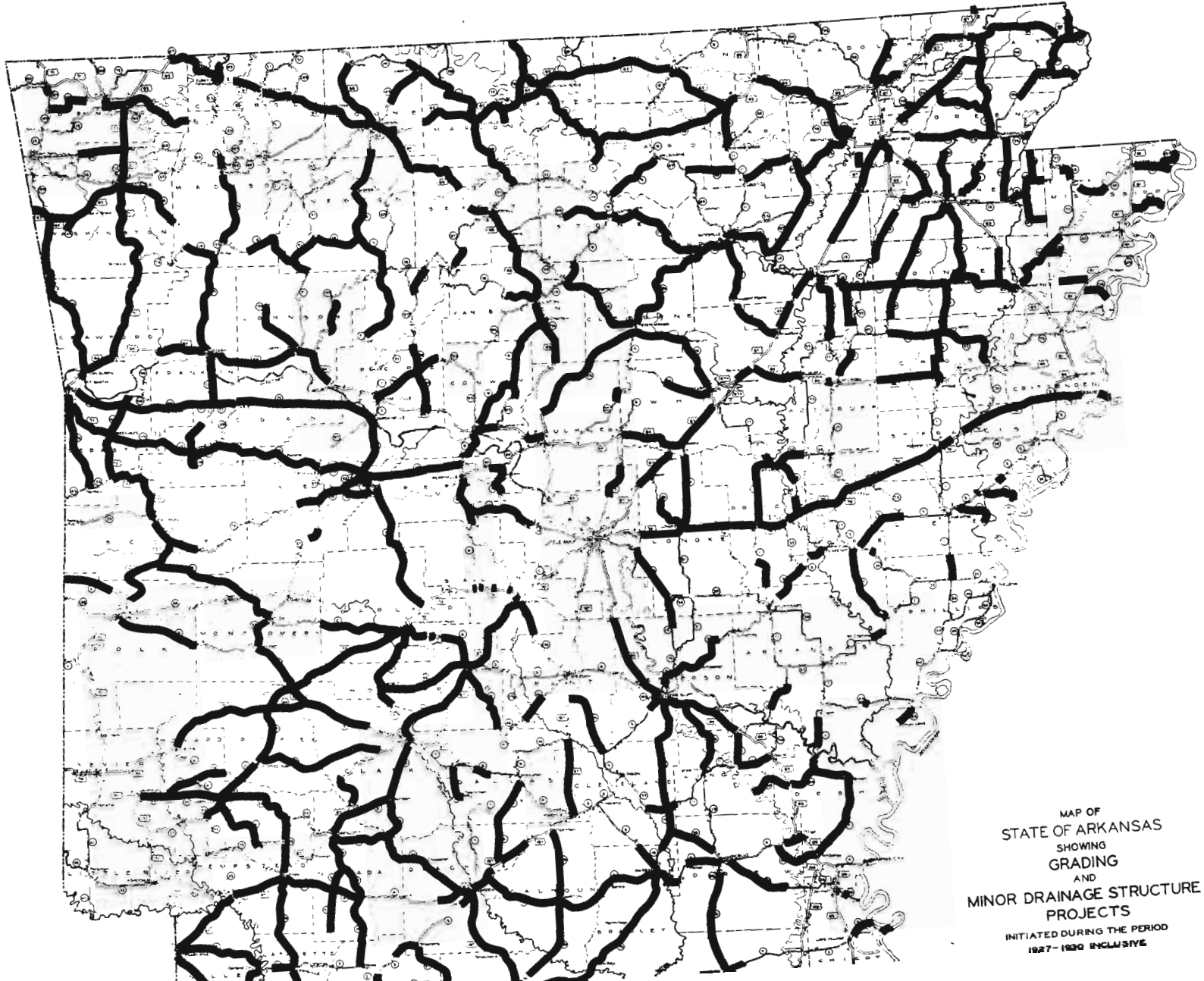
CONCRETE AND TIMBER BRIDGE PILING



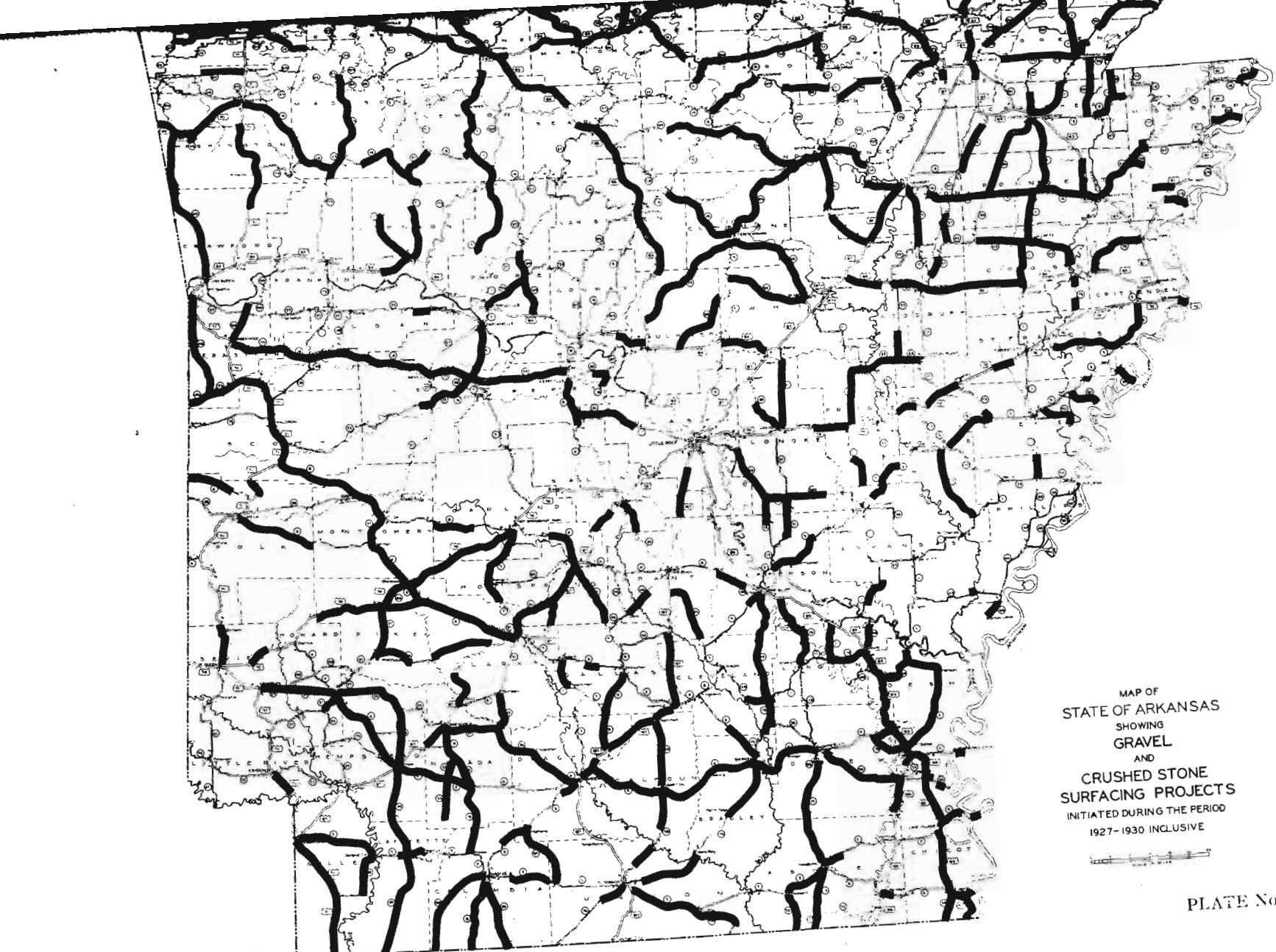
CULVERT PIPE, ALL TYPES

MAJOR ITEMS OF ROAD AND BRIDGE CONTRACTS SHOWING QUANTITIES INVOLVED
JANUARY 1, 1927 TO DECEMBER 31 1930
STATE OF ARKANSAS

PLATE No. 14

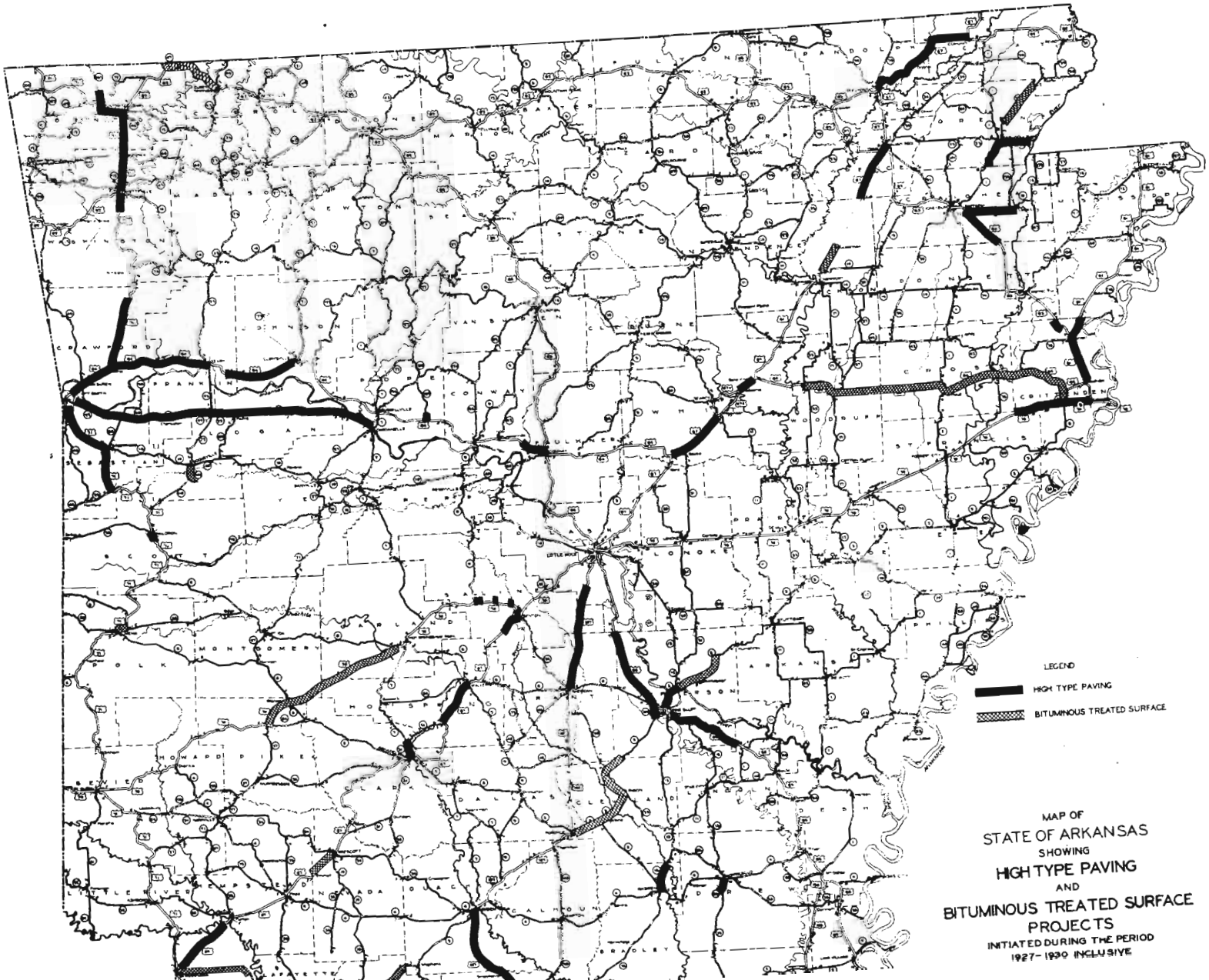


MAP OF
STATE OF ARKANSAS
SHOWING
GRADING
AND
MINOR DRAINAGE STRUCTURE
PROJECTS
INITIATED DURING THE PERIOD
1927- 1929 INCLUSIVE

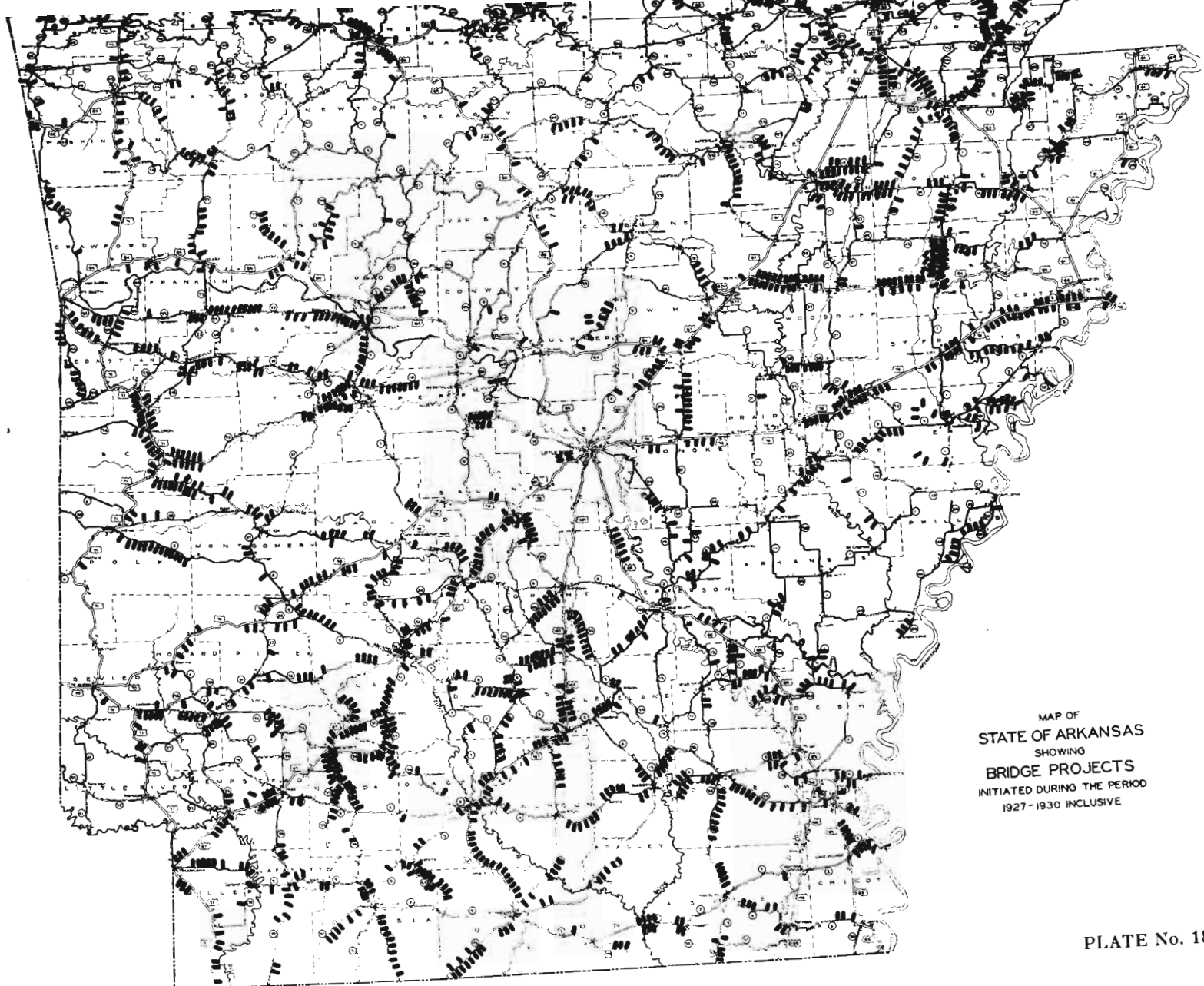


MAP OF
STATE OF ARKANSAS
SHOWING
GRAVEL
AND
CRUSHED STONE
SURFACING PROJECTS
INITIATED DURING THE PERIOD
1927-1930 INCLUSIVE

PLATE No. 16



MAP OF
STATE OF ARKANSAS
SHOWING
HIGH TYPE PAVING
AND
BITUMINOUS TREATED SURFACE
PROJECTS
INITIATED DURING THE PERIOD
1927-1930 INCLUSIVE



MAP OF
STATE OF ARKANSAS
SHOWING
BRIDGE PROJECTS
INITIATED DURING THE PERIOD
1927 - 1930 INCLUSIVE

PLATE No. 18

TABLE No. 4

STANDARDS
GOVERNING THE LOCATION AND CONSTRUCTION OF STATE HIGHWAYS
TO APPLY UNDER NORMAL CONDITIONS

Topography	Flat	Rolling and Hilly	Mountainous
HEAVY TRAFFIC ROADS			
Crown Width, feet	30' - 36'	30' - 36'	30' - 36'
Grading, per mile	9000 Cu. Yds.	12000 Cu. Yds.	15000 Cu. Yds
Curvature, Maximum	5°	10°	20°
Gradient, Maximum	5%	7%	8%
Vertical Curve, length, Minimum	200'	200'	200'
Sight Distance, Minimum	500'	500'	300'
Tangent Between Curves	300'	200'	100'
Tangent at Bridge Approach	200'	150'	150'
MEDIUM TRAFFIC ROADS			
Crown Width, feet	26' - 30'	26' - 30'	26' - 30'
Grading, per mile	7000 Cu. Yds.	9000 Cu. Yds.	12000 Cu. Yds
Curvature, Maximum	7°	12°	30°
Gradient, Maximum	7%	8%	8%
Vertical Curve, length, Minimum	200'	200'	200'
Sight Distance, Minimum	500'	400'	300'
Tangent Between Curves	300'	200'	100'
Tangent at Bridge Approach	150'	150'	100'
LIGHT TRAFFIC ROADS			
Crown Width, feet	18' - 24'	18' - 24'	18' - 24'
Grading, per mile	5000 Cu. Yds.	7000 Cu. Yds.	10000 Cu. Yds
Curvature, Maximum	15°	15°	40°
Gradient, Maximum	7%	8%	10%
Vertical Curve, length, Minimum	200'	200'	200'
Sight Distance, Minimum	300'	300'	300'
Tangent Between Curves	200'	200'	100'
Tangent at Bridge Approach	150'	150'	100'

General Note:—Avoid sharp horizontal curves at ends of long tangents and at top and bottom of steep grades. Provide for tangents between curves. Avoid beginning a horizontal curve at or immediately beyond a summit. Curves of over three degrees require widening and superelevating under our present standard and additional cost of such widening and superelevating earthwork and surfacing should be considered when comparing different degrees of curvature.

TABLE No. 5

TABULATION OF CONSTRUCTION COMMITMENTS BY COUNTIES FOR WORK BY STATE FORCES AS OF SEPTEMBER 30, 1930

County	Commitment	County	Commitment
Arkansas	$ 79,317.13	Lincoln	$ 73,386.18
Ashley	51,968.37	Little River	NONE
Baxter	87,282.58	Logan	34,068.71
Benton	111,438.79	Lonoke	117,443.47
Boone	45,178.00	Madison	243,177.02
Bradley	75,067.41	Marion	228,945.87
Calhoun	12,989.12	Miller	287,853.17
Carroll	217,560.14	Mississippi	326,678.31
Chicot	225,697.78	Monroe	163,354.65
Clark	234,046.00	Montgomery	86,584.27
Clay	165,781.63	Nevada	242,157.98
Cleburne	132,487.26	Newton	294,365.62
Cleveland	155,673.90	Ouachita	40,420.56
Columbia	219,748.86	Perry	186,054.14
Conway	70,243.84	Phillips	4,713.92
Craighead	330,794.92	Pike	191,015.42
Crawford	366,173.85	Poinsett	291,080.46
Crittenden	147,147.74	Polk	157,953.14
Cross	263,618.24	Pope	255,518.81
Dallas	47,986.69	Prairie	29.457.12
Desha	309,418.01	Pulaski	53,507.93
Drew	225,082.18	Randolph	21,619.30
Faulkner	52,843.59	Saline	69,959.12
Franklin	168,407.14	Scott	203,582.69
Fulton	66,203.80	Searcy	97,895.20
Garland	90,651.85	Sebastian	210,876.24
Grant	72,606.70	Sevier	63,615.19
Greene	145,409.46	Sharp	191,021.27
Hempstead	144,277.21	St. Francis	40,169.10
Hot Spring	53,801.78	Stone	63,859.29
Howard	75,776.31	Union	128,805.93
Independence	116,270.46	Van Buren	72,426.51
Izard	67,364.64	Washington	260,451.28
Jackson	178,355.08	White	325,312.60
Jefferson	197,457.34	Woodruff	52,909.69
Johnson	106,234.67	Yell	134,301.25
Lafayette	109,172.60		
Lawrence	204,980.58		
Lee	143,791.75	Total	$10,812,848.81

TABLE No. 6

CONTRACTS AWARDED JANUARY 1, 1927 TO NOVEMBER 30, 1930—COMPLETED

District Number	Total Length of Project as Per Contract Award	CONTRACT AWARDS SEGREGATED INTO MAJOR FEATURES OF									
		Grading and Minor Drainage Structures	Gravel and Crushed Stone Surfacing	Burnt Shale Surfacing	Portland Cement Concrete Paving	Bituminous Type Paving	Bituminous Surface Treatment	Bituminous Retread Surfacing	Timber Bridges	Concrete Bridges	Steel Bridges
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Feet	Feet	Feet
1	237.072	105.597	121.524	.....	17.359	14.126	.....	24.276	8910.55	5641.76	1132.00
2	239.491	173.625	143.750	.....	39.582	.....	.....	14.981	5692.13	313.00	170.00
3	519.247	238.562	288.817	.....	18.492	.....	6.288	.....	2758.76	7828.98	276.32
4	548.493	266.119	148.248	35.767	125.085	0.644	.....	.....	1801.58	7228.08	978.91
5	403.766	184.929	262.742	.....	19.456	.....	.....	.....	3680.41	11271.96	1460.08
6	414.165	264.627	217.708	.....	18.074	.....	5.476	.....	6620.00	8659.73	143.00
7	433.843	301.051	207.751	.....	59.789	.....	.....	.....	11838.55	9265.67	853.00
8	477.893	245.231	165.611	21.538	56.760	.....	.....	.....	2139.46	5911.11	2472.01
9	273.129	162.188	128.854	.....	.....	.....	.....	.....	1003.83	4096.90	1404.92
10	371.435	269.056	186.100	.....	50.910	8.911	.....	.....	6823.90	4538.17	1725.42
Inter Dist.	79.513	50.064	21.432	.....	10.954	10.185	.....	.....	438.00	2451.09	642.00
Total	3998.047	2261.049	1892.537	57.305	416.461	33.866	11.764	39.257	51707.17	67206.35	11257.66

CONTRACTS AWARDED JANUARY 1, 1927 TO NOVEMBER 30, 1930—INCOMPLETE

1	35.643	24.695	9.815	.....	.....	.....	.....	.....	.....	16513.67	919.42
2	11.334	11.334	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	33.372	15.116	16.763	.....	.....	.....	.....	.....	177.33	5759.83	1941.67
4	32.465	8.020	23.998	.....	7.981	.....	.....	.....	.....	1836.92	522.08
5	8.860	0.093	8.569	.....	.....	.....	.....	.....	201.96	572.32	266.00
6	82.069	65.233	16.206	.....	.....	.....	.....	.....	.....	3256.25	80.00
7	74.525	54.204	18.839	.....	6.061	.....	.....	.....	2617.59	3853.13	1361.22
8	20.111	7.880	11.807	.....	.....	.....	.....	.....	503.00	1374.28	357.00
9	6.481	5.658	4.188	.....	.....	.....	.....	.....	120.00	4122.90	110.00
10	19.173	0.202	11.452	.....	7.052	.....	.....	.....	1028.64	1036.33	492.00
Inter Dist.	14.843	12.735	.....	.....	.....	.....	.....	.....	.....	10620.33	540.00
Total	338.876	205.170	121.637	.....	21.094	.....	.....	.....	4648.52	48945.96	6589.39

Total Mileage, Completed and Incomplete

Total	4336.923	2466.219	2014.174	57.305	437.555	33.866	11.764	39.257	56335.69	116152.31	17847.05

Comparative Costs of Various Types of Surfacing

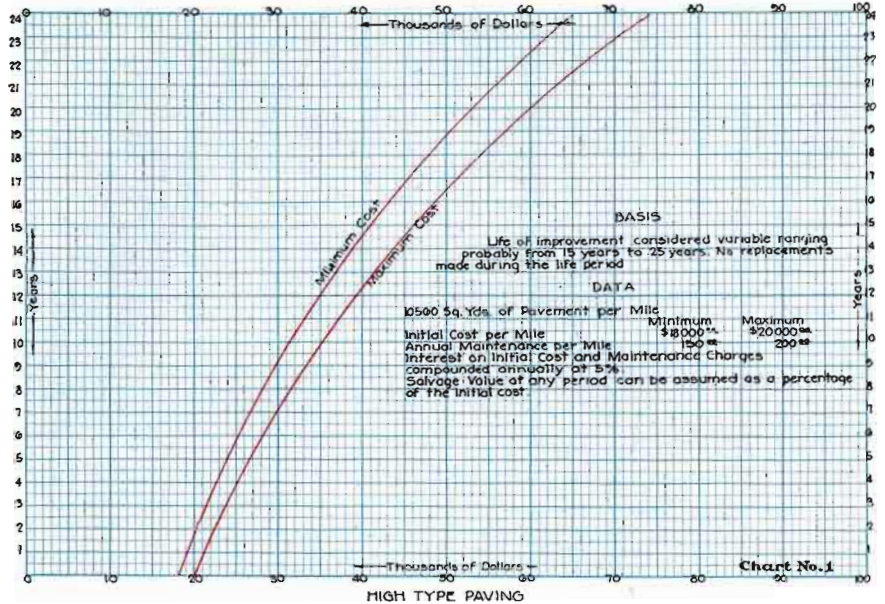
The question is often raised as to the comparative cost of different types of surfacing. Although no direct solution of the problem is possible, we can approximate an initial investment per mile for each type considered, a normal annual maintenance charge, an assumed interest charge on the funds disbursed and presume or predicate the life or years of service of the improvement. An ultimate cost may thus be computed for each type which may then be reduced to the basis of present worth and the costs compared.

Any exact comparison of this nature is questionable and dependent on the value of the various factors involved which are in turn dependent on the particular conditions existent in the section or locality in which the work is promulgated, such as labor and material prices entering into the first cost and density of traffic into maintenance charges as well as the ultimate life of the surfacing. Climatic, soil and drainage conditions are also pertinent factors tending to affect the various costs involved. Interest charges should of course be predicated upon the current rate existent in such localities for financing the type of work in question.

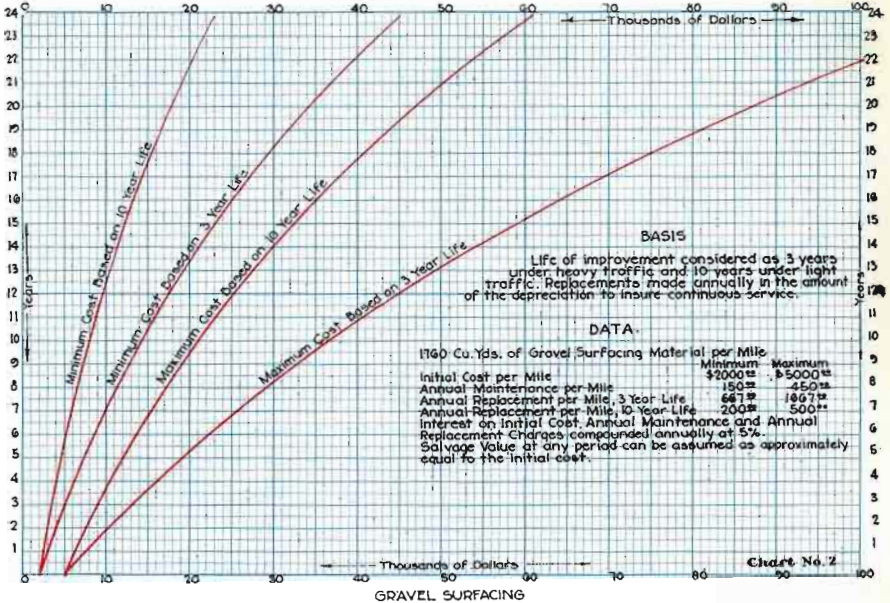
The costs per mile for the different types of surfacing indicated by Plate No. 19, both construction and maintenance, are based upon departmental records from averages obtained during the past four year period for work performed throughout the state and cover such charges as refer to paving and surfacing items only, the various auxiliary work relating to and incident to the paving and surfacing operations, such as grading, drainage,signs and like items, being considered as common to each and therefore not included.

Annual maintenance charges, in the instance of high type paving, include center-marking, pouring cracks and joints and patching small areas. Such charges in the instance of gravel surfacing include blading, both as to equipment costs and operations, of heavy traffic roads once per day and of light traffic roads three times per week and the patching of small areas, but does not include replacements required for losses in material due to the wear of traffic or the action of the elements. Maintenance charges in the instance of asphaltic retread surfacing include the patching of small defective areas only, and not replacements of material required due to disintegration under traffic over a prolonged period. In the matter of replacements it is considered that if the life of the improvement is assumed at 3 years or 8 years or 10 years that a replacement is made annually in the ratio of one-third or one-eighth or one-tenth of the initial construction thus providing an unimpaired continuity of surface equal in condition to the improvement as first constructed.

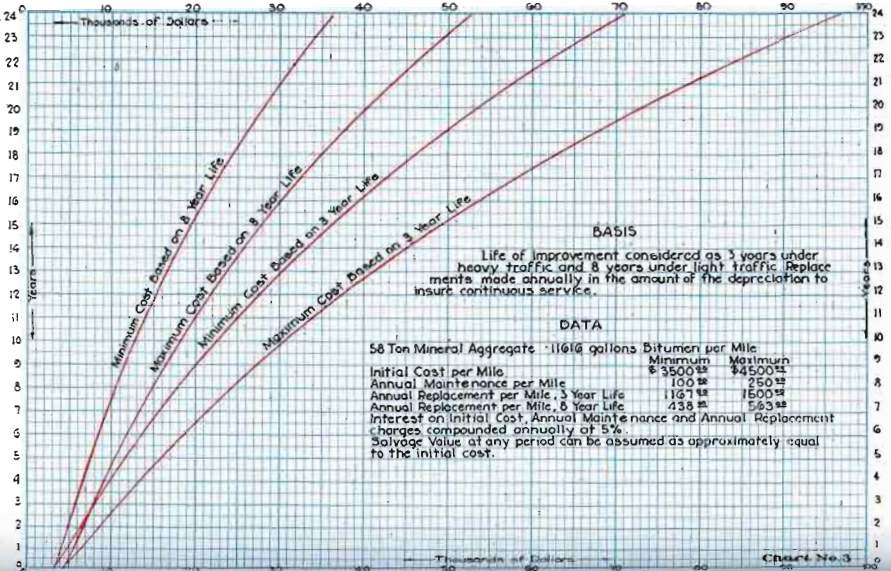
The curves are based on minimum and maximum conditions, minimum initial costs being grouped with minimum maintenance charges while maximum initial costs are grouped with maximum maintenance charges. Variations in these assumed conditions will produce a curve lying in the area between the minimum and maximum curve shown. The present worth of the ultimate cost at the end of any

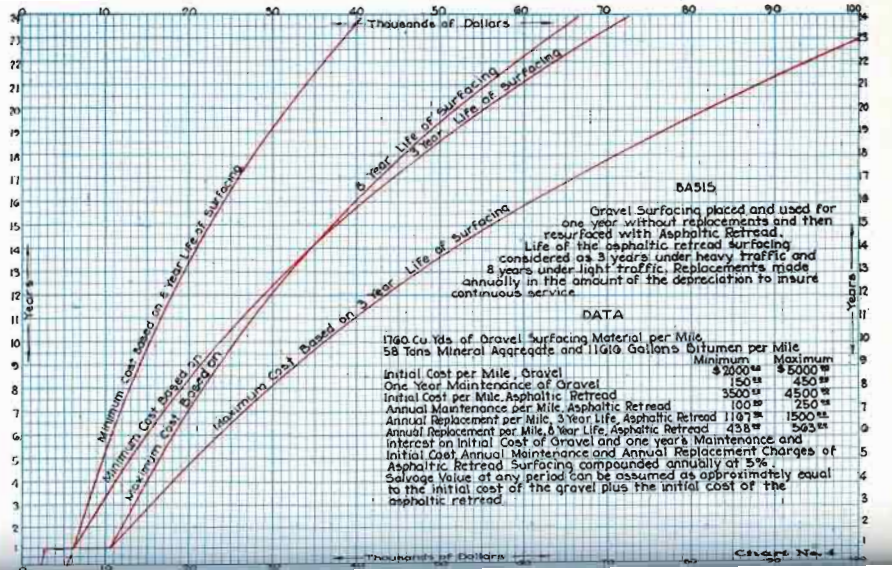


HIGH TYPE PAVING



GRAVEL SURFACING





period of years may be obtained by the formula $P=\frac{1}{(1+r)^n}$ where P = present worth of $1.00, r = rate of interest compounded annually and n = length of period in years. The factors obtained by this formula for various periods are as follows:

10 year	15 year	20 year	24 year
0.6139	0.4810	0.3769	0.3101

To the present worth of the ultimate cost may be added the present worth of the salvage value assumed at the end of such period, the total representing a money value per mile which can be used as a basis of comparison with other values similarly obtained.

Bridges

A survey of the 8,900 miles of roads on the State Highway System has reveale that there are about 365,000 linear feet or nearly 70 miles of bridges, or strea crossings where bridges should be constructed. During the past four years marke progress has been made in building these structures. Since January 1, 1927, co tracts have been awarded for 1,035 separate bridges with a total length of 190,69 linear feet or about 35 miles, which is very close to one-half the total required fo all stream crossings. Of these, 49,800 linear feet are of treated timber; 1,45 linear feet are of untreated timber, 11,491 linear feet are of treated timber an steel; 88,646 linear feet are of concrete; 38,534 linear feet are of concrete and ste and 764 linear feet are of steel. The total cost of this enormous length of bridg is approximately 19 million dollars.

Before plans for a bridge can be prepared it is necessary that a careful surve of the site be made to determine the type of structure required, that the drainag area of the stream above the bridge site be measured to determine the size to b built and that soundings be taken to determine the foundation conditions. Th character of the stream must also be considered, whether or not it carries drift whether the channel is cutting or filling and whether the water will all pass unde one bridge over the main channel or whether relief openings should be provided.

If the bridge is over a navigable stream, approval of the U. S. War Depart ment must be secured. This requires the making of application together wit sketches of the proposed bridge which show the clearance which will be provide for navigation. If Federal Aid is desired complete design plans with all data o which the design was based, must be submitted to the U. S. Bureau of Publi Roads for approval.

The bridge plans are prepared in the drafting room of the Bridge Departmen of the State Highway Commission. This work is done by experienced designers detailers, tracers and estimators who work under the immediate direction of a assistant bridge engineer.

When the plans have been completed and the necessary approvals have bee secured the work is advertised, bids for the construction of the project are re ceived and publicly read and contracts are awarded.

From the beginning of construction the work is constantly under the super vision of Resident Engineers and Inspectors working under the immediate direc tion of Assistant Bridge Engineers from the Bridge Department. Careful record is kept of all work done. All sizes, dimensions and proportions are checked to se that they comply with the plans and specifications. Estimates of quantities o work done are made by the Resident Engineers and these are carefully checked i the office before payment to the contractor is made. Experienced men are in re sponsible charge of the work at all stages.

Route 67 which parallels the Missouri Pacific Railroad through the state i regarded as one of our most important highways. The Commission has elimi nated, by the expedient of relocation, the necessity for many expensive structure providing grade separation of highway and railroad; however, railroad crossing will of necessity remain at several points on this route and in each case a structur will provide the grade separation.

Possibly of more note than other of these grade separation structures may be mentioned the already completed overhead bridge west of Fulton. This structure 1,226 feet long serves also as a relief waterway for Red River flood water, crossing above the Missouri Pacific track at the middle of a railroad trestle. It has a 27-foot clear roadway and is of all concrete construction except for one 78-foot through plate girder span which provides clearance for three railway tracks.

Along with the improvements toward a high class through road from Little Rock to Texarkana, have been constructed two major bridges in addition to the toll bridge on Red River at Fulton, one over the Saline River on Route No. 67 at Benton, and one over the Ouachita on Route No. 51 at Donaldson. These structures have many features in common. In both cases concrete arches, springing from a rock bluff on one side of the river, span the channel, and precast concrete pile trestle approaches extend across the overflow bottoms on the opposite side of the river. Two 115-foot arches span the Saline River while three 125-foot arches bridge the channel of the Ouachita.

Important among through highways opened during the past two years is Route 22 from Fort Smith to Dardanelle and thence to Russellville on Route No. 7. The expenditure for stream crossing on this road was necessarily large in order to provide adequately for the flood flow of the many streams crossed. By far the most important structure is that spanning the Arkansas River at Dardanelle. Here the state, with the financial cooperation of the "Yell and Pope County Bridge District" and of the U. S. Bureau of Public Roads, has completed a steel and concrete toll free bridge 2,045 feet in length and costing near $600,000.00. The bridge consists of six 216-foot through steel truss spans, one 360-foot swing span, and concrete deck girder approach spans.

Other structures between Fort Smith and Dardanelle, 31 in number, aggregate in length 3,473 feet and in cost $334,500.00. All are of concrete or steel and concrete construction. Principal of the streams crossed may be mentioned Vache Grasse, Big Creek, Six Mile, Short Mountain and Shoal Creeks.

A new connecting road south from Ozark to intersect Route 22 about eight miles west of Paris is now under construction, including a bridge over the Arkansas River at Ozark. This structure will be, when completed early in 1931, a state owned and operated toll bridge. The structures consists of five 237-foot and one 186-foot concrete arch spans with concrete deck girder approach spans. The 186-foot span clears the Missouri Pacific tracks on the north side of the river and thus a grade separation is also accomplished by the one structure.

At many important stream crossings throughout the state traffic is still being carried on old bridges of light design, which were in use before the organization of the department as now constituted. Occasionally the necessity for immediate reconstruction arises by the failure of one of these old bridges. Typical of such cases is that of the old bridge over the Sulphur River on Route 71, south of Texarkana. The failure of this bridge was caused by a rather unusual condition. During periods of extreme low water in Sulphur River the stream banks in the locality are observed to sink by their own weight displacing horizontally the more liquid underlying strata and heaving upward areas of the stream bed. This action occurred at the ends of the old channel span carrying streamward the bottom of the main piers some 15 feet and causing the collapse. The new struc-

ture now being built at this location will consist of two 225-foot steel truss span The center pier has been founded six feet in hard blue clay 40 feet under strea bed. The end supports are well back of the movement in the banks and will b carried on concrete piling driven into the hard clay strata noted above, with batte piling arranged to take pressure that might develop toward the channel. To pr vide for possible unequal settlement or motion of the end supports each truss spa will bear on a special rocker designed to be self-adjusting transversely and lon itudinally.

In the program of paving the 150 mile portion of Route 70 from Little Roc to Memphis, new concrete and steel bridges of the highest type are being installe throughout the entire section. With the exception of a bridge over the St. Franc River at Madison, and the approaches to the toll bridge over the White River at D Valls Bluff recently acquired by the state from private owners, all structures for th 150 mile stretch of major highway have been placed under contract, and 80 per cen of the work is now complete. Contracts for 60 bridges comprising 16,571 linea feet, more than a total of three miles, and costing approximately $1,730,000.0 have been made. The construction of the remaining bridges will bring the tota cost for this purpose to approximately $2,190,000.00. Roadways somewhat wide than the ordinary have been provided for these structures in order to take care o the heavy traffic anticipated upon the completion of the road. Of the $2,190, 000.00 cost, the most extensive and costly individual section of bridge work is th Harahan Viaduct, used as the approach across the river bottoms to the Haraha Bridge over the Mississippi River. This project is composed of three separate all concrete structures, the total length of which amounts to 4,812 linear feet, an contains two grade separations with railway tracks. Since the Harahan Bridg is the only crossing over the Mississippi River between Cairo, Ill., and Vicksburg Miss., the traffic crossing at this point is tremendously heavy, and for the servic of such traffic the Harahan Viaduct was constructed with a 40 foot clear roadwa and a five foot sidewalk. The Cache River bottom at Brasfield has long been a source of trouble to traffic between Little Rock and Memphis, by the road i that section being covered for long periods with backwater from White River. Afte the completion of a high embankment, there is now being constructed across thes bottoms eleven concrete bridge structures with a total length of 4,125 linear fee and estimated to cost $284,000.00. Much importance may be attached to the fac that through the construction of an underpass at Forrest City and an overpass a the Harahan Viaduct no grade crossings with railway tracks will remain on th new location of Route No. 70 from Little Rock to Memphis, of which there wer six on the old road.

The completion of the bridge over the St. Francis River replacing the ol ferry at Cody, in Lee County, marked the completion of another link in the Ma ianna to Memphis section of Route No. 3. Largely because of the proximity of railroad bridge at this point, a 165-foot steel vertical lift span was installed t provide for the passage of boats. The lift span when raised provides a 70 foot clea ance above high water. As the piers required long timber foundation piles fo support, it was not possible to construct the piers by the pneumatic method, so th pier excavations were made by open work. Much difficulty was encountered i making the open excavation because of the high water stages due to back wate from the Mississippi River during the flood years of 1927 and 1928. The con

plete bridge consists of two 135-foot and four 165-foot steel spans, and two 30-foot concrete approach spans, with a cost of $257,000.00.

Construction under way for the shortest route south from Little Rock through El Dorado into Louisiana crosses the Ouachita River at Calion. A toll bridge is being constructed at this point, which will be completed by the end of 1930. The bridge is of the fixed type, and in order to clear the steamboat "Ouachita" now using the river, the span over the channel has a clearance of 50 feet above extreme high water as required by the U. S. War Department. The bottom of the piers supporting the channel span are 120 feet below the bridge deck, and rest on timber piling driven into a stiff blue clay. The entire bridge is 2,500 feet long and consists of 1,410 feet of concrete girder approach of the tower and bent type, four 140-foot steel deck truss spans, two 160-foot steel deck truss spans, and one 200-foot steel through span over the channel. The bridge is practically symetrical about the center of the 200-foot through span over the channel. In order to eliminate extremely high falsework and danger from flood, the channel span was designed so as to permit its erection by a cantilever process from the adjacent 160-foot deck approach spans. Considerable saving of concrete piers was had in using deck truss approach spans. Precast concrete piles support the piers under the deck approach spans, as well as the footings under the concrete girder approach spans.

Route 65 is an important primary highway which has been opened through the north part of the state during the period of construction now closing. The portion of this highway south from Damascus through Conway, Little Rock, Pine Bluff and on to the Louisiana Line has been improved and carrying traffic for several years, but that portion north of Damascus through Van Buren, Searcy and Boone Counties was merely a winding trail and carried a negligible amount of traffic prior to 1928. Several mountain streams have been bridged on this section, among which may be named Buffalo River, Archie Fork of Little Red River, and Peyton and Choctaw Creeks. The crossings remaining which have not been bridged are Little Red River near Leslie, and the South fork of Little Red River near Clinton, and Bear Creek north of Marshall. Buffalo River is the largest of these streams and the structure built here is all concrete construction consisting of three concrete arch channel spans and 12 approach spans. The bridge is 1,000 feet in length and has a 20-foot clear roadway.

Materials and Tests

The effort of the Department of Materials and Tests is to establish and maintain the highest possible standards in construction, consistent with economy, since it is recognized that the quality of any construction can not be better than the quality of the materials which form an integral part.

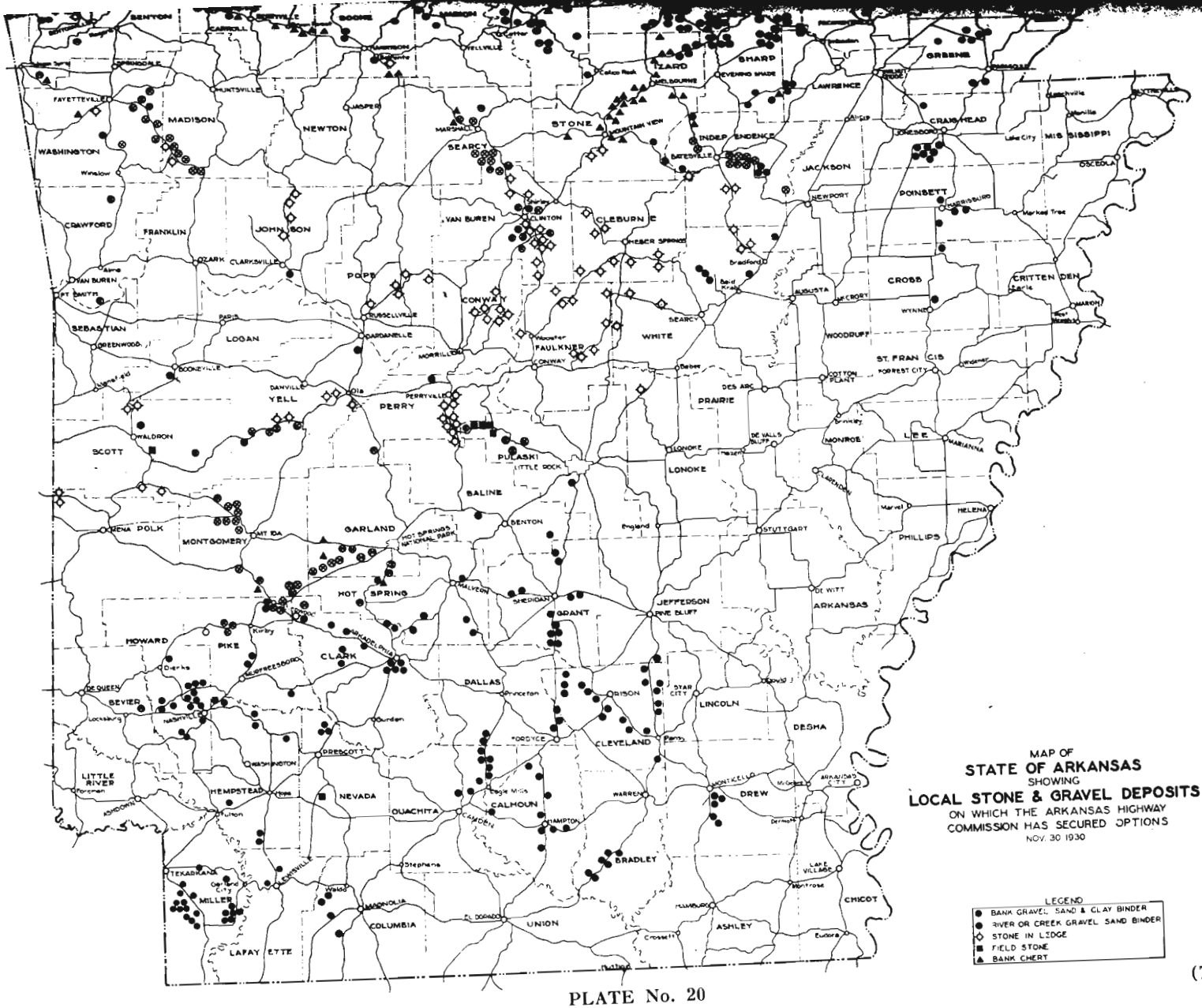
The defects in the qualities of materials are not always as readily recognized by field inspections as are the errors in construction practice, but are of equal or greater importance to the durability of the project. Materials of a uniformly high quality are necessary to produce structures of the present high standard and such material must be obtained by thorough investigation, and the quality maintained by rigid inspection.

The duties of the Department of Materials and Tests are divided into three principal classifications: First—To determine that the materials proposed for use in highway and bridge construction are of a quality equal to that prescribed in the specifications; Second—To make the necessary routine inspections and tests to determine that all materials going into the construction of highways and bridges are of a quality equal to that prescribed by the specifications; and Third—To keep a record of tests and quantity of all materials going into the construction of highways and bridges so that at any time in the future the question of quality of material that went into any of the jobs will not be debatable.

In addition to these three principal functions the Department of Materials and Tests has undertaken to furnish to the contractors and others interested information pertaining to the quality of the materials which are most likely to be used in the proposed project in order that the contractors may use this information in figuring their bids. In this connection there has been prepared a map of the state showing in large legend all of the commercial sand and gravel plants and rock quarries, giving the location and names of the companies operating. Supporting this map there has been prepared a mineographed list of all Commercial Producers giving in detail the location of the plants, the name and address of the company operating, the kind and daily capacity of each material produced, together with the railroad facilities, and a list of the principal equipment used in production.

The determining of the quality of local materials, where they are available presents a more difficult and intricate problem because of the number and varying qualities of the deposits, thousands of which are located in various parts of the state.

A system of inspecting, sampling, and testing of materials has been worked out whereby assurance is gained that all materials entering into highway construction are either inspected or tested and approved before becoming a part of the finished structure.



MAP OF
STATE OF ARKANSAS
SHOWING
LOCAL STONE & GRAVEL DEPOSITS
ON WHICH THE ARKANSAS HIGHWAY
COMMISSION HAS SECURED OPTIONS
NOV. 30 1930

PLATE No. 20

Procedure The tests to which the materials are subjected are divided into two classes; those which can be made in the field and those requiring a laboratory test, either chemical or physical. Having no laboratory of its own, the Highway Commission has made provision whereby all materials requiring laboratory tests are submitted to a specified commercial laboratory, where the necessary tests are made and reports on these tests are then submitted to the Department of Materials and Tests for approval, rejection or recommendation.

Mechanical analysis and minor tests which are classified as field inspections are made by representatives of the Department of Materials and Tests, the Resident Engineer of the project on which the material is to be used, or his Inspector. These inspections are made in accordance with our specifications and instructions as to the sampling, testing and reporting of the various materials used in the construction of highways. The reports on these materials are then submitted to the Department of Materials and Tests for final decision.

Personnel During the first half of the first biennial period, from July 1, 1926 to June 30, 1927, the personnel of the Department of Materials and Tests consisted only of one engineer, and a great effort was made by this one-man department to make the necessary tests and to control the quality of the materials. During the second half of the first biennial period, from July 1, 1927, to June 30, 1928, and through the next biennial period to September 30, 1930, the personnel of the Department of Materials and Tests has been expanded through adding sufficient engineers, inspectors, clerks and stenographers to handle the test reports made by the laboratory and the Resident Engineers, to keep a record of the materials tested and inspected and to make periodical inspections of the commercial material plants and the jobs under construction.

During the heavy construction period of 1930, inspectors were placed at the plants that were shipping the most concrete aggregates and surfacing materials to Highway and Bridge jobs and inspection and acceptance of each carload was made of the material before shipment. A complete screen analysis was made on quantities ranging from one to three carloads.

This inspection has resulted in a considerable saving to the Highway Commission in prices paid for materials, has eliminated delays caused from rejecting materials at destination, and has improved the quality of the materials received on the job.

Summary of Tests No. 1. The following tabulation shows the number of tests made and the quantity of materials tested between July 1, 1927, and June 30, 1928.

Material	Quantity	Unit	No. Tests Made by Lab.	No. Tests by Res. Eng.	Total No. Tests	Av. Quantity Per Test
Cement (Physical Analysis)	314,939	bbl.	1,522	.....	1,522	225 bbl.
Fine Aggregate (Mechanical Analysis)	96,214	c. y.	949	2,030	2,979	32 c.y.
Fine Aggregate (Quality Analysis)	.....	.....	278	.....	.....	
Coarse Aggregate (Mechanical Analysis)	153,401	c. y.	1,645	4,368	6,013	25 c.y.

aterial	Quantity	Unit	No. Tests Made by Lab.	No. Tests by Res. Eng.	Total No. Tests	Av. Quantity Per Test
e Aggregate (Quality Analysis)			160			
rete Cylinders (sets of three)			946			
acing Material	474,621	c. y.	705	347	1,052	451 c.y.
halt			10			
halt Pavement	63,120	s. y.				Inspected per square yard
nt			72			Tested for bridge of 50 tons steel or more
osote Oil			25			Each Tank Used
osoted Piling	124,422	lin. ft.				Each stick inspected
osoted Timber	3,463,533	ft. BM.				Each stick inspected
ncrete Culvert Pipe	77,639	lin. ft.				Each joint inspected
tal Culvert Pipe	5,320	lin. ft.				Each heat tested
ater (analysis for concrete)			12			Tested when questionable
einforcing Steel	3,392	tons				Test made for each 10 tons
tructural Steel	1,298	tons				Shop inspected by Lab.
iscellaneous			129			

No. 2. The following tabulation shows the number of tests made and the quantity of materials tested between July 1, 1928, and September 30, 1930:

Material	Quantity	Unit	No. Tests Made by Lab.	No. Tests Made in Field	Total No. Tests	Av. Quantity Per Test
Cement (Physical Analysis)	1,536,367	bbl.	6,335			
Cement (Special Tests)			75		6,410	236 bbl.
Fine Aggregate (Mechanical Analysis)	583,566	cu. yd.	447	4,140	4,587	105 cu. yd.
Fine Aggregate (Quality Analysis)			397			
Coarse Aggregate (Mechanical Analysis)	887,154	cu. yd.	519	5,826	6,345	120 cu. yd.
Coarse Aggregate (Quality Analysis)			217			
Concrete Cylinders			723	8,866	9,589	
Concrete Cores Drilled				1,696		
Concrete Cores Tested (Broken)			208			
Concrete Beams Tested (3 Breaks Each)				3,185		

Material	Quantity	Unit	No. Tests Made by Lab.	No. Tests by Res. Eng.	Total No. Tests	Av. Quantity Per Test
Surfacing Material	3,326,450	cu. yd.	108	7,087	7,195	462 cu. yd.
Asphalt			62			
Asphalt Pavement	827,348	sq. yd.				Inspected pe sq. yd.
Asphalt Cutback			234			Carload
Paint			72			Tested for b 50 tons stl. more.
Creosote Oil			102			Each tank us
Creosoted Piling	124,422	lin. ft.				Each stick inspected
Creosoted Timber	9,469,273	ft. BM.				Each stick inspected
Concrete Pipe	68,799	lin. ft.				Each joint inspected
Metal Culvert Pipe	131,297	lin. ft.	296			Each heat tested
Water Tests			73			Tested when questionable
Reinforcing Steel	57,326,801	lbs.				Test made fo each 10 ton
Structural Steel	8,590,614	lbs.				Shop inspect by Lab. or Bridge Dep
Miscellaneous			61			

DETAILS OF METHODS OF TESTING

Portland Cement Inspection Each car of Portland cement is sampled by a representative of t laboratory while it is being loaded at the mill, and the car is sea with the special seal of the laboratory. This sample is mailed direc to the laboratory in Little Rock, where a test of the cement is ma for fineness, soundness, time of setting, and 24-hour neat strength, which is g erally accomplished before the car reaches the unloading point. If the cement fa in any of these tests the Resident Engineer of the project is wired to reject the c Otherwise he accepts the laboratory seals as evidence of satisfactory quality, a is later furnished by this Department with a complete copy of the report for files. The practice of sampling the cement at the mills was adopted in order save time and delay incident to sampling and testing after the cement arrives the job.

Fine Aggregate Inspection Before the use of a fine aggregate is permitted in concrete work a co plete test is made in order to determine its suitability for concrete m terial. This complete test consists of a mechanical analysis, a test f organic matter, and a comparative tensile strength test, both seven a twenty-eight days, with standard Ottawa sand. If the fine aggregate passes all these preliminary tests it is approved for use with the following routine tests quired during construction, except where plant inspected: For quantities ran ing from one to three carloads of fine aggregate received on the job, the Resid

Engineer, has been required to make and report to this Department a complete mechanical analysis. The analysis is made with a set of sieves and scales furnished by this Department. The practice for the most of the time has been to have one test report represent three cars, or approximately 100 cubic yards. For each 1,000 yards of material received on the job the Resident Engineer is required to take a sample and submit it to the laboratory for a complete test as a check analysis on his work, which has just been described in connection with preliminary tests. This practice, with a careful visual inspection of each shipment by the Resident Engineer, and periodic inspections by a representative of this Departent insure a good and dependable quality of fine aggregate. If the material is shipped from a commercial plant where plant inspection is maintained each carload of material is inspected and approved before shipping. Materials that do not meet the requirements of the specifications are rejected.

Coarse Aggregate Inspection Before the use of a coarse aggregate is permitted in concrete work, a complete test is made in order to determine its suitability for concrete material. This complete test consists of a mechanical analysis, tests for abrasion, absorption, specific gravity and compressive strength of the concrete made from the aggregate. The test for compressive strength of the concrete is made by casting cylindrical test specimens six (6) inches in diameter and twelve (12) inches in length and crushing the specimens at seven and twenty-eight days and recording compressive strength in pounds per square inch. If the coarse aggregate passes all of the preliminary tests it is approved for use, with the following routine tests required during construction, except where plant inspected for quantities ranging from one to three carloads of crushed stone or gravel received on the job for concrete aggregate the Resident Engineer is required to make and report a sieve analysis to this Department. The practice for the most of the time has been to have one test made and reported for each three carloads or approximately 100 cubic yards. If the materials are shipped from a commercial plant where plant inspection is maintained each carload of material is inspected and accepted before shipping. Coarse aggregate, used in the construction of pavements and bridge floors, or other places where they are subjected to wear, are given routine tests for abrasion, with occasional tests for absorption and specific gravity or any other tests that might be necessary to determine the suitability of the materials. The routine tests for the compressive strength of the coarse aggregates of all concrete are made by casting test specimens from the concrete actually used in the structure. This practice is detailed under "Concrete Inspection."

Concrete Inspection (Cylinders) The quality of concrete is determined by casting cylindrical test specimens six (6) inches in diameter and twelve (12) inches long from the concrete used in the construction, and the cylinders are made in sets of three. For bridge work, one set of cylinders is made for each one hundred (100) cubic yards or fraction thereof of any one kind of concrete used in major structures, major structures being bridges of clear spans of twenty (20) feet or more. For concrete pavement, one set of cylinders is made for each two thousand (2,000) lineal feet of eighteen (18) foot pavement or its equivalent. The cylinders are broken in the laboratory at the age of seven (7) and twenty-eight (28) days to determine the compressive strength of the concrete. The usefulness of this work is illustrated by the following table, which shows the num-

ber of cylinders tested for each kind of concrete, the average strength developed by these cylinders, both for seven (7) and twenty-eight (28) days, and the strength of each class of concrete required under the specifications:

Kind of Concrete		No. Cylinders.	Average Compressive Strength Developed (lb. per sq. in.)	Compressive Strength Required Under Specifications Lb. per s. i.
Class "A" 1:2:4: Mix	7 day	901	1998	1300
	28 day	1640	2933	2000
Class "S" 1:2:3: Mix	7 day	990	2810	1700
	28 day	1673	3759	2500
Pavement app. 1:2:3½	7 day	1185	2878	------
	28 day	2200	3801	------

(Transverse Beams) The Commission has inaugurated the transverse bear test for concrete used in pavements, and this method of testing is now in use on a of the paving contracts. The transverse beam test has been adopted by a larg number of the State Highway Departments throughout the country, and is usefu in that it provides a saving to the State in cost of testing for the qualities most im portant in pavement and furnishes immediate, dependable information which ca be used for determining the earliest safe date on which the pavement can be opene to traffic. This also results in a saving to the State, the Community and the Co tractor. Where the transverse beam test is used the specimens are cast in sets three beams, each six inches by six inches by forty-two inches (6x6x42 in.) fro the concrete actually used in the pavement. After the beams have been cured ea beam is broken three times by the use of a portable transverse beam-testing m chine on the job, and the modulus of rupture is computed. In the case of bo beams and cylinders, two of the specimens of the set are cured by the same meth as that used for curing structure or pavement, and the third is cured by the stan ard method of curing in moist sand. The following table shows the number transverse beams that have been broken at the age of 7 and 28 days and shows t average strength or modulus of rupture for both 7 and 28 day classes.

Total No. Beams	No. 7 Day	Av. Strength Modulus of Rupture (lb. per sq. in.)	No. 28 Day	Average Strength Modulus Rupture (lb. Per sq. in.)
3185	889	592	2296	676

(Drilled Cores) The Commission has adopted the use of a core drill for chec ing the thickness of concrete pavement, determing the strength of the concrete the pavement, and other special investigations along this line. One core is drill for each one thousand linear feet of pavement and measured for thickness. T per cent (10 per cent) of these cores are tested in a compression machine to termine the compressive strength of the concrete in the pavement. The followi table shows the number of cores drilled, measured and broken and the avera compressive strength per square inch.

No. Cores Taken	No. Measured	No. Broken	Average Compressive Stren (lb. per sq. inch)
1696	1634	208	4,223

Surface Course Material Inspection Before a material is used for a gravel or crushed stone surface, a sample is taken from the deposit and sufficient tests are made to determine the gradation, the abrasive qualities, and the cementing values. If the material possesses all of the necessary qualities it is approved for use and the following routine tests are made during construction, except where plant inspected: The Resident Engineer is required to make and report to this Department one mechanical analysis for each five hundred (500) cubic yards or fraction thereof used on the job. If the material is shipped from a commercial plant where plant inspection is maintained each car of material is inspected and approved before shipping.

Asphalt Inspection Where asphalt pavements are being placed, the laboratory keeps an inspector on the job, and all the tests necessary are made by the laboratory to determine that the materials going into the job comply with the requirements of the specifications.

Paint Inspection On paint jobs for steel bridges of over fifty (50) tons, a complete laboratory analysis is required for each coat of paint contained in each shipment, provided that the shipment of any one coat does not exceed one carload. The analysis is made of a sample taken from the paint after it has arrived on the job. Paints for hand rails on timber bridges and for steel jobs of less than fifty (50) tons are not given a laboratory analysis, but the manufacturer is required to furnish a certified copy of an analysis of the paint.

Creosoted Timber and Piling Inspection All timber or piling to be treated with a preservative treatment is first inspected for grade by a representative of the Department of Materials and Tests and all satisfactory lumber or piling inspected is branded with "SH" or "AHD" and such brands are evidence that the lumber or piling has been inspected and accepted for grade. Inspection of the creosoting of the timber and piling is made at the treating plant by an inspector from the laboratory, who inspects the process during treatment and inspects for permeation of creosote oils after treatment. All timber or piling inspected for treatment is branded by the laboratory and this brand is taken as evidence of the timber or piling having been properly treated. All creosote oils used in treatment are tested by the Laboratory before use.

Untreated Lumber Inspection All untreated lumber and timber is inspected by a representative from the Department of Materials and Tests and all satisfactory lumber so inspected is branded "SH" o "AHD". The brands are taken as evidence that the lumber has been properly in spected and accepted. Whenever possible, the inspection is made at the mill befor the timber is loaded for shipment.

Concrete Culvert Pipe Inspection Concrete culvert pipe is inspected at the plant of the manufa turer by an inspector from the Department of Materials a Tests. A sufficient number of joints are tested in a compre sion machine and the strength measured by the use of a loadmeter to determi that the pipe is of the required strength. The wall thickness, the diameter and th length of joints are checked and the pipe is all tapped with a hammer to determin its soundness. Pipe found to be satisfactory is stenciled, "AHD" and this stencil i

taken as evidence of the pipe having been properly inspected and accepted. Tests and inspections are made of the materials used in the manufacture of the pipe often enough to determine that they comply with the requirements of the specifications.

Metal Culvert Pipe Inspection The sheet metal intended for use in corrugated metal culvert pipe to be shipped to highway jobs is sampled at the plant of the manufacturer by a representative of the Department of Materials and Tests and the heat number of this sample is noted. At this time also fabrication of the pipe is inspected and the shipping record taken. The sample is then tested in the laboratory for guage, and for the amount of spelter coat. Pipe shipped to the job which shows by its heat number to have not been tested is rejected. The manufacturer is required to furnish a certified copy of the ladle analysis of the heat from which the pipe is fabricated. All pipe is required to be stamped with the metal trade name, the heat number, and the gauge of the metal from which it is made.

Concrete Mixing Water Inspection Whenever the quality of the water to be used in concrete is questionable, a sample of the water is submitted to the laboratory and tests are made for organic matter, oils and alkalis. If any of these substances are found in what is considered harmful quantities the test is carried further by making comparative strength tests of mortar briquettes, comparing the sample water with a water of a known satisfactory quality, and by making tests for soundness and time of setting. If the strength ratio of the sample water is less than .90 with the water of known satisfactory quality, or if cement pats made from the sample water show unsoundness, or an unsatisfactory time of setting, the water is rejected.

Reinforcing Steel Inspection Until about the first of 1928 the suitability of reinforcing steel was determined by sampling and testing each size bar from each shipment after the steel had been received on the job. This practice seemed to be causing uncessary delays, which resulted in a loss to the constractor, and this loss was passed on to the State and traveling public. For this reason it was decided to inspect the reinforcing steel used in major structures at its source and to permit the use of the cold-bend test to determine the suitability of steel for minor structures. Where the steel is tested at the mill, the samples are taken by a representative of the laboratory and the test is made either in the testing machine of the mill or in the commercial laboratory. The steel is bundled and the bundles are tagged with laboratory tags and a report of this inspection is forwarded through this Department to the Resident Engineer, thereby avoiding the delays incident to sampling and testing the material after it has arrived on the job. For all reinforcing steel used in State projects the manufacturers of such steel are required to make an affidavit that the steel furnished by them is rolled from new billet steel of either structural or immediate grades. Reinforc- steel shipped from Little Rock Jobbers is sampled and tested by a representative of the Department of Materials and Tests.

Structural Steel Inspection All structural steel is inspected after fabrication, before shipping to the job, by a representative from the bridge Department or Laboratory, and the steel mills are required to furnish a ladle analysis and a physical test of the steel used in the structure.

Local Surface Course Material Since April, 1929, the Department of Materials and Tests has secured options on local gravel and stone to be used as surface course material. This supply of material consists of the following: 207 deposits of sand and clay gravel from which 725,762 cubic yards have been used; 155 deposits of river or creek gravel, sand binder, from which 295,244 cubic yards have been used; 92 deposits of stone in ledge from which 179,038 cubic yards have been used; six deposits of field stone from which 16,653 cubic yards have been used; and 45 deposits of bank chert from which 131,221 cubic yards have been used.

From the above 505 deposits a total of 1,347,918 cubic yards of local surface course material has been used. This has resulted in roads being built and surfaced at a much lower price than any other alternate plan, since by careful investigation of local deposits and the use of the best material nearest the job, all freight possible has been eliminated and the truck and wagon haul has been reduced to a minimum, all of which results in the greatest possible saving. The accompanying map shows the location of each of these deposits in legend.

Maintenance

Maintenance of state highways is an important activity and is that service which conserves the original road investment while securing comfort and economy of operation to the user.

The function of the maintenance organization is to standardize, as far as economical, the labor, equipment and materials involved in this service. Accordingly a general supervision is exercised over all maintenance functions, including minor betterments and roadside activities. Instructions, prepared and issued by the central office, develop not only uniformity of practice but also satisfactory relations with the public for whose benefit the work is prosecuted.

During the past four year period considerable attention has been devoted to improving the maintenance organization, as it is realized that success and satisfactory results in this work depend largely upon securing a complement of carefully selected and trained men who will carry on their respective duties with a minimum of supervision.

Policies The general policy governing all work of this character is to render the greatest possible service to the traveling public. As soon as a construction project is completed it is immediately placed under maintenance. Temporary or unimproved portions between projects, where same exist, as well as detours are maintained in as serviceable condition as possible with the funds available. Particular attention has been given to the elimination or the improvement of difficult or dangerous places in the system so that traffic may proceed to its destination with reasonable surety and safety.

Attention has also been given to gravel surfaced projects, built by Improvement Districts prior to the enactment of the Martineau Road Law, which were in need of surfacing replacements when taken over by the state. By concentrating available funds subsequent to this period, a number of these projects have been restored to their original condition.

Organization To perform successfully the work of maintaining the large mileage of state roads a carefully organized force of well trained men is required. Two Maintenance Engineers, one each in the Eastern and Western Divisions, working respectively under the direction of the two Assistant State Highway Engineers, and in accordance with the policies of the State Highway Engineer and the State Highway Commission, have general supervision of all maintenance activities. There is also a small office force at headquarters to handle the administrative details.

The actual performance of the work, as well as the direct supervision, is under the direction of the various District Engineers who, in turn, are assisted by District Maintenance Engineers. In some districts a foreman, whose section may be from 20 to 40 miles in length, reports directly to the District Maintenance Engineer; however, in most of the districts a superintendent is assigned the care of 100 or more miles of highways and has several working foremen or patrolmen under his dircetion.

Each of the ten districts in the state is formed of from seven to nine counties. The state highway mileage under maintenance in each district varies from a minimum of 740 miles in District One to a maximum of 990 miles in District Four

This mileage is divided into sections of varying lengths, depending upon topography, character of soil, type of surfacing and class of equipment available. A patrolman, with helpers as needed, is assigned to each section and is responsible for all equipment, tools and materials assigned for use on that section.

Allotment of Funds At the beginning of each fiscal period, the central office makes an allotment of funds for maintenance to each district. Such allotment is primarily based on mileage, type and traffic. First hand knowledge of conditions is obtained by central office representatives through frequent personal inspections. With this knowledge, as well as other information as to type and probable date of completion of projects under construction, the equipment available for use and its cost of operation, the cost of labor, materials, and new equipment needed, the central office is enabled to approximate the expenditures necessary for maintenance for the period. The allotment also provides for greater activity in maintenance work during the the season most suitable for such work.

Major expenditures for addition and betterment work are made only upon approval by the central office, and such approval is contingent upon the work being planned, cost estimated and the proposed improvement inspected by a representative from the central office.

Funds are provided for work under the following operation classification:

1. General Maintenance:
   - (a) Patrol Maintenance.
   - (b) Gang Maintenance.
     - (1) Shoulder and ditch work where a small gang is used once or twice a season.
     - (2) Shaping the surface or adding new material that will bring the surface up to its original condition.
     - (3) Filling cracks and joints on concrete surfaces.
     - (4) Repairing base or surface failures on bituminous or black top roads.
2. Additions and Betterments:
   - (a) Any grading work that materially widens the traveled surface of the road.
   - (b) Adding surfacing material that results in the surface being materially increased in depth or width.
   - (c) The first bituminous surface treatment on either gravel, macadam, or crushed stone.
   - (d) Resurfacing or improving present road with the same type, width and thickness.
   - (e) Replacing existing structures.
3. Route Markers and Signs:
   - (a) All items chargeable to the erection or replacement of markers and signs. This includes metal markers and standards, all warning and caution signs and all wooden signs such as Direction, County Line, City Limits, State Line, Detours, and all items connected with their erection.
4. Special Work:
   - (a) Traffic counts.
   - (b) Purchase of equipment.
   - (c) Emergency repairs.

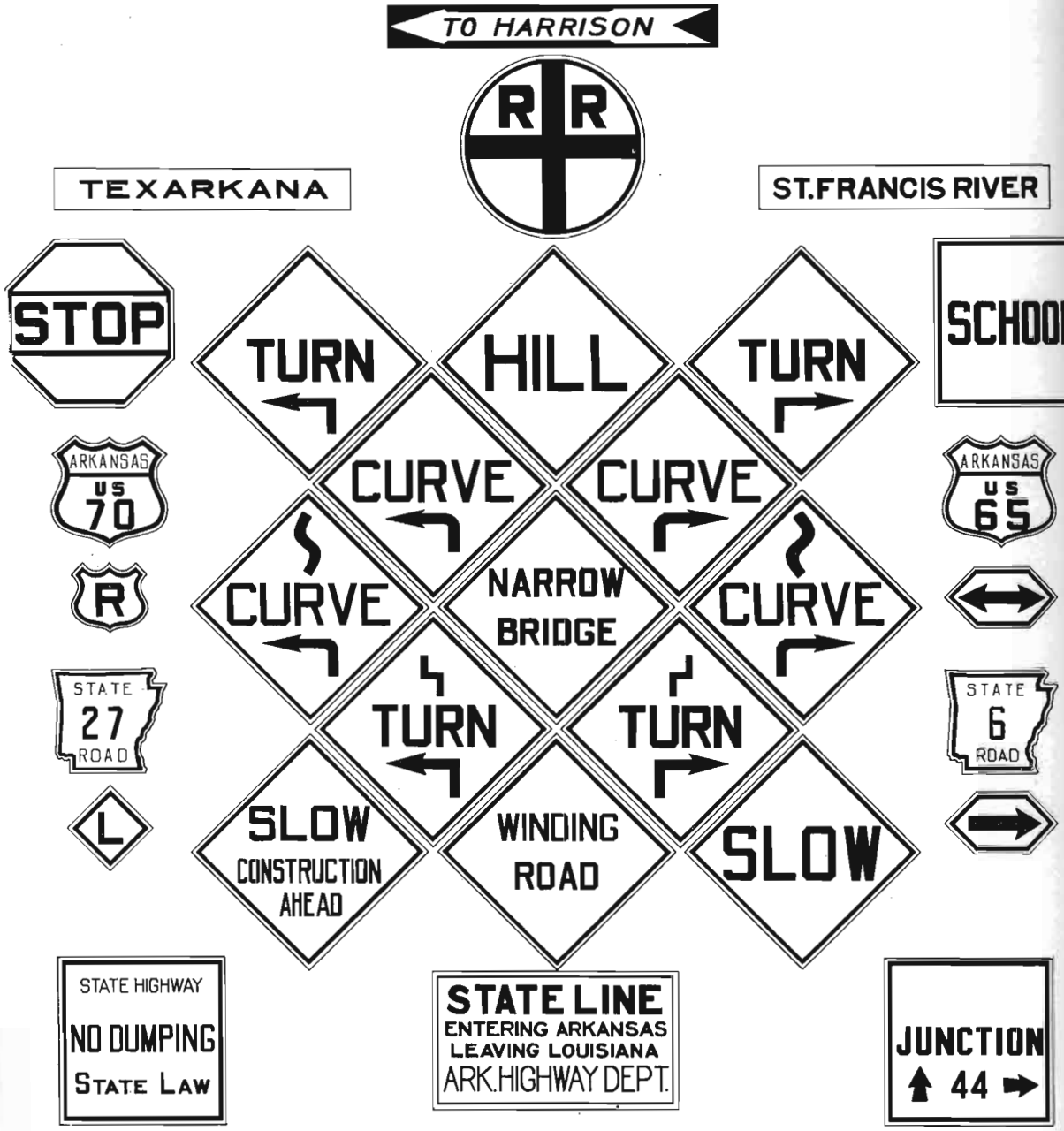

TO HARRISON
R R
TEXARKANA
ST.FRANCIS RIVER
STOP
TURN
HILL
TURN
SCHOOL
ARKANSAS US 70
CURVE
CURVE
ARKANSAS US 65
R
CURVE
NARROW BRIDGE
CURVE
STATE 27 ROAD
TURN
TURN
STATE 6 ROAD
L
SLOW CONSTRUCTION AHEAD
WINDING ROAD
SLOW
STATE HIGHWAY
NO DUMPING
STATE LAW
STATE LINE
ENTERING ARKANSAS
LEAVING LOUISIANA
ARK. HIGHWAY DEPT.
JUNCTION
44

TABLE OF DISTANCES BETWEEN PRINCIPAL POINTS IN ARKANSAS

The distances given are via main routes which are surfaced or maintained practically as all weather routes

	ALMA	ARKADELPHIA	BATESVILLE	BENTON	BLYTHEVILLE	BRINKLEY	CAMDEN	CLARKSVILLE	CONWAY	CORNING	DE QUEEN	EL DORADO	EUREKA SPGS.	FAYETTEVILLE	FORDYCE	FORREST CITY	FORT SMITH	HAMBURG	HARRISON	HELENA	HOPE	HOT SPRINGS	JONESBORO	LAKE VILLAGE	LITTLE ROCK	MAGNOLIA	MALVERN	MAMMOTH SPG.	MARIANNA	Mc GEHEE	MENA	MONTICELLO	MORRILTON	NASHVILLE	NEWPORT	OSCEOLA	PARAGOULD	PARIS	PIGGOTT	PINE BLUFF	PRESCOTT	ROGERS	RUSSELLVILLE	SEARCY	SILOAM SPGS.	STUTTGART	TEXARKANA	WALNUT RIDGE	WEST MEMPHIS	WYNNE
ARKADELPHIA	173																																																
BATESVILLE	182	210																																															
BENTON	131	52	182																																														
BLYTHEVILLE	222	144	281	331																																													
BRINKLEY	133	92	94	144	226																																												
CAMDEN	174	311	92	212	54	244																																											
CLARKSVILLE	211	179	302	273	158	181	52																																										
CONWAY	74	137	105	238	56	88	107	126																																									
CORNING	176	250	284	148	134	202	124	254	--																																								
DE QUEEN	325	181	211	115	230	355	138	256	90	159																																								
EL DORADO	142	312	168	242	32	207	342	119	243	83	275																																							
EUREKA SPGS.	334	275	312	159	168	360	271	331	214	188	305	116																																					
FAYETTEVILLE	64	327	208	376	229	104	296	301	395	234	251	245	52																																				
FORDYCE	302	286	62	140	325	124	198	35	145	287	81	195	50	250																																			
FORREST CITY	171	309	297	233	256	122	131	205	200	26	107	118	170	174	257																																		
FORT SMITH	--	209	66	130	261	142	306	130	66	229	--	346	185	215	151	15																																
HAMBURG	284	193	100	333	321	128	219	--	155	229	96	197	305	--	230	151	281																															
HARRISON	276	175	252	240	108	45	289	302	223	121	119	258	238	287	172	143	228	160																														
HELENA	306	195	284	43	170	333	321	228	273	165	155	229	197	49	136	--	163	205	300																													
HOPE	252	286	160	197	232	95	270	331	83	70	312	165	270	64	206	339	110	240	58	251																												
HOT SPRINGS	94	181	211	152	141	165	72	268	255	118	91	233	89	164	87	139	263	47	165	36	155																											
JONESBORO	263	269	111	209	278	270	68	230	344	281	281	294	54	145	219	250	94	61	165	93	220	267																										
LAKE VILLAGE	267	159	182	--	383	32	291	200	125	340	327	152	244	--	161	236	121	--	312	--	237	183	287																									
LITTLE ROCK	128	141	61	134	125	148	125	161	94	92	210	190	130	162	178	32	106	103	68	198	24	107	76	158																						
MAGNOLIA	137	--	--	152	49	235	290	134	246	200	70	319	340	35	108	335	174	249	35	174	348	126	266	83	297																					
MALVERN	106	46	136	187	22	88	165	199	129	163	145	49	256	244	110	114	224	78	152	80	119	257	23	153	30	177																			
MAMMOTH SPG.	240	--	182	293	101	234	310	208	108	405	283	88	266	216	153	312	325	--	157	227	281	174	218	217	69	251	279																		
MARIANNA	187	147	278	100	190	85	160	235	26	280	184	276	18	145	313	301	216	253	139	135	209	180	24	110	107	137	179	274																
Mc GEHEE	165	275	113	133	106	24	210	135	159	--	259	45	267	142	101	316	303	129	220	264	138	212	97	--	288	111	213	151	264															
MENA	221	247	332	109	149	144	--	280	92	100	289	260	259	87	239	137	153	222	69	55	322	175	158	138	213	349	120	251	67	106														
MONTICELLO	210	29	151	258	102	104	95	53	223	124	120	167	248	30	257	164	72	305	292	99	190	--	127	201	71	--	277	117	202	102	253													
MORRILTON	145	193	156	153	175	91	192	50	179	163	79	183	173	39	173	112	149	142	211	--	186	199	194	18	156	155	123	256	68	106	125	108												
NASHVILLE	181	186	94	189	235	314	84	76	132	234	272	74	29	253	287	188	69	231	109	243	306	111	41	310	163	242	78	205	337	108	239	58	190										
NEWPORT	224	111	176	242	194	94	110	144	249	98	211	47	150	232	98	185	289	233	78	104	293	229	230	243	80	93	168	198	--	108	122	42	174	216									
OSCEOLA	101	320	239	260	332	271	93	201	235	331	131	295	78	246	322	119	--	288	329	90	270	378	314	325	338	117	221	285	294	116	18	205	127	264	314							
PARAGOULD	--	66	290	--	248	310	270	111	98	--	332	166	293	25	219	290	137	208	309	296	92	255	370	306	307	320	31	170	244	275	118	86	190	119	245	293						
PARIS	259	--	182	276	--	215	133	226	223	242	166	261	120	248	233	134	--	243	133	215	41	219	211	108	172	256	186	264	88	67	225	93	--	144	138	203	56					
PIGGOTT	291	58	144	107	337	221	--	349	291	266	--	251	362	205	81	--	260	349	188	250	--	333	145	348	403	339	339	351	27	203	277	311	175	--	229	151	281	--				
PINE BLUFF	259	164	207	213	124	129	93	52	150	63	103	206	46	116	44	87	182	73	132	115	192	79	205	116	45	253	234	119	165	236	75	149	80	103	230	44	138	73	201		
PRESCOTT	133	320	235	273	304	213	46	165	114	118	143	216	295	69	42	115	167	254	75	19	236	268	142	219	241	78	285	313	78	77	293	147	221	46	188	321	91	222	39	233	
ROGERS	296	276	320	131	293	361	264	275	189	333	177	337	334	187	249	--	233	359	280	250	302	354	79	356	90	332	318	24	41	350	232	293	207	127	319	306	378	257	229	268	75
RUSSELLVILLE	153	193	123	251	41	218	259	141	278	30	174	185	186	185	201	126	224	80	208	193	97	191	203	112	203	82	179	170	131	137	216	229	224	48	26	184	153	276	104	132	155	78
SEARCY	100	254	166	83	152	141	110	85	41	181	81	135	198	146	--	125	99	194	53	170	88	107	104	135	146	176	182	111	143	231	189	189	202	125	53	127	157	--	102	77	56	128	179
SILOAM SPGS.	254	154	34	312	276	--	131	393	401	316	266	234	328	176	339	336	239	279	342	233	363	367	291	293	356	131	356	77	337	325	23	75	350	231	399	253	127	319	324	318	257	274	268	298
STUTTGART	289	76	136	289	177	44	219	176	170	166	117	117	106	89	202	106	60	197	93	156	52	130	138	113	176	73	239	122	217	74	85	266	253	155	205	192	88	162	120	48	183	--	125	131	216	
TEXARKANA	208	291	218	227	232	51	182	339	239	337	355	264	53	216	163	111	109	268	346	120	59	166	216	304	126	32	286	320	194	196	266	127	268	331	95	56	312	198	267	97	240	372	142	274	90	212	
WALNUT RIDGE	302	156	357	83	187	266	251	163	69	363	27	75	38	263	152	245	287	233	115	71	182	--	136	261	30	191	270	142	181	310	264	99	225	334	270	270	283	42	134	208	239	125	92	160	82	232	257	
WEST MEMPHIS	87	307	114	386	154	228	354	255	163	142	304	87	46	104	271	193	202	291	271	61	162	187	285	185	244	61	206	296	82	264	231	324	41	206	353	312	279	297	115	175	249	233	67	63	159	224	218	307	
WYNNE	40	79	287	88	350	--	197	334	229	136	132	278	75	68	58	246	167	183	265	195	34	151	162	257	112	219	51	174	247	61	245	211	278	18	189	327	289	250	250	105	149	223	218	44	85	136	102	192	275

PLATE No. 22

Maintenance Equipment The adaptation of automotive equipment to maintenance activities has been remarkably rapid and effective. Where once patrol equipment consisted chiefly of picks, shovels, team drags or light graders, we find today that this equipment has been amplified by the addition of modern tractors and trucks with the various attachments adapted to each.

Grading of the roadsides and traveled way is performed by tractors, either wheel or crawler type, depending largely on the tractive conditions encountered, drawing blade graders. Wheel tractors, either drawing maintainers or with graders attached, have met and satisfactorily solved one of the big problems of maintenance of gravel and crushed stone surfaced roads. Low-bodied, high speed trucks of one to one and one-half ton capacity now convey the men to their work, making possible the assignment of some thirty to forty miles of road to each patrol unit.

Light gas shovels of one-fourth to one-half cubic yard capacity and with drag line attachments have proven satisfactory for loading gravel trucks from pits or cars, in widening the roadbed, for rebuilding shoulders, for cleaning ditches, and for opening outlet ditches away from the roadbed itself.

Work Accomplished The scope and variety of work coming under the general classification of maintenance is constantly expanding. This is due to the increasing mileage coming under maintenance, the greater volume of traffic resulting from improved roads, and the demand of the public for fast and unimpeded progress with greater safety.

The legislative appropriation for maintenance for the past biennium has been expended on approximately 8,770 miles of the State Highway System exclusive of the mileage within the limits of towns and cities of 2,500 or greater population. This mileage also includes many detours. Considerable addition and betterment work has also been accomplished which has consisted of gravel replacements to projects which have served for a number of years without the necessary annual replacement of gravel, reconstructing old and worn out untreated timber bridges, cleaning and painting steel bridges, and the erection of guard rail. Grass, weeds and brush have been kept cut and cleaned within the right of way lines, which has resulted in a material improvement in appearance of the right of way.

Route Markers and Signs Our highways should render a maximum of service to the public and to that end the Highway Commission has established a complete system of markings and warnings along the state highways. Warning signs are placed at railroad crossings, on curves and turns, and in places of hazard so as to properly warn the public. With this in mind signs for the convenience and safety of the road users are receiving greater attention each year. The Commission has received much favorable comment on the care and speed with which signs and markers are being erected.

The following tabulation indicates the extent of the work of this nature which has been accomplished since March 1st, 1929:

Warning and Caution Signs erected	10,158
Metal Route Markers erected	10,135
Distance and Direction Signs erected	1,457
Special Information Signs erected	1,235
Town Signs erected	683
Stencils applied on telephone posts, etc.	2,297

We now have practically every state road well marked through cities and towns, as well as in the rural districts, and we have attempted to keep in a good state of repair not only markers and signs on the state and national roads, but to improve the marking and to make it as nearly perfect as possible without undue or unnecessary marking expense.

From a modest beginning on curves as a safety measure, we are today maintaining traffic stripes on 846 miles of pavement, because of its effective aid in the safe and expeditious movement of traffic. Added to this is the mileage on recently constructed pavement, wherein the longitudinal construction joint serves as a permanent marking. Pavements are marked along the center by a four or six inch paint stripe, usually white, orange, yellow or black in color, the latter being used exclusively on concrete pavements and the others on asphaltic surfaces. Paints are applied by a hand propelled center striping machine at the rate of six to ten gallons per mile of stripe.

Detours The maintenance of detours by the State Highway Commission has been established as a routine operation. Every effort is made to establish a temporary drive along the side of a road where bridges are being constructed and to maintain a suitable detour around road and bridge work which necessitates the closing of a state highway.

It is sometimes difficult, in fact almost impossible, to maintain good detours because they are frequently established on short notice and are often in such condition and used for such a short period as to make the expense prohibitive. Detours, when existent, are maintained in practically the same manner as the roads of the state system, although the work is not so extensive. Maintenance of detours includes blading, widening, application of metal, posting of necessary caution and direction signs, and in most instances, reinforcement of bridges. In general, it may be said that this work has gone forward very satisfactorily and in most places these detours have been maintained in fair condition.

General Floods and the repair of extraordinary storm damage are two emergency activities which test the resources of the maintenance organization each winter and spring season. The annual expense of such work amounts to a large sum without considering the economic loss to traffic through delays or the necessity of traveling over longer and more circuitous routes.

The winter season of 1929-1930 and the spring of 1930 were two periods unusually severe in extent of highway damage. The summer of 1930 was unusually dry and costly from the standpoint of maintenance operation. The unusually dry season magnified the raveling of gravel and crushed stone surface so that there was a maximum of loose material and dust throughout the summer months. It was difficult, in fact almost impossible, to maintain the heavily traveled gravel roads in a condition satisfactory to traffic. The present day motoring public resents the discomfort and danger caused by continual clouds of dust in dry weather. The dust nuisance also is aggravated by the high speed at which cars equipped with balloon tires are driven.

Although some of our gravel or crushed stone roads were somewhat rough for the heavy traffic during this dry season, with the intensive and full time maintenance blading system now in operation, these roads are being brought back into

more suitable condition for traffic, especially since rain has fallen. A reasonable degree of moisture is of material aid in securing compaction on gravel and crushed stone surface.

The completion of the construction of many unimproved gaps on through state roads has resulted in a considerable gain in a continuity of maintenance mileage, and this factor will materially increase the efficiency of both men and equipment. Patrol sections can be made longer and men employed full time. The number and type of maintenance units have also been modified by the addition of several hundred miles of bituminous treated surface or other types of pavements.

Recommendations Modern traffic expects to use traffic lanes day or night throughout the entire year. To provide such service with safety and comfort, present day highways must be not only constructed in accord with the latest and most approved designs, but they must be maintained with a high degree of efficiency. The destructive effect of heavy and high speed traffic combined with the continually varying action of the elements must be anticipated and effective remedies provided and applied; this may be done only when an efficient maintenance organization is in operation. To this time, the lack of adequate maintenance funds has made it impossible to make any consistent provision for the annual depreciation of gravel and crushed stone surfacing, the major repair, and at times the reconstruction of old and untreated timber bridges, the erection of guard rail at many dangerous places, painting steel bridges, and many other activities which properly come under maintenance work.

The following tabulation indicates what would be considered a reasonable estimate of annual maintenance expenditures by road type classification, based on past experience and substantiated by cost records:

632	Miles Unimproved Roads	@	$ 100.00 per mile per year	$ 63,200.00
1,242	Miles Graded Earth Roads	@	200.00 per mile per year	310,500.00
1,775	Miles Light Traffic Gravel Roads	@	300.00 per mile per year	532,500.00
2,405	Miles Medium Traffic Gravel Roads	@	500.00 per mile per year	1,202,500.00
1,208	Miles Heavy Traffic Gravel Roads	@	1,500.00 per mile per year	1,812,000.00
280	Miles Asphaltic Type Roads	@	600.00 per mile per year	168,000.00
1,228	Miles Paved Roads	@	300.00 per mile per year	368,400.00
8,770	Miles Total—			$4,457,100.00

We are gradually learning that the stability and usefulness of a road is not forever established, but that each mile of construction must be followed immediately with a mile of maintenance. Improved highways have demonstrated their worth so thoroughly that there is very little danger of any community permitting them without protest, to continue permanently without maintenance and the consequent deterioration that is attendant thereto.

Report by Districts

The following report by districts indicates in some detail the many and varied accomplishments that have been performed in the improvement of the State High way System during the past four year period.

These accomplishments are generally merely heralded as simple news items in the weekly road report indicating that a certain section of highway has been opened to traffic or that service is being maintained between certain points and little is understood of the inner workings of the pivotal units through which the policies of a large organization are disseminated and take form in a shape discernable to the general public.

DISTRICT NO. 1

District No. 1 is composed of seven counties of the area, state highway mileage and population shown below:

County	Area in Square Miles	Mileage State System	Population
Crittenden	582	106.90	39,717
Cross	619	100.60	25,723
Lee	601	104.60	26,637
Monroe	603	127.70	20,651
Phillips	692	133.40	40,683
St. Francis	628	104.50	33,394
Woodruff	577	110.00	22,682

As of January 1, 1927, the beginning of the present administration, the roads of this district were in an almost impassable condition. Little maintenance had been done during the previous months and the gravel roads were a series of deep pot holes due to long continued rains. Bridges also were in a bad state of repair and in general travel was hazardous, augmented as conditions were by the intensive rains and consequent floods during the spring period.

In March, 1927, the Crow Creek bridge was destroyed and the rains that followed put all the streams in this district out of their banks. These streams include the Ten Mile, Fifteen Mile, and Black Fish Bayous; St. Francis, L'Anguille, Cache, and White Rivers, as well as Bayou DeView and Spring Creek, in addition to numerous other small streams. The stage of the flood water during the spring of 1927 was the highest ever known in many places in the district. About 50 bridges were wrecked or washed out, of which four ranged from 400 to 600 feet in length and the remainder from 16 feet to 300 feet in length. Embankments were destroyed in some instances and surfacing swept away in others. Three pile drivers were put in operation and the work of re-building temporary bridges was rushed to the limit, the greatest difficulty at first being in securing building material, nearly all the mills in this area being closed due to flood conditions. The same difficulty presented itself in securing surfacing materials, both plants and railroads being disorganized immediately after the flood waters subsided.

Five distinct floods occurred during this year and three of them were of larg proportions. The last one arrived in July and it was about August 1st before a roads were opened to traffic. Ferries were installed on Highway No. 70 ove L'Anguille River, and on No. 16 at St. Francis Bay. A ferry was already i operation at Cody on Highway No. 3 and served until the new bridge was com pleted. For at least six weeks traffic from Little Rock to Memphis was require to make a long ferry of 22 miles from Clarendon to Cascoe or from Clarendon t DeValls Bluff, a distance of 24 miles. During this year a privately owned to bridge was completed at Des Arc, on Route 70, which was to be of considerabl importance during the overflows of the next two years.

In July of 1927 the first issue of state bonds, promulgated under the Acts o 1927, was sold and all our energies were turned to making surveys and plans fo the new construction program. The building of an organization of capable me to make surveys was a considerable task as well as the procuring of capable drafts men and designers. A construction engineer, office engineer, and chief drafts men were required to assist in the handling of the additional work, ten draftsme being employed immediately and in a short time about 15 resident engineers bein placed in the field to supervise the work that was placed under contract.

A number of roads had been placed on the State Highway System that wer wholly unimproved. Others were in only fairly good condition and others wer badly in need of replacements. Following the sale of the bonds it was expected tha improvements should be started immediately in some form or other, but few peopl mentioned or realized the need of bridges, and this was the item most needed in thi district. Inadequate bridges were so predominant that it was necessary to shi our heavy equipment by rail from point to point, it being unsafe to trust the high way structures in use.

The standards of our types of construction were raised at this time. Thi meant wider and stronger bridges, wider crown widths on the road, wider righ of ways, and an entirely new plan for side ditches. Additional tests were require for materials used in construction and the maximum size of surfacing materia for gravel roads was reduced.

At the beginning of 1927 district offices were practically maintenance organ izations only. The district engineer had one assistant for the outside work and a small clerical force. Nine foreman looked after maintenance work in the seven counties. During the summer months the system was revised to a patrol system where one man with a helper was given a definite section of road to maintain and the district was divided into 28 sections, thus increasing the efficiency of the main tenance organization immensely. Under the old system the foreman usually kept his equipment in one central location, and although he had practically as many men at work as under the new system, he failed to cover many sections of the gravel roads at the proper time. Under the new system all the patrolmen were placed un der a maintenance superintendent, whose duty it was to inspect the equipment as well as to direct the work. The district had three one-man patrols in the begin ning of 1927, and these were all light machines. Ten old army trucks of the four wheel drive type were used for power for pulling graders over a large part of the district, a job they were not designed for, and most of the graders were of a very light type, not heavy enough to cut the gravel unless it was very wet. A full time bridge crew was organized for the purpose of keeping bridges repaired and to build

structures of the lighter type. A shop, which is composed of one building for making repairs, and two buildings for storage, was organized and built, and two mechanics were employed to make the necessary repairs on equipment.

Reconstruction work, which is termed special maintenance, and requires large tractors and graders and state force construction, which embraces numerous jobs that are too small to contract, or work it is estimated that the state can do cheaper than by contract, are under the supervision of a principal assistant. The duty of this assistant also embraces the supervision of the shop and bridge and paint crews as well as the charge of any extra gangs when they are needed. Some of the difficulties encountered under the division of maintenance since January, 1927, have been the burning of a 225 foot section of the old wooden Harahan Viaduct, the burning of a 1,000 foot section of flooring of the Harahan Bridge proper, the inundation of various sections of road, the destruction of Crow Creek Bridge, and the reconstruction of the section of road between Blackton and Marvell. Probably the most vexing of all these problems has been the attempt to keep traffic moving east and west across the bottoms of the White and Cache Rivers. The section of road between Dagmar and Brasfield on Route No. 70 has been under water, too deep to permit motor vehicles to traverse, as many as seven times in one year. When these conditions were existent ferries and shuttle trains were resorted to in order to move the large volume of traffic across the inundated areas.

As stated previously a 225 foot section of the old Harahan Viaduct was burned on April 29, 1928. This old structure is 22 feet above the ground surface at this point. Enough piling and caps, besides some other materials, were available from the stock used in repairing this structure, but a large part of the flooring was cut by the mills and hauled to the site and the gap replaced and open to traffic in 47 hours and 15 minutes after the fire was extinguished. A span of approximately 1,000 feet of the flooring of the Harahan Bridge on the Tennessee side of the Mississippi River, was burned on September 18, 1928. The intense heat from burning of the creosoted materials caused the main plates of the girders to buckle, and these had to be replaced before the roadway on each side of this stucture could be rebuilt, these roadways being widened one and one-half feet during the reconstruction. During the time that this bridge was out of commission traffic was transferred from Memphis to the Arkansas shore by three free ferries, such ferries being provided by the State of Tennessee. The Arkansas Highway Commission furnished and maintained three ferry docks for the loading and unloading of these ferries, as well as 3,000 feet of gravel surfaced approaches. One ferry dock, approach and road were built in seven days. The maintenance of these ferry docks was a difficult problem. One of the barges sunk at a very critical time and numerous controversies were had with regard to ferry rights that had been procured by individual interests at this point.

The bridge across Crow Creek was washed out in March, 1927, and again in April, 1928. The first replacement was of untreated timber, but the later reconstruction consisted of a steel span in the summer of 1928.

In January, 1928, the route between Walnut Corner north to Lee County Line on Highway No. 1 was under construction but could not be used for traffic. A section of Highway No. 20 between Blackton and Phillips County Line had been finished in January, 1927. During the spring of that year this section of road stood under water, due to unprecedented floods, for a distance of 3,000 feet and it

was thoroughly demonstrated that it was necessary to raise the height of the em bankment. Funds were not alloted for this work until the beginning of the fa season at which time about 20 teams were placed to raise the grade about two fee All but about 300 feet of the embankment was completed before bad weather se in but the balance of the work was put in under difficulty and the gravel surfa ing laid under adverse conditions. Then the freeze which was the worst we had i four years was followed by a rainy spell. This cut off the only outlet to Phill County, and we received some very severe criticism for the conditions prevalent

Some of the most important jobs that have been completed during the litt more than three years since funds have been available under the provisions of t Martineau Road Law are: The completion of the Harahan Viaduct; the laying 14 miles of bituminous paving on Route No. 61; the laying of two miles of co crete on Route No. 63 north of Gilmore; and the placing of 80 miles of Route N 70 under contract, the greater part of it on new location with the elimination seven grade crossings over the Rock Island Railroad. At this time 90 per cent the earthwork is complete, drainage structures are 100 per cent complete, 29 co crete bridges are about complete and the balance have been placed under contra and 16 miles of pavement has been laid.

On Route No. 16, now designated as Route 64, 23 miles of grading, draina structures and gravel surface, together with a number of bridges were finished 1929. In 1930 74 miles of bituminous retread surface was laid between LeHi a Augusta. A new state owned toll bridge at Augusta has been completed and hea fills across the White River bottoms have been constructed and are now surface thus providing a new all weather east and west highway through this section.

On Route No. 3 a gravel surface has been laid for five miles west of Hugh 15 miles of new road has been built between Moro and Clarendon, three and on half miles of new road is under contract between Clarendon and Roe and a t bridge across the White River at Clarendon is under construction. Plans a formed for placing a bituminous retread surfacing on Route No. 3 through th district during 1931. One of the most important jobs that have been completed this highway is the bridge over St. Francis River at Cody, at a cost of $250,00 This route will provide a direct outlet for traffic to Stuttgart, Pine Bluff a points south.

On Route No. 1, 15 miles of grading, minor drainage structures, bridges a gravel surfacing have been completed north of Wynne; and six miles of gradi drainage structures and gravel surfacing have been completed between Marian and Walnut Corner in Phillips County. 1.1 miles of Route No. 78 in St. Fran County, a gravel surfaced road, has been completed. 20½ miles in Monroe Coun on Highway No. 17, grading, drainage structures and gravel surface, eight mi of Route No. 17, grading, minor drainage structures, bridges and gravel surfaci in Woodruff County; ten miles of Route No. 121, and 10 miles of Route No. 1 consisting of grading, minor drainage structures, bridges and gravel surfaci have all been completed. Route No. 122, which consists of 19 miles of new co struction and reconditioning of seven miles of old improvement district gra roads is being built, the work consisting of grading, drainage structures, a gravel surface. Thirteen and one-half miles of Route No. 42 east of Cherry Vall which consists of grading, drainage structures, and gravel surfacing is compl and 12 miles of grading, and drainage structures on No. 42 east of Hickory Rid

is nearing completion. Various other sections have been re-surfaced with gravel and new bridges of treated timber have been used to replace the old untreated narrow type bridge.

A large portion of Route No. 70 through this district will be paved during 1931, and a number of other projects of a great deal of importance form the budget for the next biennium.

DISTRICT No. 2

District No. 2 is composed of the seven counties of Arkansas, Ashley, Chicot, Desha, Drew, Jefferson, and Lincoln. This territory embraces practically all southeast Arkansas, extending from England on the north to the Louisiana State line on the south. The area of this district is 5,652 square miles, and the population is 196,411 as tabulated in the 1930 census.

On January 1, 1927, there was a total of 892.70 miles of highways on the state system in this district, 646.96 miles of road improved and 245.74 miles unimproved. As of September 30, 1930, the state system comprised 888.50 miles of which 838.70 miles were improved and only 49.80 miles unimproved.

The following summary notes the principal improvements made during the past four year period:

Route No. 65, the main artery through District No. 2, extends from Little Rock to the Louisiana State line, passing through Pine Bluff, McGehee, Lake Village, and several smaller towns. In 1927 highway No. 65 was a nine foot concrete road from the Pulaski County Line to Pine Bluff, a distance of 22½ miles. From Pine Bluff, south twenty-five miles to Grady, No. 65 was an old macadam road over which traffic was slow and hazardous. From Grady to Gould was a 14 foot asphaltic penetration highway, and from Gould south to the Louisiana Line was an asphalt surface on a concrete base, this section of the highway being 12 and 14 feet in width. November 1, 1930, finds No. 65 from the Pulaski County Line through Pine Bluff to Grady paved with concrete of 18 feet and 20 feet width. Between Grady and Gould a survey is now in progress for the improvement of this section in 1931. From Gould south to the Louisiana line a three foot gravel shoulder was placed on each side of the existing road, which adds materially to the safety of the traveling public.

Route No. 13 begins at a point on Highway No. 65 five miles south of Pine Bluff and passes through Star City, Monticello, Hamburg, and intersects with the Louisiana system at the state line. In 1927 the only improvement on this section consisted of 12 miles of worn out macadam road in Jefferson County and the graveled section between Star City and Monticello. This entire route has been rebuilt and graveled between Pine Bluff and the Louisiana State line, except the section between Monticello and Star City. Construction of this route makes a direct connection between Monroe, Louisiana and Pine Bluff, Arkansas, as well as opening a new trade territory in south Arkansas to central Arkansas trading points.

Route No. 133 from Crossett to the Louisiana State line is a graveled road which has been constructed within the past two years. This is a new route on the state system.

Route No. 11 from Grady to Cole Spur has been re-surfaced with gravel.

Route No. 4 from Monticello west through Wilmar to the Drew-Bradley County line has been reconstructed and surfaced with gravel, a distance of 13.6 miles. This route was formerly an impassable dirt road.

Route No. 35 form the intersection of No. 15 north of Warren, through Monticello to Dermott, has been entirely reconstructed and the former dirt road replaced with a graveled road.

Route No. 2 from Leland Landing on the Mississippi River, west through Lake Village, Montrose, Hamburg, and Crossett, to the Ouachita River, was graveled from Crossett to the Mississippi River prior to 1927, with the exception of a four-mile section east of Hamburg. A graveled highway is now under construction from Crossett west to the Ouachita River.

Route No. 3 enters District No. 2 at Ulm on the northeast, extending through Stuttgart, Pine Bluff, and southwest to Rison. This route has been rebuilt from Ulm to Stuttgart, a gravel road replacing the former dirt road. From Wabbaseka to the intersection of No. 15 at a point seven miles north of Pine Bluff, a gravel road was first constructed but later resurfaced with a bituminous type. From the intersection of No. 15 into Pine Bluff a concrete road 20 feet in width has been constructed. From Pine Bluff south to the Jefferson-Cleveland county line the old graveled road has been reconstructed and all one-way bridges have been replaced with bridges of 20 feet clear roadway width.

Route No. 114 from Gould east to the Mississippi River has been added to the State System and graveled. This route was requested by the U. S. War Department for use in time of high water, and provides ready access to the levee system.

Route No. 1 from McGehee northeast to Watson, thence to Pendleton Ferry on the Arkansas River has been constructed and graveled, opening up a section of country heretofore inaccessible to traffic.

Route No. 54 from Dumas to Pendleton Ferry has been graveled, replacing an almost impassable dirt road. This route is of inestimable value in time of high water as it gives a direct connection to one of the most troublesome levee sections on the Arkansas River.

Routes No. 140 from Dumas West, and No. 138 from McGehee west have recently been placed on the State System, and are at present being constructed. Both these routes will be graveled roads opening up new trade territory and are valuable connections to the Highway System.

The personnel of District No. 2 on January 1, 1927, consisted of the District Engineer and his Assistant, two resident engineers, one clerk, two mechanics and a county superintendent in each county of the district. At the present time the personnel of the district consists, in part, of the District Engineer, a construction engineer, rated as Assistant District Engineer; an engineer in charge of state force work; a maintenance engineer with assistant; nine resident engineers; a chief clerk and three assistants; an office engineer and draftsmen, and county superintendents.

All surveys and plans are made under the direct supervision of the District office and passed to the central office at Little Rock for a final check before con-

tracts are awarded. Contract construction is under the direct supervision of the district construction Engineer, who makes his reports through the District Engineer to the Division Engineer. State Force Work is handled in a similar manner, with the exception that it is done by state owned equipment, but is given the same supervision and inspection as contract work. Maintenance is under the supervision of the Maintenance Engineers, who are able to make daily trips into the various counties in the district. The Maintenance Engineer has a County Superintendent in each county, who is directly responsible for the maintenance operations and equipment in his respective county.

The following recommendations are made for future improvements in this district:

Relocate and reconstruct Route No. 3 from Wabbaseka to Stuttgart and place paving south of Pine Bluff to Watson Chapel, a distance of three and one-half miles. Also resurface from Watson Chapel south to the Jefferson-Cleveland county line and from Stuttgart to Humphrey and widen the Free Bridge approach north of Pine Bluff. Relocate and reconstruct Route No. 165 in Ashley County and reconstruct Route No. 15 south of Pine Bluff. Re-surface Route No. 2 from Montrose to Crossett and from Montrose east through Lake Village to the Mississippi River. Re-locate, reconstruct and pave Route No. 65 from Grady to Gould, a distance of 10½ miles, and also pave one and one-half miles north of Pine Bluff.

DISTRICT No. 3

The nine counties which occupy the southwestern corner of the state comprise that administrative section of the State Highway Department known as District No. 3. These nine counties have an approximate area of 5,700 square miles, and a population according to the 1930 census of 184,866.

The foothills of the Ozark Mountains are the principal feature of the northern section of the district, while flat valley lands of the large rivers and gently rolling hilly country form the southern part. The numerous rivers and their tributaries present many serious engineering problems to the building of highways and the crossings of the Red, Ouachita, Caddo, Little Missouri, Little River, Cassatot, Saline, Terre Noir and numerous others have a very definite effect on the design and the cost of the highways through this region.

At the beginning of 1927, when the present program was initiated, there were few all weather roads in the district, the exceptions being those built by Road Improvement Districts or such work as was done under the Harrelson Road Law. Many of these roads were of poor alignment and gradient, and have proved to be inadequate for present-day traffic. There were at that time approximately 400 miles of gravel surfaced roads in the district with no mileage of higher types.

By the end of September, 1930, there were 870 miles of gravel surfaced roads, 42 miles of asphalt surfacing, 22 miles of concrete pavement, and in addition a number of miles of concrete pavement within the corporate limits of DeQueen, Nashville, Hope, Prescott and Arkadelphia, in which the state participated in the cost of construction since these streets were part of the designated State Highway System. Some 70 miles of high type roadbed has been graded and is ready for

surfacing in 1931. This district now has a total of 1,004 miles of official state highways. In addition to the above, there are some 7,650 miles of local roads in the nine counties, a large proportion of which are impassable in wet weather.

The serious floods of 1927 and in the spring of 1930 have added very materially to the cost of our work, both maintenance and construction. The extreme high water caused costly changes to be made in the height of the road bed on some of our new routings, as well as increasing the bridge requirements. Following both of these floods the district was faced with the necessity of rebuilding hundreds of small bridges which had been wrecked, of reconstructing under emergency conditions many miles of road bed which had been washed away, and of replacing gravel surfacing.

Some of the outstanding work during the four year period has been in connection with river crossings. The most important of such structures is the huge concrete five-arch bridge at Fulton over Red River on Route 67, which, together with various relief bridges, a 1,300 foot overhead bridge which crosses the Missouri Pacific railroad just beyond the river bridge, and the high connecting embankment, resulted in an expenditure of more than one million dollars, but eliminates for all time the difficulties of crossing Red River and its bottoms between the levees. Another large structure is the steel and concrete bridge over Red River at Garland City some 25 miles down stream from the Fulton Bridge. This structure was about completed when the middle portion, a 300 foot steel span, was dynamited on the night of September 3rd, and blown into the river. This bridge is on Route No. 2 which connects El Dorado and points in southeastern Arkansas with Texarkana and its network of roads leading to the southwest.

High embankments have been constructed across the Saline River on Route No. 24 between Lockesburg and Nashville; on 27 between Murfreesboro and Nashville across the Little Missouri bottom; on 67 across the Terre Noir Creek and close to Arkadelphia over the Caddo and other bottom lands.

Route No. 67, of which there are 86.5 miles between Texarkana and the Hot Spring County Line, is being rebuilt for the entire distance, of which there are some 15.4 miles of concrete pavement between Texarkana and Fulton connecting with the new bridge. There is also a 6.2 mile section of asphalt surface treatment on a lime rock base between Emmett and Prescott as well as some three miles of concrete slab from Arkadelphia north to the Caddo River. No. 67 is perhaps the most important highway in the district as to volume of traffic, and it is planned that the entire route will be paved during the next biennium. Much of the aggregate for such paving has already been stock piled for that section lying between Fulton and Hope.

One of the interesting developments of the program is that the Louisiana State Highway Department has built and surfaced a road leading directly north from Shreveport through Benton and Plain Dealing, which connects with Arkansas Route No. 29 south of Bradley, thus providing for a short cut from Little Rock or Hot Springs to Shreveport.

Another interesting phase of construction during the year has been the building of 15 miles from Texarkana east on Route No. 2 toward Garland City. The existing gravel base was stablized by the addition of lime rock from White Cliffs, and after suitable preparation, has been surfaced with sheet asphalt. This stretch of the important Route No. 2 has been widened and rebuilt until it is now a first

class high type road. Numerous bridges and many small structures have been lengthened to provide for the increased width of roadway.

Route No. 70 has been completed and graveled between Kirby and Dierks, a distance of 27 miles, providing a direct route from DeQueen and points in Oklahoma. Also between Kirby and Glenwood and from Glenwood to Hot Springs a bituminous retread surface has been laid during the past summer.

Another undertaking was the rebuilding of 15 timber bridges on Route No. 19 south from Prescott, also four bridges on Route No. 24 on the Prescott to Camden Road. These last structures were seriously damaged by the flood and have been rebuilt to a larger carrying capacity and the grade raised to conform to the general scheme of improvement.

It would be impossible within the limits of a brief statement to set out a word picture of the activities of the Commission in this district during the past four years. Some figures will indicate the importance of the accomplishments, the expenditures from March, 1927, to September 30, 1930, being as follows:

Contract Work	$3,532,419.96
Work with State Forces	1,020,341.93
Maintenance	961,381.36
Purchase of Equipment and District General Expense	122,004.66
Grand Total	$5,636,147.91

But mere figures, or a bare statement of totals, either in money spent or miles of road built, are entirely inadequate to bring out the changes in economic and social conditions brought about by this highway development. Prior to this program whole communities were literally bogged in the mud, isolated farm homes were truly cut off because of miles of mud holes in winter and to reach town, church, or school was a difficult task. With this building of modern roads, the entire life of the state seems moved out of the rut and speeded up to a new interest in affairs. Like magic the new roads have caused a quickening of business and social activities difficult to estimate. It is comparable to the movement and bustle of everything with the coming of warm, spring days after a long, hard winter. When it is remembered that nearly three million dollars of our expenditures have been paid to local labor, and other large sums have gone for lumber, gravel, sand and other local products, it will be readily seen that this work has had a widespread economic effect.

Plans for future development include the completion of main traveled roads in each county, of placing a high type surface on the heavy traveled roads, elimination of narrow bridges and of dangerous curves and to make the necessary connections so as to bring the widest possible benefit to the greatest number of people. It will be recognized, however, that regardless of how extensive the future program, it will not within a reasonable length of time, be possible to satisfy the public need for improved highways. In each of the nine counties in this district there are hundreds of miles of road, for which school bus traffic as well as the resident requirements seem to supply good reasons for improvement, but when it is recalled that the total of roads not on the system is approximately 8,000 miles in this district only, it will be seen how impossible it will be to build county roads without

some special program and a new arrangement for that type of work. From the number of necessary roads which are urged and the many important bridges which are needed it becomes exceedingly difficult to make a choice which will be satisfactory to the majority, or to set down in a few words an exact program for the future.

DISTRICT No. 4

At the outset it is well to reflect that this district lies wholly in a mountainous region and that an exceedingly small mileage of the highways are located in plateau regions or flood plains. The flood damage, however, is not proportionate to the mileage in the flood plains as was clearly demonstrated in the flood of 1927. This fact is due to the great difference in low water and high water stages occasioned by the rapid run-off of the drainage basins and to the swiftness and cutting power of the currents of the streams in flood stages, both of which have been serious problems in construction, as well as maintenance.

The problems of mountain location, such as grade controls, the extremes of drainage conditions, the difficulties of curvature, both horizontal and vertical, and the various combinations that arise between them have been points of daily consideration throughout the work of this district. The construction has also reflected a like share of the mountain problems in the initial costs of heavy work and heavy classification and the necessity for building large drainage structures which function at capacity for very short periods of time. In the maintenance periods the mountain problems are still in evidence in the filling and scouring of the roadside ditches, the quick and heavy erosion of the shoulders and down slopes, and the land slides of the back slopes, especially on newly completed grading work.

With reference to a strict comparison of the conditions of the highway system in January, 1927, and the conditions at the present time, we are immediately confronted with the change in the standards of both location and construction, and even maintenance, that has taken place in this period of time. This is mainly attributed to the system of Road Improvement Districts which was influenced by local conditions and promoted by direct tax on local property. This condition was tempered, however, to some degree by the work that was done by the Highway Department of that time, even though handicapped by the infancy of the organization and the meagre allotments of the funds available. Improved roads prior to 1927 have since come to be classed as unimproved roads and in a great many instances the improved roads of that period have necessitated new location and construction in order to bring them to the present standards.

Probably the greatest change of standards has been in location. Due to the Road Improvement District System the improvements prior to 1927 were for local traffic only, and these locations seldom fitted any primary system of highways that could be laid out. This fact has also been magnified by the change in the demands of traffic. More through traffic now demands shorter distances between points of traffic concentration. More commercial traffic now demands easier grades. Higher speed traffic now demands more clearance on the roadway, more sight distance, less curvature, and curves of greater radius.

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big change in this phase of the work has been from one class of construction to another. The present day traffic, instead of demanding a gravel road which will carry traffic in all seasons, now demands a high speed and dustless riding surface. And from the standpoint of both location and construction there is now a far greater tendency toward the elimination of grade crossings with railroads.

The best illustration of the improvements that have been made in a broad sense is the following brief sketch by counties of the work done by relocation and construction.

In Benton County, by relocation of Route 71 between Bentonville and Rogers and south to the Washington County line the distance has been shortened from 18.0 miles to 16.5 miles and the class of construction has been raised from gravel to concrete.

In Washington County, Route 71 from Fayetteville north to the Benton County line has been shortened from 10.9 miles to 9.4 miles and the class has been raised from gravel to concrete. Route 71 from Fayetteville south to the Crawford County line has been shortened from 26.5 miles to 23.8 miles and two grade crossings have been eliminated by relocation. The maximum grade on this stretch has been reduced from 11 per cent to 8 per cent and the class of construction is in the process of being changed from gravel and earth surface to concrete. On Route 80 from Parks Corner west to the Oklahoma line, two grade crossings have been eliminated by new location. Route 16 east from Fayetteville to the Madison County line has been shortened from 17.9 miles to 16.6 miles and two grade crossings have been eliminated. Route 45 from Fayetteville west to the intersection with Route 80 has been shortened from 17.9 miles to 16.3 miles and two grade crossings have been eliminated. The class of construction on Route 80, 16 and 45 has been changed from earth to gravel surfacing.

In Crawford County, Route 64, from Van Buren east to the Franklin County line has been shortened from 21.7 miles to 19.2 miles and four grade crossings have been eliminated by new location. The class of construction has been raised from earth and gravel surfacing to concrete. Route 71 north from Alma to the Washington County line has been shortened from 25.7 miles to 23.5 miles and the class of construction is being raised from gravel surfacing and earth to concrete, with two-thirds of the slab being complete. On this section the maximum grades were reduced from 14 per cent and 18 per cent to 7 per cent. Route 45 from Van Buren north to the Washington County line has been relocated, graded, and surfaced with gravel.

In Franklin County, Route 64 has been shortened from 24.2 miles to 21.1 miles and the class has been raised from earth and gravel to concrete, which is more than three-fourths complete. One grade crossing on this highway has been eliminated by new location and another is being eliminated on Route 23 by the construction of an overhead crossing. Route 23 from Ozark north to Madison County has been changed from a partially improved condition to a graded road with gravel surface. Route 22 has been relocated, graded, and paved with concrete.

In Sebastian County, Route 64 between Fort Smith and Van Buren has been shortened from 5.0 miles to 4.5 miles and the class of construction has been changed from penertation macadam to concrete. There were also two grade crossings eliminated by new location on this short stretch, both of which were mul-

tiple crossings. On Route 71 from Fort Smith to Greenwood, the distance was shortened from 18.2 miles to 15.3 miles with the elimination of two grade crossings by new location and the standard of construction was raised from shale surfacing, which was practically the equivalent of gravel, to concrete. Between Greenwood and Mansfield, Route 71 had been relocated, graded, and surfaced with gravel prior to 1927, and since the beginning of the program this class of construction was raised to concrete which is 11.8 miles in length. Route 96 north from Greenwood to the intersection of Route 22 has been shortened from 9.5 miles to 8.0 miles and raised to gravel surfacing. Route 10 from Greenwood to the Logan County line toward Booneville has been shortened from 15.2 miles to 13.9 miles and has been relocated, graded, and surfaced with gravel. Route 22 from Fort Smith east to Franklin County has been relocated, graded, and paved with concrete slab.

In Scott County, Route 71, which is 42.4 miles in length, has been relocated graded and surfaced with gravel. The grades have been reduced from a maximum of 12 per cent to a maximum of 7 per cent. Route 6, from the intersection with 71 east to Montgomery County, has been shortened from 12.8 miles to 12.0 miles and has been relocated, graded and surfaced with gravel.

In Polk County, Route 71 from Mena north to Scott County has been shortened from 12.4 miles to 11.2 miles. Five miles of this section has been surfaced with an asphaltic surface treatment and the balance has been surfaced with gravel. Route 8 from the intersection with 71 west to Oklahoma has been shortened from 16.5 miles to 16.0 miles. Three grade crossings have been eliminated and the road has been relocated, graded and surfaced with gravel. South of Mena one grade crossing has been eliminated by the construction of an overpass.

In Montgomery County on Route 6, west of Mt. Ida to Scott County, the distance has been shortened from 22.6 miles to 20.1 miles, the grades have been reduced from a maximum of 12 per cent to 9 per cent and the road has been relocated graded and surfaced with gravel. Route 8 has been relocated, with the elimination of two grade crossings, graded and surfaced with gravel. Route 27 from Mt. Ida to Norman was shortened from 9.0 miles to 8.5 miles, relocated, graded and surfaced with gravel.

778 miles of roads in this District have been improved by the Highway Commission since January 1, 1927, consisting of 611.5 miles graded and surfaced with gravel or the equivalent, 21.8 miles of asphaltic surface treatment, and 144.7 miles of concrete surface.

A large part of the improvements noted in the foregoing as being changed to gravel, encompass a raise in standards from an unimproved road to a graded road with gravel surface. A summation of the distances given above reveals a total distance of 295.0 miles of highway which has been relocated and constructed covering a distance of only 266.9 miles, which is a saving in distance of 28.1 miles. The total number of railroad grade crossings eliminated in this amount of work is 23 with another being separated by the construction of an overhead which is a part of the bridge over the Arkansas River, now being built at Ozark.

The improvements in maintenance consist of the refinements of the standards and methods, a higher class of personnel which is a result of closer contact in organization and supervision, a higher class of equipment; and of potential importance, a much greater general efficiency due to the application of a well controlled budget system.

The largest factor which has had a tendency to hinder and delay the construction and one which does the most in curtailing the efficiency of the organization is the problem of obtaining right-of-way. Much work has of necessity been done in the past which would not have been necessary if there had been a system of the acquisition of right-of-way which was consummated directly between the land owners and the Highway Commission. By such a system, the delays in construction which have been costly and the petty troubles and difficulties which have been the source of much unrest and disfavor among property owners and the resulting antagonism, could have been avoided to such a degree as would have been noticeable in the efficiency and dispatch of the performance of the work.

The following tabulation indicates a comparison of the status of improve- as of January 1, 1927, and December 1, 1930.

County	Miles Unimproved Beyond Routine Maintenance		Miles Graded Only		Miles Grades and Surfaced With Gravel or Equivalent		Miles Asphalt Treated Surface		Miles Concrete Pavement		Total Miles on System	
	1927	1930	1927	1930	1927	1930	1927	1930	1927	1930	1927	1930
Benton	22.4	.....	44.0	8.8	156.6	159.7	.....	10.1	.....	16.7	223.0	*225.1
Washington	55.5	16.0	55.1	19.8	67.6	127.9	.....	.....	.....	15.6	178.2	179.3
Crawford	26.1	.....	40.4	.....	7.3	34.5	.....	.....	.....	29.2	73.8	**71.7
Franklin	34.0	.....	31.7	3.0	24.5	23.0	.....	.....	.....	27.0	90.2	***69.5
Sebastian	39.0	.....	30.2	21.0	31.9	76.9	1.5	0.7	.....	56.2	102.6	133.8
Scott	35.0	21.9	81.0	30.2	.....	54.8	.....	.....	.....	.....	116.0	97.7
Polk	19.5	.....	38.6	15.0	56.9	77.7	.....	5.0	.....	.....	115.0	112.9
Montgomery	97.4	33.0	15.0	97.8	.....	57.0	.....	6.0	.....	.....	112.4	111.0
Totals	328.9	70.9	336.0	195.6	344.8	611.5	1.5	21.8	.....	144.7	1011.2	1001.0

*Benton 13.0 miles on 68-S-0 under construction, grading and drainage.
16.8 miles on 71-S-19 under construction, asphalt treated surface.
**Crawford 8.0 miles on 71-S-15 under construction, concrete pavement .
***Frnaklin 12.0 miles on 23-S-3 under construction, grading and drainage.
4.5 miles on 64-S-3 under construction, grading and drainage.

DISTRICT No. 5

District No. 5, whose northern boundary is the Missouri State Line, extends as far south as the Lonoke and Prairie County Lines.

It is comprised of eight counties in the north central part of the state; namely Cleburne, Fulton, Independence, Izard, Jackson, Sharp, Stone and White; with a total area of about five thousand three hundred and eighty square miles, or approximately ten and two-tenths per cent of the total area of the state; and a population of one hundred forty-two thousand, or about eight and one-tenth per cent of the total population of the state.

Of the nine thousand miles of State Highway proposed and laid out at the beginning of the Martineau Road Program in 1927, about nine hundred miles are in District Five. A comparatively small percentage of this mileage was in a highly improved condition at the initiation of the Martineau Road Law and a large part of the program in this district called for complete relocation and construction. At the present time there are approximately seven hundred miles of graded State Highways in District 5, of which number approximately six hundred and seventy miles are surfaced with gravel or higher types of surfacing, and there are one or more all weather roads traversing the District from east to west and from north to south.

Road construction is of course the primary object of any highway organization, and in discussing this phase of work in District 5, it will no doubt be interesting as well as instructive to the general public to outline the method of procedure. The State Highway Commission endeavors to build roads in localities where the most good will be derived by the greatest number of people. After the control points, or points of beginning and ending of any road, have been decided upon, the next step is in locating the exact route. After the location, or original survey is made, the next step is to draw up the plans and make an estimate of the cost.

Construction of the road is now begun under one of two plans; either a contract is let to the lowest responsible bidder, or the work is done by state forces. Since there seems to be some confusion about the manner of awarding constracts and carrying them out, it may be well to explain this procedure to some degree. Contrary to the popular opinion, contracts are not let at a lump sum for the construction of a given mileage of road, but they are let on the basis of a unit price bid for performing the different kinds of work involved in building the roadway. For instance, a contractor bids so much a cubic yard for moving dirt, so much a cubic yard for moving solid rock, and so on for each item of work. These unit prices are multiplied by the number of units in the preliminary estimate, and these products added together constitute the original bid price. After the work has been performed the amount of yardage moved in each class is remeasured by approved methods and these quantities multiplied by the unit bid prices give the amount due the contractor for building the road. It will readily be seen that some difference may occur between the original bid price for the job and the amount actually paid the contractor, due to changes in the original plans that appeared feasible and necessary during the process of construction, changes which may have increased or decreased the amount of work to be done. However, in most cases the difference is a relatively small percentage. In cases where the work is light, or for any reason it appears to be cheaper, the work is done by state forces. Under this plan the state hires local labor and teams, paying for them on an hourly basis. The machine work is done with state equipment.

It is probable that no district, of which there are ten in the state, presents a more varied problem to the Highway Engineer. Jackson County and parts of Independence and White Counties lie in the bottom lands of the White River and are subject to an annual overflow from that source. In this part of the District are encountered all the difficulties incident to road construction through territory of that nature. Such problems as making an intelligent location through country covered with the most dense vegetation and traversed by many minor water courses, each one of which presents a different problem to the Bridge Engineer as to the size and type of structure needed; the problem of keeping always above the high water elevation; of building a road through this dense vegetation, using gumbo mud and sandy loam that is full of vegetable accumulation of many years; and finally perhaps the most difficult task of all, that of maintaining the road under overflow conditions, once it has been built.

The northern and western parts of the district present entirely different, but no less difficult problems in road construction. These portions of the district are almost entirely of a mountainous nature. Here it is that the locating engineer must tax his ability and ingenuity to the limit. He is generally given a maximum grade percentage which he must not exceed, and quite often in surmounting some

of the elevations he encounters it is necessary to run several lines before he finds one that is satisfactory. He must also keep in mind that excavating solid rock is a costly process and reduce this item to a minimum. The difference between an intelligent location and a poor location in territory of this nature may mean a difference of thousands of dollars to the state. The engineer in charge of construction in such territory must be constantly on the alert, because questions requiring accurate judgment are always arising where an error on his part may cause a great loss to the state. It is quite often the case that the Construction Engineer may make changes in the original line and grade that will not only improve the looks and efficiency of the finished roadway, but may mean a great saving in money.

A resume of district activities would by no means be complete without a word regarding the work of the Drafting Department. It is here that the preliminary surveys are analyzed and plans drawn up for a job on which a contract is to be awarded. When we consider that a road is to be built according to these plans, following them almost, if not quite, as accurately as a carpenter in building a house, we will realize the importance of this part of highway work. It is the job of the draftsman to establish a grade over the entire proposed route in such a way that the cuts will balance the embankments as nearly as possible, to assure the most economical construction, and at the same time stay within the fixed limits for grade percentage. The work in the drafting room is easily the most exact and technical in the entire district machinery.

No part of the district organization is more important than the Maintenance Department. No road, regardless of the care and expense used in its construction, is of value unless it is constantly and carefully maintained. The district maintenance organization is similar to that used by the railroads. Each foreman has direct charge of one or more sections of road, and he is responsible for keeping this part of the road in good condition. The foremen are under the supervision of the Maintenance Engineer or Supervisor, who recommends and approves maintenance work, and makes monthly allotments of money to be used on each section, and who is in turn responsible to the District Engineer.

In future improvement, we believe first consideration should be given to the completion of all trunk lines with a high type surfacing adequate to carry traffic at a minimum maintenance cost; and for the improvement of all second and third class roads, as finances will permit.

DISTRICT No. 6

Under the present highway administration, and financed by the sale of bonds issued under authority of the Martineau Road Law, Arkansas has developed its State Highway System during the past four years to an extent favorably comparable to other states of the union. This development has been carried on by an efficient State Highway organization, which provides for ten districts, through which the work is directly handled, each district reporting to the main office. A resume of the organization and methods of work of District No. 6, which is composed of eight counties in the central part of the State, with district headquarters at Little Rock, follows:

Due to the fact that some bonds had been issued, and some roads constructed by Road Improvement Districts in some sections of the state, and nothing of im-

representative of the state, and gives general supervision to the work to see that it is built in accordance with the plans and specifications. Other representatives from the district and main office are constantly inspecting the work and supervising the resident engineer and contractor, and authorizing changes and extra work when necessary.

Some times it is more expedient and more economical to build roads with the state's own forces and equipment. In such cases, a competent superintendent handles the work on the ground. The Highway Commission employs local labor and teams and buys local material as required to do the work. The district office supervises this construction work and makes direct payment of the expense involved.

The maintenance work is quite an important feature of state highway operation, and a regular patrol organization is maintained at all times on routine maintenance work on each section of the state highway in the state. The district office gives a great deal of time to maintenance and has a competent maintenance organization at work at all times. On special maintenance work requiring heavy equipment and special knowledge, such as bridge reconstruction and asphalt re-surfacing, crews trained in the particular specialty are moved about from place to place as necessity dictates.

This short statement of the main work of a district office of the State Highway Commission gives a hurried idea of the principal organization and operation of each district. The caliber of work as now being done by the State Highway Commission, is far superior to that done in the past, and requires more thoughtful planning, more efficient and workman-like construction and more constant and thorough maintenance.

Modern highway building has developed into a definite science, and every indication points to higher class roads and more economical construction in the future than was ever possible in the past. Each year brings about a further development in this respect, and the Arkansas State Highway Commission is securing more each year for the Tax Payer's dollar.

DISTRICT No. 7

District No. 7 is made up of seven counties, which are situated in the southern end of the state, midway between the eastern and western borders. The terrain is generally hilly, the only exception being the southern part of Calhoun and Bradley Counties and the river bottoms. This is pre-eminently an agricultural district but there are a large number of lumber industries. The South Arkansas oil fields lie almost wholly within this area.

The following tabulations show in brief form the important statistics relating to the District.

County	Square Miles	1930 Census Populatoin	1920 Census Population
Bradley	659	17,481	15,970
Calhoun	629	9,752	11,807
Cleveland	603	12,744	12,260
Columbia	785	27,317	27,670
Dallas	769	14,670	14,424
Ouachita	733	29,886	20,636
Union	1,048	55,773	29,691

MILEAGE AS OF AUGUST 1, 1927

(This does not include mileage within limits of towns and cities of first and second class).

County	Unimproved	Graded	Graveled	Asphalt	Total Mileage
Bradley	75.4	6.9	.....	.....	82.3
Calhoun	46.7	14.8	9.5	.....	71.0
Cleveland	59.0	.....	39.9	.....	98.9
Columbia	85.2	7.2	31.8	.....	124.2
Dallas	32.8	9.5	85.4	.....	127.7
Ouachita	74.7	4.0	56.4	.....	135.1
Union	63.4	39.8	45.8	11.5	160.5
Totals	437.2	82.2	268.8	11.5	799.7

MILEAGE AS OF NOVEMBER 1, 1930.

(This does not include mileage within limits of towns and cities of first and second class).

County	Unimproved	Improved Earth	Gravel	Asphalt	Concrete	Total
Bradley	.....	18.77*	41.03	.....	5.50	65.30
Calhoun	.....	4.25*	61.47	.....	.....	65.72
Cleveland	14.60	1.55*	68.95	14.0	.....	99.10
Columbia	11.06*	6.69	62.14	34.10	1.50	115.49
Dallas	.....	6.60	107.95	3.36	.....	117.91
Ouachita	9.45	5.90	77.16	.....	13.90	106.41
Union	44.24*	3.00	72.06	.....	40.04	159.34
Totals	79.35	46.76	490.76	51.46	60.94	739.27

Note: *Shows roads under construction to higher type.

A comparison of the two tabulations shows that the road mileage is less today than it was in 1927. This decrease is not due to elimination of routes but to relocation and shortening of existing routes. As a matter of fact 40 miles of new routes have been added to the system and only 16 miles eliminated. Eight grade crossings have been eliminated during this series of improvement. In addition to the roads improved state aid has been given in the paving of 8.5 miles of streets in cities of the first and second classes. There has also been constructed 2,033 linear feet of steel, 11,727 linear feet of concrete and 13,433 linear feet of treated timber, a total of 27,193 feet of new bridges, including the new toll bridge at Calion, 2,500 feet in length.

During the next two years it is planned to relocate and raise the road across the Saline River bottoms, on Route 167, between Fordyce and Sheridan, so that traffic will never be delayed by high water and to relocate portions of Route 167 between Camden and Fordyce in order to eliminate the grade crossings at Eagle Mills and Thornton. It is also planned to finish the grading and graveling of the 79.35 miles of unimproved roads and to gravel the 47.75 miles of improved earth roads remaining in this district and to pave many of the more important gravel roads.

Probably the most important work accomplished in this district during the past four years was raising the road system across the Ouachita River bottoms above overflow. At Camden where, previously, floods have entirely stopped traffic several times each year such traffic now preceeds without interference over three miles of high embankment and concrete trestle. At Calion, a beautiful bridge one-half mile in length on the direct route from Little Rock to El Dorado, together with four miles of high embankment and several smaller bridges will be opened to traffic by January 1. At Mary Saline landing a similar structure is being built on Route No. 2, the through route across southern Arkansas for interstate traffic. Smaller, but equally important structures have been built to carry traffic over the flood waters of the Saline River between Kingsland and Rison on Route No. 3 and north of Warren on Route No. 15.

The organization in this district is kept to the minimum needed for efficient work. The office work is handled by an office engineer, a bookkeeper and four assistants. Road location surveys and plans are made under the direction of a plans and survey engineer who has under his supervision a chief draftsman and a corps of assistants varying in size in accordance with the work being done.

All construction work is supervised by the district construction engineer, with the assistance of resident engineers and their assistants. Under his supervision state force construction is handled much as are contract jobs, a competent superintendent being in full charge of each job and hiring all the necessary labor, and a resident engineer and crew staking out and checking the work, and requiring it to be furnished to the same standard as contract jobs.

The maintenance work is handled by two division superintendents. Each superintendent is assigned a definite section of the district and is responsible for the proper maintenance of that section. He directs the work through foremen who are in turn each assigned a definite number of miles of state highways for which they are responsible for the proper maintenance.

The repairing of equipment is handled through the district shop at Camden. This work is in charge of a chief mechanic who is responsible for the proper upkeep of all equipment.

These various department heads are assigned definite and clear cut responsibilities with corresponding authority. They report directly to the district engineer and are responsible only to him for the proper handling of their work. The spirit of cooperation and friendly rivalry among the various departments for distinctive work has resulted in the construction and maintenance of roads that we believe will compare favorably with roads built and maintained in any other locality.

Good roads have been built to every section of this district. There is not a village or hamlet that is not on or near an improved state highway. Our section is already giving evidence of the beneficial effects of improved highways and as as we progress with the work, these results are becoming more and more evident.

DISTRICT No. 8

District No. 8 is composed of seven counties of the area, population and state highway mileage shown below:

County	Area Acres	Population	Mileage State System
Conway	360,220	21,979	138.30
Johnson	432,000	19,290	109.34
Logan	464,640	24,109	104.06
Perry	353,280	7,696	66.45
Pope	528,920	24,853	178.07
Van Buren	467,200	11,963	133.07
Yell	611,200	21,314	153.18
			882.47

Previous to the passage of the Martineau Law in 1927 there was but little mileage in this District that was surfaced either with gravel or a higher type of surfacing. The improved roads existent were built under the old Road Improvement District System, and most of these were in Conway, Johnson, and Pope Counties. Although Perry, Logan, Yell, and Van Buren Counties had issued bonds for highway construction, very little was accomplished other than the construction of grading and minor drainage structures.

Subsequent to the change in Administration occuring January 1, 1927, the state was subjected to the storm and flood period, in the early part of that year during which practically all of the roads in the district were damaged to a great extent. A great many bridges and culverts were lost and the roadbed was washed away in numerous places. Route 64, which was one of the main highways at that time, was covered with water from one to five feet in depth for a distance of about five miles, and was closed to traffic for a week or ten days. The damage to roads and drainage structures in this district amounted to $509,536.00.

As soon as the water receded, maintenance crews, with the help of additional labor and equipment, began repairing the damage done. This included the building of temporary wooden bridges, repairing washouts, hauling gravel, and patching asphalt roads where they had been eroded by the force of the water. The losses suffered at that time were so severe that it was impossible to make all of the necessary repairs during that year, and, at the present time, we are rebuilding one section of road that was practically destroyed in 1927. The most serious loss, was at the south end of the Arkansas River Bridge just southof Morrilton. The river cut through the highway embankment at this point and isolated Perry County from the balance of the district, the repairs to this section alone costing approximately $9,000.00.

As soon as the funds provided through the Martineau Act were available, contracts were awarded for the construction of bridges and grading on those sections that were most damaged by the flood. To July 1 of that year we had only

one locating party in the field and had completed about twenty miles of surveys. In order to accelerate this work, we shortly placed fifteen parties on location, and from that time to date surveys have been made and plans completed on 265 miles of grading and minor drainage structures. Also, plans have been completed for 198 miles of crushed rock and gravel surfacing, and 59 miles of paving. In a great many cases the old roads were relocated in order to secure a better grade line and eliminate curvature. Ten railroad crossings have been eliminated by relocations in this manner, and additional plans have been made whereby nine more will be eliminated on primary roads during the year of 1931. On January 1, 1927, we had the following mileage in this district as compared with September 1, 1930:

County	Total Miles of Improved Roads January 1, 1927			Total Miles of Improvements Jan. 1, 1927 to Nov. 1, 1930			Status of System November 1, 1930				
	Graded and Minor Drainage	Graveled	Paved	Graded and Minor Drainage	Graveled	Paved	Miles in System	Miles Unimproved	Graded and Minor Drainage	Graveled	Paved
Conway	128.30	16.60	44.93	.....	10.15	*3.81	138.30	10.0	128.30	26.75	41.12
Johnson	33.95	29.29	4.66	53.44	11.36	11.56	109.34	21.95	87.39	40.65	16.22
Logan	7.35	.....	.....	52.82	22.31	37.86	104.06	43.89	60.17	22.31	37.86
Perry	4.60	.....	.....	47.35	39.90	.....	66.45	14.50	51.95	39.90	.....
Pope	107.31	29.47	39.55	54.76	54.18	3.1	178.07	16.00	162.07	83.65	42.65
Van Buren	37.85	.....	.....	59.12	45.87	.....	133.07	36.10	96.97	45.87	.....
Yell				103.57	75.46	10.77	153.18	49.61	103.57	75.46	10.77
Total	319.36	75.36	89.14	371.06	259.23	63.29	882.47	192.05	721.11	334.59	148.62

* Less miles of paving due to Reconstruction on Job 833, R. 64, S. 7.

In addition to the proposed elimination of railroad grade crossings in 1931, the work on our primary or trunk line roads, should be completed, if possible, including the surfacing; also Route No. 7, known as the Ola-Hot Springs Highway, should be constructed, including grading and bridges. A great many bridges are required in different sections of the district which it will be necessary to build without great delay. These bridges are scattered in each county of the district and at least 2,200 linear feet are needed. Many miles of gravel roads should have an additional course of gravel. In some cases gravel roads are now carrying such a large amount of traffic that the maintenance cost is becoming prohibitive, and some other type of surfacing will become necessary.

Previous to the passage of the Martineau Act the engineering forces of the district consisted of a District Engineer with an Assistant, but with the volume of new work initiated it became necessary to increase these forces, and an office engineer was added to take charge of the drafting room. A construction engineer was also added to the personnel to supervise the field work on the various projects.

The greater part of the construction work was done by contract, but there were many jobs where the original location was satisfactory except for minor changes in both grade and alignment. Work of this nature was generally handled as state force construction and under this plan the following roads were built:

County	Miles of Grading	Miles of Gravel	Miles of Asphalt
Conway	41.8	4.0	.....
Johnson	22.15	20.95	.....
Logan	.....	3.75	3.75
Perry	21.4	4.75	.....
Pope	70.05	24.4	3.1
Van Buren	15.6	.....	.....
Yell	41.2	19.8	.....
	212.65	77.65	6.85

By handling such construction as possible as state force work employment was given to a large number of local people. Under this plan 212 miles of road was graded and 84 miles surfaced with either shale, gravel, or crushed rock. During this period $658,427.00 was spent on state force work, $4,291,430.00 was spent under contract, $119,923.60 for maintenance, and bridges had been completed to the amount of $1,312,343.00. We have under construction at the present time bridges in the value of $235,255.00, making a total commitment for the past four years of $7,071,885.00.

DISTRICT No. 9

This district, comprising the seven counties of Boone, Carroll, Madison, Newton, Searcy, Marion and Baxter, has a total area of 4,680 square miles and a population of 96,860. As of January 1, 1927, the state highway mileage included in the district aggregated a total of 791 miles. More mileage has been added to the system from time to time until it now incorporates 831 miles, 47 per cent of which has been completed. The remainder is under construction or is expected to be in the near future.

It is difficult for one not familiar with the conditions such as prevailed on January 1, 1927 to realize the magnitude of the work in this district as contemplated by the Highway Commission. At that date there were but six substantial bridges in the district, and this condition was existent in a section of the state traversed by such rivers as White, Buffalo, North Fork, Kings and War Eagle, in addition to creeks such as Crooked, Bear, Fallen Ash and numerous others. Other than the six bridges mentioned above, all stream crossings were made by means of ferry or ford. As the country is mountainous and the run off from small streams is fast, dry ravines becoming torrents in a few minutes, the dangers attendant to such crossings were many.

The roads themselves were in little better shape. It took two days to cross this district from east to west and that was possible only in dry weather. Few of the roads were surfaced and all were impassable in places during bad weather. It was in this country, part of which had not been mapped by the U. S. Topographical Survey, that the skeleton personnel of the Ninth District started work in January, 1927. Its purpose was to locate, build and maintain those roads designated on the State Highway System. Many of these were merely lines on the map, though a few had been roughly graded by various administrations or by Road Improvement Districts.

The organization of the Ninth District consisted of a District Engineer in complete charge of all work in the district, with three assistants; namely, Location, Construction and Maintenance Engineers, with one of these designated as Assistant District Engineer. Under these heads respectively came the locating engineers and chief draftsman, resident engineers and instrument men and the maintenance foremen, tractor and grader operators, all with their assistants and helpers. The organization at this time was in an embryonic stage, with the necessity of finding and employing men and starting from the very beginning. These difficulties were gradually overcome however and the organization began to function.

Other than maintenance, which will be taken up later, location surveys were the most pressing need at this time. Such surveys were started immediately and for the next two years from two to six location parties were in the field constantly. The difficulties encountered by these parties were great, it was all mountain location, and in practically every case several preliminary lines had to be run before the final location of the road could be determined. These surveys were all made with the idea in mind of permanent location with a unified highway system constantly in view. The engineering difficulties, however, were not all, right-of-way troubles arose continually, most through lack of understanding but which were satisfactorily adjusted upon proper explanation. To date about 557 miles of location survey have been completed.

As soon as the first survey of about ten miles was completed, the plans were worked up in the district office and the contract awarded. The work was progressive from this point, surveys, plans and contract awards following continually. The problem of the district office in supervising contract jobs was to see that they were built according to the plans and specifications and with proper materials. To accomplish this a resident engineer was necessary on each job to stake out the work so that the contractor could go to the proper depth in the cuts and bring the fills to the proper heights as well as construct the culverts to the proper lengths and sizes. Another big problem was classification of material. All contracts were awarded on the basis of cubic yards of material to be moved, with a price per yard for earth, loose rock and solid rock. As it was impossible to determine accurately on the location survey the amounts of each, it was done as the work progressed and the yardage of each measured. The resident engineers, of course, have had a great number of problems to contend with on each job, such as diversion of drainage to protect tillable land and the changing of grades to take care of shrinkage or swell caused by the different classes of material encountered. We have, however, been fortunate in having contractors of a high type and have had a minimum of trouble.

State force work has been done with state owned equipment and by men directly on the payroll of the state. Its purpose was to facilitate the building of the less important roads in places where equipment could be used. This work was done under the direct supervision of a foreman on that particular job, he in turn being supervised by an engineer designated by the district office. To date, about 219 miles of this method of construction has been followed which has opened up a great area of the less frequented part of the district which would probably have been without roads except for this type of less costly construction.

The maintenance department, probably the most important, has functioned from the first. At the time of the reorganization, some maintenance foremen

were on the payroll and some equipment was working. The purpose of this de-
partment is to maintain and keep in serviceable condition the roads in the dis-
trict. At first, there was little mileage to maintain; that is, to maintain in the
sense we now think of it. The work was done with picks, shovels and team graders
about all that could be used on the type of road on which the work was performed.
As construction progressed, the magnitude of maintenance duties became greater
and the type of equipment used necessarily became of a higher type. Now, motor
patrols and small graders pulled by caterpillar tractors have taken the place of
picks and shovels and the work has grown to include the sodding of slopes, the re-
moval of slides, the rebuilding of minor drainage structures when necessary and
numerous other tasks.

The future development of this district will depend entirely upon the money
made available during the next two years. Our recommendation would be that
this money be spent on those through routes which carry, or will carry, the greatest
traffic, in order that sufficient revenue will be produced by the gasoline tax to pay
off the indebtedness already incurred and allow a surplus for maintenance. To
date, no road in this district has been anything like revenue producing, the money
spent here coming from more populous parts of the state. With the scenic beauty
of the country as an asset, many of the through routes could be made revenue pro-
ducing, with possibly a surplus for the less important roads.

DISTRICT No. 10

Around the various district offices as a pivot or hub, revolve the greater por-
tion of the activities of the Arkansas State Highway Commission. These offices
are the clearing houses of all complaints; the origin of the major portion of recom-
mendations for improvement of the various highways; and the points through
which flow all the accounts, payrolls and records, which, when consolidated with the
records of the Central Office, reflect the expenditures and progress in highway
construction and maintenance for the entire state. Cooperation to the fullest ex-
tent as between the District Office and the Central Office is necessary if real re-
sults are to be achieved. The Central Office has extended to us its full coopera-
tion, and we have endeavored to reciprocate to the extent of our ability. The mea-
sure of what success, if any, we may have had is in the results achieved.

Soil conditions, topography, temperature and drainage conditions are by no
means the same in all districts, and these conditions, to some extent, modify pro-
cedure in the several districts. These conditions also affect the results which can be
secured from the various expenditures. Before any fair comparison can be made
it is necessary to take into consideration all of the varying conditions.

District No. 10, situated in the extreme northeastern section of Arkansas,
is composed of the counties of Clay, Craighead, Greene, Lawrence, Mississippi,
Poinsett and Randolph. With the exception of Crowley's Ridge, which extends
from north to south, Clay, Greene, Craighead and Poinsett Counties are all flat,
practically level land. Crowley's Ridge varies in width from a maximum of about
eleven miles to a minimum of some three and a half miles. Mississippi County
in its entirety is flat, delta land. The eastern halves of Randolph and Lawrence
County are also flat, while the western halves of the last two mentioned counties
furnish the only real hill country in District No. 10. Within the boundaries

the district are to be found the following rivers. St. Francis, Little River, Black, Strawberry, Cache and L'Anguille. These rivers, together with the many drainage canals which have been constructed in the flat land, and the smaller streams, require many bridges, seriously crippling the amount of funds left available for actual road construction. On the St. Francis alone, five bridges are necessary to provide crossings for the established highways. Three of these are joint bridges with the State of Missouri, but even at these points a major portion of the structures lie within the State of Arkansas.

The following table shows in condensed form information relative to each of the counties and the district as a whole.

County	Area Sq. Miles	Population 1930 Census	Mileage State System	MILEAGE BY TYPE				
				Unimproved	Graded	Gravel	Asphalt	Concrete
Clay	654	27,278	116.97	6.44	.....	98.89	.....	11.64
Craighead	687	44,740	150.20	7.28	3.86	112.00	15.85	11.21
Greene	561	26,127	106.78	9.00	.33	85.86	11.59	.....
Lawrence	592	21,663	171.89	11.84	9.22	136.37	.....	14.46
Mississippi	792	69,289	158.78	.....	9.00	62.18	62.10	25.50
Poinsett	721	29,695	121.49	.....	.....	111.99	.....	9.50
Randolph	654	16,871	103.28	27.08	37.80	23.22	.....	15.18
Totals	4,661	235,663	929.39	61.64	60.31	630.51	89.54	87.49

The comparison with the state as a whole shows the district has 8.87 per cent of the total area of the state and 12.71 percent of the total state population.

January 1, 1927, found us without funds and with a system of roads made up of a scattering of improved sections with unimproved sections intervening. Maintenance had been practically discontinued some time in November, 1926, and even the main highways were in deplorable condition. These conditions were not primarily the result of any neglect on the part of previous department administration, but were the result of lack of sufficient funds and a permanent organization. Faced with the problem of building up an entire organization and of keeping motor traffic moving without funds seemed an unsurmountable obstacle, and would have been so, except for the passage of the Martineau Road Law.

The Martineau Road law which was in itself frankly amendatory to the Harrelson Act, found the roads in this district, in addition to the trouble enumerated in the preceding paragraph, badly damaged by two disastrous floods, the first in February, 1927, and the second in April, 1927. The passage of this law and the provision of funds to make the new law workable, placed the cost of road building squarely where it belongs, upon the users of the highways, and at the same time provided a real incentive to the personnel of the organization to keep traffic moving. An impassable section of road now meant the cessation of the only revenue provided for road construction, maintenance and salaries and the slogan of this District immediately became, "*Keep Traffic Moving.*" An automobile standing still provides no revenue except the original license fee and the entire organization immediately was filled with a zeal for all-weather roads, far beyond that possessed by the individual motorist.

Naturally, we endeavored to outline at once a program of road construction which would provide for the quickest possible increase in revenue. The adoption

of a construction program entailed much preliminary study and work on the part of the Highway Commission and the engineering personnel. The problem of satisfying local conditions and needs as promptly as possible and at the same time providing facilities for handling through traffic and the connecting of already exising links of roads was seriously considered at all times, and the program for construction was mapped out so as to give highway service to the greatest number in the shortest possible time in which said work could be done economically. This, of course, meant the early construction of the main highways and the connecting of the larger centers of population. With these points in mind, the program has been pushed forward. Much has been done; much yet remains to be done, but except in cases of extreme emergency the wheels of traffic now move the year round.

To carry out the enlarged construction program, it was necessary to increase the personnel of each district. This increase had to be made quickly, yet at the same time much care had to be exercised in the selection of the additional employees. Trained men were not available in the immediate sections, and while all conditions being equal, local engineers were given preference, it was necessary to secure a number of engineers from other states where highway work was not so brisk as it had been in the past. The general form or organization laid out for the State by the Chief Engineer was and is followed very closely in this district, and department heads were selected for handling first, plans and surveys; second, construction; and third, maintenance. Due to the fact that the present district engineer has lived in this district for many years and is thoroughly familiar with the entire section, location surveys are handled directly through him. Location parties in charge of field engineers make the actual survey. Route reports covering the various alternate routes are made and submitted with the recommendations of the District Engineer to the Assistant State Highway Engineer, and finally to the Commission for approval before final locations are made. After the approval of the route by the Commission, final surveys and plans are prepared in the district office under the supervision of the chief draftsman, and submitted to the central office at Little Rock for checking before the contract is let. In instance after instance, in a portion of our district, it is necessary to make the design for drainage, rather than strictly from a standpoint of grade and aligment. That is to say, side ditches and borrow pits have as their first service the handling of surface drainage rather than the provision of earth with which to make embankments. Actual construction of the various projects is under the direct charge of the District Construction Engineer. Resident Engineers for the various projects are assigned by the construction engineer, with the approval of the District Engineer. The Resident Engineer is located on the project and is in immediate charge of the wrok. Frequent inspections are made by the District Engineer, Construction Engineer and representatives of the Division Office, and in all cases orders and instructions to the contractor are given through the Resident Engineer. Monthly estimates for payments to the contractor are made by the Resident Engineer and checked both in the district and central offices.

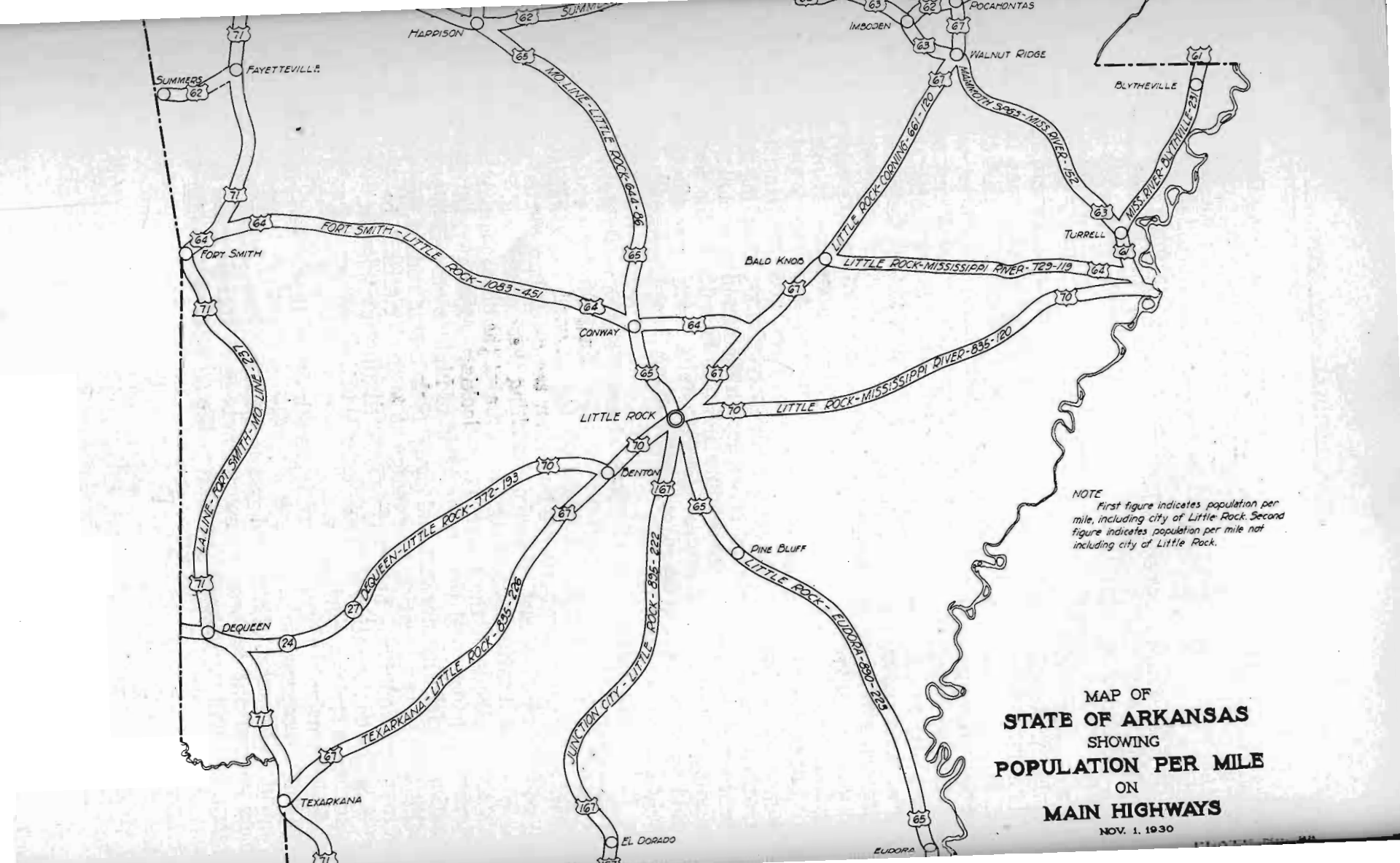
Numerous projects have been constructed in this district by state employees rather than by contract. These projects are called "State Force Jobs" and are handled in the same manner as the contract jobs, except that the monthly estimates reflect the cost to the state while the estimates for contract jobs reflect the unit prices as bid by the contractor.

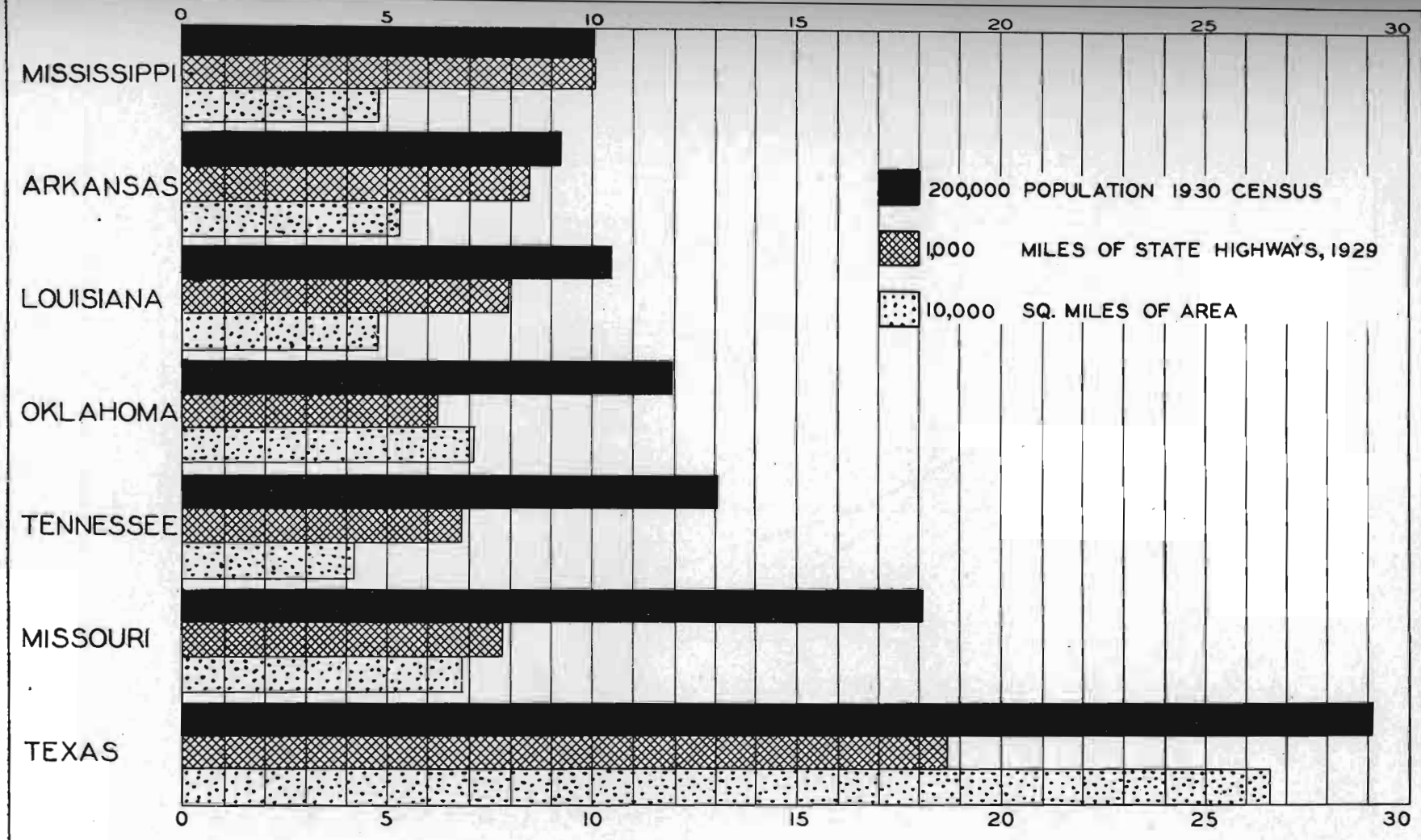
It is through the work of maintenance that we have the greater part of our contact with the public, and maintenance has, therefore, received much attention in this district. Early in 1927 it was realized that if we were to have real maintenance in this district it would be necessary to have full time employees. An employee cannot achieve much success at either farming or road maintenance if his time is divided between the two. Proper maintenance requires full time from an organization of careful, conscientious hard-working employees. We have, therefore, developed our maintenance organization until the regular routine work is handled by an organization of full time employees. At various times during the year work on the several sections is, of course, heavier than can be handled by the regular organization and in these cases temporary employment is given to a sufficie number of men to take care of the work during the best part of the working season. Maintenance work is in charge of a Maintenance Engineer, who is responsible for the efficiency and conduct of his organization. The Maintenance Engineer is assisted by a Maintenance Supervisor who is in direct contact with the field organization, and also by an engineer whose duty it is to keep the various records posted, investigate and settle drainage complaints, and otherwise assist in the engineering features pertaining to maintenance. Since the adoption of the full time and patrol system of maintenance, we have been able to maintain a regular schedule for maintenance machines with increased efficiency and decreased cost.

The period from January 1, 1927, until the present date has brought great changes and a vast improvement in highway affairs, including much better transportation facilities, increased efficiency in the handling of construction and maintenance and many other direct and indirect benefits to the people of the state, including the removal of Improvement District taxes from the land. The future should show as vast an improvement. Among these improvements, in our opinion, should be:

1. Continuous and steady improvement on the main highways until permanent surfacing has been placed on the trunk lines throughout the state.
2. Careful research and study looking toward the elimination of the dust nuisance and the hazard of loose gravel on the secondary roads, and the complete development of a low cost method of handling these conditions.
3. An educational campaign to acquaint the citizenship of the state with the work and methods of the Commission, looking especially to the promotion of motoring courtesy, and the preservation of highway markers and signs. The destruction of highway markers and signs totals a tremendous sum each year, and it is believed that an educational campaign as to the benefits to be derived from signs and markers would go a long way toward eliminating this cost.
4. The continuation of the policy of building up an organization of trained workers on a strictly merit basis.
5. Intensive study of accounting methods, so that closer control of expenditures may be secured.

The development of our road system, both state and national, is in its infancy. Unless radical and unforseen developments in air travel come to the front, road construction will necessarily progress without interruption for years to come. Those of us engaged in this great undertaking at the present time need not expect to receive praise for results achieved, but on the other hand must be prepared to withstand constant criticism; nor need we expect any great financial reward for the efforts expended. We must, therefore, expect such reward as we may receive to be in the knowledge that we have expended our best efforts.


HARRISON
POCAHONTAS
IMBODEN
WALNUT RIDGE
BLYTHEVILLE
SUMMERS
FAYETTEVILLE
FORT SMITH
FORT SMITH - LITTLE ROCK - 108.3 - 45.1
MO. LINE - LITTLE ROCK - 64.4 - 86
LITTLE ROCK - CORNING - 66.1 - 12.0
MAMMOTH SPRGS. - MISS. RIVER - 15.2
MISS. RIVER - BLYTHEVILLE - 23.1
TURRELL
BALD KNOB
LITTLE ROCK - MISSISSIPPI RIVER - 72.9 - 11.9
CONWAY
LITTLE ROCK - MISSISSIPPI RIVER - 83.6 - 12.0
LITTLE ROCK
BENTON
LA. LINE - FORT SMITH - MO. LINE - 28.7
DEQUEEN - LITTLE ROCK - 77.2 - 19.3
TEXARKANA - LITTLE ROCK - 83.5 - 22.6
JUNCTION CITY - LITTLE ROCK - 83.6 - 22.2
PINE BLUFF
LITTLE ROCK - EUDORA - 89.0 - 22.5
DEQUEEN
TEXARKANA
EL DORADO
EUDORA
NOTE
First figure indicates population per mile, including city of Little Rock. Second figure indicates population per mile not including city of Little Rock.
MAP OF
STATE OF ARKANSAS
SHOWING
POPULATION PER MILE
ON
MAIN HIGHWAYS
NOV. 1, 1930



COMPARISON OF STATE HIGHWAY MILEAGE, AREA AND POPULATION OF ARKANSAS WITH ADJACENT STATES

PLATE No. 24

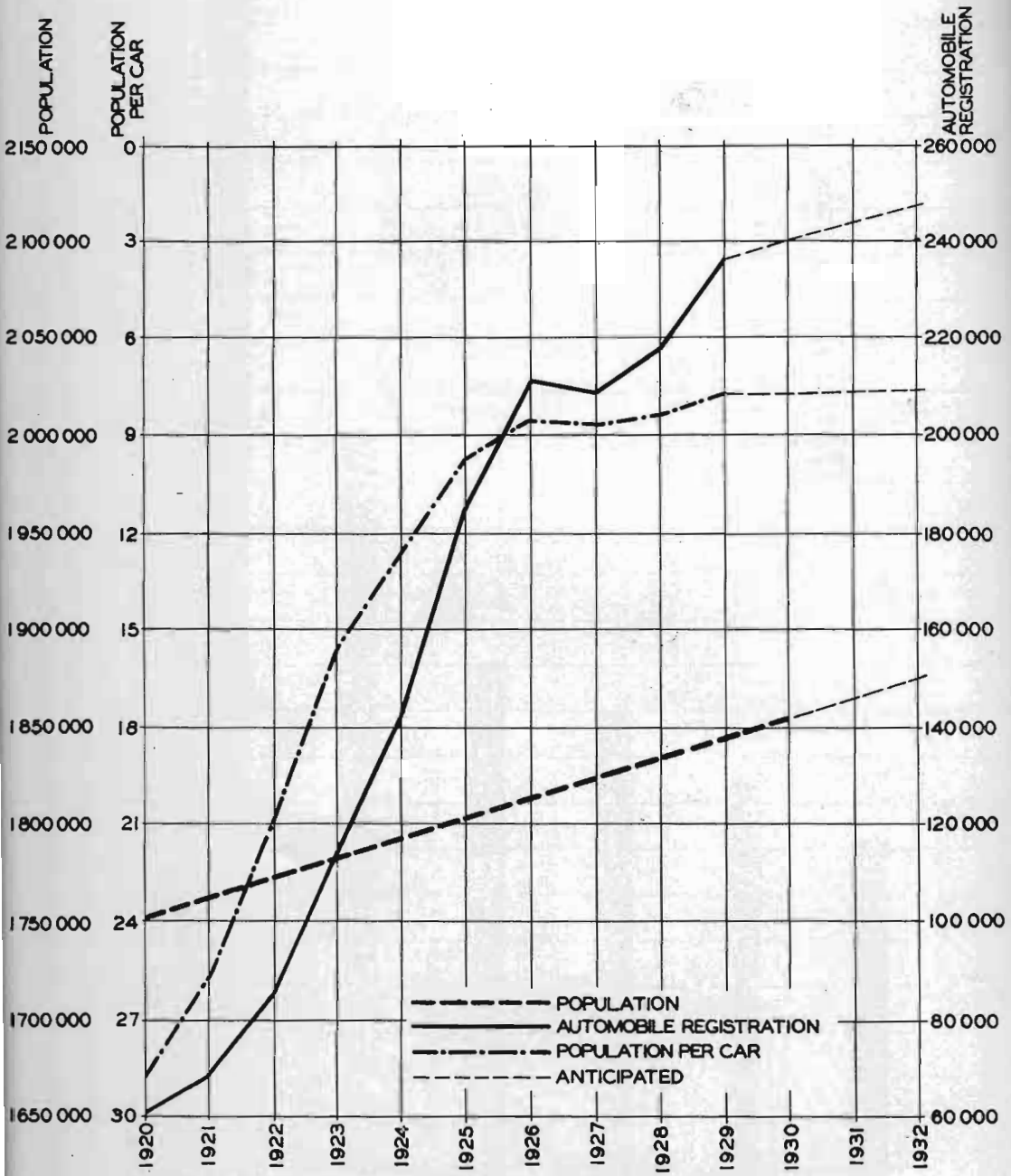


CHART SHOWING COMPARATIVE INCREASE OF POPULATION AND AUTOMOBILE REGISTRATION FROM 1920 TO 1932 STATE OF ARKANSAS

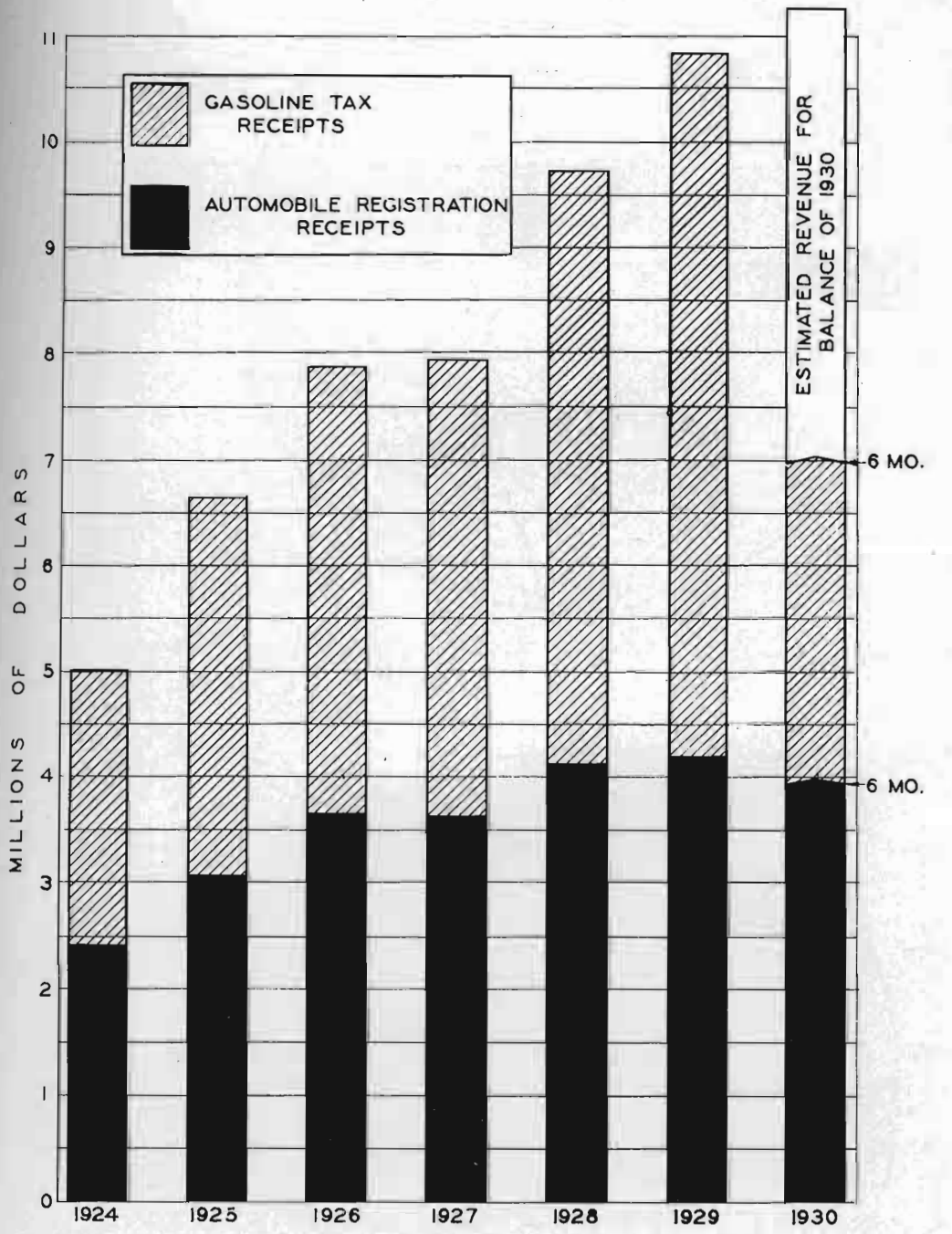
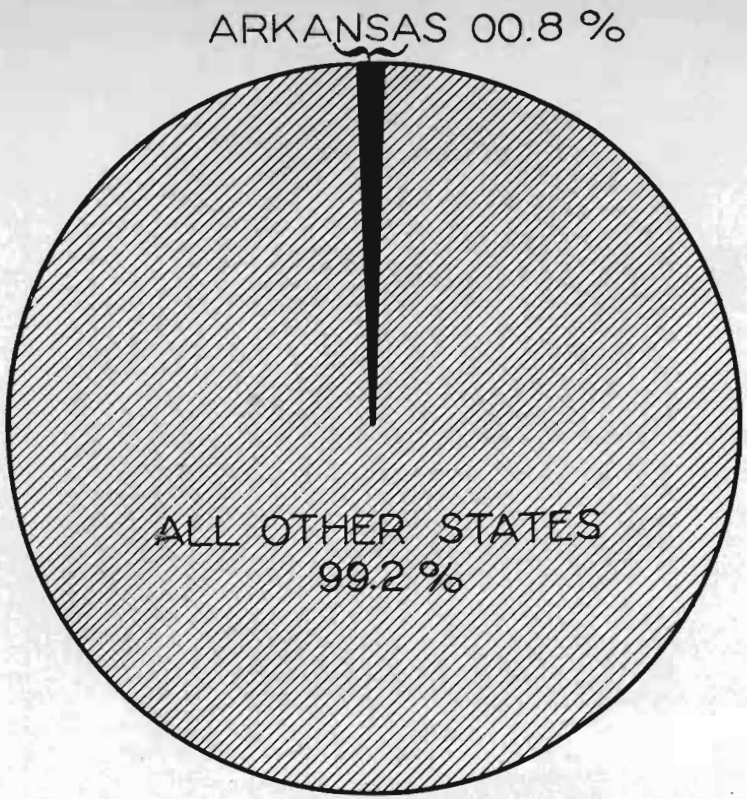
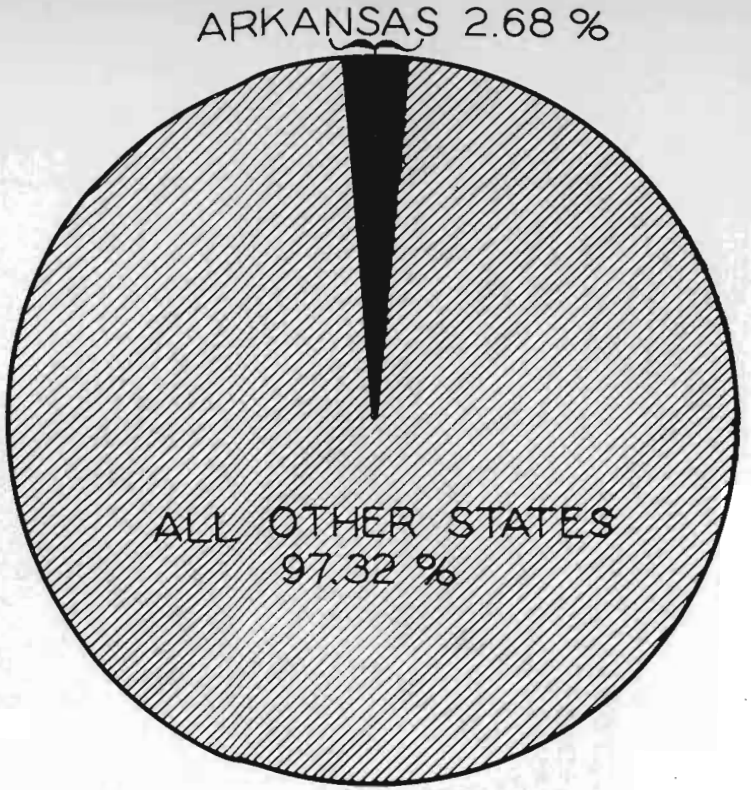


CHART SHOWING REVENUE FROM AUTOMOBILE REGISTRATION AND GASOLINE TAX STATE OF ARKANSAS



REGISTRATION OF MOTOR VEHICLES



MILEAGE ON STATE HIGHWAY SYSTEMS

PLATE No. 27

TABLE SHOWING REVENUE DERIVED FROM MOTOR FUEL TAX, STATE OF ARKANSAS

Year	January	February	March	April	May	June	July	August	September	October	November	December	Totals
1924	$117,470.05	$137.446.26	$113,500.12	$139,997.49	$194,092.90	$231,369.07	$242,071.44	$274,981.80	$282,200.81	$268,088.25	$283,034.90	$309,979.83	$2.594,232.92
1925	257,587.50	210,438.92	221,243.69	227,896.21	282,492.15	318,327.54	312,027.92	346,453.48	394,296.95	386,779.52	349,368.21	298,030.14	3,604.942.23
1926	321,640.74	273,082.38	301,728.95	291,812.42	354,167.54	378,817.62	363,142.41	412,309.74	421,272.58	403,730.91	368,798.90	340,764.57	4,231,368.76
1927	300,106,81	277,304.91	242,702.36	299,831.57	297,043.00	324,107.32	367,087.43	435,438.20	461,995.40	436,776.90	479,305.99	417,047.50	4,338,747.40
1928	459,071.16	353,238.61	381,176.45	413,535.69	406,811.91	476,960.87	524,287.35	569,798.56	535.541.25	519,540.04	502,702.96	466,219.14	5,608,883.99
1929	402,292.39	322,412.84	716,353.40	490,043.44	528.163.92	519.660.44	633.958.82	682,849.30	597,239.17	657,751.76	600,026.86	530,276.25	6,681,028.59
*1930	530,276.25	411,335.08	422,420.59	549,741.52	559,691.99	598,181.00							3,071,646.43*

* 1930 covers six months' period only.
For the period 1924, 1925, 1926, gasoline tax of 4c per gallon; motor oil, 10c per gallon.
For the period 1927, 1928, 1929, 1930, gasoline tax of 5c per gallon; no tax on motor oil.

TABLE No. 8

AVERAGE REGISTRATION OF MOTOR VEHICLES, RECEIPTS FROM REGISTRATION AND FUEL TAX AND AVERAGE REVENUE PER VEHICLE, STATE OF ARKANSAS

Year	Number Vehicles Registered**	Net Receipts From Vehicle Registration	Average Revenue From Receipts Per Vehicle	Net Receipts From Motor Fuel Tax	Average Revenue From Fuel Tax	Total Receipts From Registration and Fuel Tax	Total Average Revenue Per Vehicle
1924	142,376	$2,425,424.60	$17.04	$2,594,232.92	18.22	$5,019,657.52	$35.26
1925	185,252	3,071,554.56	16.58	3,604,942.23	19.46	6,676,496.79	36.04
1926	211,809	3,642,585.52	17.20	4,231,368.76	19.98	7,873,954.28	37.17
1927	209,327	3,619,481.40	17.29	4,338,747.40	20.73	7,958,228.80	38.02
1928	218,177	4,118,619.15	18.88	5,608,883.99	25.71	9,727,503.14	44.59
1929	236,885	4,168,087.50	17.60	6,681,028.59	28.20	10,849,116.09	45.80
1930*	193,896	3,924,645.67	20.24	3,071,646.43	15.84	6,996,292.10	36.08*

* 1930 covers six months' period only.
**Official Cars not included.

For the period 1924, 1925, 1926, gasoline tax of 4c per gallon; motor oil, 10c per gallon.
For the period 1927, 1928, 1929, 1930, gasoline tax of 5c per gallon; no tax on motor oil.

TABLE No. 9

POPULATION. AREA AND ASSESSED VALUATION OF THE COUNTIES OF ARKANSAS

Counties	Population 1930	Area in Acres	Assessed Valuation Real Property 1929	Assessed Valuation Personal Property 1929	Total Asssessed Valuation 1929
Arkansas	22,300	640,000	$ 8,067,826	$2,669,691	$10,737,517
Ashley	25,151	601,600	5,066,744	2,796,039	7,862,783
Baxter	9,519	375,040	1,802,384	612,573	2,414,957
Benton	35,253	560,640	8,760,887	3,453,926	12,214,813
Boone	14,937	389,120	2,717,045	1,375,406	4,092.451
Bradley	17,494	421,760	3,027,916	2,008,919	5,036,835
Calhoun	9,752	402,560	2,267,797	532,971	2,800,768
Carroll	15,820	410,240	2,747,862	1,266,220	4,014,082
Chicot	22,646	388,480	5,278,749	1,958,007	7,236.756
Clark	24,932	564,480	5,423,539	2,706,360	8,129.899
Clay	27,278	418,560	5,660,748	1,505,095	7,165,843
Cleburne	11,373	381,440	1,551,156	784,695	2,335,851
Cleveland	12,744	385,920	2,082,664	673,447	2,756,111
Columbia	27,320	502,400	4,583,422	2,924,718	7,508,140
Conway	21,949	360,220	3,114,903	1,387,091	4,501,994
Craighead	44,740	439,680	10,559,404	2,535,242	13,094,646
Crawford	22,549	379,820	4,702,970	1,897,016	6,599,986
Crittenden	39,717	372,480	7,835,089	2,976,781	10,631,870
Cross	25,723	396,160	5,925,196	1,445,119	7,370,315
Dallas	14,671	434,560	2,905,760	1,873,212	4,778,972
Desha	21,814	478,080	3,983,066	1,395,588	5,378,654
Drew	19,928	542,080	3,757,293	1,696,647	5,453,940
Faulkner	28,381	416,640	3,562,015	1,596,488	5,158,503
Franklin	15,762	387,840	3,729,806	1,186,497	4,916,303
Fulton	10,834	400,000	1,648,944	796,949	2,445.893
Garland	36,031	403,840	11,550,961	4,947.849	16,498,810
Grant	9,834	407,680	1,995,044	763,489	2,758,533
Greene	26,127	359,040	5,694,367	2,045,640	7,740,007
Hempstead	30,847	465,380	5,628,226	2,507,232	8,135,458
Hot Spring	18,105	392,320	3,296,751	2,117,230	5,413,981
Howard	17,489	385,280	2,585,728	1,505,273	4,091,001
Independence	24,225	437,680	4,461,630	2,381,798	6,843,428
Izard	12,872	373,126	1,861,299	937,259	2,798,558
Jackson	27,943	405,760	5,670,858	2,262,812	7,933,670
Jefferson	64,154	577,920	17,202,306	6,088,209	23,290,515
Johnson	19,289	432,000	3,585,773	1,368,720	4,954,493
Lafayette	16,934	336,000	3,151,664	1,681,556	4,833,220
Lawrence	21,663	378,880	5,270,184	1,809,423	7,079,607
Lee	26,637	384,640	5,754,587	1,647,553	7,402,140
Lincoln	20,250	365,000	2,717,926	861,118	3,579,044
Little River	15,515	349,440	3,458,771	1,668,241	5,127,012
Logan	24,110	464,640	4,916,998	1,958,929	6,875,927
Lonoke	33,759	508,106	6,828,999	2,001,658	8,830,657
Madison	13,334	535,000	1,495,555	844,016	2,339,571
Marion	8,876	413,440	1,903,852	582,903	2,486,755
Miller	30,586	398,720	8,008,456	4,086,371	12,094,827
Mississippi	69,289	506,880	13,303,470	4,474,374	17,777,844
Monroe	20,651	385,920	5,820,326	1,517,686	7,338,012
Montgomery	10,768	570,240	1,338,067	722,368	2,060,435

TABLE No. 9—(Continued

POPULATION, AREA AND ASSESSED VALUATION OF THE COUNTIES OF ARKANSAS

Counties	Population 1930	Area in Acres	Assessed Valuation Real Property 1929	Assessed Valuation Personal Property 1929	Total Asssessed Valuation 1929
Nevada	20,407	396,800	$ 2,778,633	$ 2,016,693	$ 4,795,326
Newton	10,564	541,440	1,325,560	470,851	1,796,411
Ouachita	29,890	469,120	8,265,655	8,748,564	17,014,219
Perry	7,695	353,280	1,995,798	513,202	2,509,000
Phillips	40,683	442,880	10,048,880	4,037,689	14,086,569
Pike	11,792	384,610	2,092,300	1,068,832	3,161,132
Poinsett	29,695	461,440	7,512,925	1,751,020	9,263,945
Polk	14,857	541,440	3,617,284	1,208,763	4,826,047
Pope	26,547	528,920	4,878,127	2,411,331	7,319,458
Prairie	15,187	432,000	4,391,024	1,725,726	6,116,750
Pulaski	137,727	498,560	63,212,439	25,237,574	88,450,013
Randolph	16,871	418,560	2,984,705	1,178,308	4,163,013
Saline	15,660	496,000	4,037,001	1,835,871	5,872,872
Scott	11,803	620,800	1,883,320	771,607	2,654,927
Searcy	11,056	430,720	1,522,279	552,498	2,074,777
Sebastian	54,426	339,840	20,173,651	8,972,531	29,146,182
Sevier	16,364	366,080	3,589,999	2,121,876	5,711,875
Sharp	10,715	389,760	1,558,609	696,877	2,255,486
St. Francis	33,394	401,920	6,887,411	2,339,693	9,227,104
Stone	7,993	391,040	967,934	436,768	1,404,702
Union	55,800	670,720	11,451,947	20,563,987	32,015,934
Van Buren	11,962	467,200	1,151,946	475,633	1,627,579
Washington	39,255	611,200	9,679,605	3,933,682	13,613,287
White	38,269	663,680	7,178,069	2,684,346	9,862,415
Woodruff	22,682	369,280	4,744,027	1,335,926	6,079,953
Yell	21,313	611,200	4,429,997	1,924,490	6,354,487
Totals	1,854,482	33,585,222	$430,624,108	$193,700,742	$624,324,850

TABLE No. 10

AUTOMOBILE REGISTRATION, POPULATION AND AREA OF EACH STATE PER MILE OF ROAD ON THE STATE HIGHWAY SYSTEM OF THAT STATE

STATE	PER MILE OF ROAD ON STATE HIGHWAY SYSTEM		
	1929 Automobile Registration	Population 1930	Area in Square Miles
Alabama	51	473	9
Arizona	44	177	46
Arkansas	26	207	6
California	300	863	24
Colorado	33	112	11
Connecticut	163	798	2
Delaware	73	317	3
Florida	41	172	7
Georgia	51	409	8
Idaho	28	105	20
Illinois	163	767	6
Indiana	173	643	7
Iowa	118	370	8
Kansas	67	216	9
Kentucky	28	219	3
Louisiana	35	264	6
Maine	81	350	14
Maryland	104	532	4
Massachusetts	502	2613	5
Michigan	180	623	7
Minnesota	105	369	12
Mississippi	25	200	5
Missouri	97	463	9
Montana	30	115	31
Nebraska	50	165	9
Nevada	9	24	30
New Hampshire	73	311	6
New Jersey	453	2193	4
New Mexico	8	45	13
New York	162	904	4
North Carolina	55	360	6
North Dakota	25	91	9
Ohio	155	582	4
Oklahoma	91	383	11
Oregon	62	218	22
Pennsylvania	130	724	3
Rhode Island	141	722	1
South Carolina	39	290	5
South Dakota	34	115	13
Tennessee	53	383	6
Texas	72	312	14
Utah	33	146	25
Vermont	22	85	2
Virginia	44	277	5
Washington	134	472	21
West Virginia	66	427	6
Wisconsin	78	287	5
Wyoming	19	72	31
United States	84	389	10

AUTOMOBILE REGISTRATION, POPULATION AND AREA OF EACH STATE PER MILE OF ROAD ON THE STATE HIGHWAY SYSTEM OF THAT STATE

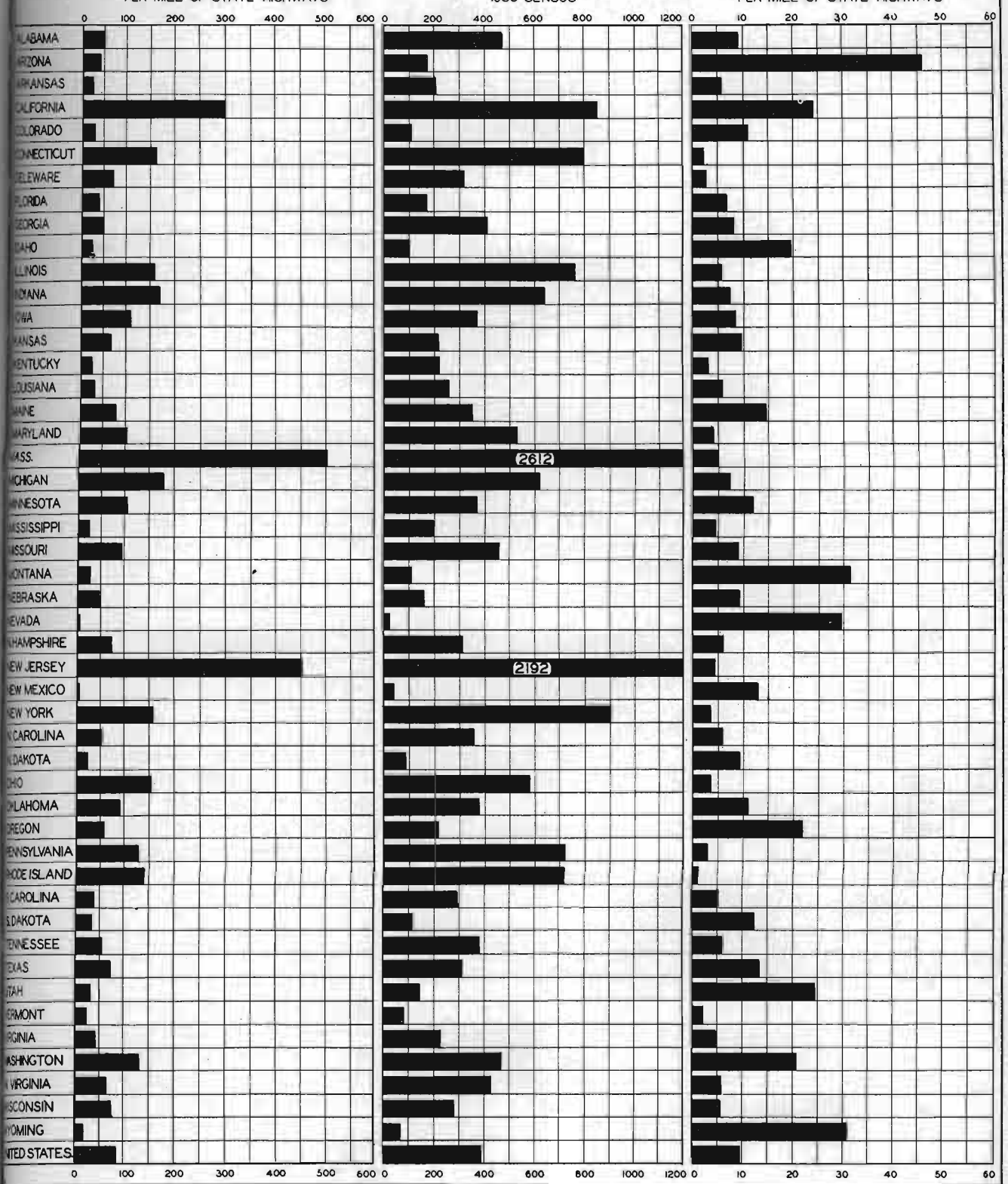


PLATE No. 28

Flood Damage of 1927

The floods occurring in the spring of 1927 were unprecedented in the annals of the state and wrought a vast amount of damage to the Highway System as well as to local and county roads. This damage was not merely confined to the overflow areas contiguous to the Mississippi River and its larger tributaries but encompassed the highland regions as well, the intensity of the rainfall during the prior part of the flood period being such as to overflow practically all water courses in the state. The areas in which damage was sustained through this period are shown graphically by means of Plate 29.

Federal Participation The money value of the damage to roads and structures was so appreciable in this, as well as in other delta states, that the situation received the cognizance of the National Congress, and as a result provision was made to compensate the states of Arkansas, Louisiana, Missouri and Mississippi through Federal funds for losses suffered to roads and bridges on the State Highway Systems.

This provision was included in the Act of Congress approved February 28, 1929, entitled An Act Making Appropriations For the Military and Non-Military Activities of The War Department For The Fiscal Year Ending June 30, 1930, And For Other Purposes, (Public No. 843, 70th Congress.) the particular section of the Act reading as follows:

"For the relief of the following states as a reimbursement or contribution in aid from the United States, induced by the extraordinary conditions of necessity and emergency resulting from the unusually serious financial loss to such states through the damage to or destruction of roads and bridges by the floods of 1927, imposing a public charge against the property of said states beyond their reasonable capacity to bear, and without acknowledgement of any liability on the part of the United States in connection with the restoration of such local improvements, namely: Missouri, $258,418; Mississippi, $628,000; Louisiana, $967,582; Arkansas, $1,800,000; in all, $3,654,000, to be available immediately and to remain available until expended: Provided, That such portion of the sums hereby appropriated as will be available for future construction shall be expended by the State Highway Departments of the respective states with the approval of the Secretary of Agriculture for the restoration, including relocation, of roads and bridges so damaged or destroyed, in such manner as to give the largest measure of permanent relief, under rules and regulations to be prescribed by the Secretary of Agriculture: Provided further, That any sum hereby appropriated for any state shall become available when the state shall have actually expended or shall have made available for expenditure a like sum from state funds for the purposes contained herein: Provided further, That where any roads or bridges shall be or shall have been constructed of a more expensive type than those which were damaged or destroyed, the appropriation contained herein shall not be used to defray any part of the increase in cost occasioned thereby."

MAP OF
STATE OF ARKANSAS
SHOWING
SYSTEM OF STATE HIGHWAYS
AND
AREAS INUNDATED BY FLOOD WATERS
DURING THE SPRING OF 1927
MISSISSIPPI
OKLAHOMA
TENNESSEE
TEXAS
LOUISIANA
LITTLE ROCK
FORT SMITH
MEMPHIS

PLATE 29

Interpretation of Act According to the interpretation placed upon the Act by the Government Officials responsible for its administration, the state upon satisfactory proof of the expenditure of state funds for the repair and reconstruction of roads and bridges damaged or destroyed by the 1927 floods, is entitled to receive a payment from the United States Government in the amount of 50 per cent of the sum so expended. That part of the Act which reads, "That any sum hereby appropriated for any state shall become available when the state shall have actually expended or shall have made available for expenditure a like sum from state funds for the purposes contained herein," would seem to indicate that the state would be entitled to reimbursement to the extent of one dollar for each dollar so expended. This view, however, has not been accepted by the Federal Government, and reimbursement is limited to 50 per cent of the amount expended by the state.

Rules and Regulations The bill was approved by the President on February 28, 1929, but it was not until April of that year that the Secretary of Agriculture promulgated rules and regulations for administering the Act. The first requirement of these regulations was the submission of a map of the state showing the State Highway System, and showing in detail all areas inundated by the 1927 floods. The state was then required to submit a detailed tabulation of the damage sustained to roads and bridges. This tabulation, as submitted, listed each route and section on which losses occurred, designated the type and the length damaged, also the type of improvement reconstructed. Similar information was furnished in relation to bridge structures that were damaged or destroyed. The submission by the state of the foregoing data in its completed form was required by the governmental agencies administering the Act prior to their consideration of any claims for losses incurred.

Administration Claims for reimbursement for flood repair and reconstruction pass through two separate Federal Government Agencies, the Bureau of Public Roads, which is part of the Department of Agriculture, and the Comtroller General, who passes on the legality of all expenditures made by the United States. These two departments, we have found, do not always agree, and this fact has increased the difficulty of collecting the state's claims.

Following the passage of the Flood Relief Act, and prior to the preparation and submission of any claims, representatives of the Washington office of the Bureau of Public Roads visited this state to confer with Highway Officals relative to the method of procedure to be followed in the handling of claims. A study of the accounting and disbursing methods followed by the various state agencies satisfied such representatives that it would be necessary to support all claims submitted by means of certified copies of vouchers issued in payment of work performed or materials used in the reconstruction work. They further agreed that a photostat of the face of the voucher would be accepted in lieu of such certified copy.

A number of claims, involving approximately fifteen thousand vouchers, were prepared and submitted on this basis, were audited by the Bureau of Public Roads and passed to the General Accounting Office for payment. The Comptroller General of the United States, at this time however, ruled that photostat copies of the face of the voucher were not sufficient evidence of payment, since they did not show the endorsement of the original payee, although the face of the voucher showed the

endorsement of the last holder and warrants were not issued by the State Auditor unless all endorsements were in order, and that consequently there was no evidence that the payee named on the face of the voucher had received payment. Upon this reversal in rulings between the two governmental agencies the state immediately requested the General Accounting Office at Washington to send a representative to Little Rock to decide upon a definite method of procedure satisfactory to all parties concerned. This request was approved and two representatives from that office visited Little Rock and checked the endorsements of those vouchers already submitted in support of claims. These claims were then approved and passed and payment received shortly thereafter. An arrangement was also perfected for photostating both the face and reverse side of vouchers, in support of claims to be later submitted, that would furnish evidence of payment in a manner satisfactory to the Comptroller General.

For some time after the passage of the Act, the State Highway Commission had no intimation that the wording of the Act could be construed in such a manner as to limit the reimbursement for repairs to any particular part of the state. In October, 1929, however, the Comptroller General made a tentative ruling regarding some claims submitted by the state of Mississippi which, had the ruling been made permanent, would have limited payments to Arkansas to about half the amount which the Highway Commission had expected to receive under the commonly accepted interpretation of the Flood Relief Act. This tentative ruling was to the effect that the United States would participate in the repair and reconstruction of only those roads and bridges that were damaged by the flood waters of the Mississippi River. The Arkansas State Highway Commission, upon being advised of this ruling, prepared sufficient data to to show that other streams throughout the state were at record high stages during the early part of 1927, that these high stages in the Arkansas streams tributary to the Mississippi River were in some degree responsible for the extremely high waters of the Mississippi River and that such flood stages in the Arkansas tributaries were caused by storm waters of different origin; but that, conversely, the high waters existing in the Mississippi River prevented the rapid run-off of the Arkansas tributaries, making only the overflow in the delta section directly attributable to the influence of the flood waters of the Mississippi River, and that therefore the ruling was not in accord with the wording and intent of the Act.

From the time of the passage of the Act until some time after the first claims had been submitted, the Highway Commission worked with the understanding that claims would be paid as they were submitted and audited. However, the Comptroller General again had a different opinion, and advised that no claims would be paid until all of them had been submitted, at which time payments on all claims would be made in a lump sum. This was a serious matter, as the state could use this money advantageously, as fast as it could be secured, in helping to relieve the unemployment situation, while considerable time must elapse before all claims would be prepared, submitted and audited. The Comptroller General, however, rescinded this ruling and payments are now being made as rapidly as the claims are submitted and audited.

Procedure The United States Government requires that claims be submitted in detail and supported by proof that expenditures claimed were actually made. Each claim is accompanied by a "Schedule of Payments Made," which

lists each and every voucher issued in payment of flood repair work for labor or materials, giving the voucher number, the State Auditor's warrant number, date of payment, name of payee, total amount of voucher, amount chargeable to flood repair and the period the labor was performed or the kind and amount of material furnished. As proof that the expenditures were actually made, the State is required to submit certified copies of all the vouchers issued, and, because of the vast number of vouchers involved, photostat copies are forwarded with each claim. Photostat copies not only avoid the necessity for sworn certification for each voucher, but are much more labor saving and economical when such a large number are required.

The procedure in preparing a claim is long and tedious. The tabulation records the voucher number, the names of the payees, amounts, dates, labor performed or material furnished, as well as other detail, all of which information is on file in the office of the State Highway Commission. The original vouchers, however, of which photostat copies must be made, are on file in the office of the State Auditor, and the locating of these vouchers constitutes the most difficult feature of the work, the State Auditor filing by warrant number and not by voucher number. Since vouchers bearing consecutive voucher numbers may reach the Auditor's office days or weeks apart, and have warrants issued whose numbers differ by several thousand, the determining of the correct warrant numbers for the vouchers that are desired is a slow and wearisome task. After the vouchers are located they are taken, accompained at all times by a representative from the State Auditor's Office, to the Commission's photostating room, where copies are made. The original vouchers must then be taken back and refiled.

Since approximately fifty thousand vouchers must be located and photostated to cover the entire amount of flood damage for which it is estimated it will be possible to submit claims, it is not diffcult to vision why all claims have not yet been submitted and paid, especially in view of the fact that but a limited number of clerks can be employed owing to the number of records available for use.

Claims in the amount of about $550,000.00 have been submitted to date of which payments have been received to the extent of approximately $400,000.00. Now that a definite method of procedure has been agreed upon between the various governmental agencies concerned no serious delays should be encountered in the preparation and payment of claims for the balance of the $1,800,000.00 made available by the appropriation cited.

Legal

The General Assembly, by Act No. 5, approved October 10, 1923, by the amendatory acts, and under the provisions of Act No. 65, approved February 26, 1929, made the Attorney General the attorney for the State Highway Commission. Particular attention to the legal work of the commission is performed by an assistant attorney general assigned to this phase of the work, who serves as counsel, approving legal forms and interpreting the various legal questions constantly arising in connection with the administration of a large organization.

The office of the Attorney General, during the past four years, has handled a large number of law suits for the Highway Commission. It is impossible to classify this litigation as it has been of a very diversified nature, however, it is probable that a majority of the separate cases handled have been condemnation suits for right-of-way for state highways. Next in order might come injunction suits brought by the Commission against parties who have refused to permit the Commision, their contractors and employees, to go upon their highways and construct same through the lands of these defendants. In addition to these suits, a great many cases involving the constitutionality of various highway acts have been tried by the Attorney General in various courts and through our Supreme Court.

It is one of the definite policies of the Highway Commission to have the legal phase of a situation thoroughly investigated and determined before initiating proceedings where the legality of the action might be questioned. In this way the parties involved are saved the expense and annoyance of protracted litigation. However, it frequently becomes necessary for the Commission to file suits in the different courts in order to carry into effect a program which has been opposed due usually to lack of information as to the law, or to misunderstandings. Such suits, however, are never authorized nor directed except where considered absolutely necessary, it being the policy to keep down and prevent litigation rather than to encourage it.

Equipment and Shops

The construction and maintenance of highways requires various types of equipment. On September 1, 1930, there was a total of 1508 pieces of major equipment consigned to the ten districts.

296 Road Graders
215 One-man Motor Patrols
183 Crawler Type Tractors
90 Wheel-Type Tractors.
110 Miscellaneous Items
189 One Ton Trucks
197 One and One-half Ton Trucks
10 Two Ton Trucks
218 Automobiles and Half-Ton Trucks.

This does not include wheelers, scrapers, drags, plows, shovels and other small tools and supplies. On the following pages you will find the location of this equipment by districts and also by counties with its present estimated value. The total value of the ten districts is estimated at $1,104,545.15. The value of each piece of equipment was based on the original cost, the age, model and actual operating condition. On some of the old equipment the estimated present value is approximately ten per cent of its original cost while on that equipment purchased recently and in first class condition the estimated value runs as high as ninety per cent of its original cost.

Junk and unserviceable equipment has been eliminated from this inventory. During the past two years we have traded, junked or salvaged the following old equipment: 25 Ten-Ton Army Holt Tractors, 153 Graders, 78 Fordson Tractors, 47 Model T Ford Trucks, 2 Model T Ford Touring Cars, 7 Model T Ford Roadsters, 3 Chevrolet Trucks, 2 Chevrolet Coupes, 5 Chevrolet Touring Cars, 1 Austin Roller, 7 Army Trailers, 2 Compressors, 2 Mowing Machines, 1 Rock Crusher, 1 Avery Road Razer and 1 Austin Western Fordson Motor Patrol. Many of these items were received from the United States Government from their War Surplus Stock and several of the Graders were acquired second-hand from the counties in 1924 when the State Highway Department took over the work of maintaining all the roads on the State Highway System.

As many miles of new roads are built each year, the demand for maintenance equipment gradually increases while the need for equipment for dirt roads and construction work decreases. The rapid progress of the work during the past two years is clearly reflected by a comparison of the number of pull type graders and motor patrols in use two years ago with the number that are in use at the present time. The number of pull type graders has decreased during the past two years from 382 to 296 while the number of One-Man Motor Patrols has increased during the same period from 79 to 215 One-Man Maintenance Machines.

EQUIPMENT IN DISTRICT NO. 1

ROAD GRADERS—The 23 Road Graders in District No. 1 consist of one Austin Western, 3 Adams and 19 Russell Graders. Ten of these machines are heavy type for new work and cleaning out ditches, and the balance are old light graders which are used on maintenance.

MOTOR PATROLS—District No. 1 operates 27 Motor Patrols of the following makes: Six Russell Fordson, 3 Russell 10-20, 1 Galion Twin City, 8 Riddell and 9 Austin Western 10-20. Seven of these machines have been in operation several years, while the other 20 are later models and are in good condition. The old machines that are powered with Fordson Tractors will be replaced with new machines next year, as the cost of repairs and the loss of time make it too expensive to continue the operation of them.

CRAWLER TYPE TRACTORS—District No. 1 is operating but ten Crawler type Tractors, which consist of one old Ten-Ton, 5 Caterpillar Sixty, 3 Caterpillar Thirty and 1 Caterpillar Twenty. With the exception of the one old Army Ten-Ton Tractor, all the balance are late model machines and are in good condition.

ROUND WHEEL TRACTORS—The seven Round Wheel Tractors consist of one 15-30 McCormick Deering Tractor and 6 Fordsons. The McCormick Deering is used for pulling an Adams Maintainer which makes it a one-man maintenance outfit. The Fordsons are used for operating pile drivers and to replace other Fordsons that are installed in one-man motor patrols.

MISCELLANEOUS EQUIPMENT—The 10 pieces of Miscellaneous Equipment in District No. 1 consist of five Trailers, two Mowing Machines, one Gasoline Shovel, one Austin Western Elevating Grader and one Seven-Ton Huber Roller. The trailers are used for hauling bridge lumber and piling.

ONE-TON TRUCKS—District No. 1 is operating 10 one-ton trucks, which consist of one Chevrolet, three Fords and six Six-Speed International Trucks. The old Chevrolet four-cylinder and the 3 Model T Fords are worn out and will be replaced after this year.

ONE AND ONE-HALF TON TRUCKS—The 23 One and One-Half Ton Trucks in District No. 1 consist of one International, 10 Model A Fords and 12 Six Cylinder Chevrolets. Most of the one and one-half ton trucks are less than a year old and are in good condition.

TWO-TON TRUCKS—District No. 1 has one Two-Ton White Truck assigned to it for hauling heavy supplies to various points in the district.

AUTOMOBILES AND HALF-TON TRUCKS—The 21 Automobiles in District No. 1 consist of one Nash Coupe, two Chevrolets and 18 Fords. One of the Fords is a Station Wagon for engineering parties. There are also seven Fords with half-ton bodies for foremen.

SMALL TOOLS AND SUPPLIES—The Small Tools and Supplies consist of 25 Fresnoes, Plows, Scrapers and other small tools and shop equpiment which is located in Forrest City.

District No. 1 INVENTORY OF EQUIPMENT September 1, 1930	Crittenden County	Cross County	Lee County	Monroe County	Phillips County	St. Francis County	Woodruff County			District General	Total in District	Estimated Value September 1, 1930
Road Graders	1	4	5	4	0	2	1			6	23	$ 5,800.00
Motor Patrols	3	1	2	4	0	7	3			7	27	35,700.00
Crawler Type Tractors	0	2	4	1	0	1	1			1	10	17,400.00
Wheel Type Tractors	0	2	0	2	0	0	0			3	7	1,000.00
Miscellaneous Equipment	0	1	0	0	3	0	1			5	10	11,600.00
One-Ton Trucks	3	1	2	1	1	0	0			2	10	3,800.00
One and One-Half Ton Trucks	2	0	3	3	2	7	3			3	23	9,000.00
Two-Ton Trucks	0	0	0	0	0	0	0			1	1	2,000.00
Autos and One-Half Ton Trucks	2	2	1	2	0	4	2			8	21	5,800.00
Small Tools and Supplies												2,715.75
Total Estimated Present Value												$ 94,815.75

EQUIPMENT IN DISTRICT NO. 2

ROAD GRADERS—The 21 Graders in District No. 2 consist of three Adams, one Galion, 6 Russell, 2 Austin Western and 9 Stockland Graders. Eleven of these graders are heavy type and the other ten light maintenance graders.

MOTOR PATROLS—The 18 Motor Patrols consist of one Galion Twin City, one Gilbert 10-20, two Russell Fordsons, one Caterpillar Patrol, 10 Austin Western, and 3 Riddell Patrols. The 2 Russell Fordsons, the Riddell Fordson and the Gilbert 10-20 are about worn out and it will be necessary to replace them with new machines this coming year.

CRAWLER TYPE TRACTORS—District No. 2 is operating 12 Crawler Type Tractors. Of this number there are four of the old Army Type Ten-Ton Holts, four later model Caterpillar Sixty, one Caterpillar Thirty, 2 Cletrac Forty and 1 Monarch Thirty-Five. One of the old ten-ton Holts is about worn out while the other three are in fairly good condition. All the balance are late model machines and are in good condition. There is very little new grading to be done in this district and the Crawler Type Tractors are used for ditch work and for heavy maintenance.

ROUND WHEEL TRACTORS—The six round Wheel Tractors consist of four old Fordsons and two 15-30 McCormick Deering Tractors. The McCormick Deering tractors are used for pulling Adams Maintainers and, while they are built entirely separate, they are used as one-man patrol graders. The Fordsons are used to take the place of other equipment while it is being repaired.

MISCELLANEOUS EQUIPMENT—The 12 pieces of Miscellaneous Equipment consist of two Trailers, two Concrete Mixers, three Rawls Mowing Machines, one Drag Line on track, one Truck Crane, one Air Compressor, one Seven-Ton Roller, and one Austin Western Elevating Grader. This equipment is not consigned to any particular section of road or county but is used throughout the district.

ONE-TON TRUCK—District No. 2 is operating 25 One-Ton Trucks, which consist of four old Model T Fords and 21 Six Speed Special International Trucks. The

Forty, 4 Cletrac Twenty and 2 Monarch Thirty-five. With the exception of the one old Ten-Ton Holt the balance are in good condition and are late model machines. There is very little grading left to be done in this district and the Crawler Type Tractors are used for cleaning out ditches on gravel roads and the lighter machines are used for heavy maintenance work.

WHEEL TYPE TRACTORS—The seven Wheel Type Tractors in District No. 3 consist of five old Fordson and two 10-20 McCormick Deering Tractors. The McCormick Deering Tractors are used in connection with two Stockland Whippet Graders and are operated as one-man maintenance outfits. The cost of operation on the old Fordsons is such that they will only be used in case of emergency when other machines are in need of repairs.

MISCELLANEOUS EQUIPMENT—The ten pieces of Miscellaneous Equipment in District No. 3 consist of one Rock Crusher, one Gravel Screening Plant, one Combination Crushing and Screening Plant, two Rawls Mowing Machines, one air Compressor, one Trailer, one Drag Line and two Seven-Ton Rollers. The Air Compressor and the Crushing and Screening Plants are being used on the construction work of new roads.

ONE-TON TRUCKS—District No. 3 operates 23 One-Ton Trucks. Of this number 19 are old Model T Ford Trucks and 4 Six Speed International Trucks. Most of the Model T Ford Trucks will be replaced with new trucks this coming year.

ONE AND ONE-HALF TON TRUCKS—Of the 22 One and One-Half Ton Trucks in District No. 3, 16 are Model A Fords and the other 6 Chevrolet Trucks. All of these trucks are in first-class condition and are good for at least two more years of service.

TWO-TON TRUCKS—District No. 3 has one Two-Ton White Truck which is used for hauling supplies to various points in the district.

AUTOMOBILES AND HALF-TON TRUCKS—District No. 3 has 27 Automobiles and Half-Ton Trucks assigned to it, and of this number there are one Nash Coupe, one Chevrolet and 25 Fords.

SMALL TOOLS AND SUPPLIES—The small tools consist of small road tools and shop equipment.

District No. 3 INVENTORY OF EQUIPMENT September 1, 1930	Clark County	Hempstead County	Howard County	Lafayette County	Little River County	Miller County	Nevada County	Pike County	Sevier County	District General	Total in District	Estimated Value September 1, 1930
Road Graders	5	2	2	1	3	2	0	0	2	0	17	$ 12,900.00
Motor Patrols	4	6	2	2	2	2	3	2	2	0	25	30,100.00
Crawler Type Tractors	1	4	1	1	2	0	0	0	2	0	11	20,900.00
Wheel Type Tractors	0	1	2	0	0	1	0	1	1	1	7	2,050.00
Total Estimated Present Value	2	0	0	0	1	1	0	1	0	5	10	18,800.00
One-Ton Trucks	3	2	3	1	2	0	1	2	6	3	23	3,850.00
One and One-Half Ton Trucks	3	4	3	2	1	0	1	2	3	3	22	10,900.00
Two-Ton Trucks	0	0	0	0	0	0	0	0	0	1	1	2,000.00
Autos and One-Half Ton Trucks	2	6	0	1	2	2	2	0	2	10	27	8,800.00
Small Tools and Supplies												2,419.00
Total Estimated Present Value												$112,719.00

EQUIPMENT IN DISTRICT NO. 4

ROAD GRADERS—District No. 4 inventory of Road Graders consists of a total of 41 machines of the following makes: Three Adams, 29 Russell and nine Stockland Graders. Ten of these machines are heavy construction type graders and the other 31 are light and medium weight graders.

MOTOR PATROLS—On account of the large mileage of gravel roads in District No. 4, it operates 33 one-man Motor Patrols. The list consist of 7 Russell Fordson, 1 Wehr Fordson, 4 Austin Western Fordson, 7 Russell 10-20, 1 Austin Western 10-20, 1 Adams 10-20, 10 Rome 10-20, and 2 Caterpillar Fifteen Motor Patrols. Twelve of these machines are old models operated with Fordson power, while the other 21 are late models and in good condition.

CRAWLER TYPE TRACTOR—There are 16 Crawler Type Tractors in District No. 4 of the following sizes and types: Four old Ten-Ton Holt, five Caterpillar Sixty, two Caterpillar Thirty, four Caterpillar Twenty and one Cletrac Twenty. The four old Ten-Ton Holts are worn out and should not be operated any longer on account of the excessive repair cost of keeping them in operation.

ROUND WHEEL TRACTORS—District No. 4 has 28 Wheel Type Tractors as follows: 23 Fordson, one Twin City and four 10-20 McCormick Deering Tractors. The Fordsons are getting old, while the Twin City and the McCormick Deering Tractors are in good condition. Several of these machines are used on maintaining detours and for emergency maintenance work.

MISCELLANEOUS EQUIPMENT—The 25 items of Miscellaneous Equipment consist of five Air Compressors, one Trailer, seven Rock Crushers, two Concrete Mixers, two North Hyrdaulic Diggers, three Pumps, two Gasoline Shovels, one Seven-Ton Roller and two Rawls Mowing Machines.

ONE-TON TRUCKS—The 29 One-Ton Trucks in District 4 consist of two Chevrolet, 14 Model T Fords and 13 Six Speed International Trucks. The Fords and Chevrolets are about worn out, while the 13 International Trucks are in fair condition. As several of these trucks have been in operation for four or five years, it will be necessary to replace several of them after this year.

ONE AND ONE-HALF TON TRUCKS—The 20 One and One-Half Ton Trucks consist of 12 Chevrolet and eight Model A Ford Trucks. All of these trucks are in good condition.

TWO-TON TRUCKS—District No. 4 has one Two-Ton White Truck which is used over the district for hauling supplies that cannot be hauled in the smaller trucks.

AUTOMOBILES AND HALF-TON TRUCKS—The 17 Automobiles in District No. 4 consist of one Nash Coupe, one Ford Tudor Sedan, one Ford Roadster, 10 Ford Touring and four Chevrolet Touring cars.

SMALL TOOLS AND SUPPLIES—The Small Tools in District No. 4 consist of Fresnoes, Plows, Scrapers, other small road tools, and some miscellaneous shop tools and supplies.

District No. 4 INVENTORY OF EQUIPMENT September 1, 1930	Benton County	Crawford County	Franklin County	Montgomery County	Polk County	Scott County	Sebastian County	Washington County		District General	Total in District	Estimated Value September 1, 1930
Road Graders	2	5	9	4	3	3	6	9		0	41	$ 11,650.00
Motor Patrols	9	1	0	4	6	1	2	10		0	33	38,600.00
Crawler Type Tractors	0	3	3	1	2	0	3	4		0	16	21,750.00
Wheel Type Tractors	1	3	8	3	2	2	4	4		1	28	5,400.00
Miscellaneous Equipment	3	1	6	2	2	0	4	3		4	25	27,100.00
One-Ton Trucks	8	2	2	3	4	4	2	2		2	29	7,900.00
One and One-Half Ton Trucks	1	1	1	0	3	0	4	7		3	20	9,500.00
Two-Ton Trucks	0	0	0	0	0	0	0	0		1	1	2,000.00
Autos and One-Half Ton Trucks	0	2	4	0	0	1	1	0		9	17	3,850.00
Small Tools and Supplies												4,316.25
Total Estimated Present Value												$132,066.25

EQUIPMENT IN DISTRICT NO. 5

ROAD GRADERS—The 28 Road Graders in District No. 5 consist of three Stock land and 25 Russell Graders. Nine of these machines are heavy type graders for construction work. A number of these graders are used with Crawler Type Trac tors for maintenance work on unsurfaced roads in the mountainous sections of the district.

MOTOR PATROLS—The 27 Motor Patrols consist of one Russell, seven Austin 2 Gilbert, 2 Galion, 8 Wehr, 6 Riddell and 1 Adams Motor Patrol. The Russell and 2 Gilberts are equipped with Fordson Tractors. They are old model light weigh machines and will be replaced with later models during the coming year. On account of the steep grades in the mountain district some of these Motor Patrol have been equipped with Crawlers instead of rubber wheels, which has proven very satisfactory.

CRAWLER TYPE TRACTORS—The 25 Crawler Type Tractors in District No. consist of nine Cletrac and 16 Caterpillar Tractors. Four of these machines ar the old Army type 10-Ton Holts and will not be used after this year except i case of emergency. The cost of repairs on these old army types is such that it i not economy to use them on steady work. It will no doubt be necessary to replac some of these machines during the coming year.

ROUND WHEEL TRACTORS—Four old Fordson Tractors are still being used i District No. 5 and also one 15-30 International Tractor. One Fordson is bein used for operating a small Rock Crusher, but the other three are used only in cas of emergency.

MISCELLANEOUS EQUIPMENT—The seven items of Miscellaneous Equipmen ment include 1 Air Compressor, 1 Rock Cusher, one Roller, one One-Half Yar Gasoline Shovel, one Combination Crushing and Screening Plant, one Ston Spreader and one Gravel Screening Plant. This equipment is all used on construc tion work.

ONE-TON TRUCKS—Of the 17 One-Ton Trucks, six are International Six Speed Special and the other 11 are old Model T Ford Trucks which should be junked.

ONE AND ONE-HALF TON TRUCKS—The 25 One and One-Half Ton Trucks consist of one International, five Chevrolet and 19 Model A Ford Trucks. All of the One and One-Half Ton Trucks are in from fair to good condition.

TWO-TON TRUCKS—The Two-Ton White Truck is used for hauling light equipment and supplies over the district.

AUTOMOBILES AND HALF-TON TRUCKS—The 14 Automobiles consist of one Dodge Coupe, three Chevrolets, six Model A Fords and four old Model T Fords.

SMALL TOOLS AND SUPPLIES—The Small Tools in District No. 5 consist of 44 Fresnoes, 43 drag scrapers and a number of plows and other small road tools and shop supplies.

District No. 5 INVENTORY OF EQUIPMENT September 1, 1930	Cleburne County	Fulton County	Independence County	Izard County	Jackson County	Sharp County	Stone County	White County		District General	Total in District	Estimated Value September 1, 1930
Road Graders	4	2	3	2	2	5	5	4		1	28	$ 9,250.00
Motor Patrols	2	2	5	3	7	1	1	6		0	27	34,700.00
Crawler Type Tractors	4	1	4	3	1	5	3	4		0	25	28,450.00
Wheel Type Tractors	1	1	0	1	1	0	1	0		0	5	800.00
Miscellaneous Equipment	4	0	0	0	1	0	0	1		1	7	11,000.00
One-Ton Trucks	2	3	3	2	2	1	1	3		0	17	5,050.00
One and One-Half Ton Trucks	2	1	4	2	8	1	1	5		1	25	10,850.00
Two-Ton Trucks	0	0	0	0	0	0	0	0		1	1	2,000.00
Autos and One-Half Ton Trucks	2	1	0	0	0	2	0	2		7	14	3,250.00
Small Tools and Supplies												3,779.10
Total Estimated Present Value												$109,129.10

EQUIPMENT IN DISTRICT NO. 6

ROAD GRADERS—District No. 6 has 24 Pull Type Graders. There are two Austin Western, 11 Russell, 9 Stockland, one Adams and one Rome. Seven of these machines are heavy type construction graders and the other 17 are light and medium weight machines. Most of the lighter machines are old and used only in case of emergency work.

MOTOR PATROLS—The 23 Motor Patrols consist of one Hadfield Penfield, 7 Wehr, 1 Avery, 8 Riddell, 4 Austin Western and 2 Rome. The Hadfield Penfield and the 7 Wehrs are powered with the Fordson Tractor and all of them are from three and one-half to five years in constant service and are about worn out. The balance are equipped with 10-20 McCormick Deering Tractors and are in good condition.

CRAWLER TYPE TRACTORS—The 13 Crawler Type Tractors in District No. 6 consist of 3 old Ten-Ton Holt, five Best Sixty, one Caterpillar Twenty, one Cater-

Two Ton, 1 Cletrac Thirty, 1 Cletrac Twenty and 1 Cletrac Two-Ton. All se machines, except the 3 old Ten-Ton Holts, are late model machines and are d condition.

ROUND WHEEL TRACTORS—District No. 6 still operates eight old Fordson and Hart-Parr. All of these machines are old and the operating expense is such t is only advisable to use them in cases of emergency to take the place of other ment while it is being repaired or overhauled.

MISCELLANEOUS EQUIPMENT—The nine pieces of equipment listed as Mis eous Equipment in District No. 6 consist of 2 Huber Seven Ton Rollers, 2 Air ressors, 1 Sweeper, 2 Rock Crushers, 1 Drag Line for unloading gravel, and phalt Distributor. The Air Compressors and Rock Crushers are being used ulkner County on new work, while the balance of the equipment is used for lt work over the district.

ONE-TON TRUCKS—The 23 One-Ton Trucks consist of one old Chevrole cylinder, 12 old Model T Ford Trucks and 10 late Model Six Speed Interna l Trucks. The Chevrolet and the Fords are about worn out, while all of the nationals are in good condition.

ONE AND ONE-HALF TON TRUCKS—The 18 One and One-Half Ton Trucks st of one International, 14 Fords and three Chevrolet Trucks. All of these s are less than two years old and are good for one or two more years of service

TWO-TON TRUCKS—The Two-Ton Truck is used for transporting lighte ment and supplies to various points in the district.

AUTOMOBILES AND HALF-TON TRUCKS—Of the 27 Automobiles and half-to ks consigned to District No. 6 there are one Nash Coupe, one Chevrolet Coup he balance Fords.

SMALL TOOLS AND SUPPLIES—The Small Tools consist of Wheelers, Fres Drag Scrapers, Picks, Shovels and other small road tools and small shop equip

District No. 6 INVENTORY OF EQUIPMENT September 1, 1930	Faulkner County	Garland County	Grant County	Hot Spring County	Lonoke County	Prairie County	Pulaski County	Saline County	District General	Total in District	Estimated Value September 1, 1930
Graders	5	2	2	3	3	3	2	1	3	24	$ 8,800.0
Patrols	2	2	4	3	4	4	2	2	0	23	28,100.
er Type Tractors	4	1	1	1	3	0	1	1	1	13	17,200.
Type Tractors	1	0	0	1	2	2	1	0	2	9	1,200.
llaneous Equipment	4	0	5	0	0	0	0	0	0	9	20,900.
on Trucks	2	2	6	3	3	4	2	1	0	23	6,250.
nd One-Half Ton Trucks	5	1	3	1	3	2	2	1	0	18	9,000.
Ton Trucks	0	0	0	0	0	0	0	0	1	1	2,000.
and One-Half Ton Trucks	3	2	2	1	3	3	2	2	9	27	6,550.
Tools and Supplies											3,730.
Estimated Present Value											$103,730

EQUIPMENT IN DISTRICT NO. 7

ROAD GRADERS—The 12 Road Graders in District No. 7 are all in good condition. There are 1 Stockland and 11 Russell Graders. Most of the grading has been finished in this district and the few graders are used for heavy maintenance work and for cleaning out ditches. It is possible that this district will need two or three machines of medium weight for ditch work in Calhoun and Cleveland Counties.

MOTOR PATROLS—The 19 Motor Patrols consist of 12 Austin Western, four Russell, 2 Adams and 1 Galion Motor Patrol. Three of these machines are old light models and are equipped with Fordson Tractors, and one Galion Patrol is equipped with a 17-28 Twin City Tractor. With the exception of the three machines equipped with Fordson Tractors, the Patrols are in good condition.

CRAWLER TYPE TRACTORS—The 10 Crawler Type Tractors operated in District No. 7 are all late model machines and are in good condition. They are all made by the Caterpillar Tractor Company and consist of 4 Sixty Caterpillar and 6 Thirty Caterpillar Tractors. They are used for heavy maintenance work and for cleaning out the ditches on the gravel roads.

ROUND WHEEL TRACTORS—District No. 7 has but one wheel type tractor, which is an old Fordson, and it is used for operating a pile driver on bridge work.

MISCELLANEOUS EQUIPMENT—The five items of Miscellaneous Equipment consist of one Concrete Mixer, one Air Compressor, one Screening Plant, one Half-Yard Gasoline Shovel and 1 Elevating Grader. None of these items are assigned to any particular county, but are used throughout the district.

ONE-TON TRUCKS—Of the 13 One-Ton Trucks, five are Internation Six-Speed Special and the other 8 are old Model T Ford Trucks. The Internationals are all less than one year old and are in first class condition. The Model T Fords are all in poor condition and should be replaced in 1931 with new trucks.

ONE AND ONE-HALF TON TRUCKS—The 25 One and One-Half Ton Trucks consist of 10 Chevrolet and 15 Model A Ford Trucks. These trucks are one and two years old, but with ordinary minor repairs should be operated at least two more years.

TWO-TON TRUCKS—The one Two-Ton White Truck in District No. 7 is used for hauling light equipment and supplies over the district.

AUTOMOBILES AND HALF-TON TRUCKS—The 28 Automobiles listed as passenger cars consist of one Nash Coupe, three Chevrolet cars, 23 Model A Fords and 1 old Model T Ford. This list includes 4 Ford Station Wagons which are used for survey parties, and the Model A Fords also include the half-ton trucks which are used by foremen for hauling gasoline, oil and other supplies. With the exception of the Model T Ford the balance are in fairly good condition.

SMALL TOOLS AND SUPPLIES—The Small Tools and and Supplies consist of grader blades and small tools such as Fresnoes, wheelers, plows, picks and shovels.

District No. 7 INVENTORY OF EQUIPMENT September 1, 1930	Bradley County	Calhoun County	Cleveland County	Columbia County	Dallas County	Ouachita County	Union County			District General	Total in District	Estimated Value September 1, 1930
Road Graders	3	0	0	3	2	3	1			0	12	$ 8,700.00
Motor Patrols	1	1	3	3	4	5	2			0	19	21,200.00
Crawler Type Tractors	3	0	0	3	1	2	1			0	10	21,800.00
Wheel Type Tractors	0	0	0	0	0	1	0			0	1	200.00
Miscellaneous Equipment	1	0	1	1	0	0	0			2	5	12,400.00
One-Ton Trucks	1	0	5	3	1	0	1			2	13	4,300.00
One and One-Half Ton Trucks	2	2	2	3	5	4	5			2	25	10,000.00
Two-Ton Trucks	0	0	0	0	0	0	0			1	1	2,000.00
Autos and One-Half Ton Trucks	4	3	0	4	0	3	4			10	28	9,500.00
Small Tools and Supplies												6,622.60
Total Estimated Present Value												$ 96,722.60

EQUIPMENT IN DISTRICT NO. 8

ROAD GRADERS—The 54 Road Graders in District No. 8 consist of fourteen Stockland, 5 Austin Western, 1 J. D. Adams, 32 Russell and 2 Rome Graders. Some of these graders are from four to ten years old and, while they are in operating condition, it will be necessary to replace some of them with either new graders or one-man Motor Patrols during the coming year.

MOTOR PATROLS—The 15 Motor Patrols in District No. 8 are powered with the 10-20 McCormick Deering Industrial Tractor. There are 11 Austin Western, 2 W. A. Riddel Company and 2 Romes. These machines are one, two and three years old, but they are all in good condition and will be used at least two more years.

CRAWLER TYPE TRACTORS—The 41 Crawler Type Tractors are of various makes and sizes. There are 10 heavy type construction tractors and 31 smaller machines. The list consists of five old Ten-Ton Holts, four Caterpillar Sixty, one Cletrac Hundred, 12 Caterpillar Twenty, nine Caterpillar Two-Ton, nine Cletrac Twenty and one Monarch Thirty-Five. The old Ten-Ton Holts will not be rebuilt and it will be necessary to discard them after the first of the year.

ROUND WHEEL TRACTORS—Both of the two Round Wheel Tractors are 17-28 Twin City. They are in good condition and are used for operating rock crushers.

MISCELLANEOUS EQUIPMENT—The 13 items listed as Miscellaneous Equipment consist of four Air Compressors, three Rock Crushers, one Pile Driver, one North Hydraulic Digger, two Asphalt Heating Kettles and two Rawls Highway Mowing Machines.

ONE-TON TRUCKS—Of the 14 One-Ton Trucks, four are International Six-Speed Special and are in good condition, wwhile the other 10 are old Model T Ford Trucks. The old T Ford Trucks should be retired from service at the end of this year.

ONE AND ONE-HALF TON TRUCKS—The 22 One and One-Half Ton Trucks consist of 7 Chevrolet Six Cylinder and 15 Model A Ford Trucks. All are in good serviceable condition.

TWO-TON TRUCKS—The district owns one White Two-Ton Truck which is used for hauling light equipment and supplies over the district.

AUTOMOBILES AND HALF-TON TRUCKS—The eighteen cars listed as Passenger Cars and Half-Ton Trucks consist of 1 Nash Coupe, 3 Ford Model A Coupes, 3 Ford Tourings, 2 Ford Tudors, 5 old Model Chevrolets and 2 Model A and 2 Model T Ford Roadsters with pick-up bodies. The 4-Cylinder Chevrolet and the Model T Fords will be replaced during the coming year.

SMALL TOOLS AND SUPPLIES—Under Small Tools we have included wheelers, plows, drags, shovels and other small road and shop tools. Under Supplies we have included oil, grader blades, drill steel and a few new and second-hand repair parts for equipment.

District No. 8 INVENTORY OF EQUIPMENT September 1, 1930	Conway County	Johnson County	Logan County	Perry County	Pope County	Yell County	Van Buren County			District General	Total in District	Estimated Value September 1, 1930
Road Graders	8	5	7	7	4	11	7			5	54	$ 16,850.00
Motor Patrols	2	2	1	1	4	3	2			0	15	21,500.00
Crawler Type Tractors	4	4	5	7	3	12	5			1	41	53,250.00
Wheel Type Tractors	2	0	0	0	0	0	0			0	2	1,400.00
Miscellaneous Equipment	5	1	2	1	2	0	0			2	13	9,350.00
One-Ton Trucks	2	2	2	2	4	1	1			0	14	3,800.00
One and One-Half Ton Trucks	6	1	3	1	3	6	2			0	22	8,450.00
Two-Ton Trucks	0	0	0	0	0	0	0			1	1	2,000.00
Autos and One-Half Ton Trucks	1	2	2	0	2	2	0			9	18	4,350.00
Small Tools and Supplies												8,325.05
Total Estimated Present Value												$129,275.05

EQUIPMENT IN DISTRICT NO. 9

ROAD GRADERS—The 44 Road Graders in District No. 9 consist of 12 Austin, 21 Russell, 5 Stockland, 3 Adams and 3 Romes, but half of these machines are several years old and are too light in weight even for maintenance work. As most of the mileage in District No. 9 is now graded and being graveled, the work now will require a less number of Graders and Tractors and more Motor Patrols for the maintenance of the gravel and graded roads.

MOTOR PATROLS—The 12 Motor Patrols in District No. 9 consist of 4 Austin Western and 8 Romes. Three of the Austin Western are old type equipped with Fordson Tractors. The other 9 machines are equipped with 10-20 McCormick Deering tractors and are in good condition.

CRAWLER TYPE TRACTORS—There are 26 Crawler Type Tractors in District No. 9, and the list consists of 23 Holts and 3 Cletracs. Four of the Holts are

old ten-ton army type and should be discarded at the end of this year. On account of the many mountains and hills in District No. 9, and the amount of graded roads, it requires Crawler Type Tractors to maintain these roads during the rainy season of the year.

ROUND WHEEL TRACTORS—The fourteen Round Wheel Tractors consist of 3 McCormick Deering and 11 old Fordsons. The Fordsons are practically worn out and are only used in case of emergency.

MISCELLANEOUS EQUIPMENT—District No. 9 is operating four Rock Crushers and Air Compressors, which makes up their list of Miscellaneous Equipment.

ONE-TON TRUCKS—The 10 one-ton trucks consist of five International Six Speed Special which are in good condition, and the other 5 are old model T trucks.

ONE AND ONE-HALF TON TRUCKS—The 20 One and One-Half Ton Trucks consist of 9 Ford Trucks and 11 Chevrolets.

TWO-TON TRUCKS—District No. 9 owns only one Two-Ton Truck, which is used for hauling light equipment and supplies over the district.

AUTOMOBILES AND HALF-TON TRUCKS—The 18 cars listed as Passenger Cars and Half-Ton Trucks consist of one Nash Coupe, 5 Fords and 12 Chevrolets.

SMALL TOOLS AND SUPPLIES—Under Small Tools we have included Fresnoes, drag scrapers, jack hammers and other small road tools and some light shop equipment.

District No. 9 INVENTORY OF EQUIPMENT September 1, 1930	Baxter County	Boone County	Carroll County	Madison County	Marion County	Newton County	Searcy County			District General	Total in District	Estimated Value September 1, 1930
Road Graders	3	6	5	9	3	9	8			1	44	$ 14,400.0
Motor Patrols	2	2	3	1	2	1	1			0	12	15,000.0
Crawler Type Tractors	2	3	3	7	1	6	4			0	26	28,050.0
Wheel Type Tractors	1	2	2	0	1	3	3			2	14	3,600.0
Miscellaneous Equipment	1	2	1	2	1	5	0			1	13	11,300.0
One-Ton Trucks	0	0	1	1	2	2	4			0	10	3,800.0
One and One-Half Ton Trucks	3	2	4	4	1	3	0			3	20	8,100.0
Two-Ton Trucks	0	0	0	0	0	0	0			1	1	2,000.0
Autos and One-Half Ton Trucks	1	0	0	2	1	1	0			13	18	4,400.0
Small Tools and Supplies												4,890.2
Total Estimated Present Value												$ 95,540.2

EQUIPMENT IN DISTRICT NO. 10

ROAD GRADERS—The 32 Road Graders in District No. 10 consist of one Adams, 2 Austin Western, 4 Stockland and 25 Russell. Of this number 11 are heavy construction graders, while the other 21 are small and medium size graders which are used on maintenance work. Most of the larger graders are late model machines, while most of the smaller machines have been in use several years.

MOTOR PATROLS—The 16 Motor Patrols in District No. 10 consist of the following: 2 J. D. Adams, 3 Russell, 3 Galion, 4 Austin Western, 2 Riddell and 2 Wehr. One of the Russells is an old model of the Fordson type, while the other 15 are powered with the 10-20 McCormick Deering tractor. Practically all of these machines are in good condition.

CRAWLER TYPE TRACTORS—All of the 19 Crawler Type Tractors in District No. 10 were manufactured by the Caterpillar Company. All of these machines are in good condition and late model machines except one old army type Ten-Ton Holt, which will be discarded this coming year. Nine of these tractors are Caterpillar Sixties and are used on construction work.

ROUND WHEEL TRACTORS—District No. 10 still has seven old Fordson Tractors in service, and also four 10-20 McCormick Deering Tractors. While the Fordsons are about worn out they are still kept in operating condition and are used in cases of emergency on maintenance work.

MISCELLANEOUS EQUIPMENT—The six pieces of equipment listed as Miscellaneous Equipment consist of 1 Concrete Mixer which is used for maintenance work on pavement and for construction of concrete culverts and headwalls. One item is a half-yard Gasoline Shovel, one Schramm Air Compressor, one Telsmith Combination Crushing and Gravel Screening Plant, one Caterpillar Sixty Elevating Grader and one Austin Cadet 7-Ton Roller.

ONE-TON TRUCKS—District No. 10 has 25 One-Ton Trucks, and of this number there are 1 Indiana, 5 old Model T Fords and 19 One-Ton International Six Speed Special trucks. The 5 old Fords will be replaced after this year.

ONE AND ONE-HALF TON TRUCKS—The fifteen One and One-Half Ton Trucks consist of 1 Indiana, 6 Fords and 8 Chevrolet Trucks. All of these trucks are in good condition.

TWO-TON TRUCKS—The Two-Ton Truck in District No. 10 is a White Truck and is used by the District Shop for transporting light equipment and supplies to different points throughout the district.

AUTOMOBILES AND HALF-TON TRUCKS—District No. 10 has 28 Automobiles, which consist of Coupes, Roadsters, Station Wagons for engineering parties, and Half-Ton Trucks for foremen.

SMALL TOOLS AND SUPPLIES—The Small Tools and Supplies consist of three Power Scrapers and 85 Fresnoes, and the balance is small tools and shop equipment.

District No. 10 INVENTORY OF EQUIPMENT September 1, 1930	Clay County	Craighead County	Greene County	Lawrence County	Mississippi County	Poinsett County	Randolph County			District General	Total in District	Estimated Value September 1, 1930
Road Graders	5	4	2	6	7	1	5			2	32	$ 11,500.00
Motor Patrols	3	4	2	3	1	3	0			0	16	18,950.00
Crawler Type Tractors	6	4	1	5	1	0	2			0	19	39,300.00
Wheel Type Tractors	0	1	0	1	7	0	1			1	11	2,950.00
Miscellaneous Equipment	2	2	0	1	1	0	0			0	6	17,600.00
One-Ton Trucks	2	8	1	5	3	3	3			0	25	13,050.00
One and One-Half Ton Trucks	1	1	3	3	2	2	2			1	15	6,000.00
Two-Ton Trucks	0	0	0	0	0	0	0			1	1	2,000.00
Autos and One-Half Ton Trucks	4	2	1	3	3	0	2			13	28	9,300.00
Small Tools and Supplies												6,380.65
Total Estimated Present Value												$127,030.65

INVENTORY OF AUTOMOBILES OPERATED BY THE VARIOUS DEPTS.

The State Highway Commission is operating 95 Automobiles in the following departments:

State Police Patrol	24
Materials and Tests	13
Main Office and Shops	20
Western Division Office	7
Eastern Division Office	9
Bridge Department	22
Total	95

The makes and types of the above cars are as follows:

1 LaSalle Coupe	15 Ford Tudor Sedans	4 Chevrolet Coupes
1 Buick Coupe	5 Ford Touring Cars	37 Ford Coupes
3 Nash Coupes	1 Reo Coupe	3 Ford 4-D Sedans
5 Dodge Coupes	1 Chrysler Coupe	11 Ford Roadsters
4 Chevrolet Coaches	2 Graham Coupes	2 Ford Station Wagons

The shop operates 13 Trucks which are used on Special work throughout the entire State. There are 1 Reo, 1 Chevrolet, 3 Fords and 8 Whites. The Magnet Machine for picking up nails and other metal from the surface of the road is mounted on the Reo Two Ton Truck. One of the Ford Trucks is used in connection with a Core Drill Machine which is used for testing the thickness of new Concrete pavement. It requires a number of trucks for hauling signs to various parts of the State and the other trucks are used for hauling heavy material and equipment.

A small repair shop and supply depot is located in each of the ten Districts. The District Mechanic is in charge of these shops and they are prepared to do ordinary repair work. Any work that requires any amount of machine work such as overhauling and rebuilding is sent to the Central Shops which are located in Little Rock. The main shop in Little Rock is equipped with a complete machine shop, garage equipment, blacksmith shop, wood-working plant and a complete paint shop for painting rebuilt equipment and automobiles and also for painting and refinishing signs and road markers.

Record of Road and Bridge Projects Awarded During the Period 1927 to 1930, Inclusive

TABLE No. 11

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
B-100	3-S-16	183-E	St. Francis River Bridge	Lee	1800'	Steel Bridge and Structures	February 28, 1927
600	38-S-2 11-S-10		Bridges near Des Arc	Prairie	1800'	Timber Bridges and Approaches	February 28, 1927
601	6-S-5	235-A	Hot Springs-Malvern Road	Garland	1.417	Grad., Drainage Structs. and Conc. Pavement	May 3, 1927
400	22-S-1		Fort Smith-Charleston Road	Sebastian	0.640	Topeka Mix Pavement	June 9, 1927
101	1-S-8	192-C	Walnut Corners-Lee County Line	Phillips	6.058	Grading and Drainage Structures	June 30, 1927
300	29-S-2	215-B	Hope-Lewisville Road	Lafayette	9.594	Grad., Drain. Structures Gravel Surfacing	June 30, 1927
702	4-S-10	226-A	Camden-Hampton Road	Calhoun	14.788	Gravel Surfacing	June 30, 1927
703	15-S-4	229-A	Warren North Road	Bradley	6.306	Concrete Paving	June 30, 1927
705	115-S-3		Thornton-Hampton Road	Calhoun	16.828	Grading and Drainage Structures	June 30, 1927
700	167-S-2		El Dorado-Smackover Road	Union	10.814	Grad., Drain. Structures Concrete Paving	June 30, 1927
704	2-S-4		Village-Union County Line Road	Columbia	3.163	Grading and Drainage Structures	June 30, 1927
701	167-S-2		El Dorado-Smackover Bridges	Union	355'	5 Reinf. Concrete Girder Bridges	June 30, 1927
200	59-S-1		Eudora-Kilbourne Road	Chicot	7.810	Gravel Surfacing	June 30, 1927
301	71-S-1		Texarkana-La. Line Road	Miller	7.950	Grading and Drainage Structures	June 30, 1927
302	71-S-1		Texarkana-La. Line Bridges	Miller	200'	2 Reinforced Concrete Girder Bridges	June 30, 1927
706	4-S-10		Two Bayou Bridge	Calhoun	98'	Treated Timber Bridge	July 29, 1927
201	4-S-16		Boggy Bayou & Dr. Ditch No. 43 Bridges	Desha	400'	2 Treated Timber Bridges	July 29, 1927
1000	25-S-8		Rheas Bridge on Paragould Road	Greene	7.765	Gravel Surfacing and Grad., Drain. Structs.	July 29, 1927
401	71-S-15		Alma-Fine Springs Road	Crawford	4.737	Grading and Drainage Structures	July 29, 1927
500	25-S-4	240-B	Batesville-Heber Springs Road	Independence	10.953	Gravel Surfacing	July 29, 1927
716	15-S-3		Warren-Hermitage Road	Bradley	13.503	Grading and Drainage Structures	August 30, 1927
707	115-S-3		Thornton-Hampton Bridges	Calhoun	364'	5 Steel and Concrete Bridges	August 30, 1927
1016	1-S-21	238-A	Corning-Piggott Road	Clay	1.470	Grading and Gravel Surfacing	August 30, 1927
1017	34-S-5		Corning-Piggott Road	Clay	9.563	Grading and Drainage Structures	August 30, 1927
501	16-S-11		Heber Springs-Edgemont Road	Cleburne	8.899	Grading and Drainage Structures	August 30, 1927
802	9-S-8		Cypress Creek Bridge	Conway	93'	Steel and Concrete Bridges	August 30, 1927
1015	18-S-4		Lake City-Leachville Road	Craighead	3.038	Grad., Drain. Structures and Gravel Surfacing	August 30, 1927

TABLE No. 11

AWARDED FROM JANUARY 1 1927 TO DECEMBER 31, 1927

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Vincennes Bridge Co., Vincennes, Ind.	450	$238,640.80	$708.00	$239,348.80	$213,471.95	$1,011.63	$244,483.58
Hall & Williams, Des Arc, Ark.	60	16,357.60	NONE	16,357.60	21,342.03	NONE	21,342.03
Geo. W. Nickels & Son, Hot Springs, Ark.	80	47,722.85	NONE	47,722.85	73,156.20	NONE	73,156.20
Kaw Paving Co. Topeka, Kan.		17,088.74	NONE	17,088.74	18,500.71	NONE	18,500.71
F. D. Harvey & Co., Memphis, Tenn.	80	17,687.50	NONE	17,687.50	23,432.72	NONE	23,432.72
Tarrant & Miles, El Dorado, Ark.	150	43,251.21	1,999.00	45,250.21	56,157.83	2 040.00	58,197.83
Miss.-Ark. Const. Co., Little Rock, Ark.	140	24,602.35	3,066.90	27,669.25	24,370.36	3,064.37	27,434.73
Lawrence Const. Co., Jackson, Miss.	120	146,430.16	NONE	146.430.16	130,312.13	NONE	130,312.13
Lynch & Hill, Little Rock, Ark.	200	48,964.69	NONE	48,964.69	76,638.57	NONE	76,638.57
Kochtitzky & Prosser, Carbondale, Ill.	150	321,811.15	NONE	321,811.15	349,775.57	NONE	349,775.57
Miss.-Ark. Const. Co., Little Rock, Ark.	45	18,811.59	NONE	18,811.59	19,000.40	NONE	19,000.40
McGuire & Cavender, Texarkana, Texas	130	40,870.88	NONE	40,870.88	41,171.03	NONE	41,171.03
Selz Const. Co., McGehee, Ark.	80	13,169.30	41,259.00	54,428.30	14,523.28	30,826.81	45,350.09
J. G. Newkirk, Chaudrant, La.	105	42,776.22	NONE	42,776.22	48,312.17	NONE	48,312.17
McGuire & Cavender, Texarkana, Texas	90	16,286.35	NONE	16,286.35	16,440.99	NONE	16,440.99
J. W. Covington, Benton, Ark.	60	3,088.59	NONE	3,088.59	2,933.38	NONE	2,933.38
J. F. Mullins, Pine Bluff, Ark.	120	12,211.00	NONE	12,211.00	12,265.66	NONE	12,265.66
Merchants Transfer Co., Little Rock, Ark.	210	78,391.84	1,606.40	79,998.24	92,087.59	1,821.88	93,909.47
James & Hopper, Alma, Ark.	100	27,057.41	NONE	27,057.41	42,117.55	NONE	42,117.55
Ellis & Lewis, Muskogee, Okla.	120	37,794.10	2,271.80	40,065.90	38,125.85	4,027.01	42,152.86
R. L. Lynch, Little Rock, Ark.	250	32,885.71	NONE	32,885.71	34,409.93	NONE	34,409.93
Lynch & Hill, Little Rock, Ark.	120	42,277.03	NONE	42,277.03	43,926.15	NONE	43,926.15
Bunnell & Mack, Paragould, Ark.	180	14,982.08	4,362.15	19,344.23	18,205.21	4,082.00	22,287.21
S. C. Taylor, Birmingham, Ala.	250	35,824.06	NONE	35,824.06	43,995.90	NONE	43,995.90
B. H. Heard, Little Rock, Ark.	180	52,852.66	NONE	52,852.66	74,115.78	NONE	74,115.78
Peters & DeCamp, Little Rock, Ark.	90	7,454.28	NONE	7,454.28	7,603.77	NONE	7,603.77
C. B. Gregg, Jonesboro, Ark.	100	11,835.15	12,060.75	23,895.90	11,896.51	11,846.90	23,743.41

TABLE No. 11—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
402	64-S-2		Alma-Mulberry Road	Crawford	8.967	Burnt Shale Surfacing	August 30, 1927
120	1-S-14		Wynne-Harrisburg Road	Cross	15.181	Gravel Surfacing	August 30, 1927
102	70-S-20	300-A Unit 2	Harahan Viaduct	Crittenden	4200'	Concrete Structures	August 30, 1927
515	18-S-1		Newport-Grubbs Bridges	Jackson	1180'	Untreated Timber Bridges	August 30, 1927
331	29-S-1		Lewisville-Bradley	Lafayette	11.000	Gravel Surfacing	August 30, 1927
1101	71-S-12		Mansfield-Waldron Bridges	Logan-Scott	274'	Concrete Bridges	August 30, 1927
803	22-S-3		Charleston-Paris Road	Logan	9.671	Grading and Drainage Structures	August 30, 1927
332	71-S-4		Ashdown-Ogden Road	Little River	7.469	Gravel Surfacing	August 30, 1927
900	14-S-3		Yellville-Marshall	Marion	8.504	Grading and Drainage Structures	August 30, 1927
103	17-S-1		Clarendon-Indian Bay Road	Monroe	10.236	Gravel Surfacing	August 30, 1927
315	19-S-3		Rosston-Waldo Road	Nevada	7.575	Grading and Drainage Structures	August 30, 1927
718	24-S-6		Camden-Chidester Road	Ouachita	1.449	Grading and Drainage Structures	August 30, 1927
333	26-S-3		Murfreesboro-Delight Road	Pike	7.600	Gravel Surfacing	August 30, 1927
1001	63-S-7	245-A	Marked Tree Bridges	Poinsett	2000'	Steel and Concrete Bridges, Grading	August 30, 1927
615	70-S-10		Benton-Hot Springs Road	Saline	20.000	Grading and Structures Flood Damage	August 30, 1927
404	71-S-14		Fort Smith-Greenwood Road	Sebastian	15.309	Grading and Drainage Structures	August 30, 1927
405	71-S-14		Fort Smith-Greenwood Bridges	Sebastian	227'	Concrete Bridges	August 30, 1927
415	22-S-1		Fort Smith-Charleston Road	Sebastian	9.954	Grading and Drainage Structures	August 30, 1927
403	71-S-11	198-B	Mill Creek and Slough Bridges	Scott	2260'	Concrete Bridges and Grading	August 30, 1927
715	2-S-5	232-B	Magnolia-El Dorado Road	Union	18.255	Concrete Surfacing	August 30, 1927
502	14-S-12		Newport-Harrisburg Road	Jackson	8.804	Grad., Drain. Structures and Gravel Surfacing	September 15, 1927
717	4-S-13		Warren-Monticello Road	Bradley	5.680	Grading and Drainage Structures	September 15, 1927
804	22-S-5		Fort Smith-Dardanelle Road	Yell	8.249	Grading and Drainage Structures	September 15, 1927
901	14-S-8		Yellville-Marshall Road	Marion	6.856	Grading and Drainage Structures	September 15, 1927
915	65-S-1		Harrison-Omaha Road	Boone	7.890	Grading and Drainage Structures	September 15, 1927
1103	71-S-12		Mansfield-Waldron Road	Logan-Scott	7.645	Grading and Drainage Structures	September 15, 1927
221	35-S-8	194-A	Dermott-Collins Road	Drew	4.662	Gravel Surfacing	September 29, 1927

TABLE No. 11—(Continued)

AWARDED FROM JANUARY 1, 1927 TO DECEMBER 31, 1927

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
James & Hopper, Alma, Ark.	90	7,090.27	11,766.00	18,856.27	7,361.72	4,866.33	12,228.05
W. J. Runyan Pav. Co., Sheffield, Ala.	250	34,478.77	3,142.50	37,621.27	33,258.33	3,070.49	36,328.82
Fuller Const. Co., Dallas, Texas	540	450,339.34	NONE	450,339.34	833,454.57	NONE	833,454.57
J. M. Howell, DeQueen, Ark.	120	13,759.81	NONE	13,759.81	14,195.26	NONE	14,195.26
J. G. Newkirk, Doddridge, Ark.	210	42,928.00	2,288.00	45,216.00	42,897.85	2,206.40	45,104.25
Luten Bridge Co., Little Rock, Ark.	120	23 807.64	NONE	23,807.64	24,511 86	NONE	24,511.86
Ellis & Lewis, Muskogee, Okla.	200	54,772.42	NONE	54,772.42	68,235.19	NONE	68,235.19
Richardson Ayres, Hope, Ark.	130	8.241.00	13,446.00	21,687.00	8,703.04	17,686.61	26,389.65
S. C. Taylor, Birmingham, Ala.	375	73,955.76	NONE	73,955.76	122,163.44	NONE	122.163.44
J. D. & R. P. Sims, Hughes, Ark.	75	11,912.96	21,975.50	33,888.46	15,141.60	29,396.67	44,538.27
J. G. Newkirk, Doddridge, Ark.	200	35,298.66	NONE	35,298.66	55,770.29	NONE	55,770.29
J. P. McNulty, Pine Bluff, Ark.	100	9.516.92	NONE	9,516.92	11,946.80	NONE	11,946.80
J. P. McNulty, Pine Bluff, Ark.	160	19,523.80	1,580.80	21,104.60	18,403.70	1,354.14	19,757.84
Williamson & Williams, Batesville, Ark.	360	111,645.41	NONE	111,645.41	127,018.41	1,150.87	128,169.28
Harvey Brown Const. Co., Little Rock, Ark.	120	33,839.08	NONE	33,839.08	35,956.73	NONE	35,956.73
W. P. McCoy & Son, Fort Smith, Ark.	300	78,110.80	NONE	78,110.80	87,832.77	NONE	87,832.77
O'Hagan & McVicker Co., Kansas City, Mo.	180	31,696.05	NONE	31,696.05	30,548.75	NONE	30,548.75
Interstate Const. Co., Paris, Texas	250	40,910.51	NONE	40,910.51	49,589.05	NONE	49,589.05
O'Hagan & McVicker Co., Kansas City, Mo.	180	32,948 26	NONE	32,948.26	34,401.74	NONE	34,401.74
M. D. L. Cook, Little Rock, Ark.	450	457.031.56	NONE	457,031.56	481,346.44	NONE	481,346.44
A. A. Davis & Co., Kansas City, Mo.	200	49,106.74	32,88'.80	81,991.54	60,041.30	32,127.52	92,168.82
L. T. Campbell, El Dorado, Ark.	400	51,323.75	NONE	51,323.75	26,389.52	NONE	26,389.52
M. E. Gillioz, Monett, Mo.	330	68.238.84	NONE	68,238.84	69,872.51	NONE	69,872.51
Thurber Const. Co., Ft. Worth, Texas	280	58.452.50	NONE	58,452.50	101.848.77	NONE	101,848.77
M. E. Gillioz, Monett, Mo.	300	98,031.29	NONE	98,031.29	126,656.11	NONE	126,656.11
Cook & Ransom, Ottawa, Kan.	180	38,108.82	NONE	38,108.82	43,420.74	NONE	43,420.74
Johnson Team & Dray Co., Little Rock, Ark.	90	7,865.00	18,967.65	26,832.65	8.573.50	23,241.00	31,814.50

TABLE No. 11—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
224	4-S-15		Cut-off Creek Bridge	Drew	154.3'	Treated Timber Trestle	September 29, 1927
227	31-S-1		Sherrill-Coy Road	Jefferson	6.312	Gravel Surfacing	September 29, 1927
316	70-S-5		Glenwood-Kirby Road	Pike	8.810	Grading and Drainage Structures	September 29, 1927
317	24-S-5		Prescott-Bluff City Road	Nevada	7.912	Grading and Drainage Structures	September 29, 1927
339	19-S-3		Prescott-Rosston Road	Nevada	6.344	Gravel Surfacing	September 29, 1927
416	22-S-1		Fort Smith-Charleston Road	Sebastian	7.973	Grading and Drainage Structures	September 29, 1927
503	25-S-4		Greenbrier Creek Bridge	Independence	131.6'	Steel and Concrete Bridge	September 29, 1927
504	63-S-2		Martin Creek Bridge	Sharp	224.9'	Steel and Concrete Bridge	September 29, 1927
616	6-S-6		Hot Springs-Malvern Road	Hot Spring	12.412	Grading and Drainage Structures	September 29, 1927
617	70-S-8		Hot Springs-Glenwood Road	Garland	17.227	Grading and Drainage Structures	September 29, 1927
618	64-S-8		Conway-Gleason Road	Faulkner	4.483	Grad., Drain. Structures and Gravel Surfacing	September 29, 1927
621	9-S-4		Dallas Co. Line-Malvern Road	Hot Spring	16.544	Grad., Drain. Structures	September 29, 1927
629	70-S-14-15		Lonoke East and West Road	Lonoke	5.476	Double Bituminous Surface Treatment	September 29, 1927
719	24-S-6		Camden-Chidester Road	Ouachita	12.215	Grading and Drainage Structures	September 29, 1927
720	115-S-1		El Dorado-Calion Road	Union	3.746	Grad., Drain. Structures and Conc. Pavement	September 29, 1927
723	35-S-5		Pansy West Road	Cleveland	4.815	Grad., Drain. Structures and Gravel Surface	September 29, 1927
736	2-S-7	237-A	Strong-Huttig Bridges	Union	273'	Treated Timber Trestle Bridges	September 29, 1927
800	7-S-10 & 11	244-A	Dardanelle Bridge	Pope & Yell	2045'	Steel and Concrete Bridge	September 29, 1927
805	22-S- 3 & 4		Ft. Smith-Dardanelle Road	Logan	11.741	Grading and Drainage Structures	September 29, 1927
1018	39-S-2		Greenway Road	Clay	0.967	Grad., Drain. Structures and Gravel Surfacing	September 29, 1927
1019	39-S-1		Marmaduke-Clay Co. Line Road	Greene	5.344	Grad., Drain. Structures and Gravel Surfacing	September 29, 1927
1023	90-S-1		Holly-Island Road	Clay	6.522	Grad., Drain. Structures and Gravel Surfacing	September 29, 1927
1025	67-S-22		Corning-North Road	Clay	0.318	Grad., Drain. Structures and Gravel Surfacing	September 29, 1927
121	16-S-18		Wynne-Fair Oaks Road	Cross	13.882	Grad., Drain. Structures and Gravel Surfacing	October 17, 1927
123	78-S-1		Wheatley-Southeast Road	St. Francis	1.178	Grad., Drain. Structures and Gravel Surfacing	October 17, 1927
217	13-S-7		Pine Bluff-South Road	Jefferson	8.442	Grad., Drain. Structures and Gravel Surfacing	October 17, 1927
323	24-S-2		Nashville-Lockesburg Road	Howard	11.293	Grading and Drainage Structures	October 17, 1927

TABLE No. 11—(Continued)

AWARDED FROM JANUARY 1, 1927 TO DECEMBER 31, 1927

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
C. H. Atkinson Pav. Co., Chillicothe, Mo.	70	4,735.80	NONE	4,735.80	4,873.61	NONE	4,873.61
J. P. McNulty, Pine Bluff, Ark.	90	13,441.48	18,278.40	31,719.88	13,740.33	16,490.33	30,230.66
Cook & Ransom, Ottawa, Kan.	180	62,719.94	NONE	62,719.94	115,343.90	NONE	115,343.90
Griffin & Harville, Gurdon, Ark.	150	24,180.64	NONE	24,180.64	27,738.88	NONE	27,738.88
P. W. Fletcher, Hannibal, Mo.	180	27,067.59	1,292.80	28,360.39	39 512.74	1,281.80	40,794.54
Winstead & Gunter, Siloam Springs, Ark.	200	49,587.31	NONE	49,587.31	55,391.09	NONE	55,391.09
F. L. Scull, Conway, Ark.	130	13,168.13	NONE	13,168.13	14,519.05	NONE	14,519.05
Pioneer Const. Co., Kansas City, Mo.	180	21,727.77	NONE	21,727.77	22,752.14	NONE	22,752.14
M. E. Gillioz, Monett, Mo.	375	128,401.76	NONE	128,401.76	134,037.08	NONE	134,037.08
Jas. Spencer & Son Const Co., Mulvane, Kan.	375	123,326.53	NONE	123,326.53	216,174.64	NONE	216,174.64
W. L. Davis, Kansas City, Mo.	100	12 843.18	16,356.30	29,199.48	12,602.37	13,634.73	26,237.10
R. O. Gwin, Sheridan, Ark.	250	64,285.00	NONE	64,285.00	82,943.62	NONE	82,943.62
P. F. Connelly Pav. Co., Little Rock, Ark.	60	21,719.30	4,425.00	26,144.30	29,633.38	519.49	30,152.87
M. Tansey, Bastrop, La.	300	71,741.55	NONE	71,741.55	79,684.31	NONE	79,684.31
Philpot Const. Co., Pine Bluff, Ark.	150	100,204.61	NONE	100,204.61	145,221.69	NONE	145,221.69
R. J. Lynch, Little Rock, Ark.	200	27,726.18	999.60	28,725.78	35,251.08	1,016.16	36,267.24
C. H. Atkinson Pav. Co., Chillicothe, Mo.	100	8,404.42	NONE	8,404.42	8,476.70	NONE	8,476.70
Lakeside Br. & Stl. Co., No. Milwaukee, Wis.	600	534,137.35	NONE	534,137.35	580,628.26	NONE	580,628.26
Cook & Ransom, Ottawa, Kan.	300	72,734.11	NONE	72,734.11	84,137.58	NONE	84,137.58
Lahar Bros., Springfield, Mo.	60	6,046.72	198.50	6,245.22	7,826.55	287.13	8,113.68
Lahar Bros., Springfield, Mo.	180	43,519.62	1,254.10	44,773.72	51,996.69	1,511.65	53,508.34
Lahar Bros., Springfield, Mo.	225	44,669.87	35,177.40	79,847.27	71,461.23	1,188.98	72,650.21
S. C. Taylor, Birmingham, Ala.	75	4,895.64	1,267.50	6,163.14	3,870.44	2,230.68	6,101.12
E. E. Davis & Co., Oklahoma City, Okla.	200	76 877.82	25,398.65	102,276.47	110.594.21	35,841.23	146,435.44
Miss.-Ark. Const. Co., Little Rock, Ark.	60	7,245.83	4,424.40	11,670.23	7,982.39	6,315.26	14,297.65
Joe Selz Const. Co., McGehee, Ark.	150	42,604.33	16,097.25	58,701.58	54,665.52	25,469.21	80,134.73
Reynolds & Sutton, Tyler, Texas	275	79,030.37	NONE	79,030.37	122,500.82	NONE	122,500.82

TABLE No. 11—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Recei
324	27-S-5		Kirby-Murfreesboro Road	Pike	7.604	Grading and Drainage Structures	October 17, 192
342	71-S-5		Sand Slough Bridge	Sevier	345'	Reinforced Conc. Deck Girder Bridge	October 17, 192
347	8-S-5		Arkadelphia-Amity Road	Clark	7.623	Gravel Surfacing	October 17, 192
406	71-S-15		Mountainburg-Fine Springs Road	Crawford	8.219	Grading and Drainage Structures	October 17, 192
505	11-S-17		\sh Flat-Hardy Road	Sharp	5.000	Grading and Drainage Structures	October 17, 192
507	R.I.D. No. 2		Beedeville Road	Jackson	8.385	Gravel Surfacing	October 17, 192
508	R.I.D. No. 2		Algoa-Beedeville Road	Jackson	5.946	Gravel Surfacing	October 17, 192
509	R.I.D. No. 2		Stegall Road	Jackson	3.874	Gravel Surfacing	October 17, 192
512	16-S-11		Heber Springs-Edgemont Bridges	Cleburne	129.5'	2 Concrete Bridges	October 17, 192
519	14-S-12		Newport-Harrisburg Bridges	Jackson	1520.5'	8 Bridges	October 17, 192
619	35-S-1		Benton-Grant Co. Line Road	Saline	8.201	Grading and Drainage Structures	October 17, 192
620	67-S-7		Malvern-Donaldson Road	Hot Spring	10.687	Grading and Drainage Structures	October 17, 192
628	6-S-7		Malvern-Grant Co. Line Road	Hot Spring	5.703	Grad., Drain. Structures and Gravel Surfacing	October 17, 19
727	4-S-12		Warren-Banks Road	Bradley	12.515	Grad., Drain. Structures and Gravel Surfacing	October 17, 19
731	11-S-1		Pansy East Road	Cleveland	1.992	Grad., Drain. Structures and Gravel Surfacing	October 17, 19
735	15-S-3		Warren-Hermitage Road	Bradley	6.000	Gravel Surfacing	October 17, 19
806	7-S-10		Dardanelle-South Road	Yell	8.039	Grading and Drainage Structures	October 17, 19
807	7-S-10		Dardanelle-South Road	Yell	6.458	Grading and Drainage Structures	October 17, 19
903	65-S-1		Harrison-Omaha Road	Boone	11.134	Grading and Drainage Structures	October 17, 1
1021	67-S-22		Corning-Pocahontas Road	Clay	11.553	Grading and Drainage Structures	October 17, 1
131	50-S-1		Widener-Chatfield Bridges	St. Francis	289.7'	2 Treated Timber Bridges	October 28, 1
341	24-S-5		Prescott-Bluff City Road	Nevada	11.554	Grading and Drainage Structures	October 28, 1
349	27-S-5		Kirby-Murfreesboro Road	Pike	7.307	Grading and Drainage Structures	October 28, 1
506	11-S-14		Batesville-Pleasant Plains Road	Independence	9.027	Grading and Drainage Structures	October 28, 1
622	35-S-3		Sheridan-Cleveland Co Line Road	Grant	15.739	Grad., Drain. Structures and Gravel Surfacing	October 28, 1
623	67-S-9		Benton-Malvern Road	Saline	4.028	Grading and Drainage Structures	October 28, 1

TABLE No. 11—(Continued)

AWARDED FROM JANUARY 1, 1927 TO DECEMBER 31, 1927

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
W. P. McGeorge & Co., Pine Bluff, Ark.	300	125.774.49	NONE	125,774.49	203,565.17	NONE	203,565.17
Richardson Ayres, Hope, Ark.	150	28.188.58	NONE	28,188.58	27,718.41	44.55	27,762.96
C. H. Atkinson Pav. Co., Cnillicothe, Mo.	120	26.418.28	1 585.80	28,004.08	26,574.49	611.70	27,186.19
Hinson Bros., Muskogee, Okla.	225	93,089.29	NONE	93,089.29	117,262.71	NONE	117,262.71
Williamson & Williams, Batesville, Ark.	155	41,364.86	NONE	41,364.86	40,469.79	NONE	40,469.79
W. L. Davis, Kansas City, Mo.	75	15,813.16	17,821.05	33,664.21	16,881.68	13.849.13	30,730.81
A. A. Davis & Co., Kansas City, Mo.	50	6,329.58	9,541.35	15,870.93	6,806.49	9,913.17	16,719.66
A. A. Davis & Co., Kansas City, Mo.	50	9,140.46	8.862.75	18 003.21	12,250.09	5.735.30	17.985.39
B. H. Heard, Little Rock, Ark.	140	10.149.84	NONE	10,149.84	10,768.13	NONE	10,768.13
M. K. Orr, Tschula, Miss.	150	40,496.82	NONE	40,496.82	41,907.10	NONE	41,907.10
Bradley & Talbert Const. Co., Sheridan, Ark.	175	54,983.73	NONE	54,983.73	58,328.66	NONE	58,328.66
Stanley, Fowler & Kennedy Const. Co., Malvern, Ark.	250	53,268 21	NONE	53,268.21	63,407.24	NONE	63,407.24
Stanley, Fowler & Kennedy Const. Co., Malvern, Ark.	100	29,144.09	963.72	30,107.81	34,343.36	678.57	35,021.93
Brown & Ross, Arkadelphia, Ark.	300	101.615.33	2 603.70	104,219.03	96,959.70	2 552.75	99,512.45
R. J. Lynch, Little Rock, Ark.	175	18,523.70	414.40	18,938.10	7,539.78	294.20	7,833.98
J. A. Perdue & Co., Pine Bluff, Ark.	120	9,302.64	24,319.90	33,622.54	10,519.67	27,187.85	37,707.52
J. N. George & Bros., Centerville, Ark.	175	34,805.71	NONE	34,805.71	34,069.10	NONE	34,069.10
J. N. George & Bros., Centerville, Ark.	200	58.637.44	NONE	58,637.44	65.259.30	NONE	65,259.30
M. E. Gillioz, Monett, Mo.	275	72,925.70	NONE	72 925.70	138,700.98	NONE	138,700.98
A. A. Davis & Co., Kansas City, Mo.	160	37,705.54	NONE	37,705.54	41,474.22	NONE	41.474.22
United Const. Co., Cincinnati, Ohio	90	8,327.00	NONE	8,327.00	8,769.30	NONE	8,769.30
Sam B. Boyd, Columbia, Miss.	200	52.754.14	NONE	52,754.14	54,741.67	NONE	54,741.67
Richardson Ayres, Hope, Ark.	120	41.878.23	NONE	41,878.23	56,505.58	NONE	56,505.58
Ware Const. Co., Little Rock, Ark.	130	86,345.76	NONE	86,345.76	97,087.20	NONE	97,087.20
Hope & Lybrand, Sheridan, Ark.	200	82,629.50	2,401.60	85,031.10	105,192.01	2,432.50	107,624.51
S. E. Evans, Clarksville, Ark.	110	25,744.55	NONE	25,744.55	34,804.60	NONE	34,804.60

TABLE No. 11—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
725	2-S-4	232-A	Magnolia-El Dorado Road	Columbia	10.358	Grading and Gravel Surfacing	October 28, 1927
737	35-S-5		Pansy-West Bridges	Cleveland	63'	Concrete Girder Bridge	October 28, 1927
808	22-S-4		Shoal Creek Bridge	Logan	388'	Concrete Girder Bridge	October 28, 1927
930	101-S-2		Flippin-South Bridge	Marion	514.5'	Steel Bridge Approach Spans	October 28, 1927
1022	67-S-21		Corning-Pocahontas Road	Randolph	6.049	Grad., Drain. Structures and Gravel Surfacing	October 28, 1927
1024	67-S-18		Lauratown-South Road	Lawrence	2.800	Grad., Drain. Structures and Gravel Surfacing	October 28, 1927
1026	67-S-21		Corning-Pocahontas Road	Randolph	8.028	Grad., Drain. Structures and Conc. Pavement	October 28, 1927
1070	18-S-4		Lake City-Leachville Bridges	Craighead	180'	Concrete Bridges	October 28, 1927
1100	70-S-6-7		Hot Spring-Glenwood Road	Hot Spring & Montgomery	8.839	Grading and Drainage Structures	October 28, 1927
132	1-S-8	192-C	Marianna-Barton Road	Phillips	6.058	Gravel Surfacing	November 16, 1927
222	13-S-6		Tarry-Star City Road	Lincoln	12.414	Grad., Drain. Structures and Gravel Surfacing	November 16, 1927
246	114-S-1		Gould-West Road	Lincoln	8.683	Grad., Drain. Structures and Gravel Surfacing	November 16, 1927
319	70-S-5		Mud Slough Bridge	Pike	135.62'	Concrete Bridge Structures	November 16, 1927
329	4-S-4 & 5		Nashville-Ozan Road	Howard & Hempstead	9.890	Grading and Drainage Structures	November 16, 1927
410	10-S-1	252-A	Greenwood-Booneville Road	Sebastian	13.056	Grading and Drainage Structures	November 16, 1927
414	22-S-2		Charleston-Paris Road	Franklin	8.757	Grading and Drainage Structures	November 16, 1927
417	8-S-1	A.F.P. 14-A 253-A	Mena-Howard Road	Polk	12.698	Grading and Drainage Structures	November 16, 1927
523	11-S-14		Batesville-Pleasant Plains Road	Independence	7.009	Grading and Drainage Structures	November 16, 1927
631	46-S-2		Sheridan-Leola Road	Grant	7.070	Grading and Drainage Structures and Gravel	November 16, 1927
639	6-S-6		Hot Springs-Malvern Road Bridges	Hot Spring	350'	4 Concrete Girder Bridges	November 16, 1927
722	167-S-2 & 3		Smackover-Camden Road	Union & Ouachita	9.575	Grading and Drainage Structures	November 16, 1927
732	115-S-1		El Dorado-Calion Road	Union	4.944	Grading and Drainage Structures	November 16, 1927
740	3-S-2		Magnolia-State School Road	Columbia	0.511	Grading and Drainage Structures	November 16, 1927
801	22-S-4-B		Fort Smith-Dardanelle Road	Logan	13.913	Grading and Drainage Structures	November 16, 1927
810	105-S-1-A		Atkins-Hector Road	Pope	5.833	Grading and Drainage Structures	November 16, 1927
831	64-S-7		Russellville-Morrilton Road	Conway	5.100	Gravel Surfacing	November 16, 1927

TABLE No. 11—(Continued)

AWARDED FROM JANUARY 1, 1927 TO DECEMBER 31, 1927

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Ellis & Lewis, Muskogee, Okla.	150	55,504.72	42,020.55	97,525.27	54,159.30	43,446.60	97,605.90
C. H. Atkinson Pav. Co., Chillicothe, Mo.	90	5,916.95	NONE	5,916.95	5,117.66	NONE	5,117.66
Maxwell Const. Co., Columbus, Kan.	170	26,074.20	NONE	26,074.20	25,872.03	NONE	25,872.03
Blackshire & Blackshare, Harrison, Ark.	200	31,029.53	NONE	31,029.53	37,764.56	NONE	37,764.56
Davis Const. Co., Booneville, Mo.	300	83,220.73	11,977.65	95,198.38	95,605.74	85.00	95,690.74
Gibson & Robins, Hoxie, Ark.	100	14,091.02	4,766.15	18,857.17	14,189.92	5,932.08	20,122.00
W. J. Runyan Pav. Co., Sheffield, Ala.	330	202,645.15	NONE	202,645.15	203,296.91	NONE	203,296.91
Bunnell & Mack, Paragould, Ark.	100	15,780.13	NONE	15,780.13	17,752.02	NONE	17,752.02
Geo. W. Nickels & Son, Hot Springs, Ark.	200	63,646.44	NONE	63,646.44	77,470.01	NONE	77,470.01
Forcum James Con. Co., Dyersburg, Tenn.	100	14,475.48	24,819.60	39,295.08	16,400.92	28,067.98	44,468.90
Forcum James Con. Co., Dyersburg, Tenn.	230	65,033.53	NONE	65,033.53	84,282.10	NONE	84,282.10
Kochtitzky Bros., England, Ark.	225	75,446.86	NONE	75,446.86	84,929.98	NONE	84,929.98
Maxwell Const. Co., Columbus, Kan.	100	12,987.19	NONE	12,987.19	12,494.14	NONE	12,494.14
F. E. Wright, Gurdon, Ark.	100	20,561.54	NONE	20,561.54	24,380.66	NONE	24,380.66
Interstate Const. Co., Paris, Texas	200	75,980.36	NONE	75,980.36	99,264.93	NONE	99,264.93
C. N. Geren & Son, Ft. Smith, Ark.	200	44,345.12	NONE	44,345.12	56,349.89	NONE	56,349.89
Interstate Const. Co., Paris, Texas	275	120,064.91	NONE	120,064.91	191,779.81	NONE	191,779.81
Ware Const. Co., Little Rock, Ark.	130	69,661.73	NONE	69,661.73	93,425.84	NONE	93,425.84
J. C. Elliot & Co., Leola, Ark.	180	44,581.29	NONE	44,581.29	53,348.09	NONE	53,348.09
C. H. Atkinson Pav. Co., Chillicothe, Mo.	200	34,294.52	NONE	34,294.52	36,328.82	NONE	36,328.82
Atkinson Bros., Pine Bluff, Ark.	250	69,416.34	NONE	69,416.34	96,589.57	NONE	96,589.57
Atkinson Bros., Pine Bluff, Ark.	120	33,232.59	NONE	33,232.59	32,029.49	NONE	32,029.49
Rowan & Rickard, Pine Bluff, Ark.	75	14,834.55	NONE	14,834.55	17,002.03	NONE	17,002.03
Cook & Ransom, Ottawa, Kan.	275	108,763.08	NONE	108,763.08	159,305.80	NONE	159,305.80
B. F. Brooks Const. Co., Dallas, Texas	150	46,888.32	NONE	46,888.32	52,047.45	NONE	52,047.45
W. L. Davis, Kansas City, Mo.	50	15,969.75	NONE	15,969.75	16,605.08	NONE	16,605.08

TABLE No. 11—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
923	5-S-9		Mt. Home-Mo. State Line Road	Baxter	15.450	Grading and Drainage Structures	November 16, 1927
924	16-S-4		St. Paul-Crosses Road	Madison	8.396	Grading and Drainage Structures	November 16, 1927
1004	39 & 90-S-1		Marmaduke-W. Kensett Bridges	Greene & Clay	626.67	8 Treated Timber Pile Bent Bridges	November 16, 1927
1030	14-S-13		Jackson Co. Line-Harrisburg Road	Poinsett	8.122	Grad., Drain. Structures and Gravel Surfacing	November 16, 1927
1039	1-S-21		Corning-Piggott Road	Clay	2.580	Grad., Drain. Structures and Gravel Surfacing	November 16, 1927
1043	14-S-13		Jackson Co. Line-Harrisburg Road	Poinsett	7.769	Grad., Drain. Structures and Gravel Surfacing	November 16, 1927
1102	15-S-8-9		Ferda-England Road	Lonoke & Jefferson	6.382	Grad., Drain. Structures and Gravel Surfacing	November 16, 1927
133	501-S-1		Marianna-South Bridges	Lee	843'	3 Treated Timber Pile Bent Bridges	December 15, 1927
215	13-S-2		Hamburg-North Road	Ashley	11.429	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
216	13-S-3		Monticello-South Road	Drew	15.838	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
220	4-S-14		Monticello-West Road	Drew	12.712	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
318	26-S-3		Saline Creek Bridges	Pike	140'	1 Reinforced Concrete Deck Girder Bridge	December 15, 1927
326	41-S-5		Ozan-Washington Road	Hempstead	5.900	Grading and Drainage Structures	December 15, 1927
328	71-S-2	214-B	Texarkana-Sulphur River Road	Miller	10.087	Grading and Drainage Structures	December 15, 1927
352	71-S-1	214-C	Texarkana-Sulphur River Road	Miller	10.488	Grading and Drainage Structures	December 15, 1927
353	51-S-2		Arkadelphia-Donaldson Road	Clark	4.043	Grading and Drainage Structures	December 15, 1927
411	27-S-6		Norman-Mt. Ida Road	Montgomery	8.886	Grading and Drainage Structures	December 15, 1927
412	45-S-4		Fayetteville-Prairie Grove Road	Washington	10.581	Grading and Drainage Structures	December 15, 1927
430	99-S-2		Goforth Bridge	Benton	582.33'	Steel Bridge with Timber Approaches	December 15, 1927
433	71-S-12		Mansfield-Waldron Road	Scott	10.564	Grading and Drainage Structures	December 15, 1927
520	11-S-16		Evening Shade-Ash Flat Road	Sharp	11.510	Grading and Drainage Structures	December 15, 1927
538	60-S-4		Beebe-El Paso Road	White	12.076	Gravel or Crushed Stone Surfacing	December 15, 1927
625	11-S-9		Hazen-Des Arc Road	Prairie	17.665	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
627	7-S-5		Bismark-North & South Road	Hot Spring	12.070	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
630	31-S-3		Lonoke-Beebe Road	Lonoke	16.888	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
632	70-S-7 & 8		Hot Springs-Glenwood Bridges	Hot Spring & Garland	488.83'	5 Concrete Deck Girder Bridges and Grading	December 15, 1927
710	24-S-6		Chidester-Nevada Co. Line	Ouachita	5.468	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927

TABLE No. 11—(Continued)

AWARDED FROM JANUARY 1, 1927 TO DECEMBER 31, 1927

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Earnest Euler, Mansfield, Mo.	175	84,910.53	NONE	84,910.53	113,021.52	NONE	113,021.52
C. M. Greene, Lowell, Ark.	150	72,075.60	NONE	72,075.60	142,530.98	NONE	142,530.98
J. F. Mullins, Pine Bluff, Ark.	90	18,587.39	NONE	18,587.39	26,421.82	NONE	26,421.82
Forcum James Const. Co. Dyersburg, Tenn.	300	115,081.45	NONE	115,081.45	122,304.63	NONE	122,304.63
F. D. Harvey & Co., Jonesboro, La.	175	35,881.05	NONE	35,881.05	35,260.09	NONE	35,260.09
Forcum James Const. Co. Dyersburg, Tenn.	230	74,742.85	NONE	74,742.85	78,802.99	NONE	78,802.99
Kochtitzky Bros. England, Ark.	200	67,006.68	NONE	67,006.68	70,392.20	NONE	70,392.20
J. F. Mullins, Pine Bluff, Ark.	120	24 090.18	NONE	24,090.18	24,884.35	NONE	24,884.35
Johnson Team & Dray Co., Little Rock, Ark.	200	109,044.36	2,377.70	111,422.06	121,551.53	4,687.76	126,239.29
J. P. McNulty, Pine Bluff, Ark.	200	157,446.28	85,310.70	242,756.98	157,031.80	5,012.80	162,044.60
J. P. McNulty, Pine Bluff, Ark.	200	58,551.33	70,161.30	128,712.63	73,026.60	2,592.25	75,618.85
W. P. McGeorge & Co., Pine Bluff, Ark.	110	13,119.64	NONE	13,119.64	13,547.28	NONE	13,547.28
J. M. Howell, DeQueen, Ark.	150	22,793.80	NONE	22,793.80	33,442.12	NONE	33,442.12
J. R. Miller, Texarkana, Texas	110	55,639.67	NONE	55,639.67	58,716.25	NONE	58,716.25
McGuire & Cavender, Texarkana, Texas	200	52,872.63	NONE	52,872.63	59,053.60	NONE	59,053.60
Browne & Ross, Arkadelphia, Ark.	180	47,540.15	NONE	47,540.15	52,579.64	345.50	52,925.14
Barker Bros., Amarillo, Texas	200	73,212.86	NONE	73,212.86	86,019.88	NONE	86,019.88
Cole Bros. & Denniston, Alma, Ark.	160	44,090.25	NONE	44,090.25	54,439.64	NONE	54,439.64
G. M. Greene, Rogers, Ark.	90	13,885.18	NONE	13,885.18	14,219.04	NONE	14,219.04
Altman-Rodgers Co., McAlester, Okla.	200	72,840.46	NONE	72,840.46	79,006.69	NONE	79,006.69
Davis Const. Co,. Booneville, Ark.	200	60,684.49	NONE	60,684.49	57,424.15	NONE	57,424.15
Malvern Const. Co., Malvern, Ark.	200	86.448.60	54,022.80	140,471.40	84,613.13	1,475.45	86,088.58
Johnson Team & Dray Co., Little Rock, Ark.	200	119,844.59	72,762.00	192,606.59	141,775.01	93,922.41	235,697.42
Geo. W. Nickels & Son, Hot Springs, Ark.	200	96,363.06	NONE	96,363.06	116,358.71	NONE	116,358.71
Ellis & Lewis, Muskogee, Okla.	200	114,240.53	68,507.40	182,747.93	123,425.22	69,012.58	192,437.80
Cook & Ransom, Ottawa, Kansas	140	35.599.96	NONE	35,599.96	35,907.85	NONE	35,907.85
S. B. Boyd, Columbia, Miss.	200	49,605.13	20,907.00	70,512.13	49,468.05	16,735.87	66,203.92

TABLE No. 11—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
711	24-S-6		Camden-Chidester Road	Ouachita	1.449	Gravel Surfacing	December 15, 1927
721	167-S-8-9		Fordyce-North Road	Dallas & Cleveland	10.227	Grading and Drainage Structures	December 15, 1927
726	19-S-1		Magnolia-South Road	Columbia	17.448	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
730	15-S-5		Pansy-South Road	Cleveland	7.265	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
734	19-S-2		Waldo-Nevada Co. Line Road	Columbia	6.434	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
741	3-S 2 & 3		Stephens-Magnolia Road	Ouachita & Columbia	5.485	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
749	9-S-2		Princeton-Holly Springs Road	Dallas	10.809	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
752	167-S-3		Smackover-Camden Road	Ouachita	8.414	Grading and Drainage Structures	December 15, 1927
809	105-S-1		Atkins-Hector Road	Pope	9.206	Grading and Drainage Structures	December 15, 1927
820	116-S-1		Booneville-State Sanatorium Road	Logan	2.500	Grading and Drainage Structures	December 15, 1927
916	65-S-1		Harrison-Omaha Bridges	Boone	388.04'	5 Rein. Conc. Deck Girder Bridges & Box Culvert	December 15, 1927
917	14-S-2		Yellville-Lead Hill Road	Marion	4.981	Grading and Drainage Structures	December 15, 1927
1028	63-S-3		Imboden-Powhatan Black Rock Road	Lawrence	10.823	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
1031	18-S-2 & 3		Cash-Pitts Road	Craighead & Poinsett	9.441	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
1033	1-S-18		Greene County Line-Jonesboro	Craighead	6.999	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
1075	63-S-8		Marked Tree-Tyronza Bridges	Poinsett	92.17'	1 Rein. Conc. Cantilever Thru Girder Bridge	December 15, 1927
1105	3-S-12 & 13		Ulm-Roe Road	Prairie & Monroe	7.276	Grad., Drain. Structures and Gravel Surfacing	December 15, 1927
537	11-S-17		Ash Flat-Hardy Bridges	Sharp	124.0'	2 Reinf. Conc. Deck Girder Bridges	December 30, 1927
637	35-S-3		Sheridan-Cleveland Co. Line Bridge	Grant	2018.33'	10 Treated Timber Pile Bent Bridges	December 30, 1927
904	7-S-15		Harrison-Jasper Bridges	Newton	210.75'	2 Rein. Conc. Bridges of Arch & D. G. Design	December 30, 1927
335	67-S-1-2		Red River Bridge at Fulton, Toll Bridge	Hempstead & Miller	1906.94'	Reinf. Conc. Arch Br. With Approaches	December 30, 1927
			Totals				

TABLE No. 11—(Continued)

AWARDED FROM JANUARY 1, 1927 TO DECEMBER 31, 1927

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
J. C. Elliot & Co., Leola, Ark.	60	1,655.55	3,292.20	4,947.75	1,971.35	3,177.96	5,149.31
J. P. McNulty, Pine Bluff, Ark.	225	73,936.92	NONE	73,936.92	80,615.74	NONE	80,615.74
Tarrant & Miles, El Dorado, Ark.	210	118,288.84	75,658.50	193,947.34	136,793.95	74,200.47	210,994.42
J. A. Perdue & Co., Pine Bluff, Ark.	180	39,412.49	916.80	40,329.29	48,957.53	907.87	49,865.40
Tarrant & Miles, El Dorado, Ark.	200	40,782.69	22,088.55	62,871.24	43,320.60	19,869.06	63,189.66
Lynch & Hill Const. Co., Little Rock, Ark.	240	57,703.06	20,539.80	78,242.86	67,606.50	19,264.16	86,870.66
J. A. Perdue & Co., Pine Bluff, Ark.	210	76,110.47	2,244.70	78,355.17	111,050.92	2,320.95	113,371.87
L. P. Campbell, El Dorado, Ark.	225	80,240.70	NONE	80,240.70	54,299.19	NONE	54,299.19
Lakeside Br. & Stl. Co., Dardanelle, Ark.	180	66,953.33	NONE	66,953.33	77,452.21	NONE	77,452.21
Blythe & Lemon, Booneville, Ark.	120	25,610.89	NONE	25,610.89	42,965.83	NONE	42,965.83
Blackshire & Blackshare, Harrison, Ark.	150	36,906.51	NONE	36,906.51	44,331.44	NONE	44,331.44
North Ark. Const. Co., Yellville, Ark.	150	39,883.38	NONE	39,883.38	48,104.93	NONE	48,104.93
Davis Const. Co., Booneville, Mo.	180	120,434.47	52,074.75	172,509.22	131,785.89	30,351.84	162,137.73
J. M. Howell, DeQueen, Ark.	300	64,162.57	38,294.10	102,456.67	72,576.84	33,848.57	106,425.41
Bunnell & Mack, Paragould, Ark.	175	62,080.50	6,048.65	68,129.15	59,598.47	1,084.32	60,682.79
V. W. Clanton, Tyronza, Ark.	100	16,435.75	NONE	16,435.75	16,245.12	NONE	16,245.12
W. P. McGeorge & Co., Pine Bluff, Ark.	200	56,719.78	34,060.50	90,780.28	57,247.44	33,861.61	91,109.05
Williamson & Williams, Batesville, Ark.	110	12,750.44	NONE	12,750.44	21,494.01	NONE	21,494.01
J. W. Covington, Benton, Ark.	180	49,245.61	NONE	49,245.61	48,815.86	NONE	48,815.86
Luten Bridge Co., Little Rock, Ark.	110	14,926.72	NONE	14,926.72	18,245.46	NONE	18,245.46
Kellher Const. Co., Little Rock, Ark.	540	477,058.58	NONE	477,058.58	507,998.05	NONE	507,998.05
		$10,878,432.72	$ 1,079,920.82	$11,958,353.54	$ 13,037,790.79	$ 833,110.09	$13,870,900.88

TABLE No. 12

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Receiv
429	64-S-2-3		Mulberry Extension Road	Crawford & Franklin	4.612	Grading and Drainage Structures	January 18, 1928
648	67-S-7		Malvern-Donaldson Bridges	Hot Spring	248.66'	3 Reinforced C. D. G. Bridges	January 18, 1928
813	65-S-8		Clinton-Conway Road	Van Buren	8.073	Grading and Drainage Structures	January 18, 1928
824	10-S-5		Ola-Perry Road	Perry	8.651	Grading and Drainage Structures	January 18, 1928
838	64-S-4		Clarksville-Fort Smith Road	Johnson	7.583	Grading and Drainage Structures	January 18, 1928
926	65-S-6		Marshall-Clinton Road	Searcy	10.413	Grading and Drainage Structures	January 18, 1928
1094	67-S-22		Corning-Pocahontas Bridges	Clay	180'	4 Reinforced C. D. G. Bridges	January 18, 1928
1107	3-S-12-13		Ulm-Roe Bridges	Prairie and Monroe	255.3'	4 Treated Timber Pile Bent Bridges	January 18, 1928
206	505-S-1		Crossett-South Road	Ashley	8.481	Grad., Drain. Structures and Gravel Surfacing	February 16, 1928
208	13-S-1		Hamburg-South Road	Ashley	7.750	Grad., Drain. Structures and Gravel Surfacing	February 16, 1928
219	13-S-1		Hamburg-South Road	Ashley	7.253	Grad., Drain. Structures and Gravel Surfacing	February 16, 1928
231	65-S-20		Macom-Bayou Bridge	Chicot	173.33'	1 Treated Timber Pile Bent Bridge	February 16, 1928
306	24-S-2		Nashville-Lockesburg Bridges	Howard	560'	5 Reinf. Conc. D. Girder Bridges, Earth Emb.	February 16, 1928
311	4-S-4		Nashville-Ozan Road	Howard	1.511	Grading and Drainage Structures	February 16, 1928
327	27-S-2		Nashville-Mineral Springs Road	Howard	5.696	Grading and Drainage Structures	February 16, 1928
334	70-S-4		Dierks-Kirby Road	Pike	5.663	Grading and Drainage Structures	February 16, 1928
336	8-S-5		Arkadelphia-Glenwood Road	Clark	7.277	Grading and Drainage Structures	February 16, 1928
344	24-S-5		Prescott-Bluff City Bridges	Nevada	1078'	6 Treated Timber Pile Bent Bridges	February 16, 1928
345	4-S-4 & 5		Nashville-Washington Bridges	Howard and Hempstead	349'	3 Treated Timber Pile Bent Bridges	February 16, 1928
408	71-S-17	254-A	Fayetteville-Clear Creek Road	Washington	3.895	Grading and Drainage Structures	February 16, 1928
409	71-S-11		Waldron-Mill Creek Road	Scott	12.033	Grading and Drainage Structures	February 16, 1928
432	80-S-1		Park Corners-Okla. Line Road	Washington	10.832	Grading and Drainage Structures	February 16, 1928
510	9-S-12		Melbourne-Sylamore Road	Izard	11.245	Grading and Drainage Structures	February 16, 1928
517	66-S-2		Mountain View-Timbo Road	Stone	8.690	Grading and Drainage Structures	February 16, 1928
645	51-S-3		Donaldson-Friendship Road	Hot Spring	6.530	Grad., Drain. Structures and Gravel Surfacing	February 16, 1928
650	11-S-9		Hazen-Des Arc Bridge	Prairie	610.33'	1 Treated Timber Pile Bent Bridge	February 16, 1928
651	46-S-2		Sheridan-Leola Bridges	Grant	618.33'	7 Treated Timber Pile Bent Bridges	February 16, 1928

TABLE No. 12

AWARDED FROM JANUARY 1, 1928 TO DECEMBER 31, 1928

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Rye Bros., Russellville, Ark.	150	46,506.64	NONE	46,506.64	61,002.13	NONE	61,002.13
Arthur L. Walker, Memphis, Tenn.	120	20,088.60	NONE	20,088.60	20,079.19	NONE	20,079.19
D. B. Hill & Co., Little Rock, Ark.	320	172,469.55	NONE	172,469.55	96 198.04	NONE	96,198.04
Altman Rodgers Co., McAlister, Okla.	180	37,633.71	NONE	37,633.71	51 448.88	NONE	51,448.88
S. E. Evans, Clarksville, Ark.	200	60,085.31	NONE	60,085.31	65,822.85	NONE	65,822.85
D. B. Hill & Co., Little Rock, Ark.	320	172.469.55	NONE	172,469.55	209,938.56	NONE	209,938.56
Hall & Parrigen, Martin, Tenn.	120	27,309.89	NONE	27,309.89	29,781.23	NONE	29,781.23
W. P. McGeorge & Co. Pine Bluff, Ark.	100	7,717.10	NONE	7,717.10	7,655.53	NONE	7,655.53
Harvey & Jones, Jonesboro, La.	200	46 529.56	30,264.37	76,803.93	54,311.60	22,348.07	76,659.67
Alexandria Con. Co., Inc. Alexandria, La.	200	55,977.45	44,302.57	100,280.02	54,665.52	31,761.90	86,427.42
Alexandria Con. Co., Inc. Alexandria, La.	200	52,114.69	41,167.05	93,281.74	71,126.55	36,029.71	107,156.26
J. F. Mullins, Pine Bluff, Ark.	110	5 486.78	NONE	5,486.78	5,683.60	NONE	5,683.60
Reynolds & Sutton, Tyler, Texas	130	46,521.61	NONE	46,521.61	53,704.60	NONE	53,704.60
Richardson Ayres, Hope, Ark.	60	6,946.61	NONE	6,946.61	8,237.07	NONE	8,237.07
Richardson Ayres, Hope, Ark.	200	33,725.72	NONE	33,725.72	39.668.79	NONE	39,668.79
Reynolds & Sutton, Tyler, Texas	180	25,509.72	NONE	25,509.72	27,621.66	NONE	27,621.66
Browne-Ross & Dalton, Arkadelphia, Ark.	150	40,098.53	NONE	40,098.53	48,711.52	NONE	48,711.52
Sam B. Boyd, Columbia, Miss.	100	27,150.31	NONE	27,150.31	28,655.19	NONE	28,655.19
C. H. Atkinson Pav. Co., Chillicothe, Mo.	110	9,513.40	NONE	9,513.40	9,495.78	NONE	9,495.78
Reed & Cole, Tulsa, Okla.	120	25.571.21	NONE	25,571.21	34,316.06	NONE	34,316.06
M. E. Gillioz, Monett, Mo.	250	69,009.82	NONE	69,009.82	100,912.32	NONE	100.912.32
E. G. Fike & Co., Tulsa, Okla.	150	49,248 05	NONE	49,248.05	54,421.81	NONE	54,421.81
B. C. George & Co., Corinth, Miss.	300	77,494.14	NONE	77,494.14	118,478.55	151.23	118,629.78
A. A. Davis, Kansas City, Mo.	200	58.841.31	NONE	58,841.31	68,556.28	NONE	68,556.28
Newell Contracting Co., Birmingham, Ala.	250	87,305.59	1,358.50	88,664.09	95,019.59	614.08	95,633.67
M. K. Orr, Newport, Ark.	110	15,486.20	NONE	15,486.20	16,416.01	NONE	16,416.01
Prentice & Prentice, Natchez, Miss.	120	13,022.69	NONE	13,022.69	14,022.88	NONE	14,022.88

TABLE No. 12—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
407	71-S-15		Mountainburg-Fine Springs Bridges	Crawford	1879.79'	3 R. C. D. Girder Brdgs. and Earth Approaches	March 15, 1928
444	22-S-1 & 2		Fort Smith-Charleston Bridges	Sebastian and Franklin	2700'	5 Reinf. Con. Bridges and Earth Approaches	March 15, 1928
511	5-S-7		Calico Rock-Baxter Co. Line Road	Izard	6.249	Grad., Drain. Structures and Gravel Surfacing	March 15, 1928
541	11-S-14	240-C	Ramsey Bottom Bridge	Independence	4800'	1 Rein. C. D. G. Bridge, and Earth Approaches	March 15, 1928
542	5-S-6		Calico Rock-Forest Reserve Road	Stone	4.323	Grad., Drain. Structures and Gravel Surfacing	March 15, 1928
659	6-S-5		Bridge over Mo. Pac. Tracks	Garland	550'	1 Reinforced C. D. G. Bridge	March 15, 1928
765	115-S-1		El Dorado-Calion Bridges	Union	1160'	2 Rein. C. D. G. Bridges and Earth Approaches	March 15, 1928
771	167-S-2 & 3		Smackover-Camden Bridges	Union and Ouachita	687'	7 Steel and Concrete Bridges	March 15, 1928
843	65-S-8		Clinton-Conway Road	Van Buren	9.801	Grading and Drainage Structures	March 15, 1928
845	65-S-7		Marshall-Clinton Road	Van Buren	8.162	Grading and Drainage Structures	March 15, 1928
849	22-S-5		Dardanelle-Paris Bridges	Yell	2150.17'	6 Rein. C. D. G. Bridges and Earth Approaches	March 15, 1928
936	5-S-8		Mountain Home-Calico Rock Road	Baxter	8.582	Grading and Drainage Structures	March 15, 1928
954	12-S-4		Eureka Springs-Seligman Bridge	Carroll	105'	1 R. C. D. Girder Bridge	March 15, 1928
10101	1-S-15 14-S-13		Harrisburg-South Brdgs. Harrisburg-West Brdgs.	Poinsett	1222.9'	14 Treated Timber Pile Bent Bridges	March 15, 1928
10102	34-S-5		Corning-Piggott Bridges	Clay	418.67'	6 Treated Timber Pile Bent Bridges and Earth Approaches	March 15, 1928
540	25-S-2		Heber Springs-Quitman Road	Cleburne	10.496	Grading and Drainage Structures	March 30, 1928
203	3-S-8		Pine Bluff-Altheimer Road	Jefferson	8.548	Grad., Drain. Structures and Gravel Surfacing	April 18, 1928
277	114-S-1		Gould-West Bridges	Lincoln	315.67'	5 Treated Timber Pile Bent Bridges	April 18, 1928
278	13-S-6 & 7		Pine Bluff-Star City Bridges	Lincoln and Jefferson	188.67'	2 Treated Timber Pile Bent Bridges	April 18, 1928
279	13-S-2		Hamburg-North Bridges	Ashley	701.17'	5 Treated Timber Pile Bent Bridges	April 18, 1928
314	67-S-1		Texarkana-Fulton Road	Miller	1.259	Earth Emb. Apps. to Red River Bottom Bridges	April 18, 1928
320	70-S-5 27-S-5		Glenwood-Murfreesboro Bridge	Pike	235'	4 R. C. D. Girder Bridges	April 18, 1928
438	64-S-2	216-A 216-B	Van Buren-Alma Road	Crawford	7.591	Grad., Drain. Structures and Conc. Pavement	April 18, 1928
441	64-S-2	234-A	Alma-Mulberry Road	Crawford	8.906	Concrete Pavement	April 18, 1928
660	31-S-3		Lonoke-Beebe Bridges	Lonoke	682.33'	13 Treated Timber Pile Bent Bridges	April 18, 1928
942	12-S-9 & 10		Harrison-Flippin Bridges	Marion	155'	2 R. C. D. Girder Bridges	April 18, 1928

TABLE No. 12—(Continued)

AWARDED FROM JANUARY 1, 1928 TO DECEMBER 31, 1928

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Ozark Const. Co., Pryor, Okla.	130	43,539.50	NONE	43,539.50	51,834.70	NONE	51,834.70
Maxwell Const. Co., Columbus, Kan.	200	78,059.28	NONE	78,059.28	82,462.33	NONE	82,462.33
Miss.-Ark. Const. Co., Little Rock, Ark.	180	48,612.83	16,244.32	64,857.15	58,238.12	374.69	58,612.81
Fred Luttjohann, Topeka, Kansas	210	197,032.04	NONE	197,032.04	209,857.87	NONE	209,857.87
B. F. Brooks Const. Co., Dallas, Texas	120	25,916.85	499.50	26,416.35	23,581.73	251.55	23,833.28
Keliher Const. Co., Little Rock, Ark.	60	8,266.28	NONE	8,266.28	8,976.33	NONE	8,976.33
Keliher Const. Co., Little Rock, Ark.	100	23,870.86	NONE	23,870.86	24,451.45	NONE	24,451.45
Hampton, Kinnaird, Hampton, Inc., Jackson, Miss.	180	77,264.37	NONE	77,264.37	79,566.81	NONE	79,566.81
Cole Bros. & Denniston, Fayetteville, Ark.	200	59,958.37	NONE	59,958.37	67,797.15	NONE	67,797.15
Cook & Ransom, Ottawa, Kansas	200	79,023.77	NONE	79,023.77	119,259.90	NONE	119,259.90
E. G. Fike & Co., Tulsa, Okla.	100	33,524.77	NONE	33,524.77	30,353.15	NONE	30,353.15
Reed and Cole, Tulsa, Okla.	120	67,268.13	NONE	67,268.13	81,426.69	NONE	81,426.69
Maxwell Const. Co., Columbus, Kan.	60	7,091.66	NONE	7,091.66	7,287.11	NONE	7,287.11
L. G. Newsom, Marks, Miss.	120	34,816.35	NONE	34,816.35	28,295.67	NONE	28,295.67
Pittsburg-Des Moines Steel Co., Des Moines, Iowa	100	9,561.34	NONE	9,561.34	9,862.52	NONE	9,862.52
Ellis & Lewis, Muskogee, Okla.	240	63,218.68	NONE	63,218.68	119,007.72	NONE	119,007.72
J. A. Perdue & Co., Pine Bluff, Ark.	210	36,365.48	32,228.84	68,594.32	42,536.03	41,089.58	83,625.61
Oil City Iron Works, Shreveport, La.	90	9,611.55	NONE	9,611.55	9,263.35	NONE	9,263.35
J. F. Mullins, Pine Bluff, Ark.	75	6,250.34	NONE	6,250.34	6,254.86	NONE	6,254.86
Harvey & Jones, Jonesboro, La.	100	13,517.60	NONE	13,517.60	12,798.39	NONE	12,798.39
McWilliams & Co., Inc. Memphis, Tenn.	180	33,599.45	NONE	33,599.45	32,964.91	NONE	32,964.91
W. T. McBride, Little Rock, Ark.	85	28,301.63	NONE	28,301.63	27,937.43	NONE	27,937.43
Shultz Const. Co., Wichita, Kan.	200	143,004.87	30,532.27	173,537.14	158,701.38	32,305.68	191,007.06
Shultz Const. Co., Wichita, Kansas	200	149,714.95	35,790.83	185,505.78	168,806.01	38,488.78	207,294.79
Ellis & Lewis, Muskogee, Okla.	120	21,056.09	NONE	21,056.09	21,131.66	NONE	21,131.66
No. Ark. Const. Co., Yellville, Ark.	65	11,125.59	NONE	11,125.59	11,542.58	NONE	11,542.58

TABLE No. 12—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
1109	71-S-12		Mansfield-Waldron Road	Scott and Logan	7.645	Crushed Stone Surface Course	April 18, 1928
1110	15-S-8 & 9		Ferda-England Bridges	Lonoke and Jefferson	181.67'	2 Treated Timber Pile Bent Bridges	April 18, 1928
1111	64-S-7 & 8		Cadron Creek Bridge	Conway and Faulkner	357.5'	Rein. Conc. Br., 1-175' Arch Span, 5 Deck Gir. Approach Spans	April 18, 1928
117	504-S-1		Tongin-Southeast Road	Lee	9.276	Grad., Drain. Structures and Gravel Surfacing	May 17, 1928
140	16-S-18		Fair Oaks-Wynne Bridges	Cross	1186.33'	13 Treated Timber Pile Bent Bridges	May 17, 1928
346	53-S-1-2		Gurdon-Whelen Springs Road	Nevada and Clark	8.918	Grading and Drainage Structures	May 17, 1928
435	45-S-3		Prairie Grove-Cane Hill Road	Washington	6.396	Grading and Drainage Structures	May 17, 1928
449	71-S-17	254-B	Muddy Fork Creek Bridge	Washington	300'	1 R. C. D. Girder Bridge	May 17, 1928
516	16-S-13		Pangburn-Searcy Road	White	13.103	Grading and Drainage Structures	May 17, 1928
518	17-S-6		Newport-Tupelo Road	Jackson	9.647	Grading and Drainage Structures	May 17, 1928
566	11-S-16		Evening Shade-Ash Flat Bridge	Sharp	1655'	4 Reinforced Concrete Bridges	May 17, 1928
859	105-S-1		Atkins-Hector Bridges	Pope	3295'	6 Concrete, Steel and Timber Bridges	May 17, 1928
860	22-S-3		Six Mile Creek Bridges	Logan	1058'	2 R. C. D. Girder Bridges	May 17, 1928
908	65-S-2		Harrison-Marshall Road	Boone	11.449	Grading and Drainage Structures	May 17, 1928
1003	67-S-21		Pocahontas to Current River Bridge	Randolph	1504'	16 R. C. D. Girder and Steel Bridges	May 17, 1928
1042	1-S-20		Paragould-North Road	Greene	11.587	Grad., Drain. Structures and Gravel Surfacing	May 17, 1928
145	70-S-17		Brasfield Cutoff Road	Monroe	5.652	Earth Embankment	June 14, 1928
282	13-S-1		Hamburg-South Bridges	Ashley	448.67'	5 Treated Timber Pile Bent Bridges	June 14, 1928
287	3-S-9		Altheimer-Wabbaseka Bridges	Jefferson	213.67'	2 Treated Timber Pile Bent Bridges	June 14, 1928
439	8-S-3		Caddo-Bluffs Road	Montgomery	1.213	Grading and Drainage Structures	June 14, 1928
440	45-S-1		Hartford Road Bridges	Sebastian	312.92'	3 Treated Timber Frame Bent Bridges	June 14, 1928
445	16-S-3		Fayetteville-Elkins Road	Washington	9.245	Grading and Drainage Structures	June 14, 1928
452	71-S-11		Waldron-South Bridges	Scott	2600'	5 Concrete Bridges and Approaches	June 14, 1928
514	16-S-11		Heber Springs-Edgemont Road	Cleburne	3.866	Grading and Drainage Structures	June 14, 1928
624	25-S-1		Wooster-Cleburne Co. Line Road	Faulkner	19.760	Grading and Drainage Structures	June 14, 1928
729	132-S-1		Magnolia-Taylor Road	Columbia	13.927	Grading and Drainage Structures	June 14, 1928

TABLE No. 12—(Continued)

AWARDED FROM JANUARY 1, 1928 TO DECEMBER 31, 1928

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
T. L. Thogmartin & Sons, Ft. Scott, Kan.	120	25,792.45	964.70	26,757.15	32,299.00	479.76	32,778.76
J. W. Covington, Benton, Ark.	75	6,449.31	NONE	6,449.31	6,690.70	NONE	6,690.70
Williamson & Williams, Batesville, Ark.	140	52,790.37	NONE	52,790.37	73,976.40	NONE	73,976.40
S. K. Jones Const. Co., Memphis, Tenn.	225	61,812.34	23,877.75	85,690.09	72.417.73	28,032.80	100,450.53
S. J. Cohen, Blytheville, Ark.	110	37,243.56	NONE	37,243.56	39,272.70	NONE	39,272.70
J. G. Newkirk, Doddridge, Ark.	180	24,538.31	NONE	24,538.31	26,263.38	NONE	26,263.38
Winstead & Gunter, Siloam Springs, Ark.	180	28,981.94	NONE	28.981.94	32,920.59	NONE	32,920.59
Oil City Iron Works, Shreveport, La.	75	13,240.63	NONE	13,240.63	11,897.13	NONE	11,897.13
T. H. Clay & Co., Malvern, Ark.	180	37,556.69	NONE	37,556.69	38,863.10	NONE	38,863.10
F. D. Harvey & Co., Jonesboro, La.	150	23,611.23	NONE	23,611.23	44,354.93	172.50	44,527.43
Fred Luttjohann, Topeka, Kansas	150	76,726.64	NONE	76,726.64	78,089.99	NONE	78,089.99
Maxwell Const. Co., Columbus, Kansas	100	40,053.57	NONE	40,053.57	41,293.00	NONE	41,293.00
Carter Const. Co., Little Rock, Ark.	110	42,975.01	NONE	42,975.01	47,849.87	NONE	47,849.87
Cook & Ransom, Ottawa, Kansas	350	82,451.90	NONE	82,451.90	120,557.76	NONE	120,557.76
Pioneer Const. Co., Kansas City, Mo.	240	157,816.72	NONE	157,816.72	185,579.06	NONE	185,579.06
Lahar Bros., Piggott, Ark.	225	88,013.83	2,410.40	90,424.23	101,016.51	2,488.30	103,504.81
Kochtitzky-Johnson, England, Ark.	350	86,577.49	NONE	86,577.49	95,173.95	NONE	95,173.95
M. K. Orr, Little Rock, Ark.	90	12,941.87	NONE	12,941.87	13,082.97	NONE	13,082.97
J. F. Mullins, Pine Bluff, Ark.	90	5,880.37	NONE	5,880.37	5,832.87	NONE	5.832.87
Cook & Ransom, Ottawa, Kansas	100	22,264.23	NONE	22,264.23	33,611.00	NONE	33,611.00
M. K. Orr, Little Rock, Ark.	75	11,355.70	NONE	11,355.70	14,590.46	NONE	14,590.46
Reynolds & Sutton, Tyler, Texas	220	54,215.66	NONE	54,215.66	68,645.64	NONE	68,645.64
M. E. Gillioz, Monett, Mo.	110	50,047.82	NONE	50,047.82	46,044.44	NONE	46,044.44
Cole Bros. & Denniston, Fayetteville, Ark.	120	18,724.95	NONE	18,724.95	56,157.59	NONE	56.157.59
Newell Contracting Co., Little Rock, Ark.	300	107,166.97	NONE	107,166.97	132,272.91	NONE	132,272.91
Richardson Ayres, Hope, Ark.	220	56,136.27	NONE	56,136.27	62,833.09	NONE	62,833.09

TABLE No. 12—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
767	4-S-12-11		Warren-Harrel Bridges	Brandley and Calhoun	1104'	9 Treated Timber Pile Bent Bridges	June 14, 1928
787	167-S-4 4-S-9		Eagle Mills-Camden-Hampton Road	Ouachita	7.518	Grading and Drainage Structures	June 14, 1928
788	24-S-6		Camden-Chidester Road	Ouachita	12.208	Gravel Surfacing	June 14, 1928
792	19-S-1 3-S-2 & 3		Magnolia-North and South Bridges	Ouachita and Columbia	883'	12 Treated Timber Pile Bent Bridges	June 14, 1928
793	9-S-2		Princeton-Holly Springs Bridge	Dallas	118.67	2 Treated Timber Pile Bent Bridges	June 14, 1928
827	10-S-4		Ola-Perry Road	Yell	7.137	Grading and Drainage Structures	June 14, 1928
852	28-S-4		Ola-Plainview Road	Yell	5.749	Grading and Drainage Structures	June 14, 1928
861	22-S-3		Fort Smith-Dardanelle Bridges	Logan	762'	5 Concrete Bridges and Approaches	June 14, 1928
862	123-S-2		Clarksville-Harmony Bridges	Johnson	2050'	2 Timber & 2 Concrete Bridges & Approaches	June 14, 1928
1034	1-S-21 & 20		Paragould-Corning Road	Greene and Clay	7.728	Grading and Drainage Structures	June 14, 1928
1044	34-S-4		Walnut Ridge-Piggott Road	Clay	5.385	Grading and Drainage Structures	June 14, 1928
1045	34-S-3		Randolph Co to Clay County Road	Greene	9.720	Grading and Drainage Structures	June 14, 1928
119	3-S-15		Clarendon-Marianna Road	Lee	9.018	Grading and Drainage Structures	July 18, 1928
141	1-S-14		Wynne-North Bridges	Cross	492.29'	15 Treated Timber Pile Bent Bridges	July 18, 1928
146	1-S-14		Culverts on Wynne-North Road	Cross		Minor Drainage Structures	July 18, 1928
202	65-S-14	178-A	Dollarway (Pine Bluff-North)	Jefferson	9.865	Grading and Drainage Structures	July 18, 1928
286	13-S-3 4-S-14		Monticello-South and West Bridges	Drew	1944.33'	11 Treated Timber Pile Bent Bridges with Earth Approaches	July 18, 1928
361	71-S-1 & 2		Texarkana-Sulphur River Bridges	Miller	235'	3 R. C. D. G. Bridges with Earth Emb.	July 18, 1928
382	29-S-1		Bradley-La. State Line Road	Lafayette	5.427	Grading and Drainage Structures	July 18, 1928
384	4-S-5		Washington-Nashville Road	Hempstead	9.280	Gravel Surfacing	July 18, 1928
385	24-S-5		Prescott-Bluff City Road	Nevada	7.913	Gravel Surfacing	July 18, 1928
453	70-S-6		Hot Springs-Glenwood Bridges	Montgomery	2003'	1 Arch Bridge & 2 R. C. D. G. Brs. & Earth Approaches	July 18, 1928
455	22-S-1		Fort Smith-Charleston Road	Sebastian	9.321	Concrete Pavement	July 18, 1928
456	10-S-1		Greenwood-Booneville Road	Sebastian	13.538	Crushed Stone Surfacing	July 18, 1928
522	63-S-2		Hardy-Williford Road	Sharp	4.826	Grading and Drainage Structures	July 18, 1928
545	14-S-7		Redstripe-Locust Grove Road	Stone	7.977	Grading and Drainage Structures	July 18, 1928

TABLE No. 12—(Continued)

AWARDED FROM JANUARY 1, 1928 TO DECEMBER 31, 1928

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
M. K. Orr, Little Rock, Ark.	115	28,410.88	NONE	28,410.88	31 951.45	NONE	31,951.45
McGuire & Cavender, Texarkana, Texas	200	48,495.27	NONE	48,495.27	51,638 58	NONE	51,638.58
Ellis & Lewis, Muskogee, Okla.	200	25,358 13	42,716.40	68,074.53	26,161.64	31,203.07	57,364.71
S. A. Jeffus, Taylor, Ark.	110	24,207.82	NONE	24,207.82	25,316.90	NONE	25,316.90
M. K. Orr, Little Rock, Ark.	90	3,895.58	NONE	3,895.58	4,197.03	NONE	4,197.03
J. N. George & Bros., Centerville, Ark.	250	50,638.96	NONE	50,638.96	69,620.10	NONE	60,620.10
J. N. George & Bros., Centervillie, Ark.	180	26,663.60	NONE	26,663.60	26,945.21	NONE	26,945.21
M. H. Franks, Leslie, Ark.	90	23,392.58	NONE	23,392.58	24,849.02	NONE	24,849.02
M. E. Gillioz, Monett, Mo.	90	20,291.70	NONE	20,291.70	23,211.84	NONE	23,211.84
Bunnell & Mack, Paragould, Ark.	250	42,977.12	NONE	42,977.12	46.545.20	NONE	46,545.20
F. D. Harvey & Co., Jonesboro, La.	180	24,629.93	NONE	24,629.93	28,594.14	NONE	28,594.14
Kochtitzky Bros., England, Ark.	300	47,528.47	NONE	47,528.47	50,268.11	NONE	50,268.11
S. K. Jones Const. Co., Memphis, Tenn.	180	37,721.22	NONE	37,721.22	39,632.36	NONE	39,632.36
S. K. Jones Const. Co., Memphis, Tenn.	110	14,986.31	NONE	14,986.31	16.793.07	NONE	16,793.07
Grey & Hardeman, Minden, La.	150	13,987.34	NONE	13,987.34	14.449 80	NONE	14,449 80
Ark.-Gen. Const. Co., Little Rock, Ark.	225	56,018.12	NONE	56,018.12	62,977.66	NONE	62,977.66
Ark. Gen. Const. Co., Little Rock, Ark.	120	26,565.19	NONE	26,565.19	32,019.09	1,954.54	33,973.63
Reynolds & Sutton, Tyler, Texas	90	20,150.89	NONE	20,150.89	18,614.48	NONE	18,614.48
Sam B. Boyd, Columbia, Miss.	150	19.757.08	NONE	19,757.08	21,763.13	NONE	21,763.13
F. U. Halter & Sons, J. H. Borrow, Assignee Conway, Ark.	150	12,420.79	29,475.21	41,896.00	29,740.40	29,187.99	58,928.39
Britt & DeLaughter, Boughton, Ark.	150	11,228.73	997.54	12,226.27	12,403.72	1,045.20	13,448.92
Cook & Ransom, Ottawa, Kansas	75	21,350.34	NONE	21,350.34	22,897.00	NONE	22,897.00
Koss Const. Co., Des Moines, Iowa	150	164,099.82	37,406.66	201,506.48	172,021.65	41,210.65	213,232.30
T. L. Thogmartin, Fort Scott, Kansas	100	34,655.25	NONE	34,655.25	43,169.44	327.00	43,496.44
Hinson Bros., Muskogee, Okla.	200	62,979.23	NONE	62,979.23	57,744.34	NONE	57,744.34
Williamson & Williams, Batesville, Ark.	300	68,254.26	NONE	68,254.26	70,076.44	NONE	70,076.44

TABLE No. 12—(Continued)

AWARDED FROM JANUARY 1, 1928 TO DECEMBER 31, 1928

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
W. P. McGeorge, Pine Bluff, Ark.	320	103,956.60	NONE	103,956.60	162,910.17	NONE	162,910.17
F. U. Halter & Sons, Conway, Ark.	100	12,400.94	1,268.85	13,669.79	20,461.54	1,662.12	22,123.66
C. H. Atkinson Pav. Co., Chillicothe, Mo.	90	24,414.45	NONE	24,414.45	24,653.53	NONE	24,653.53
Koss Const. Co., Des Moines, Iowa	300	220,750.50	NONE	220,750.50	227,507.64	NONE	227,507.64
Ark. Gen. Const. Co., Little Rock, Ark.	180	100,986.55	NONE	100,986.55	102,155.19	NONE	102,155.19
Bradley & Talbert, Sheridan, Ark.	200	63,125.13	NONE	63,125.13	63,528.08	NONE	63,528.08
J. G. Newkirk, Mt. Holly, Ark.	200	46,480.68	NONE	46,480.68	41,917.29	NONE	41,917.29
House & Treadwell, Carthage, Mo.	110	22,784.28	NONE	22,784.28	23,963.72	NONE	23,963.72
J. G. Newkirk, Mt. Holly, Ark.	75	5,500.39	NONE	5,500.39	5,597.99	NONE	5,597.99
J. G. Newkirk, Mt. Holly, Ark.	300	82,331.62	25,948.30	108,279.92	85,810.45	30,267.10	116,077.55
Philpot Const. Co., Pine Bluff, Ark.	30	7,743.12	NONE	7,743.12	7,625.41	NONE	7,625.41
E. A. Luck, Kansas City, Mo.	150	45,887.37	NONE	45,887.37	74,113.53	NONE	74,113.53
Ark. Gen. Const. Co., Little Rock, Ark.	110	34,266.80	NONE	34,266.80	36,125.65	NONE	36,125.65
Altman-Rodgers Co., Okla. City, Okla.	95	39,819.77	NONE	39,819.77	41,990.32	NONE	41,990.32
Altman-Rodgers Co., Okla. City, Okla.	110	47,355.70	NONE	47,355.70	48,693.93	NONE	48,693.93
Cook & Ransom, Ottawa, Kansas	350	78,485.64	NONE	78,485.64	81,921.15	NONE	81,921.15
Williamson & Williams, Batesville, Ark.	90	13,528.97	NONE	13,528.97	23,242.88	NONE	23,242.38
No. Ark. Const. Co., Yellville, Ark.	100	10,568.52	NONE	10,568.52	11,684.78	NONE	11,684.78
McCartney, Mellville & Lamkins, Newport, Ark.	90	20,345.67	NONE	20,345.67	19,319.65	NONE	19,319.65
Philpot Const. Co., Pine Bluff, Ark.	20	232,641.64	NONE	232,641.64	242,580.08	NONE	242,580.08
Ark. Gen. Const. Co., Little Rock, Ark.	240	80,379.03	NONE	80,379.03	76,463.03	NONE	76,463.03
J. F. Mullins, Pine Bluff, Ark.	110	37,773.97	NONE	37,773.97	41,651.95	NONE	41,651.95
J. D. & R. P. Sims, Hughes, Ark.	90	20,599.69	26,231.40	46,831.09	20,485.40	32,330.87	52,816.27
M. K. Orr, Little Rock, Ark.	110	25,565.62	NONE	25,565.62	27,941.07	NONE	27,941.07
Philpot Const. Co., Pine Bluff, Ark.	100	39,220.24	NONE	39,220.24	39,168.51	NONE	39,168.51
J. F. Mullins, Pine Bluff, Ark.	100	8,268.00	NONE	8,268.00	8,572.31	NONE	8,572.31

TABLE No. 12—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
386	70-S-3 & 4		Kirby-Dierks Bridges	Howard and Pike	561.27'	5 Bridges, Timber, Steel and Reinf. Concrete	August 16, 1928
388	19-S-3		Rosston-Columbia Co. Line Road	Nevada	10.938	Gravel Surfacing	August 16, 1928
431	6-S-2		Ouachita River-Mt. Ida Road	Montgomery	5.035	Grading and Drainage Structures	August 16, 1928
451	16-S-3		Elkins-Madison Co. Line Road	Washington	5.949	Grading and Drainage Structures	August 16, 1928
462	64-S-2		Little Mulberry Creek Bridge	Crawford	600'	1 Reinf. Con. Deck Girder Bridge	August 16, 1928
655	9-S-4		Dallas Co. Line-Malvern Road	Hot Spring	11.389	Gravel Surfacing	August 16, 1928
573	25-S-2		Quitman-Heber Springs Bridges	Cleburne	438'	3 Reinf. Con. Brs. 2 Dck. Girder and 1 Slab	August 16, 1928
574	16-S-3		Pangburn-Searcy Bridges	White	1200'	3 Tr. Tim. Pile Bent Brs. incl. 90' Pony Truss Span	August 16, 1928
626	7-S-6 & 5		Hot Springs-Arkadelphia Road	Garland and Hot Spring	12.804	Grading and Drainage Structures	August 16, 1928
647	38-S-1		Des Arc-Cotton Plant Road	Prairie	7.912	Grad., Drain. Structures and Gravel Surfacing	August 16, 1928
649	6-S-4		Royal-Montgomery Co. Line Road	Garland	10.223	Grading and Drainage Structures	August 16, 1928
753	167-S-7-8		Fordyce-North Road	Cleveland and Dallas	8.587	Grading and Drainage Structures	August 16, 1928
761	132-S-1		Magnolia-Taylor Road	Columbia	10.099	Grading and Drainage Structures	August 16, 1928
795	115-S-3		Thornton-Hampton Road	Calhoun	8.567	Gravel Surfacing	August 16, 1928
796	15-S-5		Pansy-South Road	Cleveland	1.181	Grading	August 16, 1928
834	10-S-2		Magazine-Danville Road	Logan	5.002	Grading and Drainage Structures	August 16, 1928
835	10-S-3		Havana-Danville Road	Yell	8.012	Grading and Drainage Structures	August 16, 1928
863	64-S-4		Clarksville-West Bridges	Johnson	365'	3 Reinf. Conc. Deck Girder Bridges	August 16, 1928
868	27-S-11		Illinois Bayou Bridge	Pope	212'	1-120' Steel Truss Span with R C D G App.	August 16, 1928
869	9-S-7		Painting Ark. River Bridge	Conway	1299.5'	Painting Str. Steel Bridge	August 16, 1928
945	65-S-5		Buffalo River Bridge	Searcy	998.62'	1 Reinf. Conc. Br., Arch and D. G. Design	August 16, 1928
1006	63-S-5		Big Creek Bridge	Craighead	60'	1 R. C. D. Bridge	August 16, 1928
1007	63-S-3		Imboden-Black Rock Bridges	Lawrence	923'	6 R. C. D. Brs., 1 incl. 1-80' Steel Pony Truss	August 16, 1928
1008	63-S-7		Removal old St. Francis River Bridge	Poinsett	1160'	Removal Steel and Tim. Structure	August 16, 1928
1009	34-S-4		Knobel-South and East Bridges	Clay	477.94'	9 Tr. Timber Pile Bent Bridges	August 16, 1928
1091	34-S-1-2		Walnut Ridge-Greene Co. Line	Lawrence and Randolph	4.852	Grading and Drainage Structures	August 16, 1928
387	24-S-5		Prescott-Bluff City Road	Nevada	11.734	Gravel Surfacing	August 16, 1928

TABLE No. 12—(Continued)

AWARDED FROM JANUARY 1, 1928 TO DECEMBER 31, 1928

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Richardson Ayres, Hope, Ark.	100	32,070.86	NONE	32,070.86	41,873.43	NONE	41,873.43
Richardson Ayres, Hope, Ark.	50	15,473.65	22,274.82	37,748.47	16,503.46	20,237.74	36,741.20
Clay & Winder, Mt. Ida, Ark.	180	41,291.50	NONE	41,291.50	50,749.79	NONE	50,749.79
Cole Bros. & Denniston, Fayetteville, Ark.	180	36,237.54	NONE	36,237.54	55,382.48	NONE	55,382.48
Maxwell Const. Co. Columbus, Kansas	100	15,690.50	NONE	15,690.50	16,329.77	NONE	16,329.77
A. C. Kennedy, Poyen, Ark.	175	12,896.00	1,769.30	14,665.30	29,066.82	2,136.99	31,203.81
Blackshare & Blackshire, Harrison, Ark.	90	22,326.87	NONE	22,326.87	27,011.19	NONE	27,011.19
Vincennes Bridge Co., Vincennes, Ind.	110	33,274.33	NONE	33,274.33	36 861.30	NONE	36,861.30
James Spencer & Son Con. Co., Hot Springs, Ark.	350	128.638.33	NONE	128,638.33	229,429.23	NONE	229,429.23
F. D. Harvey & Co., Jonesboro, La.	220	54,874.70	35,935.20	90,809.90	56,582.52	36,938.34	93,520.86
James Spencer & Son Con. Co., Hot Springs, Ark.	330	80,213.46	NONE	80,213.46	105,453.73	NONE	105,453.73
W. P. McGeorge & Co., Pine Bluff, Ark.	130	61,768.98	NONE	61,768.98	62,032.68	NONE	62,032.68
Ayres & Graves, Hope, Ark.	230	70,327.66	NONE	70,327.66	65,361.52	NONE	65,361.52
Lybrand & Robertson, Sheridan, Ark.	120	17,884.00	1,608.40	19.492.40	16,172.88	1,414.05	17,586.93
McWilliams Co., Memphis, Tenn.	230	15,764.74	NONE	15,764.74	17,690.06	NONE	17,690.06
Ellis & Lewis, Muskogee, Okla.	120	17,757.13	NONE	17,757.13	22,7?8 00	NONE	22,798.00
J. N. George & Bros., Centerville, Ark.	220	31,448.84	NONE	31,448.84	44,071.49	NONE	44,071.49
M. H. Franks, Leslie, Ark.	105	26,074.57	NONE	26,074.57	26,575.87	NONE	26,575.87
General Const. Co., St. Louis, Mo.	90	16,803.14	NONE	16,803.14	16,963.00	NONE	16,963.00
M. K. Orr, Little Rock, Ark.	90	7,500.00	NONE	7,500.00	14,914.90	NONE	14,914.90
General Const. Co., St. Louis, Mo.	300	98,894.76	NONE	98,894.76	102,665.71	NONE	102,665.71
Bunnell & Mack, Paragould, Ark.	65	11,088.10	NONE	11,088.10	13,397.01	NONE	13,397.01
Pioneer Const. Co., Kansas City, Mo.	120	50,874.85	NONE	50,874.85	49.817.39	NONE	49,817.89
Williamson & Williams, Batesville, Ark.	90	9,540.00	NONE	9,540.00	9.540.00	NONE	9,540.00
Prentice & Prentice, Sheridan, Ark.	110	14,349.22	NONE	14,349.22	13,365.22	NONE	13,365.22
Forcum James Const. Co., Dyersburg, Tenn.	180	21,981.19	NONE	21,981.19	22,601.64	NONE	22,604.64
C. H. Atkinson Pav. Co., Watertown, S. D.	180	18,648.79	1,276.33	19,925.12	38,178.76	2,024.70	40,203.46

TABLE No. 12—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
461	71-S-12		Mansfield-Waldron Bridges	Scott	505'	9 R. C. D. G. Brs. with Earth Emb. App.	September 14, 1928
396	27-S-5		Kirby-Murfreesboro Road	Pike	12.79	Gravel Surfacing	December 14, 1928
468	71-S-14	164-A	Fort Smith-Greenwood Road	Sebastian	15.439	Concrete Pavement	December 14, 1928
473	80-S-1		Price Creek Bridge	Washington	100'	70' R. C. D. Girder Brs. 30' Embankment	December 14, 1928
578	11-S-14		Batesville-Pleasant Plains Bridges	Independence	6175'	817' R. C. D. Girder Brs. 5258' Approaches	December 14, 1928
654	67-S-7		Malvern-Donaldson Road	Hot Spring	10.675	Gravel Surfacing	December 14, 1928
669	7-S-6		Hot Springs-Oaklawn Road	Garland	0.768	Concrete Pavement	December 14, 1928
880	23-S-2		Clarksville-St. Paul Road	Johnson	7.182	Burnt Shale Surface Course	December 14, 1928
881	116-S-1		Booneville-State Sanatorium	Logan	2.489	Gravel Surfacing	December 14, 1928
866	10-S-5		Ola-Perry Bridges	Perry	901'	405' R. C. D. Girder Brs. 496' Approaches	December 14, 1928
958	16-S-4		St. Paul-Crosses Bridges	Madison	1890.67'	605' I Beam Bridges 1285.67' Approaches	December 14, 1928
10124	34-S-5		Corning-Piggott Road	Clay	9.561	Gravel Surfacing	December 14, 1928
Totals							

TABLE No. 12—(Continued)

AWARDED FROM JANUARY 1, 1928 TO DECEMBER 31, 1928

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Williamson & Williams, Batesville, Ark.	120	77,688.89	NONE	77,688.89	129,049.94	NONE	129,049.94
Jackson & Self, Glenwood, Ark.	120	14,007.40	576.20	14,583.60	18,941.75	783.71	19,725.46
Walter J. Bryson Pav. Co., Jacksonville, Fla.	250	250,632.48	63,646.04	314,278.52	268,121.62	65,764.88	333,886.50
Pace & Freeman, Bentonville, Ark.	70	5,889.13	NONE	5,889.13	5,866.70	NONE	5,866.70
Langston & Ray, Luxora, Ark.	190	78,948.43	NONE	78,948.43	81,734.45	NONE	81,734.45
Newell Contracting Co., Little Rock, Ark.	80	8,631.18	6,617.50	15,248.68	4,103.50	262.64	4,366.14
Turk Construction Co., Little Rock, Ark.	100	40,842.23	NONE	40,842.23	42,288.49	NONE	42,288.49
Taylor & Taylor, Clarksville, Ark.	60	10,588.33	Free Stock Pile	10,588.33	20,322.23	1,359.32	21,681.55
L. A. Lemon, Booneville, Ark.	90	1,698.15	107.77	1,805.92	2,369.72	133.65	2,503.37
Newkirk, Kay & Russell, Mt. Holly, Ark.	145	31,358.45	NONE	31,358.45	36,154.51	NONE	36,154.51
C. M. Green, Rogers, Ark.	110	23,326.71	NONE	23,326.71	41,652.47	NONE	41,652.47
A. C. Kennedy, Poyen, Ark.	70	14,195.90	33,997.05	48,192.95	26,904.80	42,076.86	68,981.66
		$8,717,225.52	$624,105.22	$9,341,330.74	$10,159,193.63	$ 614,602.17	$10,773,795.80

TABLE No. 13

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
360	27-S-2		Nashville-Mineral Springs Bridges	Howard	360'	3 Reinforced Concrete Bridges	January 10, 1929
458	107-S-1		Gravette-Gentry Road	Benton	1.25	Grading and Drainage Structures	January 10, 1929
472	27-S-6		Mt. Ida-Norman Bridges	Montgomery	1500'	2 R. C. D. Girder Bridges 1345' Embankment	January 10, 1929
474	64-S-2 & 3		Alma-Ozark Bridges	Franklin	827'	2 R. Conc. Bridges	January 10, 1929
762	132-S-1		Magnolia-Taylor Bridges	Columbia	1768'	6 Treated Timber and Steel Bridges	January 10, 1929
769	9-S-1, 2		Eagle Mills-Holly Springs Bridges	Ouachita & Dallas	943'	5 Treated Timber and Steel Bridges	January 10, 1929
773	57-S-1,2,3		Stephens-Mt. Holly Bridges	Ouachita Columbia & Union	1199'	9 Treated Timber and Steel Bridges	January 10, 1929
775	15-S-2		El Dorado-Moro Bay Bridges	Union	195'	2 Treated Timber Pile Bent Bridges	January 10, 1929
857	7-S-8	B-6-A	Ola-Hot Springs Road	Perry	5.5	Grading and Drainage Structures	January 10, 1929
879	22-S-4		Delaware Creek Bridge	Logan	900'	1 R. C. D. Girder Bridge & 725' Embankment	January 10, 1929
885	65-S-8		Damascus-Clinton Bridges	Van Buren	2225'	3 R. C. D. Girder Bridges 1892' Embankment	January 10, 1929
1113	65-S-13, 14		Dollarway Bridges	Grant and Jefferson	270'	6 R. C. D. Girder Bridges	January 10, 1929
1114	51-S-1, 2		Donaldson-Friendship Bridges	Clark and Hot Spring	1189'	4 R. C. D. Girder Bridges 168' Embankment	January 10, 1929
176	3-S-14, 15		Clarendon-Marianna Bridges	Monroe and Lee	798.25'	8 Treated Timber Pile Bent Bridges	March 29, 1929
205	3-S-11		Stuttgart-Ulm Road	Arkansas	4.915	Grad., Drain. Structures and Gravel Surfacing	March 29, 1929
211	3-S-8		Cayney Bayou Bridge	Jefferson	90'	1 R. C. D. Girder Bridge	March 29, 1929
245	35-S-8		Monticello-Collins Road	Drew	14.547	Grad., Drain. Structures and Gravel Surfacing	March 29, 1929
293	65-S-20 65-S-4		Lake Village-McGehee Bridges	Chicot and Desha	725.42'	5 Treated Timber Pile Bent Bridges	March 29, 1929
321	67-S-1		Red River Bottom Bridges	Miller	2384'	4 R. C. D. G. Bridges on Conc. Pile Bents	March 29, 1929
364	29-S-3		Hope-Lewisville Road	Hempstead	12.816	Gravel Surfacing	March 29, 1929
370	71-S-1		Texarkana-La. State Line Road	Miller	7.912	Gravel Surfacing	March 29, 1929
428	22-S-1		Ft. Smith-Charleston Road	Sebastian	8.360	Concrete Pavement (Bates Type)	March 29, 1929
436	71-S-15	247-A	Mountainburg-Fine Springs Road	Crawford	4.865	Concrete Pavement (Bates Type)	March 29, 1929
475	22-S-2		Charleston-Paris Road	Franklin	9.345	Concrete Pavement (Bates Type)	March 29, 1929
484	107-S-1		Spavinaw Creek Bridge	Benton	417.5'	1 Continuous R. C. D. Girder Bridge	March 29, 1929
558	16-S-11		Heber Springs-Edgemont Bridges	Cleburne	669.67'	2 Treated Timber Pile Bent Bridges	March 29, 1929
581	63-S-2		Hardy-Williford Bridges	Sharp	792.08'	4 Continuous R. C. D. G. Brs. & 480.75' Earth Ap	March 29, 1929

TABLE No. 13

AWARDED FROM JANUARY 1, 1929 TO DECEMBER 31, 1929

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Reynolds & Sutton, Tyler, Texas	100	24,361.30	NONE	24,361.30	39,280.84	NONE	39,280.84
Cole Bros. & Denniston Fayetteville, Ark.	90	9,988.91	NONE	9,988.91	12,538.90	NONE	12,538.90
T. H. Clay & Co., Mt. Ida, Ark.	80	14,263.43	NONE	14,263.43	14,581.04	NONE	14,581.04
Reynolds & Sutton, Tyler, Texas	180	58,481.90	NONE	58,481.90	65,168.50	NONE	65,168.50
O. Kochtitzky, England, Ark.	130	44,159.78	NONE	44,159.78	43,851.13	NONE	43,851.13
I. F. Mullins, Pine Bluff, Ark.	120	24,965.12	NONE	24,965.12	24,777.06	NONE	24,777.06
Lambert & Witt, Mt. Ida, Ark.	110	27,274.50	NONE	27,274.50	26,259.44	NONE	26,259.44
S. A. Jeffus, Taylor, Ark.	90	5,735.26	NONE	5,735.26	5,636.79	NONE	5,636.79
Interstate Const. Co., Ft. Smith, Ark.	200	69,706 81	NONE	69,706.81	111,488.21	NONE	111,488.21
Carter Const. Co., Little Rock, Ark.	100	17,442.69	NONE	17,442.69	18,326.96	NONE	18,326.96
Carter Const. Co., Little Rock, Ark.	110	44,078.68	NONE	44,078.68	67,781.48	NONE	67,781.48
Newell Contracting Co., Little Rock, Ark.	130	35,844.90	NONE	35,844.90	37,792.61	NONE	37,792.61
C. H. Atkinson Pav. Co., Hot Springs, Ark.	130	61,007.52	NONE	61,007.52	71,187.98	NONE	71,187.98
L. G. Newsom, Marks, Miss.	120	21,912.30	NONE	21,912.30	24,292.55	NONE	24,292.55
Ayres & Graves, Hope, Ark.	150	23,867.81	19,371.05	43,238.86	27,042.13	24,565.76	51,607.89
Philpot Const. Co., Pine Bluff, Ark.	90	10.500.00	NONE	10,500.00	18,002.87	NONE	18,002.87
Newell Contracting Co., Little Rock, Ark.	270	105,441.40	48,952.20	154,393.60	109,341.77	30,212.84	139,554.61
J. F. Mullins, Pine Bluff, Ark.	90	21,055.48	NONE	21,055.48	21,075.40	NONE	21,075.40
Fred Luttjohann, Topeka, Kansas	200	143,179.56	NONE	143,179.56	257.514.49	NONE	257,514.49
J. W. Gwin, Birmingham, Ala.	150	28.713.26	25,133.70	53,846.96	45,492.40	2,424.60	47,917.00
J. W. Gwin, Birmingham, Ala.	120	11,613.15	35,842.50	47,455.65	12,754.41	31,164.17	43,918.58
Shultz Const. Co., Fort Smith, Ark.	180	172,216.51	NONE	172,216.51	171,714.66	NONE	171,714.66
Porter Const. Co., Tulsa, Okla.	120	93,142.67	21,206.30	114,349.03	88,272.76	21,107.52	109,380.28
Turk Const. Co., Little Rock, Ark.	200	181,281.61	NONE	181,281.61	179,865.10	NONE	179,865.10
Cook & Ransom, Ottawa, Kansas	90	23,839.35	NONE	23,839.35	24,572.56	NONE	24,572.56
L. G. Newsom, Marks, Miss.	110	17,169.19	NONE	17,169.19	17,035.51	NONE	17,035.51
Cook & Ransom, Ottawa, Kansas	120	34,414.06	NONE	34,414.06	35.690.65	NONE	35,690.65

TABLE No. 13—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
597	17-S-6		Newport-Tupelo Road	Jackson	16.249	Gravel Surfacing	March 29, 1929
599	66-S-2		Mt. View-Timbo Bridges	Stone	535.5'	4 T. T. Framed Bent Brs 1 incl. 2-42' I-Bm. Spans	March 29, 1929
653	6-S-6		Hot Springs-Malvern Road	Hot Spring	11.564	Gravel Surfacing	March 29, 1929
658	70-S-10		Benton-Hot Springs Road	Saline	0.309	Repairing Concrete Pavement	March 29, 1929
760	4-S-11		Harrell-Hampton Road	Calhoun	4.494	Grad., Drain. Structures and Gravel Surfacing	March 29, 1929
768	167-S-3		Smackover-Camden Road	Ouachita	2.346	Grading and Drainage Structures	March 29, 1929
770	167-S-4	233-A	Camden-East Bridges	Ouachita	5075'	5 Brs., 4 R. C. & 1 T. T. Trestle & 163.33' Ear. ap	March 29, 1929
780	167-S-23		Smackover-Camden Road	Union and Ouachita	15.337	Concrete Pavement (Bates Type)	March 29, 1929
876	7-S-10		Dardanelle-Ola Road	Yell	13.899	Gravel Surfacing	March 29, 1929
878	65-S-7		Clinton-North Bridges	Van Buren	949.54'	3 R. C. D. G. Brs., 1 incl. 1-200' Steel Span and 443' Earth Emb.	March 29, 1929
889	10-S-5		Ola-Perry Road	Perry	8.151	Gravel Surfacing	March 29, 1929
890	10-S-5		Ola-Perry Road	Perry	9.396	Gravel Surfacing	March 29, 1929
913	12-S-6		Harrison-Eureka Springs Road	Carroll	7.847	Grading and Drainage Structures	March 29, 1929
976	5-S-8		Hicks Creek Bridge	Baxter	60'	1-R. C. D. G. Bridge	March 29, 1929
979	65-S-1		Harrison-Omaha Road	Boone	19.115	Gravel Surfacing	March 29, 1929
981	126-S-3		Flippin-Cotter Road	Marion	1.287	Grad., Drain. Structures and Gravel Surfacing	March 29, 1929
1010	1-S-20		Paragould-Corning Bridges	Greene	1093.73'	16-Brs. 13 Tr. Timber; 2 Steel, 1 R. C. D. G. Br.	March 29, 1929
1090	18-S-5		Leachville-Blytheville Bridges	Mississippi	451'	5 R. C. Thru Gir. Brs. & 200' Concrete Pavt.	March 29, 1929
10104	67-S-18	246-A	Hoxie-Alicia Road	Lawrence	6.122	Grading and Drainage Structures	March 29, 1929
10119	59-S-3		St. Francis River Bridge	Clay	458.17'	1 T. T. P. B. Br., 1 I-Bm. App. to Present Br.	March 29, 1929
10126	67-S-18	246-B	Hoxie-Alicia Road	Lawrence	6.727	Grading and Drainage Structures	March 29, 1929
108	3-S-14		Clarenden-Marianna Road	Monroe	4.883	Grad., Drain. Structures and Gravel Surfacing	April 18, 1929
179	50-S-1 3-S-18		Widener-Chatfield Bridges	St. Francis Crittenden	1823.67'	8 T. T. P. Bent Bridges, incl. 1-38' I-Beam Span	April 18, 1929
295	35-S-8		Monticello-Dermott Bridges	Drew	2060.0'	10-T. T. P. Bent Brs., incl 1-38' I-Beam Span	April 18, 1929
305	24-S-1, 2		Nashville-Lockesburg Road	Howard Sevier	1.697	Grading and Drainage Structures	April 18, 1929
307	21-S-1, 2		Saline River Bridges	Howard Sevier	827.16'	5 Struct. Steel & Reinf. Concrete Bridges	April 18, 1929
308	2-S-1		Texarkana-Garland City Road	Miller	20.732	Gravel Surfacing	April 18, 1929

TABLE No. 13—(Continued)

AWARDED FROM JANUARY 1, 1929 TO DECEMBER 31, 1929

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
F. D. Harvey & Co., Memphis, Tenn.	200	24,802.54	54,520.90	79,323.44	25,252.99	43,368.17	68,621.16
M. K. Orr, Little Rock, Ark.	90	22,310.25	NONE	22,310.25	35,371.97	NONE	35,371.97
J. W. Gwin, Birmingham, Ala.	160	20,695.85	1,708.35	22,404.20	18,630.10	1,837.44	20,467.54
Turk Const. Co., Little Rock, Ark.	60	10,216.62	1,558.84	11,775.46	10,258.52	NONE	10,258.52
L. A. Lemon, Booneville, Ark.	180	29,727.17	749.30	30,476.47	28,225.58	907.20	29,132.78
E. A. Enloe, Shreveport, La.	180	31,604.99	NONE	31,604.99	36,121.63	NONE	36,121.63
Brown-Abbott Co., Dallas, Texas	210	249,287.24	NONE	249,287.24	257,000.18	NONE	257,000.18
Hartman-Clark Bros. Co., Peoria, Ill.	150	310,005.47	NONE	310,005.47	342,031.78	NONE	342,031.78
Batson Bros., Dardanelle, Ark.	150	11,735.96	1,972.54	13,708.50	26,540.49	1,045.42	27,585.91
Merritt-Short & Co., Glenwood, Ark.	140	47,170.55	NONE	47,170.55	53,102.48	NONE	53,102.48
Nelson Bros., Memphis, Tenn.	90	8,922.30	25,906.50	34,828.80	9,223.32	19,988.14	29,211.46
Cook & Ransom, Ottawa, Kansas	100	9,815.45	31,898.40	41,713.85	10,031.20	23,603.98	33,635.18
Cole Bros. & Denniston, Fayetteville, Ark.	250	66,092.28	NONE	66,092.28	84,054.76	NONE	84,054.76
Cook & Ransom, Ottawa, Kansas	70	5,153.21	NONE	5,153.21	4,696.46	NONE	4,696.46
M. E. Gillioz, Monett, Mo.	150	46,011.94	4,015.27	50,027.21	44,078.58	193.00	44,271.58
Miles S. Proctor, Yellville, Ark.	90	19,958.86	147.76	20,106.62	30,059.53	NONE	30,059.53
Miller's Garage & Const Co., St. Louis, Mo.	150	60.787.28	NONE	60,787.28	58,776.90	NONE	58,776.90
Booz-Boyd & Co., Russellville, Ala.	120	38,457.04	NONE	38,457.04	38,934.23	NONE	38,934.23
Newell Contracting Co., Little Rock, Ark.	230	32,214.56	NONE	32,214.56	34,597.43	NONE	34.597.43
Oscar Kochtitzky, England, Ark.	90	12,326.85	NONE	12,326.85	13,350.28	17.70	13,367.98
Newell Contracting Co., Little Rock, Ark.	230	27,688.80	NONE	27,688.80	33,577.35	NONE	33,577.35
J. P. McNulty, Pine Bluff, Ark.	130	28,896.01	22,362.75	51,258.76	29,727.40	23,193.12	52,920.52
M. K. Orr, Little Rock, Ark.	140	47,617.31	NONE	47,617.31	53,523.05	NONE	53,523.05
P. F. Connelly, Little Rock, Ark.	120	36,455.40	NONE	36,455.40	39,383.15	NONE	39,383.15
Bunnell & Mack Const. Co., Paragould Ark.	150	27,842.24	NONE	27,842.24	34,166.97	NONE	34,166.97
Reynolds & Sutton, Nashville, Ark.	240	53,171.47	NONE	53,171.47	56,749.77	NONE	56,749.77
A. W. Tarrant, El Dorado, Ark.	150	21,781.56	40,680.15	62,461.71	22,485.64	41,113.76	63,599.40

TABLE No. 13—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
358	27-S-2, 3		Murfreesboro-Nashville Road	Hempstead Howard	5.903	Grading and Drainage Structures	April 18, 1929
395	70-S-5		Hot Springs-Kirby Road	Pike	12.711	Gravel Surfacing	April 18, 1929
3100	29-S-1		Bradley-La. State Line Road	Lafayette	5.394	Gravel Surfacing	April 18, 1929
3101	71-S-1, 2		Texarkana-Sulphur River Road	Miller	20.600	Gravel Surfacing	April 18, 1929
470	80-S-1		Parks Corners-Okla. State Line Road	Washington	10.803	Gravel Surfacing	April 18, 1929
481	71-S-18	108 Reop.	Rogers-Bentonville Road	Benton	6.303	Grad., Drain Structures and Conc. Pavement	April 18, 1929
482	71-S-12		Waldron-North Road	Scott	10.980	Crushed Stone Surfacing	April 18, 1929
483	71-S-11		Waldron-South Road	Scott	12.433	Crushed Stone Surfacing	April 18, 1929
487	16-S-3		Fayetteville-Elkins Bridges	Washington	2957.8'	2 Str. Stl. & T. T. Pile Bent Bridges incl. repairs on one span	April 18, 1929
489	71-S-15		Mountainburg-South Road	Crawford	3.648	Gravel Surfacing	April 18, 1929
546	14-S-8		Red Stripe-Locust Grove Road	Independence	6.172	Grading and Drainage Structures	April 18, 1929
591	16-S-11		Heber Springs-Edgemont Road	Cleburne	13.425	Crushed Stone Surfacing	April 18, 1929
596	11-S-14		Batesville-Pleasant Plains Road	Independence	17.164	Gravel and Crushed Stone Surfacing	April 18, 1929
677	6-S-4		Royal-Montgomery Co. Line Bridges	Garland	629.96'	4 Str. Steel & Reinforced Concrete Bridges	April 18, 1929
679	51-S-3		Ouachita River Bridge	Hot Spring	3250'	1 Concrete Bridge	April 18, 1929
681	67-S-9		Benton-Malvern Road	Saline	4.144	Concrete Pavement	April 18, 1929
748	15-S-6		Pansy-North Road	Cleveland	17.250	Grad., Drain. Structures and Gravel Surfacing	April 18, 1929
891	105-S-1		Atkins-Hector Road	Pope	15.418	Crushed Stone and Gravel Surfacing	April 18, 1929
892	22-S-3		Charleston-Paris Road	Logan	9.756	Concrete Pavement (Bates Type)	April 18, 1929
893	64-S-4	Subst. 26 West	Clarksville-Ft. Smith Road	Johnson	5.778	Concrete Pavement (Bates Type)	April 18, 1929
894	10-S-3		Petit Jean Relief Bridge	Yell	914.33'	1 T. T. P. Bent Bridge	April 18, 1929
920	16-S-4 23-S-5		St. Paul-Thompson Bridges	Madison	600'	2 R. C. D. G. & Struct. Steel Bridges	April 18, 1929
980	12-S-10		Yellville-Flippin Bridges	Marion	800'	3 R. C. D. G. Bridges and Earth Approaches	April 18, 1929
985	5-S-9		Mountain Home-State Line Road	Baxter	15.382	Gravel Surfacing	April 18, 1929
1011	67-S-21		Current River Bridge	Randolph	453.21'	1 Struct. Steel and Rein. Conc. Bridge	April 18, 1929

TABLE No. 13—(Continued)

AWARDED FROM JANUARY 1, 1929 TO DECEMBER 31, 1929

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
C. D. Ball, Ozan, Ark.	180	25,398.64	NONE	25,398.64	33,798.69	NONE	33,798.69
M. O. Weaver, Iowa Falls, Ia.	150	31,766.94	2,750.18	34,517.12	27,812.46	1,725.66	29,538.12
Nelson Bros., Memphis, Tenn.	90	8,677.49	19,764.45	28,441.94	8,713.00	24,320.16	33,033.16
Ellis & Lewis, Little Rock, Ark.	200	43,640.28	40,909.90	84,550.18	73,994.94	4,239.45	78,234.39
T. J. Pridemore, Lincoln, Ark.	150	16,782.09	56,543.12	73,325.21	8,841.35	26,629.71	35,471.06
Altman Rodgers Co., Oklahoma City, Okla.	210	158,088.29	NONE	158,088.29	157,803.09	NONE	157,803.09
Interstate Const. Co., Fort Smith, Ark.	120	40,757.11	1,398.10	42,155.21	41,454.22	695.22	42,149.44
Alexandria Const. Co., Alexandria, La.	120	48,216.00	1,584.80	49,800.80	47,115.92	770.62	47,886.54
Blackshire & Blackshare, Harrison, Ark.	180	34,473.14	NONE	34,473.14	51,448.96	NONE	51,448.96
A. C. Kennedy, Poyen, Ark.	90	10,868.50	774.40	11,642.90	9,640.81	374.94	10,015.75
Altman-Rodgers Co., Oklahoma City, Okla.	300	64,343.98	NONE	64,343.98	69,618.80	NONE	69,618.80
O. B. Robins, Heber Springs, Ark.	120	10,402.60	27,481.60	37,884.20	10,055.70	32,780.16	42,835.86
B. C. George & Co., Corinth, Miss.	180	55,940.88	8,650.70	64,591.58	63,918.82	16,402.33	80,321.15
James Spencer & Son Const. Co., Hot Springs	180	38,185.53	NONE	38,185.53	36,927.08	NONE	36,927.08
Luten Bridge Co., Little Rock, Ark.	210	86,447.17	NONE	86,447.17	99,299.54	NONE	99,299.54
Newell Contracting Co., Little Rock, Ark.	90	89,789.23	NONE	89,789.23	86,119.71	NONE	86,119.71
Ross & Dalton, Arkadelphia, Ark.	290	104,209.03	3,616.60	107,825.63	104,763.53	3,574.35	108,337.88
Lybrand & Robertson, Sheridan, Ark.	200	62,071.00	16,232.40	78,303.40	36,562.20	14,652.02	51,214.22
Shultz Const. Co., Ft. Smith, Ark.	180	191,153.03	NONE	191,153.03	189,709.74	NONE	189,709.74
Couch Const. Co., Dothan, Ala.	120	117,958.40	NONE	117,958.40	111,462.09	NONE	111,462.09
M. K. Orr, Little Rock, Ark.	120	21,664.88	NONE	21,664.88	21,870.53	NONE	21,870.53
Walsh & Thomas Benton, Ark.	120	22,127.69	NONE	22,127.69	29,668.73	NONE	29,668.73
Cock & Ransom, Ottawa, Kan.	120	19,451.48	NONE	19,451.48	20,541.61	NONE	20,541.61
No. Ark. Const. Co., Yellville, Ark.	150	38,091.22	2,795.00	40,886.22	37,644.74	294.31	37,939.05
Vincennes Bridge Co., Vincennes, Ind.	200	80,796.95	NONE	80,796.95	78,256.55	NONE	78,256.55

TABLE No. 13—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
186	3-S-18		Lehi-Chatfield Road	Crittenden	15.117	Gravel Surfacing	May 15, 1929
187	50-S- 1, 2		Widener-Chatfield Road	St. Francis and Crittenden	18.435	Gravel Surfacing	May 15, 1929
209	65-S-14	178-A	Dollarway	Jefferson	9.444	Concrete Pavement	May 15, 1929
338	71-S-1		Texarkana-Ark.-La. State Line Road	Miller	1.955	Grading and Drainage Structures	May 15, 1929
373	7-S-4		Arkadelphia-North Road	Clark	4.869	Grading and Drainage Structures	May 15, 1929
391	19-S-3		Laneburg-Rosston Road	Nevada	8.541	Gravel Surfacing	May 15, 1929
3102	4-S-5		Hope-Washington Road	Hempstead	7.726	Gravel Surfacing	May 15, 1929
3103	84-S-1		Kirby-Amity Road	Pike	9.099	Gravel Surfacing	May 15, 1929
3104	8-S-5		Arkadelphia-Glenwood Road	Clark	7.289	Gravel Surfacing	May 15, 1929
3105	53-S-1, 2		Gurdon-Whelen Springs Road	Nevada and Clark	10.584	Gravel Surfacing	May 15, 1929
447	71-S-9		Hatfield-Overhead Bridge	Polk	650.0'	1 R. C. D. G. Br. 126.42' Long & Earth App.	May 15, 1929
450	71-S-17	37 Rev.	Clear Creek-North Road	Washington	4.693	Grading and Drainage Structures	May 15, 1929
480	64-S-3	30-A Reop.	Altus-East Road	Franklin	3.546	Grading and Drainage Structures	May 15, 1929
491	71-S-16, 17	36 254-A Reop.	Fayetteville-North & South Road	Washington	7.812	Grad., Drain. Structures and Conc. Pavement	May 15, 1929
493	71-S-10		Ouachita River Bridges	Polk	400'	2 R. C. D. G. & Struct Stl Brs. & Earth Emb.	May 15, 1929
494	64-S-3		Ozark-Mulberry Bridges	Franklin	465.16'	2 R. C. & Struct. Steel Bridges	May 15, 1929
5100	25-S-2		Heber Springs-Quitman Road	Cleburne	13.703	Crushed Stone Surfacing	May 15, 1929
5101	25-S-4		Batesville-Heber Springs Road	Independence	11.015	Gravel Surfacing	May 15, 1929
5102	16-S-12		Heber Springs-Pangburn Road	Cleburne	12.237	Gravel Surfacing	May 15, 1929
5104	67-S-16		White River Bridge at Newport	Jackson	689'	1 Struct. Steel Bridge and Piers	May 15, 1929
5105	67-S-16		White River Bridge at Newport	Jackson	2353.33'	Concrete Approaches	May 15, 1929
652	70-S-7, 8		Hot Springs-Glenwood	Garland and Hot Spring	21.346	Gravel Surfacing	May 15, 1929
680	67-S-7	258-A	Malvern-Donaldson Road	Hot Spring	10.052	Concrete Pavement	May 15, 1929
777	3-S-2		Magnolia-McNeil Road	Columbia	0.924	Grad., Drain. Structures and Conc. Pavement	May 15, 1929
781	115-S-3		Thornton-Hampton Road	Calhoun	9.583	Gravel Surfacing	May 15, 1929
789	3-S-5		Saline River Bridges	Cleveland	6500.0'	3 Timber & Steel Bridges and Earth Approaches	May 15, 1929
794	4-S-9		Camden-Hampton	Ouachita	4.411	Gravel Surfacing	May 15, 1929

TABLE No. 13—(Continued)

AWARDED FROM JANUARY 1, 1929 TO DECEMBER 31, 1929

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
C. A. C. Const. Co., Daytonia Beach, Fla.	50	10,247.14	32,534.10	42,781.24	10,698.32	38,393.21	49,091.53
Williamson Bros., Water Valley, Miss.	60	20,020.88	33,990.45	54,011.33	21,202.54	38,904.80	60,107.34
Walter J. Bryson Pav. Co., Birmingham Ala.	150	179,973.60	NONE	179,973.60	176,360.33	NONE	176,360.33
J. S. Young, Texarkana, Ark.	200	44,697.46	NONE	44,697.46	44,879.11	NONE	44,879.11
J. W. White & Son, Monticello, Ark.	180	33,486.49	NONE	33,486.49	50,556.94	NONE	50,556.94
Jackson & Self, Glenwood, Ark.	120	41,948.18	10,834.90	52,783.08	52,127.52	1,904.13	54,031.65
Ellis & Lewis, Little Rock, Ark.	60	8,167.56	16,941.60	25,109.16	8,408.34	13,053.37	21,461.71
M. O. Weaver, Iowa Falls, Iowa	90	25,170.32	1,315.40	26,485.72	26,171.32	964.28	27,135.60
Ellis & Lewis, Little Rock, Ark.	100	15,152.34	1,557.50	16,709.84	37,422.58	1,755.03	39,177.61
M. O. Weaver, Iowa Falls, Iowa	120	14,448.96	20,967.14	35,416.10	15,140.25	6,828.90	21,969.15
Cook & Ransom, Ottawa, Kansas	70	10,789.64	NONE	10,789.64	9,531.22	NONE	9,531.22
Cole Bros. & Denniston, Fayetteville, Ark.	180	26,178.29	NONE	26,178.29	32,689.46	NONE	32,689.46
Rye Bros., Russellville, Ark.	150	28,539.29	NONE	28,539.29	29,522.16	NONE	29,522.16
Porter Const. Co., Tulsa, Okla.	180	174,842.00	NONE	174,842.00	178,369.35	NONE	178,369.35
Richardson Ayres, Hope, Ark.	110	25,079.09	NONE	25,079.09	24,859.24	NONE	24,859.24
Blackshire & Blackshare Harrison, Ark.	130	39,405.01	NONE	39,405.01	39,350.78	NONE	39,350.78
T. L. Thogmartin & Son, Ft. Scott, Kansas	100	44,452.10	769.65	45,221.75	50,886.47	797.10	51,683.57
M. C. W. Const. Co., Jackson, Mo.	60	12,559.20	4,895.80	17,455.00	11,142.73	6,188.64	17,331.37
O. B. Robbins, Heber Springs, Ark.	90	19,264.80	27,258.66	46,523.46	22,407.95	34,866.41	57,274.36
Mo. Val. Br. & Iron Co., Leavenworth, Kansas	300	218,662.00	NONE	218,662.00	322,273.67	NONE	322,273.67
List & Weatherly Const. Co., Kansas City, Mo.	330	239,538.00	NONE	239,538.00	229,351.82	NONE	229,351.82
C. H. Atkinson Pav. Co., Malvern, Ark.	150	62,398.30	7,038.75	69,437.05	60,589.07	6,109.24	66,698.31
T. S. Clements, Shreveport, La.	150	186,900.90	NONE	186,900.90	191,786.84	NONE	191,786.84
McGuire & Cavender, Texarkana, Texas	70	22,667.08	NONE	22,667.08	21,900.07	NONE	21,900.07
C. A. C. Const. Co., Daytonia Beach, Fla.	80	13,196.24	1,929.20	15,125.44	13,336.92	1,954.45	15,291.37
J. F. Mullins, Pine Bluff, Ark.	210	131,842.03	NONE	131,842.03	147,324.64	NONE	147,324.64
Ellis & Lewis, Little Rock, Ark.	45	8,332.55	890.30	9,222.85	8,698.91	899.50	9,598.41

TABLE No. 13—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
841	9-S-6		Perry-Owensville Road	Perry	6.400	Grading and Drainage Structures	May 15, 1929
875	22-S-5		Fort Smith-Dardanelle Road	Yell	7.500	Concrete Pavement	May 15, 1929
896	22-S-3		Fort Smith-Dardanelle Road	Logan	4.532	Concrete Pavement	May 15, 1929
1037	1-S-15	217-A	Harrisburg-Cross Co. Line Road	Poinsett	8.904	Grad., Drain. Str., Gravel Surf. & 7-T T P B Brs.	May 15, 1929
1074	18-S-4		Poplar Ridge-Monette Road	Craighead	7.436	Grad., Drain. Structures and Gravel Surfacing	May 15, 1929
1115	16-S-15, 16		White River Bridge at Augusta	White and Woodruff	2141.66'	Approaches to Bridge	May 15, 1929
1116	16-S-15, 16		White River Bridge at Augusta	White and Woodruff	603.0'	Struct. Steel Bridge and Piers	May 15, 1929
791	167-S-7, 8		Fordyce-North Bridges	Cleveland and Dallas	1095.00'	10 R. C. D. Bridges and Rein. Conc. Pile Bents	May 15, 1929
115	61-S-1		Miss. Co. Line-Marion Road	Crittenden	14.126	Drainage Structures & Bit. Concrete Paving	June 19, 1929
138	16-S-15		Bald Knob-Augusta Road	Woodruff	1.831	Grading and Drainage Structures	June 19, 1929
180	70-S-20	47 Re. 257-A 257-B	Forrest City- West Memphis Road	Crittenden	12.258	Grad., Drain. Structures Con. Pav. & 12 Brs.	June 19, 1929
184	63-S-9	93 Reop.	Deckerville-Gilmore Road	Crittenden	1.899	Grad., Drain. Structures & Conc. Pavement	June 19, 1929
214	65-S-15, 16	259-A	Pine Bluff-Grady Road	Jefferson and Lincoln	9.279	Grading and Drainage Structures	June 19, 1929
250	65-S-15	259-B	Pine Bluff-Grady Road	Jefferson	10.792	Grading and Drainage Structures	June 19, 1929
292	3-S-8		Airport-Free Bridge Road	Jefferson	4.785	Grad., Drain. Structures and Conc. Pavement	June 19, 1929
309	67-S-1		Texarkana-Fulton Road	Miller	15.602	Grad., Drain. Structures and Conc. Pavement	June 19, 1929
351	4-S-6		Hope-Rosston Road	Hempstead	6.767	Gravel Surfacing	June 19, 1929
392	71-S-2		Tex. & Pac. R. R. Overhead Bridge	Miller	200'	1 R. C. D. G. over R. R. Crossing	June 19, 1929
397	67-S-2	263-A-B 32 Reo.	Fulton-Hope Road	Hempstead	12.315	Grading and Drainage Structures	June 19, 1929
459	71-S-18	108-B Reop.	Benton Co. Line-Rogers Road	Benton	8.578	Grading and Drainage Structures	June 19, 1929
471	6-S-2		Brushey Creek-Ouachita R. Road	Montgomery	9.328	Grading and Drainage Structures	June 19, 1929
498	45-S-1		Ft. Smith-Hartford Road	Sebastian	26.800	Shale Surfacing	June 19, 1929
499	23-S-3		Ozark Bridge over Arkansas River	Franklin	1536.92'	1 R. C. Arch Span Br. & R. C. D. G. App.	June 19, 1929
4103	6-S-2		Ouachita River-Mt. Ida Road	Montgomery	4.742	Gravel Surfacing	June 19, 1929
4104	16-S-3		Fayetteville-Elkins Road	Washington	9.274	Gravel Surfacing	June 19, 1929
555	12-S-14, 15		Salem-Ash Flat Road	Fulton and Sharp	17.307	Grad., Drain. Structures	June 19, 1929
5103	87-S-2, 3, 4		Pleasant Plains Bradford Road	White and Jackson	12.695	Gravel and Crushed Stone Surfacing	June 19, 1929

TABLE No. 13—(Continued)

AWARDED FROM JANUARY 1, 1929 TO DECEMBER 31, 1929

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
D. B. Hill, Little Rock, Ark.	300	60,560.11	NONE	60,560.11			
Grady Garms, Little Rock, Ark.	150	142,659.30	NONE	142,659.30	143,975 24	NONE	143,975.24
Shultz Const Co., Fort Smith, Ark.	100	90 193.40	NONE	90,193.40	94.132.65	NONE	94,132.65
M. Tansey, Harrell, Ark.	230	72,170.48	1,801.10	73,971.58	76,690.03	NONE	76,690.03
Duke & Airington, Jonesboro, Ark.	180	27.681.72	29,507.40	57,189.12	20 672.23	24,023.69	44,695.92
Parham Const. Co., E. St. Louis, Ill.	330	259,332.00	NONE	259,332.00			
Mo. Val. Br. & Iron Co., Leavenworth, Kan.	300	191,280.50	NONE	191,280.50	295,032.67	NONE	295,032.67
Maxwell Const. Co., Columbus, Kan.	170	57,309.10	NONE	57,309.10	56,427.92	NONE	56,427.92
Hogan Const. Co., Little Rock, Ark.	200	269.520.89	66,557.76	336,078.65	373,645.88	100,331.75	473,977.63
Callahan Walker Const. Co., Omaha, Neb.	300	65.680.90	NONE	65,680.90	52,078.15	NONE	52,078.15
R. J. Lynch & Co., Little Rock, Ark.	210	378.520.37	NONE	378,520.37			
Newell Contracting Co., Little Rock, Ark.	45	50.178.02	NONE	50,178.02	51,856.07	NONE	51,856.07
Ayres & Graves Hope, Ark.	230	29,648.02	NONE	29,648.02	32,676.76	NONE	32,676.76
Ayres & Graves, Hope, Ark.	210	49,890.25	NONE	49,890.25	61,473.30	NONE	61,473.30
I. P. McNulty, Pine Bluff, Ark.	150	115,945.34	NONE	115,945.34	125,262.19	862.63	126,124.82
McGuire & Cavender, Texarkana, Texas	250	327,740.35	NONE	327,740.35	351,801.30	NONE	351,801.30
Britt & DeLaughter, Boughton, Ark.	60	8,421.48	13,698.00	22,119.48	8,820.22	11,254.50	20,074.72
Reynolds & Sutton, Nashville, Ark.	90	9,835.01	NONE	9,835.01	11,461.92	NONE	11,461.92
Reynolds & Sutton, Nashville, Ark.	180	106,092.88	NONE	106,092.88	152,498.95	NONE	152,498.95
L. L. Cole, Fayetteville, Ark.	200	41,297.50	NONE	41,297.50	48,331.62	NONE	48,331.62
Interstate Const. Co., Ft. Smith, Ark.	240	74,145.20	NONE	74,145.20	93,110.05	NONE	93,110.05
J. W. Gwin, Birmingham, Ala.	150	15,880.44	NONE	15,880.44	20,498.10	558.20	21,056.30
M. E. Gillioz, Monett, Mo.	450	338.352.13	NONE	338,352.13			
A. C. Kennedy, Little Rock, Ark.	60	10,134.00	407.10	10,541.10	10,325.60	391.09	10,716.69
M. E. Gillioz, Monett, Mo.	60	13.259.65	322.20	13,581.85	17,561.33	564.33	18,125.66
W. P. McGeorge, Pine Bluff, Ark.	300	107,981.33	NONE	107,981.33	99,148.53	NONE	99,148.53
Thogmartin & Son, Ft. Scott, Kansas	150	38,997.80	1,073.20	40,071.00	46,189.88	832.20	47,022.08

TABLE No. 13—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Recei
5106	63-S-2		Hardy-Williford Road	Sharp	4.769	Gravel Surfacing	June 19, 1929
646	10-S-7		Perryville-Little Rock Road	Pulaski	8.767	Grading and Drainage Structures	June 19, 1929
671	67-S-11		Pulaski Co. Line-White Co. Line Road	Lonoke	10.499	Grading and Drainage Structures	June 19, 1929
685	25-S-1		Wooster-Cleburne Co. Line Road	Faulkner	19.780	Crushed Stone Surfacing	June 19, 1929
686	6-S-4		Royal-Montgomery Co. Line Road	Garland	10.101	Gravel Surfacing	June 19, 1929
7103	15-S-4		Warren-North Road	Bradley	0.873	Grading	June 19, 1929
7104	15-S-4, 5		Saline River Bridges	Bradley and Cleveland	1659'	3 R. C. D. G Brs. & 2 Con and Steel Bridges	June 19, 1929
7110	15-S-2		El Dorado-Moro Bay Road	Union	1.446	Grad., Drain. Structures and Conc. Pavement	June 19, 1929
821	10-S-2		Booneville-Magazine Road	Logan	5.564	Grad., Drain. Structures and Gravel Surfacing	June 19, 1929
872	10-S-3		Magazine-Danville Road	Yell	10.860	Grading and Drainage Structures	June 19, 1929
88	10-S-2		Greenwood-Booneville Road	Logan	3.751	Gravel Surfacing	June 19, 1929
887	76-S-1		Plainview-East Road	Yell	6.969	Grading and Drainage Structures	June 19, 1929
897	65-S-8		Clinton-Conway Road	Van Buren	17.849	Gravel and Crushed Stone Surfacing	June 19, 1929
898	28-S-4		Ola-Plainview Road	Yell	5.749	Gravel Surfacing	June 19, 1929
8101	10-S-4		Ola-Perry Road	Yell	7.231	Gravel Surfacing	June 19, 1929
8103	10-S-3		Havana-Danville Road	Yell	7.882	Gravel Surfacing	June 19, 1929
8106	10-S-2		Magazine-Danville Road	Logan	5.036	Gravel Surfacing	June 19, 1929
902	14-S-3		Yellville-South Bridges	Marion	1250'	2 R. C. D. G. Bridges	June 19, 1929
966	16-S-4		St. Paul-Thompson Road	Madison	13.610	Gravel Surfacing	June 19, 1929
983	12-S-6		Harrison-Eureka Springs	Carroll	9.220	Grad., Drain. Structures and Gravel Surfacing	June 19, 1929
994	5-S-8		Mountain Home-Calico Rock Road	Baxter	9.925	Gravel Surfacing	June 19, 1929
1029	79-S-1		Pocahontas-North Road	Randolph	3.078	Grading and Drainage Structures	June 19, 1929
1073	39-S-4		Jonesboro-Brinkley Road	Craighead	13.090	Grading and Drainage Structures	June 19, 1929
1077	79-S-1		Pocahontas-North Road	Randolph	8.380	Grading and Drainage Structures	June 19, 1929
1086	34-S-4		Peach Orchard-Knobel Road	Clay	5.415	Gravel Surfacing	June 19, 1929
1087	34-S-3		Randolph Co.-Clay Co. Road	Greene	9.720	Gravel Surfacing	June 19, 1929
1088	1-S-20, 21		Corning-Paragould Road	Clay and Greene	7.730	Gravel Surfacing	June 19, 1929

TABLE No. 13—(Continued)

AWARDED FROM JANUARY 1, 1929 TO DECEMBER 31, 1929

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Ellis & Lewis, Little Rock, Ark.	60	8,326.75	328.05	8,654.80	8,453.99	447.97	8,901.96
Ellis & Lewis, Little Rock, Ark.	210	59,781.35	NONE	59,781.35	74,115.45	NONE	74,115.45
Newell Contracting Co., Little Rock, Ark.	250	71,170.18	NONE	71,170.18	88,592.96	NONE	88,592.96
M. O. Weaver, Iowa Falls, Iowa	180	64,230.60	1,010.00	65,240.60	67,293.19	1,087.60	68,380.79
G. C. Smith & Mooney, Hot Springs, Ark.	90	10,862.79	501.58	11,364.37	10,940.91	384.75	11,325.66
Lakeside Br. & Stl Co., Little Rock, Ark.	60	19,556.70	NONE	19,556.70	16,973.79	NONE	16,973.79
Lakeside Br. & Steel Co., Little Rock, Ark.	135	124,173.21	NONE	124,173.21	156,231.79	NONE	156,231.79
Hartmann-Clark Bros. Co., Peoria, Ill.	60	41,024.47	NONE	41,024.47	40,408.95	NONE	40,408.95
L. A. Lemon, Booneville, Ark.	180	36,805.47	12,259.65	49,065.12			
Geo. W. Nickels & Son, Hot Springs, Ark.	250	69,814.74	NONE	69,814.74	89,569.34	NONE	89,569.34
Armstrong & Donathan, Booneville, Ark.	45	3,563.80	8,209.50	11,773.30	2,974.78	10,809.60	13,784.38
J. N. George & Bro., Centerville, Ark.	200	42,669.10	NONE	42,669.10	48,444.11	NONE	48,444.11
Newell Contracting Co., Little Rock, Ark.	180	49,835.70	2,021.20	51,856.90	59,340.02	1,010.25	60,350.27
Shultz Const. Co., Fort Smith, Ark.	90	4,702.20	10,459.50	15,161.70	10,723.18	11,927.70	22,650.88
Shultz Const. Co., Fort Smith, Ark.	60	5,684.60	14,657.40	20,342.00	20,367.45	23,940.57	44,308.02
Shultz Const. Co., Fort Smith, Ark.	60	5,974.45	15,928.20	21,902.65	7,239.60	21,455.00	28,694.60
Armstrong & Donathan Booneville, Ark.	60	3,772.83	11,027.25	14,800.08	3,189.07	10,297.60	13,486.67
No. Ark. Const. Co., Yellville, Ark.	110	17,169.24	NONE	17,169.24	18,157.51	NONE	18,157.51
Ellis & Lewis, Little Rock, Ark.	120	23,767.70	771.50	24,539.20	23,675.87	161.99	23,837.86
Gravelle & Hamblin, Muskogee, Okla.	300	100,650.25	488.30	101,138.55	104,340.59	344.54	104,685.13
Ellis & Lewis, Little Rock, Ark.	90	22,233.15	1,121.90	23,355.05	24,711.34	857.34	25,568.68
E. A. Luck, Perryville, Ark.	120	25,060.80	NONE	25,060.80	25,558.88	NONE	25,558.88
Bunnell & Mack, Paragould, Ark.	300	47,161.18	NONE	47,161.18	69,881.86	NONE	69,881.86
E. A. Luck, Perryville, Ark.	210	49,970.13	NONE	49,970.13	47,393.17	NONE	47,393.17
A. C. Kennedy, Little Rock, Ark.	45	8,864.35	20,650.80	29,515.15	8,986.73	23,824.45	32,811.18
Robt. M. Robinson, Owensboro, Ky.	90	16,190.70	35,226.00	51,416.70	27,216.24	58,915.85	86,132.09
A. C. Kennedy, Little Rock, Ark.	80	30,277.20	933.66	31,210.86	36,053.22	1,390.80	37,444.02

TABLE No. 13—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Receiv
1089	34-S-4 1-S-21		Corning-Knobel Road	Clay	10.768	Gravel Surfacing	June 19, 1929
10109	39-S-5		Jonesboro-Brinkley Road	Poinsett	10.624	Grading and Drainage Structures	June 19, 1929
10112	91-S-1, 2	255-B	Hoxie-Jonesboro Road	Craighead, Lawrence and Greene	4.942	Grading and Drainage Structures	June 19, 1929
10127	91-S-2	255-A	Hoxie-Jonesboro Road	Craighead	5.208	Grad., Drain. Structures and Gravel Surfacing	June 19, 1929
1118	16-S-14, 15		Bald Knob-Augusta Road	White and Woodruff	8.756	Grading and Drainage Structures	June 19, 1929
127	17-S-5 37-S-1		Beedeville-McCrory Road	Woodruff	8.512	Grd., Drain. Str., 6.666 Mi T. T. Br., 118.67' Grav. Surf 8.49 Mi.	July 18, 1929
183	70-S-19	258-A	Forrest City-West Memphis Road	St. Francis	14.173	Grading and Drainage Structures	July 18, 1929
195	3-S-15		Clarendon-Marianna Road	Lee	9.090	Gravel Surfacing	July 18, 1929
366	51-S-1	Sec. A. 41-B Re	Gurdon-Arkadelphia Road	Clark	6.035	Grading and Drainage Structures	July 18, 1929
398	51-S-1	41-B	Gurdon-Arkadelphia Road	Clark	8.667	Grading and Drainage Structures	July 18, 1929
3112	2-S-1 & 2		Garland City Toll Bridge	Miller and Lafayette	1849'	3-300' Steel Truss Spans with R. C. D. G. App.	July 18, 1929
454	64-S-3	Sec B 30-Re.	Ozark-West Road	Franklin	10.156	Grading and Drainage Structures	July 18, 1929
477	71-S-11		Waldron-South Road	Scott	1.226	1.116 Mi. Crushed Stone Surf. & 0.110 Mi. Conc. Pavement	July 18, 1929
590	67-S-13	63 Re.	Bald Knob-Judsonia Road	White	5.436	Grading and Drainage Structures	July 18, 1929
7113	132-S-1		Magnolia-Taylor Road	Columbia	14.348	Gravel Surfacing	July 18, 1929
839	61-S-4	256-A	Ozark-Clarksville Road	Johnson	6.931	Grading and Drainage Structures	July 18, 1929
874	22-S-4		Ft. Smith-Dardanelle Road	Logan	5.483	Concrete Pavement	July 18, 1929
877	22-S-3 & 4		Ft. Smith-Dardanelle Road	Logan	11.175	Concrete Pavement	July 18, 1929
8104	10-S-4 28-S-4		Ola-Perry & Ola-Plainview Bridges	Yell	1066.23'	5 R. C. D. G. Bridges with Earth Approaches	July 18, 1929
8108	65-S-7		Marshall-Clinton Road	Van Buren	16.937	Crushed Stone or Gravel Surface	July 18, 1929
960	65-S-2		Harrison-Western Grove Bridges	Boone	526'	4 R. C. Bridges, 3 Deck Gird. & 1 Arch	July 18, 1929
973	45-S-6		Fayetteville-Huntsville Bridges	Madison	136.33'	1 R. C. D. Girder Br. & 1 R. C. Box Culvert	July 18, 1929
993	65-S-2 & 3		Harrison-Marshall Road	Boone and Newton	12.993	Gravel and Crushed Stone Surfacing	July 18, 1929
1012	18-S-4		Poplar Ridge-Monette Bridges	Craighead	246'	4 R. C. D. Girder and Slab Bridges	July 18, 1929
1079	63-S-6	29 Re. 180-C	Nettleton-Truman Road	Craighead	8.911	Asphalt Surfacing	July 18, 1929
10110	39-S-5		Jonesboro-Brinkley Road	Poinsett	9.088	Grading and Drainage Structures	July 18, 1929

TABLE No. 13—(Continued)

AWARDED FROM JANUARY 1, 1929 TO DECEMBER 31, 1929

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Robt. M. Robinson. Owensboro, Ky.	90	44,285.31	7,042.68	51,327.99	30,203.99	46,496.70	76,700.69
Ayres & Graves, Hope, Ark.	180	40,118.46	NONE	40,118.46	39,831.40	NONE	39,831.40
Forcum James Co., Dyersburg Tenn.	210	35,451.02	NONE	35,451.02	36,466.81	NONE	36,466.81
Newell Contracting Co., Little Rock, Ark.	180	50,875.63	524.25	51,399.88	61,467.25	570.15	62,037.40
Horton Price Const. Co., Texarkana, Ark.	240	173,330.22	NONE	173,330.22	139,743.27	NONE	139,743.27
Alexandria Const. Co., Alexandria, La.	150	51,829.88	27,973.80	79,803.68	53,101.52	29,763.04	82,864.56
M. Tansey, Harrisburg, Ark.	210	92 275.32	NONE	92,275.32			
C. A. C. Const. Co., Little Rock, Ark.	70	15,084.97	42,518.55	57,603.52	17,056.53	39,951.63	57,008.16
J. C. Neal & Co., Hermitage, Ark.	180	37,488.27	NONE	37,488.27			
O. M. New, Conway, Ark.	180	49,198.22	NONE	49,198.22	58.036 29	NONE	58,036.29
Kansas City Bridge Co., Kansas City, Mo.	500	448,162.00	NONE	448,162.00			
Batson Bros., Dardanelle, Ark.	200	80,386.12	NONE	80,386.12	116,762.75	NONE	116,762.75
Alexandria Const. Co., Alexandria, La.	90	24,559.62	6,529.16	31,088.78	29,922.87	153.77	30,076.64
Newell Contracting Co., Little Rock, Ark.	150	25,865.89	NONE	25,865.89	31.274.00	NONE	31,274.00
I. P. Shelby & Co., Little Rock, Ark.	90	26 086.95	29,010.15	55,097.10	26,353.72	9,754.26	36,107.98
D. B. Hill, Little Rock, Ark.	180	63,023.64	NONE	63,023.64	72.157.26	NONE	72,157.26
L. V. Hites, Des Moines, Iowa	120	86,739.68	30,796.71	117,536.39	85,848.10	29,329.86	115,177.96
L. V. Hites, Des Moines, Iowa	150	177,760.95	62.764.19	240,525.14	175 870.94	57,207.09	233,078.03
Williamson & Williams, Batesville, Ark.	110	35,658.28	NONE	35,658.28	37,673.15	NONE	37,673.15
Newell Contracting Co. Little Rock, Ark.	150	49,222.00	960.05	50,182.05	37,012.43	923.40	37,935.83
Maxwell Const. Co., Columbus, Kansas	140	29,229.15	NONE	29,229.15	32,793.85	NONE	32 793.85
Walsh & Thomas, Benton, Ark.	80	11,283.87	NONE	11,283.87	19,708.11	NONE	19,708.11
M. O. Weaver, Iowa Falls, Iowa	100	32,093.04	NONE	32,093.04	29,049.16	94.93	29,144.09
J. B. Beaver, Benton, Ark.	110	17,789.34	NONE	17,789.34	17,908.39	NONE	17,908.39
Fuller Const. Co., Dallas, Texas	175	149,888.21	NONE	149,888.21	167,911.45	25,936.67	193,848.12
M. Tansey, Harrisburg, Ark.	160	31,595.37	NONE	31,595.37	34,169.54	NONE	34.169.54

TABLE No. 13—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
1119	64-S-7 & 8		Plumerville-Conway Road	Conway and Faulkner	6.997	Asphalt Surfacing	July 18, 1929
1120	S-7 & 8		Felsenthal Bridge over Ouachita River	Union and Ashley	2526'	1-300' Steel Truss Span with R. C. G. Approach	July 18, 1929
188	1-S-14		Wynne-North Bridge	Cross	73.54'	1 Treated Timber Pile Bent Bridge	August 15, 1929
3110	19-S-3		Prescott-Rosston Bridges	Nevada	667'	9 T. T. Pile Bent Bridges	August 15, 1929
583	14-S-7		Red Stripe-Locust Grove Bridges	Stone	813.96'	5 T T Framed Bent Brs. 2 incl. 1-38' I-Beam Sp.	August 15, 1929
676	38-S-1		Des Arc-Cotton Plant Bridges	Prairie	1452'	4 T. T. Brs. 2 Str. & re-deck of 2-exist Structs.	August 15, 1929
687	7-S-5, 6		Hot Springs-Arkadelphia Bridges	Hot Spring Garland	652'	5 R. C. D. G. Brs., 3 new & 2 old to be redesigned	August 15, 1929
7108	115-S-1, 2		Calion Bridges over Ouachita River	Union and Calhoun	2500.14'	1 Struct. Steel and Rein. Conc. Bridge	August 15, 1929
957	5-S-8		Mountain Home-South Bridges	Baxter	415.16'	2 R. C. D. G. Brs., 1 incl. 70' Steel Span	August 15, 1929
2134	65-S-15	259-C	Pine Bluff-Grady Bridges	Jefferson	168.50'	4 Rein. Conc. D. Girder Bridges	September 18, 1929
4120	71-S-17		Springdale-No. & South Bridges	Washington	3140'	3 R. C. Brs., 2 Gir. & 1 Arch to be widened	September 18, 1929
4116	6-S-2		Mt. Ida-West Bridges	Montgomery	2850'	5 R. C. D. G. Bridges	September 18, 1929
5112	14-S-7		Wolf-Bayou Bridge	Stone	212'	1 R. C. D. G. Bridge	September 18, 1929
939	12-S-10, 11		Cotter Bridge over White River	Marion and Baxter	1850.50'	1 Marsh Rainbow Arch & Deck Girder Bridge	September 18, 1929
1097	90-S-1		Holly Island Bridge	Clay	1057'	1 Struct. Steel & Treated Timber Bridge	September 18, 1929
10130	34-S- 1 & 2		Walnut Ridge-O'Kean Road	Lawrence and Randolph	4.923	Gravel Surfacing	September 18, 1929
10137	67-S-20		Pocahontas Paving	Randolph	0.649	Concrete Paving	September 18, 1929
492	71-S-16	36-B Reop.	Greenland-Woolsey Road	Washington	8.086	Grading and Drainage Structures	October 16, 1929
4105	71-S-16	36-C Reop.	Woolsey-Winslow Road	Washington	7.935	Grading and Drainage Structures	October 16, 1929
1-1006	70-S-20	300-A1	Harahan Viaduct-Revetment	Crittenden		Revetment of Earth Em. Bridge End	November 20, 1929
367	51-S-1	265-C	Little Missouri River-Gurdon Road	Clark	6.209	Grading and Drainage Structures	November 20, 1929
5111	14-S-7 66-S-2		Mountain View-East & West Road	Stone	12.071	Gravel Surfacing	November 20, 1929
674	67-S8, 9	262-A	Malvern-Benton Road	Hot Spring and Saline	16.423	Grading and Drainage Structures	November 20, 1929
7114	15-S-1		El Dorado-Three Creeks Road	Union	8.798	Grading and Drainage Structures	November 20, 1929
816	64-S-5	266-A	Clarksville-Russellville Road	Johnson	11.449	Grading and Drainage Structures	November 20, 1929
8112	124-S-1		Russellville-Caglesville Road	Pope	11.922	Burnt Shale Surfacing	November 20, 1929
999	14-S-1		West Sugar Loaf Creek Bridge	Boone	580.0'	1-280' R. C. D. G. Bridge and Earth Apps.	November 20, 1929

TABLE No. 13—(Continued)

AWARDED FROM JANUARY 1, 1929 TO DECEMBER 31, 1929

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Newell Contracting Co., Little Rock, Ark.	150	89,137.15	NONE	89,137.15	189,500.94	1,631.06	191,132.00
Gauger & Korsmo Const. Co., Memphis, Tenn.	300	452,510.00	NONE	452,510.00			
Prentice & Prentice, Little Rock, Ark.	70	3,566.24	NONE	3,566.24			
J. W. Covington, Benton, Ark.	100	17,994.68	NONE	17,994.68	21,046.04	NONE	21,046.04
Langston & Ray, Luxora, Ark.	115	27,852.17	NONE	27,852.17	34,425.60	NONE	34,425.60
J. F. Mullins, Pine Bluff, Ark.	110	33,307.44	NONE	33,307.44	36,195.99	NONE	36,195.99
Westark Const. Co., McAlister, Okla.	120	48,632.24	NONE	48,632.24	52,695.36	NONE	52,695.36
Keliher Const. Co., Little Rock, Ark.	480	376,992.83	NONE	376,992.83			
Cook & Ransom, Ottawa, Kansas	100	19,881.06	NONE	19,881.06	22,691.95	NONE	22,691.95
Maxwell Const. Co., Columbus, Kansas	95	13,334.73	NONE	13,334.73	15,287.94	NONE	15,287.94
I. L. Cole, Fayetteville, Ark.	100	20,582.90	NONE	20,582.90	22,390.08	NONE	22,390.08
T. H. Clay & Co., Mt. Ida, Ark.	125	27,259.85	NONE	27,259.85	30,807.07	NONE	30,807.07
Short & McBride, Little Rock, Ark.	90	12,389.49	NONE	12,389.49	13,630.30	NONE	13,630.30
Bateman Const. Co., Nashville, Tenn.	300	391,029.82	NONE	391,029.82			
J. W. Covington, Benton, Ark.	135	32,568.32	NONE	32,568.32	33,587.37	NONE	33,587.37
A. C. Kennedy. Little Rock, Ark.	40	6,632.55	19,330.35	25,962.90	9,185.32	25,333.82	34,519.14
McEachin & Luke, Little Rock, Ark.	30	11,383.68	NONE	11,383.68	11,354.78	NONE	11,354.78
S. E. Evans, Ft. Smith, Ark.	200	105,127.03	NONE	105,127.03			
Ellis & Lewis, Little Rock, Ark.	200	86,728.74	NONE	86,728.74	99,552.93	NONE	99,552.93
Johnson Team & Dray Co., Little Rock, Ark.	75	9,906.60	NONE	9,906.60	13,326.79	NONE	13,326.79
O. M. New, Conway, Ark.	150	34,556.96	NONE	34,556.96	47,331.01	NONE	47,331.01
Harold A. Worman, Pittsfield, Ill.	90	20,039.70	686.75	20,726.45	22,695.27	792.76	23,488.03
I. L. Cole, Fayetteville, Ark.	180	102,347.69	NONE	102,347.69			
E. A. Enloe, Shreveport, La.	150	47,341.14	NONE	47,341.14			
J. W. Gwin, Birmingham, Ala.	250	78,478.31	NONE	78,478.31			
Shultz Const. Co., Paris, Ark.	60	15,116.65	920.30	16,036.95	15,954.47	955.10	16,909.57
M. H. Franks, Leslie, Ark.	105	10,778.35	NONE	10,778.35	12,818.69	NONE	12,818.69

TABLE No. 13—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
9101	65-S-4, 5		Buffalo River Bridge Approach	Searcy	0.613	Grading and Drainage Structures	November 20, 1929
1014	67-S-18		Hoxie-Alicia Bridge	Lawrence	540.0'	3 R. C. D. G. & Stl Brs., & 263' Earth Apps.	November 20, 1929
1121	16-S-14, 15		Bald Knob-Augusta Bridges	White and Woodruff	4450.0'	13 R. C. D. G. Brs., on Conc. Pile Bents	November 20, 1929
1122	65-S-13, 14	178-B	Dollarway-(Pine Bluff No.) Road	Jefferson and Grant	10.954	Concrete Pavement	November 20, 1929

TABLE No. 13—(Continued)

AWARDED FROM JANUARY 1, 1929 TO DECEMBER 31, 1929

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Johnson Team & Dray Co., Little Rock, Ark.	60	14,479.99	NONE	14,479.99	15,604.32	NONE	15,604.62
Richardson Ayres, Hope, Ark.	130	28,794.08	NONE	28,794.08			
E. V. Ragsdale Co., Memphis, Tenn.	210	210 715.25	NONE	210,715.25	231,081.14	NONE	231,081.14
Hartman-Clark Bros. Co. Peoria, Ill.	120	201,311.77	NONE	204,311.77	203,504.78	NONE	203,504.78
		$14,054,727.98	$ 1,157,469.46	$15,212,197.44			

TABLE No. 14

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
196	70-S-19	258-B	Forrest City-West Memphis Road	St. Francis	2.847	Grading and Drainage Structures	January 21, 1930
11007	70-S-19	258-C	Madison-Crittenden Co. Line Bridges	St. Francis	1884.5'	12 Reinforced Concrete Bridges	January 21, 1930
2102	2-S-8		Crossett-West Road	Ashley	6.217	Grading & Drainage Structures	January 21, 1930
3119	67-S-2		Fulton-Hope Bridges	Hempstead	712.0'	7 R. C. D. G. Bridges on Precast Conc. Piles	January 21, 1930
4123	71-S-16		Fayetteville-Winslow Bridges	Washington	1795.0'	8 Reinf. Conc. & Struct. Steel Bridges	January 21, 1930
7111	167-S-3		Smackover-Camden Bridges	Ouachita	890.0'	1 R. C. & 1 R. C. and Steel Bridges	January 21, 1930
7115	115-S-2		Hampton-Calion Road	Calhoun	10.218	Grading and Drainage Structures	January 21, 1930
7116	15-S-1		Three Creeks-La. State Line Road	Union	7.154	Grading and Drainage Structures	January 21, 1930
8116	10-S-3		Petit Jean River Bridge	Yell	920.0'	Str. Steel and R. C. Bridge	January 21, 1930
9107	65-S-5, 6		Marshall-Leslie Road	Searcy	5.894	Gravel Surfacing	January 21, 1930
10133	39-S-4, 5		Jonesboro-Brinkley Bridges	Craighead & Poinsett	902.0'	11 T. T. P. B. Bridges	January 21, 1930
11010	1-S-14		Wynne North Bridges	Cross	327.79'	5 T. T. Pile Bent Bridges	March 18, 1930
2139	2-S-8		Crossett-Ouachita River Road	Ashley	2.344	Grading and Drainage Structures	March 18, 1930
2143	65-S-15	259-B	Pine Bluff-Grady Road	Jefferson	6.691	Concrete Pavement	March 18, 1930
2144	65-S-15	259-B	Pine Bluff-Grady Road	Jefferson	4.109	Concrete Pavement	March 18, 1930
3109	27-S-2, 3, 4		Murfreesboro- Nashville Road	Hempstead Howard & Pike	6.202	Gravel Surfacing	March 18, 1930
3120	2-S-1		Texarkana-Garland City Road	Miller	20.720	Gravel Surfacing	March 18, 1930
3122	24-S-1, 2		Nashville-Lockesburg Road	Howard & Sevier	1.697	Gravel Surfacing	March 18, 1930
479	71-S-13	187-A Reop.	Greenwood-Mansfield Road	Sebastian	5.340	Concrete Pavement and Grad., Drain. Structs.	March 18, 1930
4124	71-S-17	37-Re.	Clear Creek-North Road	Washington	4.566	Concrete Pavement	March 18, 1930
4125	71-S-18	108 Re. Sec. B	Springdale-Rogers Road	Benton	8.583	Concrete Pavement	March 18, 1930
4129	71-S-13	187-A Reop.	Greenwood-Mansfield Road	Sebastian & Scott	4.909	Grad., Drain. Structures and Conc. Pavement	March 18, 1930
690	10-S-7		Little Rock-Perryville Road	Pulaski	16.206	Crushed Stone and Gravel Surfacing	March 18, 1930
693	7-S-5, 6		Hot Springs-Arkadelphia Road	Garland & Hot Spring	12.036	Gravel Surfacing	March 18, 1930
695	70-S-8		Hot Springs-Glenwood Road	Garland	6.024	Gravel Surfacing	March 18, 1930
696	7-S-5		Bismark-North & South Road	Hot Spring	12.127	Gravel Surfacing	March 18, 1930

TABLE No. 14

AWARDED FROM JANUARY 1, 1930 TO NOVEMBER 30, 1930

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
J. G. Newkirk, Plainview, Ark.	180	52.601.57	NONE	52,601.57			
Peterson & Earnhart, Montgomery, Ala.	240	152,447.66	NONE	152,447.66			
Alexandria Const. Co., Alexandria, La.	150	31,397.47	NONE	31,397.47			
Reynolds & Sutton, Nashville, Ark.	150	53,898.05	NONE	53,898.05	89.357.41	NONE	89,357.41
Maxwell Const. Co., Columbus, Kan.	250	116,136.27	NONE	116,136.27	114,404.45	NONE	114,404.45
Richardson Ayres, Hope, Ark.	160	62,025.53	NONE	62,025.53			
Ayres & Graves, Hope, Ark.	210	49,042.71	NONE	49,042.71			
E. A. Enloe, Shreveport, La.	150	42,862.49	NONE	42,862.49			
Richardson Ayres, Hope, Ark.	125	20,833.80	NONE	20,833.80			
Geo. Millerd, New London, Wis.	100	20,016.28	115.05	20,131.33	20,109.83	124.30	20,234.13
W. L. Sharp, Memphis, Tenn.	180	28,986.90	NONE	28,986.90	29,355.46	NONE	29,355.46
C. E. Snyder & Co., Ripley, Tenn.	115	11,225.52	NONE	11,225.52	15,312.95	NONE	15,312.95
Bunnell & Mack Con. Co. Paragould, Ark.	250	78,989.32	NONE	78,989.32			
Kovacevich & Price Inc., South Gate, Cal.	90	93,273.40	42,592.80	135,866.20	93,202.03	48,079.42	141,281.45
Westark Const. Co., Fort Smith, Ark.	80	58,927.55	26,821.70	85,749.25	58,570.53	23,769.24	82,339.77
M. O. Weaver, Iowa Falls, Iowa	60	8,495.46	712.20	9,207.66	9,010.45	726.80	9,737.25
I. C. Chapman, El Dorado, Ark.	45	6,272.38	11,085.94	17,358.32	16,620.75	33,942.14	50,562.89
M. O. Weaver, Iowa Falls, Iowa	30	4,881.73	200.00	5,081.73	5,191.50	200.00	5,391.50
Garrett Const. Co., Springfield, Mo.	180	106,819.23	35,849.40	142,668.63	112,063.42	36,089.50	148,152.92
Westark Const. Co., Fort Smith, Ark.	80	64,909.00	30,376.90	95,285.90	64,902.38	31,551.29	96,453.67
Westark Const. Co., Fort Smith, Ark.	120	119,684.66	56,256.94	175,941.60	120,390.27	59,545.17	179,935.44
Garrett Const. Co., Springfield, Mo.	180	94,830.22	34,422.70	129,252.92	98,495.24	35,179.21	133,674.45
A. C. Kennedy, Little Rock, Ark.	90	36,213.40	1,053.15	37,266.55			
A. C. Kennedy, Little Rock, Ark.	120	36,314.57	3,043.87	39,358.44	36,062.11	3,023.33	39,085.44
A. C. Kennedy, Little Rock, Ark.	60	7,545.92	1,478.40	9,024.32	6,371.12	987.60	7,358.72
M. O. Weaver, Iowa Falls, Iowa	80	10,340.75	890.30	11,231.05	14,392.85	1,222.20	15,615.05

TABLE No. 14—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
7112	2-S-7		Strong-Crossett Road	Union	10.278	Grading and Drainage Structures	March 18, 1930
7120	2-S-7		Strong-Crossett Road	Union	3.874	Grading	March 18, 1930
7122	167-S-1		El Dorado-Junction City Road	Union	0.931	Grad., Drain. Structures and Conc. Pavement	March 18, 1930
7123	115-S-1, 2		Calion-Hampton Road	Union & Calhoun	4.951	Grading and Drainage Structures	March 18, 1930
8102	9-S-6		Perry-Owensville Road	Perry	14.705	Crushed Stone Surfacing	March 18, 1930
8117	10-S-3		Magazine-Danville Road	Yell	10.539	Gravel Surfacing	March 18, 1930
8121	22-S-3, 4, 5		Fort Smith-Dardanelle Road	Logan & Yell	4.889	Concrete Pavement	March 18, 1930
963	65-S-6 66-S-1		Marshall-Clinton Bridges	Searcy	690.0	2. R. C. D. G. Bridges	March 18, 1930
965	14-S- 1 & 2 43-S-3		Lead Hill-Yellville-Bergman Bridges	Boone & Marion	1070.0'	4 Reinf. Conc. Bridges	March 18, 1930
987	12-S-6		Harrison-Eureka Springs Road	Carroll	7.813	Gravel Surfacing	March 18, 1930
9105	12-S-12		Mountain Home-Henderson Road	Baxter	9.000	Gravel Surfacing	March 18, 1930
10135	91-S-1 & 2 63-S-5		Jonesboro-Hoxie Bridges	Lawrence, Greene & Craighead	1220.0'	9 Reinf. Conc. and Struct Steel Bridges	March 18, 1930
2141	65-S-15, 16	259-A	Pine Bluff-Grady Road	Jefferson & Lincoln	9.280	Concrete Pavement	April 17, 1930
3135	2-S-1		McKinney Bayou Bridge	Miller	173.33'	1 T. T. Pile Bent Bridge	April 17, 1930
4134	71-S-19		Bentonville-Gravette Road	Benton	16.972	Gravel Surfacing	April 17, 1930
4136	64-S-2, 3	247-B 234-B 30 Re. Sec. C	Alma Y & Mulberry East Road	Franklin & Crawford	3.912	Concrete Pavement	April 17, 1930
586	67-S-12	260-A	Lonoke Co. Line-Morning Sun Road	White	10.246	Grad., Drain. Structures Gravel Surfacing, and Conc. Pavement	April 17, 1930
5117	67-S-13	63 Re. Sec.B	Overflow Creek Bridge	White	190.'	1 R. C. D. Girder Bridge	April 17, 1930
670	70-S-16	264-A	Lonoke Co. Line-Hazen Road	Prairie	6.718	Grading and Drainage Structures	April 17, 1930
673	67-S-11	211-B 133Re. Sec. A	Pulaski Co. Line-Ward Bridges	Lonoke	555.'	6 R. C. D. Girder Bridges	April 17, 1930
681	70-S-14, 15	264-B	Lonoke-East Road	Lonoke	13.549	Grading and Drainage Structures	April 17, 1930
697	10-S-7		Little Rock-Perryville Bridges	Pulaski	721.'	R. C. D. Girder Bridges	April 17, 1930
986	12-S-6		Green Forest-Alpena Pass Bridge	Carroll	280.'	2 R. C. D. Girder Bridges	April 17, 1930
181	70-S-17	R-9 & 186-A	DeValls Bluff-Wheatley Road	Monroe	10.081	Grading and Drainage Structures	May 14, 1930

TABLE No. 14—(Continued)

AWARDED FROM JANUARY 1,1930 TO NOVEMBER 30, 1930

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Ayres & Graves, Hope, Ark.	230	90,288.63	NONE	90,288.63			
Horton Price Const. Co., Texarkana, Ark.	365	252,392.67	NONE	252,392.67			
Grady Garms, Little Rock, Ark.	60	27,044.45	NONE	27,044.45	27,743.91	NONE	27,743.91
Horton Price Const. Co., Texarkana, Ark.	180	150,799.49	NONE	150,799.49			
M. O. Weaver, Iowa Falls, Iowa	90	42,234.72	557.50	42,792.22	38,354.22	513.40	38,867.62
J. M. Lile & Son, Mansfield, Ark.	90	14,680.40	38,426.42	53,106.82	13,992.24	48,152.59	62,144.83
Schultz Const. Co., Fort Smith, Ark.	80	107,888.43	NONE	107,888.43	109,145.79	NONE	109,145.79
B. H. Heard, Little Rock, Ark.	105	28,093.10	NONE	28,093.10	30,763.37	NONE	30,763.37
Cole & Jones, Fayetteville, Ark.	120	37,613.26	NONE	37,613.26			
Rodgers & Pridemore, Lincoln, Ark.	90	18,972.30	765.74	19,738.04	16,733.57	709.06	17,442.63
T. L. Thogmartin & Son, Ft. Scott, Kansas	90	18,764.06	634.69	19,398.75	16,495.43	596.87	17,092.30
W. R. Wilbourn, Water Valley, Miss.	195	77,261.33	NONE	77,261.33			
Kovacevich & Price, Little Rock, Ark.	120	124,867.84	58,989.60	183,857.44			
J. B. Beaver, Benton, Ark.	85	6,762.17	NONE	6,762.17	8,717.52	NONE	8,717.52
M. O. Weaver, Iowa Falls, Iowa	75	21,839.86	594.22	22,434.08	20,366.30	600.86	20,967.16
Altman Rodgers Co., Okla. City, Okla.	75	79,718.48	NONE	79,718.48	83,915.45	NONE	83,915.45
Altman Rodgers Co., Okla. City, Okla.	150	138,633.70	46,658.76	185,292.46			
J. B. Beaver, Benton, Ark.	90	15,099.37	NONE	15,099.37	16,232.71	NONE	16,232.71
J. C. Neal & Co., Hermitage, Ark.	180	26,381.02	NONE	26,381.02			
W. P. McGeorge, Pine Bluff, Ark.	135	36,565.55	NONE	36,565.55	55,104.72	NONE	55,104.72
Ross & Dalton, Arkadelphia, Ark.	230	68,840.12	NONE	68,840.12			
Interstate Const. Co., Fort Smith, Ark.	140	45,229.48	NONE	45,229.48	44,938.45	NONE	44,938.45
W. R. Cole & Sons, Fayetteville, Ark.	85	21,004.64	NONE	21,004.64			
Williamson & Williams, Batesville, Ark.	210	65,445.87	NONE	65,445.87			

TABLE No. 14—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
182	70-S-18	186-B	Wheatley-Forrest City Road	St. Francis	12.053	Grading and Drainage Structures	May 14, 1930
199	3-S-13, 14		White River Bridge at Clarendon	Monroe	20841.'	3 Reinf. Conc & Struct. Steel Bridges	May 14, 1930
11014	70-S-20	257-B	Forrest City-W. Memphis Road	Crittenden	1.238	Conc. Pavement, Bates Type	May 14, 1930
11023	16-S-18		Fair Oaks-Wynne Road	Cross	9.814	Asphaltic Retread	May 14, 1930
2113	3-S-8		Pine Bluff-Altheimer Road	Jefferson	5.000	Asphaltic Retread	May 14, 1930
2124	4-S-15		Bayou Bartholemew Bridge	Drew	1500.'	1 Struct. Steel and Treated Timber Bridge	May 14, 1930
371	67-S-3	200-A	Prescott-Little Missouri River Road	Nevada	6.955	Grad., Drain. Structures & 2 Reinf. Conc. Brs.	May 14, 1930
3123	8-S-4		Amity-Glenwood Road	Pike	4.397	Gravel Surfacing	May 14, 1930
3126	51-S-2	271-A	Caddo River Bridges	Clark	1379.'	Rep. Exist. Bridge & Const. 2 R. C. Bridges.	May 14, 1930
3136	67-S-4	200-B Unit 2 Br. Prj.	Prescott-Gurdon Road	Clark	2.156	Grading	May 14, 1930
4130	8-S-1	A.F.P. 271-A1	Mena-Howard Road	Polk	12.695	Crushed Stone Surfacing	May 14, 1930
4131	6-S-2		Brushey Creek-Ouachita River Road	Montgomery	9.547	Gravel Surfacing	May 14, 1930
4135	45-S-4		Fayetteville-Prairie Grove Road	Washington	11.303	Crushed Stone Surfacing	May 14, 1930
592	17-S-6		Newport-Village Creek Road	Jackson	1.503	Grad., Drain. Structures and Gravel Surfacing	May 14, 1930
5110	14-S-7		Mountain View-Independence Co. Line Road	Stone	19.310	Gravel Surfacing	May 14, 1930
5119	16-S-11		Edgemont-Van Buren Co. Line Road	Cleburne	4.350	Crushed Stone Surfacing	May 14, 1930
5125	67-S-17		Newport-Tuckerman Road	Jackson	6.121	Gravel Surfacing	May 14, 1930
644	5-S-1		No. Little Rock-Faulkner Co. Line Road	Pulaski	12.671	Grading and Drainage Structures	May 14, 1930
675	30-S-2	270-A	Scott-England Road	Lonoke	12.739	Grading and Drainage Structures	May 14, 1930
6111	10-S-7		Perryville-Little Rock Road	Pulaski	7.431	Grad., Drain. Structures	May 14, 1930
7138	115-S-2		Ouachita River Bottom Bridges	Calhoun	878.'	3 R. C. D. Girder Brs.	May 14, 1930
8119	10-S-3	130-A	Havana-West Bridges	Yell	1400.'	6 Bridges, 5 R. C. D. G. & 1 R. C. Slab	May 14, 1930
8122	64-S-4	256-A	Ozark-Clarksville Road	Johnson	6.045	Grading and Concrete Paving	May 14, 1930
8126	16-S-10		Shirley-Edgemont Road	Van Buren	6.063	Crushed Stone Surfacing	May 14, 1930
8128	16-S-10		Weaver Creek Bridges	Van Buren	900.'	1 I-Bm. & Timber Bridge	May 14, 1930
995	5-S-8		Mountain Home-Calico Rock Road	Baxter	6.209	Gravel Surfacing	May 14, 1930

TABLE No. 14—(Continued)

AWARDED FROM JANUARY 1,1930 TO NOVEMBER 30, 1930

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Yellville Const. Co., Yellville, Ark.	180	71,620.53	NONE	71,620.53			
Austin Bridge Co., Dallas, Texas	400	1,532,572.50	NONE	1,532,572.50			
Hays Construction Co., Jackson, Tenn.	60	24,706.16	8,582.14	33,288.30			
R. B. Tyler Co., Inc., Louisville, Ky.	50	32,164.83	NONE	32,164.83			
R. B. Tyler Co., Inc., Louisville, Ky.	30	17,091.75	NONE	17,091.75	60,240.39	NONE	60,240.39
J. W. Covington, Benton, Ark.	100	20,402.95	NONE	20,402.95	20,631.45	NONE	20,631.45
Britt & DeLaughter, Boughton, Ark.	200	44,220.32	NONE	44,220.32			
M. O. Weaver, Iowa Falls, Iowa	45	5,999.17	229.55	6,228.72	6,528.92	NONE	6,528.92
F. A. Gerig & Co., Arkadelphia, Ark.	110	47,692.51	NONE	47,692.51			
J. S. Young, Texarkana, Ark.	100	39,500.08	NONE	39,500.08			
T. L. Thogmartin & Son, Little Rock, Ark.	120	27,794.20	500.08	28,294.28			
Interstate Const. Co., Fort Smith, Ark.	90	16,260.03	1,147.60	17,407.63	16,414.08	1,153.60	17,567.68
T. L. Thogmartin & Son, Little Rock, Ark.	75	20,556.73	599.55	21,156.28	22,835.25	683.55	23,518.80
Bunnell & Mack Con Co. Paragould, Ark.	90	18,588.94	2,862.00	21,450.94	19,278.22	1,649.48	20,927.70
T. L. Thogmartin & Son, Little Rock, Ark.	150	24,695.64	1,008.92	25,704.56	26,224.45	1,473.87	27,698.32
M. B. Lefler, Clinton, Ark.	30	3,021.81	9,330.30	12,352.11	3,142.82	10,785.48	13,928.30
Shultz Const. Co., Paris, Ark.	45	6,693.70	16,585.29	23,278.99	6,603.24	11,018.35	17,621.59
B. F. Brooks Const. Co., Dallas, Ark.	210	115,855.47	NONE	115,855.47			
S. E. Evans, Fort Smith, Ark.	180	45,767.92	NONE	45,767.92	50,302.50	NONE	50,302.50
J. P. McNulty, Pine Bluff, Ark.	90	23,224.15	NONE	23,224.15			
Peterson & Earnhart, Montgomery, Ala.	115	57,134.47	NONE	57,134.47			
M. H. Franks Const. Co. Leslie, Ark.	135	51,808.61	NONE	51,808.61			
Garrett Const. Co., Springfield, Mo.	120	120,674.41	NONE	120,674.41	120,305.33	NONE	120,305.33
Taylor & Taylor, Clarksville, Ark.	45	5,649.45	13,498.56	19,148.01	5,584.80	14,685.76	20,270.56
J. D. Torbett, Rogers, Ark.	95	10,844.19	NONE	10,844.19			
Yellville Const. Co., Yellville, Ark.	60	4,856.56	15,697.78	20,554.34	5,331.99	13,531.40	18,863.39

TABLE No. 14—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
10145	67-S-18	246-A	Hoxie-Alicia Road	Lawrence	6.136	Concrete Pavement, Bates Type	May 14, 1930
1126	2-S-7, 8		Ouachita River Bottom Bridges	Union & Ashley	1335.'	5 R. C. D. G. Bridges	May 14, 1930
175	1-S-6		St. Charles-Turner Road	Monroe	2.470	Clearing	June 18, 1930
11009	70-S-19	258-E	Forrest City-East Bridges	St. Francis	239.42'	2 Brs., Reinf. Conc. and Struct. Steel	June 18, 1930
11017	70-S-17, 18	R-9 & 186-D	DeValls Bluff-Forrest City Bridges	Monroe & St. Francis	551'	7 Reinforced Concrete Bridges	June 18, 1930
11021	1-S-14 16-S-18	217-B	Wynne-North Road	Cross	2.168	Grad., Drain. Structures and Gravel Surfacing	June 18, 1930
11025	70-S-17	185-A	Brasfield cut-off Bridges	Monroe	4125'	11 Reinf. Conc. Bridges	June 18, 1930
304	2-S-2		Lewisville-Garland City Road	Lafayette	2.966	Grading and Drainage Structures	June 18, 1930
3115	7-S-4	271-B	Arkadelphia-Donaldson Road	Clark	2.936	Concrete Pavement	June 18, 1930
3125	67-S-34	200-B	Little Missouri River Bridges	Nevada & Clark	2221.83'	6 Bridges Reinf. Conc. and Struct. Steel	June 18, 1930
3138	2-S-1, 2		Garland City Bridge Appr. Road	Miller & Lafayette	0.283	Grading and Drainage Structures	June 18, 1930
4133	72-S-2		Gateway-Eureka Springs Road	Benton	5.694	Gravel Surfacing	June 18, 1930
4137	64-S-3	30 Re. Sec. B	Ozark-West Road	Franklin	3.997	Concrete Pavement	June 18, 1930
4144	64-S-3	30 Re. Sec. A	Altus-East Road	Franklin	3.570	Concrete Pavement	June 18, 1930
580	67-S-1, 2		El Paso-Beebe Road	White	4.577	Grad., Drain Structs., & Concrete Pavement	June 18, 1930
5118	14-S-8		Stone Co. Line-Locust Grove Road	Independence	6.179	Gravel Surfacing	June 18, 1930
5123	16-S-14		Bald Knob-Augusta Road	White	8.569	Crushed Stone Surfacing	June 18, 1930
6116	70-S-8		Hot Springs-Junction No. 6 Road	Garland	0.728	Concrete Pavement	June 18, 1930
6117	5-S-1		Bayou Meto Bridge	Pulaski	202.16'	1 Reinf. Conc. & Struc. Steel Bridge	June 18, 1930
758	4-S-8		Camden-Rosston Road	Ouachita	5.830	Grading and Drainage Structures	June 18, 1930
784	8-S-11		Warren-New Edinburg Road	Bradley	7.205	Grading and Drainage Structures	June 18, 1930
8100	64-S-6		Pottsville-Blackwell Road	Pope	1.602	Grad., Drain. Structures and Conc. Pavement	June 18, 1930
8124	21-S-1		Clarksville-Ozone Road	Johnson	11.807	Crushed Stone Surfacing	June 18, 1930
943	12-S-9		Harrison-Yellville Road	Marion	1.343	Grad., Minor Drain Struc & Reinf. Conc. Bridge	June 18, 1930
9100	65-S-2		Crooked Creek Bridge	Boone	294.7'	1 Reinforced Concrete Bridge	June 18, 1930
9114	65-S-3, 4		Harrison-Marshall Road	Newton & Searcy	18.250	Drainage Structures	June 18, 1930

TABLE No. 14—(Continued)

AWARDED FROM JANUARY 1,1930 TO NOVEMBER 30, 1930

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Porter Const. Co., Tulsa, Okla.	90	87,382.94	34,472.26	121,855.20	88,008.16	40,430.42	128,438.58
Gauger-Korsmo Const. Co., Memphis, Tenn.	170	117,853.29	NONE	117,853.29			
W. W. Keaton, Clarendon, Ark.	30	4,125.00	NONE	4,125.00	4,158.72	NONE	4,158.72
Crow Crk. Sand & Grav. Co., Forrest City, Ark.	110	27,884.86	NONE	27,884.86			
The Maxwell Const. Co., Columbus, Kansas	110	41,611.96	NONE	41,611.96			
Newell Contracting Co., Little Rock, Ark.	100	25,207.59	444.80	25,652.39			
L. H. Lacy Co., Dallas, Texas	185	257,159.50	NONE	257,159.50			
A. C. Kennedy, Little Rock, Ark.	150	22,496.79	NONE	22,496.79	23,304.05	NONE	23,304.05
J. P. McNulty, Pine Bluff, Ark.	60	42,347.93	8,224.32	50,572.25	42,527.03	11,614.88	54,141.91
Vincennes Bridge Co., Vincennes, Ind.	225	153,415.22	NONE	153,415.22			
Johnson Team & Dray Co., Little Rock, Ark.	45	6,238.85	NONE	6,238.85	19,182.52	1,436.00	20,618.52
M. O. Weaver, Iowa Falls, Iowa	60	8,813.58	353.70	9,167.28	8,794.49	530.70	9,325.19
Shultz Const. Co., Paris, Ark.	90	79,913.40	NONE	79,913.40			
Shultz Const. Co., Paris, Ark.	60	68,992.20	NONE	68,992.20			
Altman Rodgers Co., Oklahoma City, Okla.	120	81,725.89	28,262.24	109,988.13			
T. L. Thogmartin & Son, Batesville, Ark.	60	9,436.54	1,155.60	10,592.14	9,565.95	1,168.25	10,734.20
T. L. Thogmartin & Son, Batesville, Ark.	120	12,214.87	25,099.20	37,314.07			
Chas. L. Bessler, Hot Springs, Ark.	30	19,435.04	NONE	19,435.04	19,149.08	NONE	19,149.08
B. F. Brooks Const. Co., Dallas, Texas	110	17,073.73	NONE	17,073.73			
O. M. New, Conway, Ark.	150	45,438.33	NONE	45,438.33			
Wimberly Const. Co., Arcadia, La.	150	37,768.70	NONE	37,768.70			
Phoenix Const. Co., Fort Smith, Ark.	45	40,362.61	NONE	40,362.61			
Lybrand & Robertson, Sheridan, Ark.	90	33,084.32	602.75	33,687.07			
Yellville Const. Co., Yellville, Ark.	120	49,067.17	NONE	49,067.17			
Interstate Const. Co., Fort Smith, Ark.	145	68,500.98	NONE	68,500.98			
Lyle & McWilliams, Mena, Ark.	60	23,497.57	NONE	23,497.57	23,353.73	NONE	23,353.73

TABLE No. 14—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
10125	34-S-6 & 90-S-1		Browns Ferry Br. ov. St. Francis Riv. & Big Slough Bridge	Clay	1178.83'	2 Struc. Steel & Treated Timber Bridges	June 18, 1930
10142	90-S-1		Holly Island Bridge Approach	Clay	0.406	Grad., Drain. Structures and Gravel Surfacing	June 18, 1930
10147	67-S-21		Corning-Pocahontas Road	Randolph	6.798	Concrete Pavement	June 18, 1930
1117	70-S-16, 17	185-B	Cache River Bridge	Prairie & Monroe	500.'	1 Structural Steel & Reinf. Conc. Bridge	June 18, 1930
11020	70-S-18	186-C	Wheatley-Forrest City Road	St. Francis	6.959	Grading and Drainage Structures	July 16, 1930
2156	35-S-7		Monticello-Rye Road	Drew	8.990	Grading and Drainage Structures	July 16, 1930
3124	70-S-4		Kirby-Howard Co. Line Road	Pike	16.763	Gravel Surfacing	July 16, 1930
3133	2-S-2		Garland City-Buckner Section 2 Road	Lafayette	5.316	Gravel Surfacing	July 16, 1930
3142	71-S-1		Sulphur River Bridge	Miller	530.'	Const. of Temporary Structure	July 16, 1930
4142	80-S-1		Parks Corners-Okla. Line Bridges	Washington	310.'	2 R. C. D. G. Bridges	July 16, 1930
4147	64-S-3	30 Re. Sec.E	Mulberry-Ozark Road	Franklin	5.058	Concrete Pavement	July 16, 1930
595	67-S-12	260-B	Bull Bayou Bridges	White	415.'	2 Struct. Steel & Reinf. Conc. Bridges	July 16, 1930
642	6-S-4		Royal-Hot Springs Road	Garland	9.500	Grading and Drainage Structures	July 16, 1930
661	70-S-16		Mesa-Brasfield Road	Prairie	7.968	Grading and Drainage Structures	July 16, 1930
682	70-S-14	268-A	Pulaski Co. Line-Lonoke Road	Lonoke	9.319	Grading and Drainage Structures	July 16, 1930
6114	70-S-16		Hazen-Mesa Road	Prairie	4.812	Grading and Drainage Structures	July 16, 1930
6118	6-S-4		Ouachita-River Bridge	Garland	610.'	1 Reinf. Conc. Arch Bridge	July 16, 1930
7141	15-S-1		El Dorado-Three Creeks Bridges	Union	2347.54'	11 T. T. & Struct. Steel Bridges	July 16, 1930
7144	167-S-7, 8, 9		Fordyce-North Road	Dallas & Cleveland	18.839	Gravel Surfacing	July 16, 1930
8141	76-S-1		Plainview-Fourche Bridges	Yell	650.'	3 T. T. & Struct. Steel Bridges	July 16, 1930
984	12-S-5	272-A	Harrison-Eureka Springs Road	Carroll	4.188	Grad., Drain. Structures and Gravel Surfacing	July 16, 1930
9117	12-S-5		Kings River Bridges	Carroll	491.65'	1 R. Conc. Arch and Deck Girder Bridge	July 16, 1930
1013	39-S-2, 3		Rector-St. Francis Bridges	Clay	704.81'	11 T. T. Struct. Steel Bridges	July 16, 1930
1078	18-S-4	17 Re. Sec. A	Nettleton-Needham Road	Craighead	5.762	Concrete Pavement	July 16, 1930
10151	79-S-1		Pocahontas-North Road	Randolph	11.452	Gravel Surfacing	July 16, 1930
10161	18-S-4	220-A Reop.	Needham-Lake City Road	Craighead	5.366	Concrete Pavement	July 16, 1930

TABLE No. 14—(Continued)

AWARDED FROM JANUARY 1,1930 TO NOVEMBER 30, 1930

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
M. K. Orr, Little Rock, Ark.	110	27,520.76	NONE	27,520.76			
Piggott Gravel Co., Piggott, Ark.	80	7,243.77	90.90	7,334.67	7,295.36	91.70	7,387.06
Phoenix Const. Co., Fort Smith, Ark.	130	102,556.73	40,235.94	142,792.67			
Vincennes Bridge Co., Vincennes, Ind.	155	60,836.49	NONE	60,836.49			
Bunnell & Mack Con. Co., Paragould, Ark.	250	77,894.64	NONE	77,894.64			
Harvey & Jones, Jonesboro, La.	180	55,314.37	NONE	55,314.37			
M. O. Weaver, Iowa Falls, Iowa	90	18,030.46	906.25	18,936.71	20,587.98	974.10	21,562.08
Merriwether Sd. & Grav. Co., Lewisville, Ark.	45	6,112.80	434.30	6,547.10	3,918.60	335.75	4,254.35
Kochtitzky & Johnson, Inc., England, Ark.	30	9,500.00	NONE	9,500.00			
Walsh & Thomas, Little Rock, Ark.	95	13,341.90	NONE	13,341.90			
Sullivan, Long & Hagerty Bessemer, Ala.	90	105,120.04	NONE	105,120.04			
W. P. McGeorge, Pine Bluff, Ark.	155	34,275.88	NONE	34,275.88			
James Spencer & Son, Hot Springs, Ark.	189	94,892.39	NONE	94,892.39			
S. E. Evans, Fort Smith, Ark.	150	52,957.35	NONE	52,957.35			
D. B. Hill, Little Rock, Ark.	210	58,761.99	NONE	58,761.99			
D. B. Hill, Little Rock, Ark.	90	20,184.97	NONE	20,184.97			
Koss Const. Co., Des Moines, Iowa	200	85,589.00	NONE	85,589.00			
J. F. Mullins, Pine Bluff, Ark.	195	77,019.40	NONE	77,019.40			
J. W. Gwin, Birmingham, Ala.	90	30,103.50	406.51	30,510.01			
J. F. Mullins, Pine Bluff, Ark.	95	12,930.70	NONE	12,930.70			
Interstate Const. Co., Fort Smith, Ark.	250	54,808.26	473.45	55,281.71			
Blackshire & Blackshare, Fayetteville, Ark.	170	53,424.28	NONE	53,424.28			
W. L. Sharpe, Memphis, Tenn.	145	29,949.23	NONE	29,949.23			
T. P. McNulty, Pine Bluff, Ark.	100	108,132.86	NONE	108,132.86	118,288.14	NONE	118,288.14
M. O. Weaver, Iowa Falls, Iowa	90	13,802.06	758.60	14,560.66	16,127.32	824.25	16,951.57
T. P. McNulty, Pine Bluff, Ark.	90	102,276.24	NONE	102,276.24			

TABLE No. 14—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
1123	23-S-2, 3		Ozark-South Road	Logan & Franklin	12.717	Grading and Drainage Structures	July 16, 1930
343	27-S-4	274-A	Murfreesboro-Nashville Road	Pike	5.827	Grading and Drainage Structures	August 14, 1930
3147	71-S-1	214-D	Sulphur River Bridge	Miller	483.33'	1 Struct. Steel Bridge	August 14, 1930
5126	67-S-13	63 Re. Sec. A	Bald Knob-Judsonia Road	White	5.286	Concrete Pavement	August 14, 1930
5128	12-S-14		Salem-Ash Flat Bridges	Fulton	729.30'	3 T. T. Framed Bent Brs., 2 incl. I-Bm Spns	August 14, 1930
698	167-S-10		Saline River-North Bridges	Grant	4123.'	4 R. C. D. G. Brs., on Precast Conc. Piles	August 14, 1930
850	23-S-2		Chismville-Booneville Road	Logan	7.018	Grading and Drainage Structures	August 14, 1930
8138	10-S-3	130-B	Danville-Magazine Bridges	Yell	2943.'	3 R. C. D. G. Brs., 1 in. 1-100' Pony Truss Span	August 14, 1930
8139	10-S-2	250-A 130-C	Booneville-Blue Mountain Bridges	Logan	903.4'	4 R. C. D. Girder Bridges	August 14, 1930
8140	64-S-5	266-B	Greenbrier Creek Bridges	Johnson	201.31'	1 R. C. D. Girder Bridge	August 14, 1930
10167	25-S-9	205-A Reop.	Paragould-Hopkins Bridge Road	Greene	7.052	Concrete Pavement	August 14, 1930
2137	65-S-14 3-S-7	178-C	Dollarway-Route 3 Connection	Jefferson	3.393	Grad., Drain. Structures and Conc. Pavement	September 18, 19
2138	65-S-14		Ohio St. Connection (Pine Bluff Rd.)	Jefferson	0.407	Grad., Drain. Structures and Conc. Pavement	September 18, 19
4153	71-S-15	247-C 247-D	Mountainburg-North South Road	Crawford	7.981	Grad., Drain. Structures and Conc. Pavement	September 18, 19
4155	28-S-2		Fourche River Bridge	Scott	522.08	1 Structural Steel Bridge	September 18, 19
10148	67-S-18	246-B	Hoxie-Alicia Road	Lawrence	6.776	Concrete Paving	September 18, 19
139	3-S-13		Roe-Clarendon Road	Monroe	3.358	Grading and Drainage Structures	November 14, 193
11026	70-S-18	186-E	L'Anguille River Bridges	St. Francis	1006.0'	2 R. C. D. G. Bridges	November 14, 19
312	51-S-1	265-D	Gurdon-Arkadelpia Bridges	Clark	1648.5'	3 Str. Steel & Conc. Bridges	November 14, 19
584	67-S-12	260-C	Beebe-Morning Sun Bridges	White	315.16'	3 Str. Steel & Conc. Bridges	November 14, 19
692	67-S-8, 9	262-B	Benton-Malvern Bridges	Hot Spring & Saline	1116.75'	9 R. C. D. G. Bridges	November 14, 19
6109	30-S-2	270-B	Scott-England Bridges	Lonoke	256.16'	4 R. C. D. G. Bridges	November 14, 19
6115	70-S-14, 15	264-C 268-B	Pulaski Co. Line-Carlisle Bridges	Lonoke	755.67'	6 R. C. D. G. Bridges	November 14, 19
7140	2-S-7		Strong-Crossett Bridges	Union	982.67'	5 R. C. D. G. & Tim. Brs.	November 14, 19
7149	167-S-1	221-A Reop.	El Dorado-Junction City Road	Union	6.061	Grad., Drain. Structs. and Conc. Pavement	November 14, 19
7150	8-S-11		Warren-New Edinburg Bridges	Bradley	349'	3 T. T. Pile Bent Bridges	November 14, 19

TABLE No. 14—(Continued)

AWARDED FROM JANUARY 1,1930 TO NOVEMBER 30, 1930

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Batson Bros., Dardanelle, Ark.	210	69 505.24	NONE	69,505.24			
Geo. W. Nickels & Son, Hot Springs, Ark.	180	57,497.28	NONE	57,497.28			
Kochtitzky & Johnson, Inc., England, Ark.	*225*	*103,484.79*	*NONE*	*103,484.79*			
Grady Garms, Little Rock, Ark.	90	73,391.86	34,654.71	108,046.57			
J. B. Beaver, Benton, Ark.	95	10,860.66	NONE	10,860.66			
D. F. Jones Const. Co., Fayetteville, Ark.	145	51,770.48	NONE	51,770.48			
Geo. W. Nickels & Son, Hot Springs, Ark.	210	65,807.56	NONE	65,807.56			
Fred Luttjohann, Topeka, Kansas	125	42,054.00	NONE	42,054.00			
Fred Luttjohann, Topeka, Kansas	135	51,459.59	NONE	51,459.59			
Rye Brothers, Russellville, Ark.	95	13,067.59	NONE	13,067.59			
J. P. McNulty, Pine Bluff, Ark.	100	130,732.55	NONE	130,732.55			
Sullivan, Long & Hagerty Bessemer, Ala.	100	68,375.56	23,555.16	91,930.72			
J. P. McNulty, Pine Bluff, Ark.	30	8,784.98	2,536.41	11,321.39			
Sandy Hites Co., Warsaw, Mo.	120	76,932.60	103,006.40	179,939.00			
Vincennes Bridge Co., Vincennes, Ind.	225	48,892.39	NONE	48,892.39			
B. McCrary Engr. Corp., Atlanta, Ga.	90	51,672.79	79,349.82	131,022.61			
G. Newkirk, Roland, Ark.	210	46,105.78	950.60	47,056.38			
Ittman Rodgers Co., Oklahoma City, Okla.	160	70,176.24	7,622.64	77,798.88			
Ittman Rodgers Co., Oklahoma City, Okla.	250	110,132.73	12,415.56	122,548.29			
Fred Luttjohann, Topeka, Kansas	140	30,203.55	2,809.56	33,013.11			
Ittman Rodgers Co., Oklahoma City, Okla.	210	60,914.18	8,237.40	69,151.58			
D. F. Jones Const. Co., Little Rock, Ark.	110	18,648.22	1,635.42	20,283.64			
Ittman Rodgers Co., Oklahoma City, Okla.	175	43,616.91	5,157.40	48,774.31			
Auger-Korsmo Con. Co., Memphis Tenn.	175	52,122.25	4,778.40	56,900.65			
Ittman Rodgers Co., Oklahoma City, Okla.	160	95,851.77	36,071.87	131,923.64			
J. B. Beaver, Benton, Ark.	110	9,811.96	488.47	10,300.43			

TABLE No. 14—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposal Received
8149	64-S-5		Greenbrier Creek Bridge	Johnson	200'	1 T. T. Framed Bent Bridge	November 14, 1930
9115	23-S-5		Henderson Creek Bridges	Madison	230'	1 Timber & Structural Steel Bridge	November 14, 1930
			Totals				

TABLE No. 14—(Continued)

AWARDED FROM JANUARY 1,1930 TO NOVEMBER 30, 1930

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished by State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished by State	Final Cost of Commitment
Rye Bros., Russellville, Ark.	90	5,254.75	311.98	5,566.73			
Altman Rodgers Co., Oklahoma City, Okla.	110	10,237.90	836.73	11,074.63			
		$9,445,784.95	$ 927,907.40	$10,373,692.35			

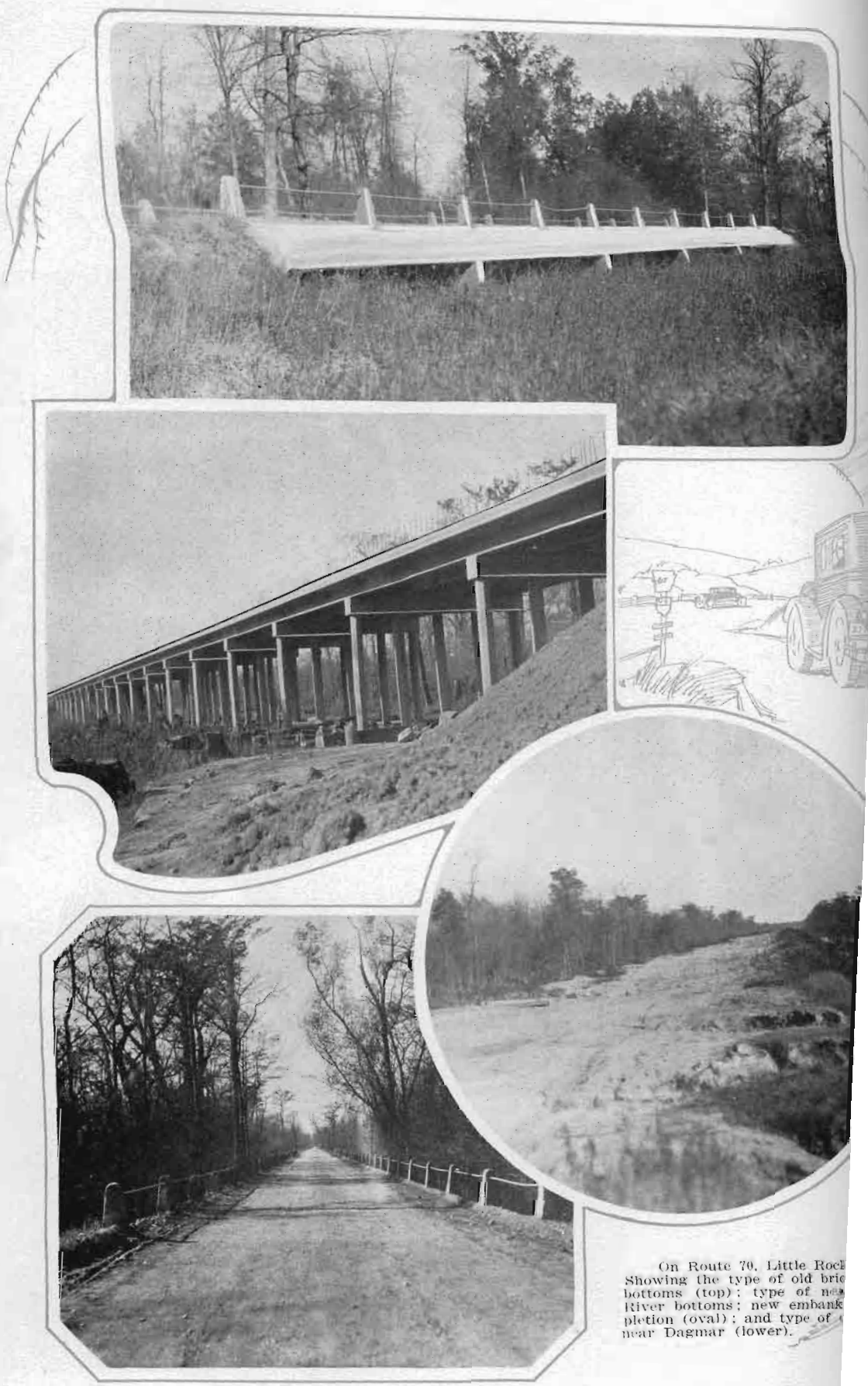
WHITE RIVER BRIDGE, COTTER, ARKANSAS

PICTORIAL REVIEW OF STATE HIGHWAY ACTIVITIES DURING THE BIENNIUM

Above: Job No. 916 on Route 65, Section 1, Boone County.

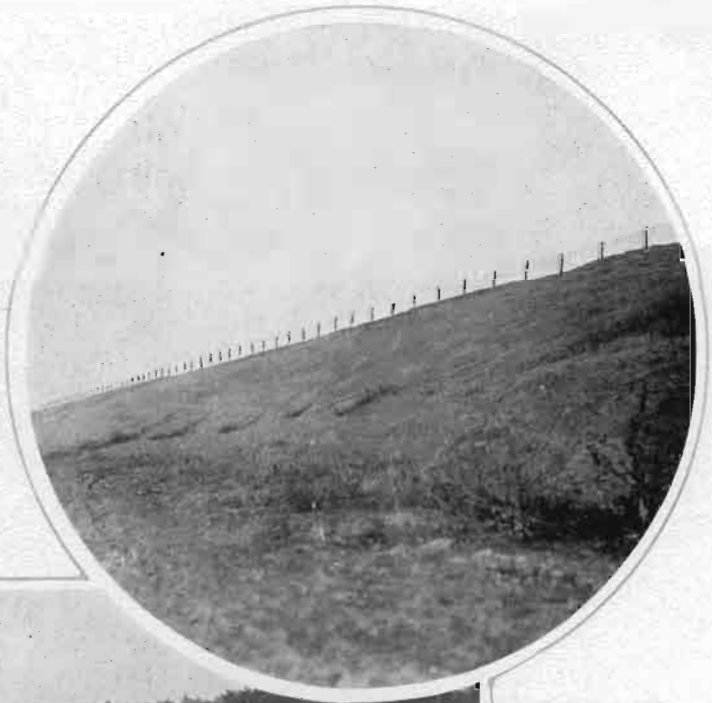
Center:
Five miles north of Mountain Home in Baxter County, on Route 5, Section 9.

Below: On Route 63, Sec. 1, between Mammoth Spring and Hardy, in Fulton County

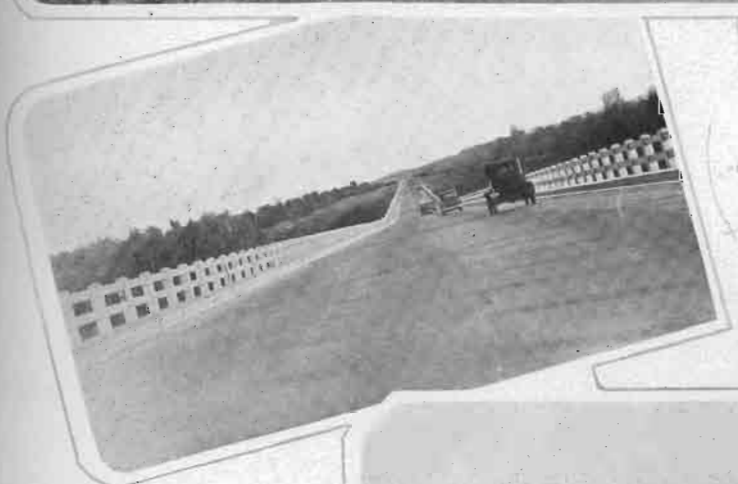


On Route 70, Little Rock
Showing the type of old brid
bottoms (top); type of ne
River bottoms; new embank
pletion (oval); and type of
near Dagmar (lower).

New Harahan Viaduct Embankment



New Harahan Embankment, one-half of roadway oil treated.

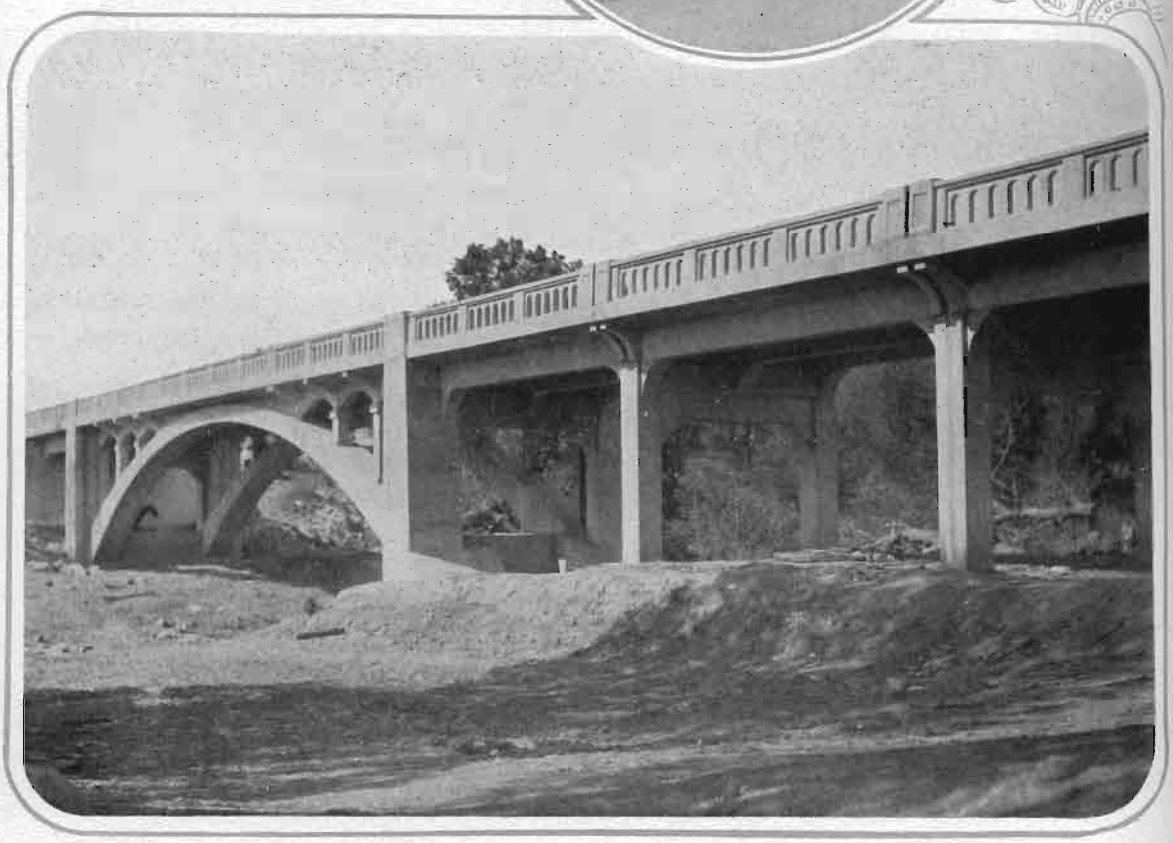


New Harahan Viaduct

Above: Showing super-elevated curves and guard rail. On Greenwood-Mansfield road in Sebastian County.

Center: Curves super-elevated and cuts widened, good sight distance very clearly illustrated. On the Mansfield-Greenwood Road in Sebastian County. Route 71, Section 13.

Below: Big Creek Bridge in Sebastian County. Route 22, Section 1.



Greenwood-Mansfield Road in Sebastian County on Route 71, Section 13.

New concrete pavement, super-elevated curves and guard rails.

Bridge over Little Mulberry in Crawford County, Route 64-S-2.

High type of concrete pavement with widened and super-elevated curves, guard rail and high fills, eliminating interference from flood waters. Route 64, Alma-Mulberry, in Crawford County.

New culvert south of Mountainburg in Crawford County, Route 71-S-15.

Drag line machine on earth approach to timber bridge eight miles south of Sheridan in Grant County on Route 35, Section 3.

Sub-grade preparatory to laying of pavement on Route 65, Sections 13-14, Grant and Jefferson Counties.

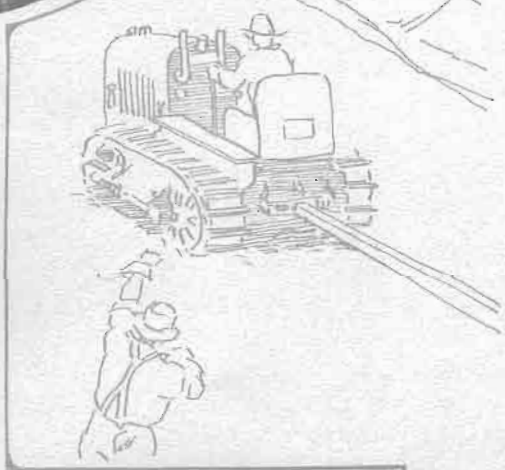
Laying pavement on Route 65, Grant and Jefferson County.

Above: Section Pine Bluff-Altheimer road in Jefferson County. Bituminous retread surfacing; smooth, all stones coated; dustless. "High type low cost road."

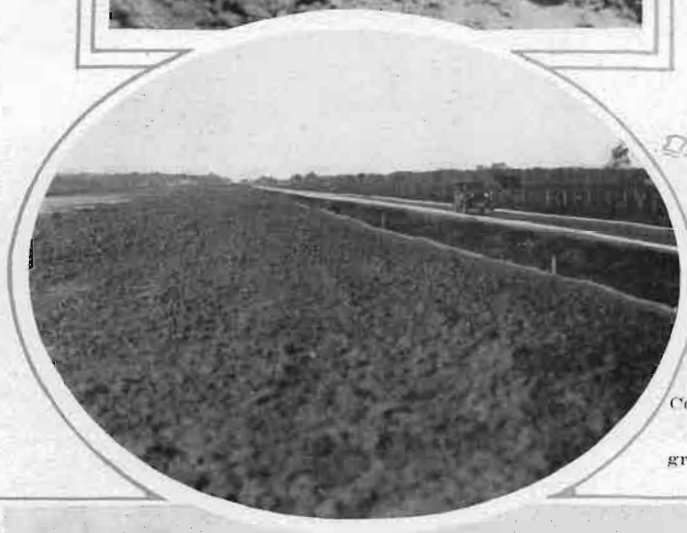
Center: Showing size of stone in comparison with a package of cigarettes. (Pine Bluff-Altheimer road.)

Below: Another section of the Pine Bluff-Altheimer road. Note cross-section and smooth riding surface.

Route 64, Augusta to Memphis. Three pictures of bituminous re-tread surfacing recently completed.



Highway Service—Repairing slides at "Bledsoe Fill," in Lee County, Route 3-S-16.



New and old roads on Route 70, Lonoke County (oval).

Picture showing type of loads some of gravel roads are called on to carry.

Marking traffic lines, Route 70, Section 12, asphalt pavement, Pulaski County.

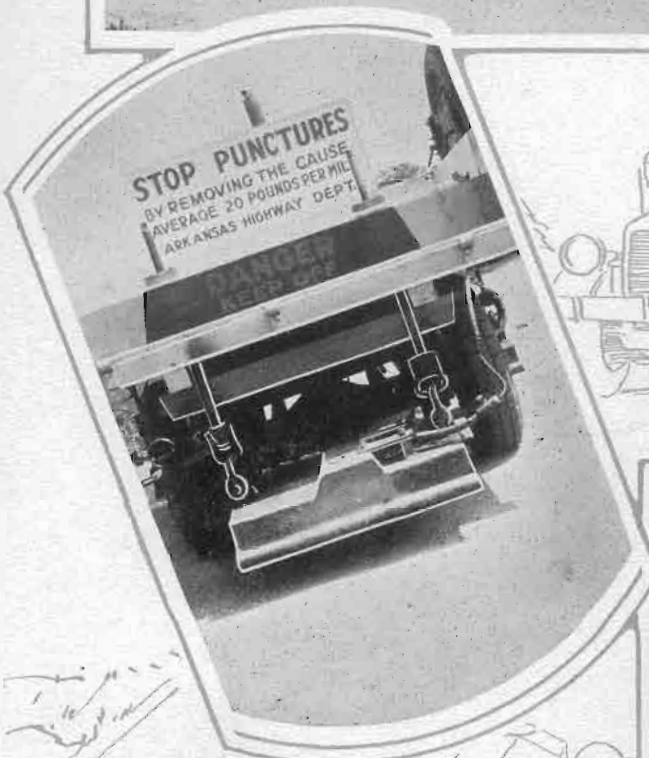
Drilling holes for dynamite charges to loosen rock on cut, Highway 10, Perry County.

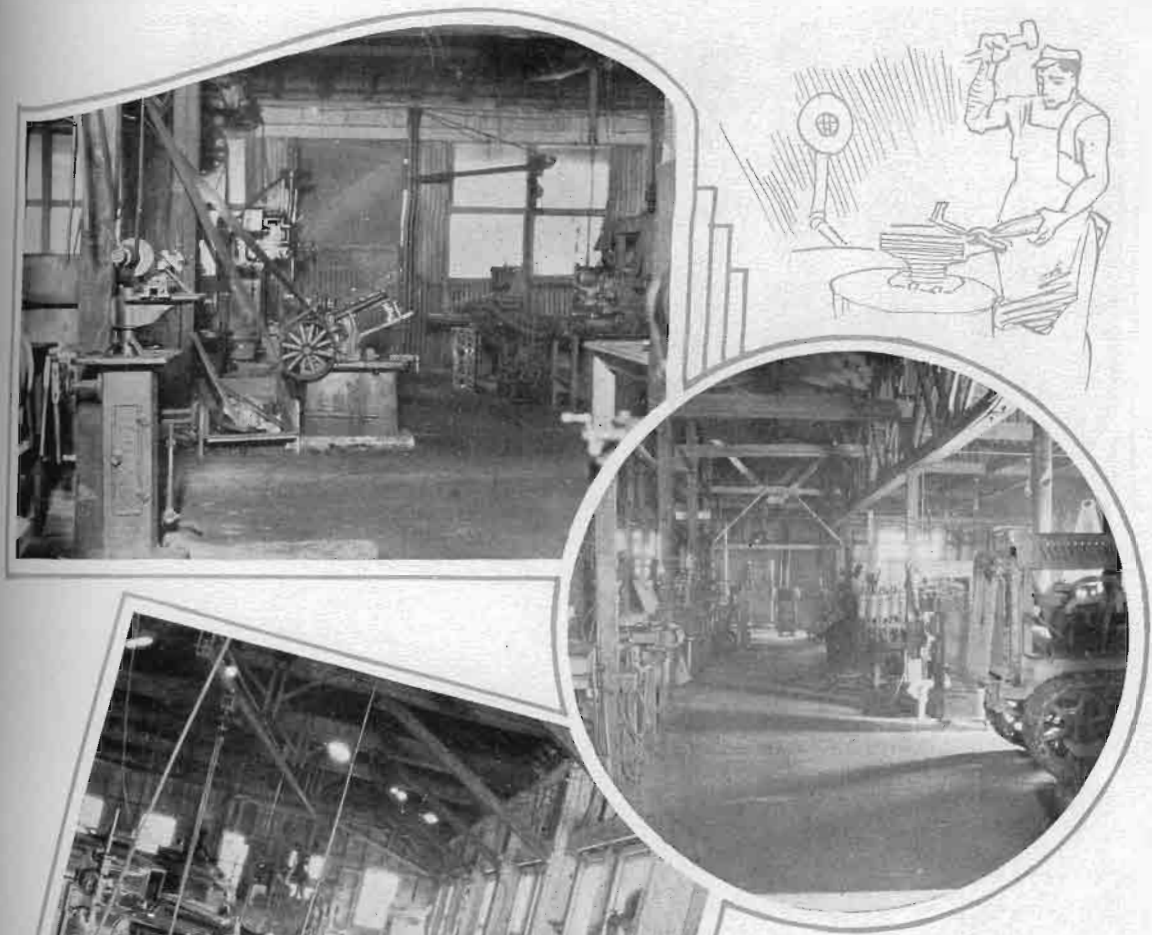
One man patrol—Route 70, Sec. 16, Prairie County.

Top: Side view of the Magnet Truck showing the three magnets.

Center: Rear of the Magnet Truck showing one of the large magnets.

Below: Showing scraps picked up from roads by the Magnet Truck





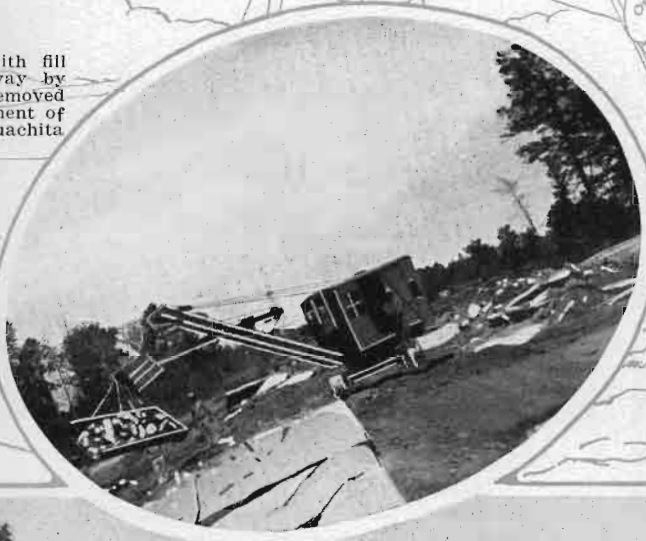
View of Arkansas State Highway Shops at Little Rock.

Considered the best equipped shop in the State.

Flood damage to roadway and shoulders at Adams Creek, Route 71-S-2.

Flooded area at Index on Route 71, and run-way built to help take care of traffic; (lower) Washes around culvert.

Highway Maintenance—Equipment making fill on U. S. 167, in Ouachita County.



Damaged pavement, with fill underneath washed away by storm water, being removed preparatory to replacement of Sub. U. S. 167-S-3, Ouachita County.

Effect of storm water, May 30, 1939, on U. S. 167-S-3, in Ouachita County.

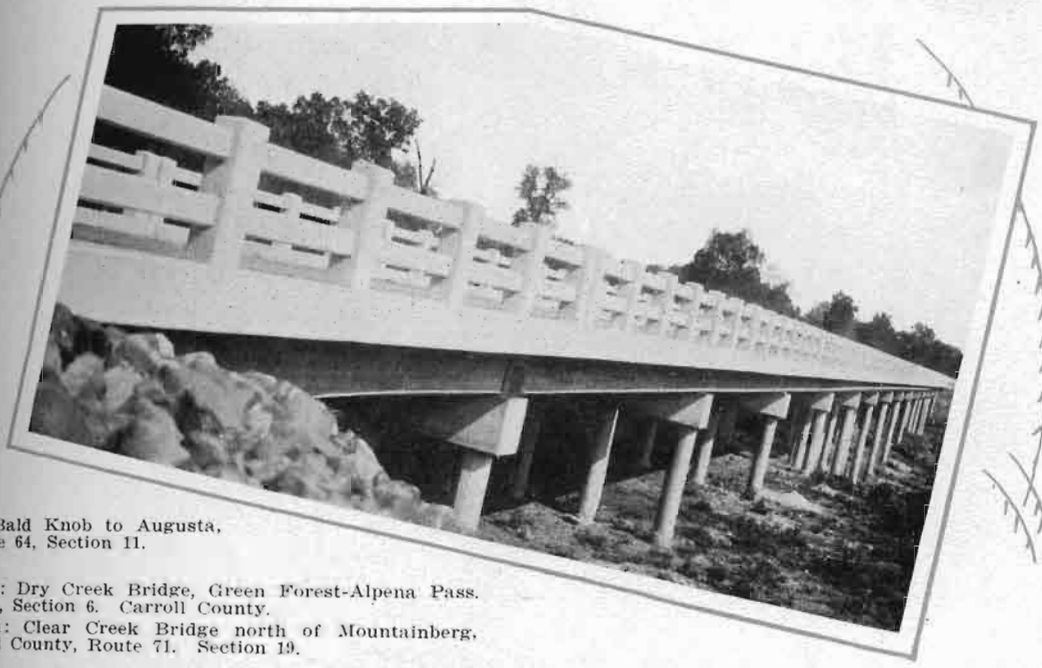
Flood Damage

First—Bridge over Town Creek washed out; Hope-Washington road; Route 4, Section 5.

Second—Route 51-S-4, on Gurdon-Arkadelphia road in Terre Noir bottoms.

Third—Route 4-S-5, Hope-Washington road; bridge washed out; crews starting new structure.

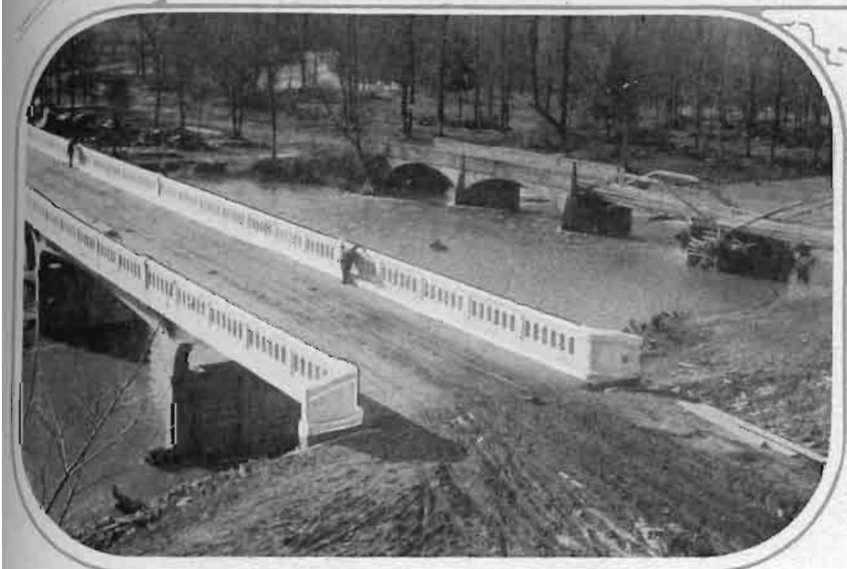
Fourth—Flooded area at Bodcaw Creek, Route 2-S-2 between Stamps and Lewisville.



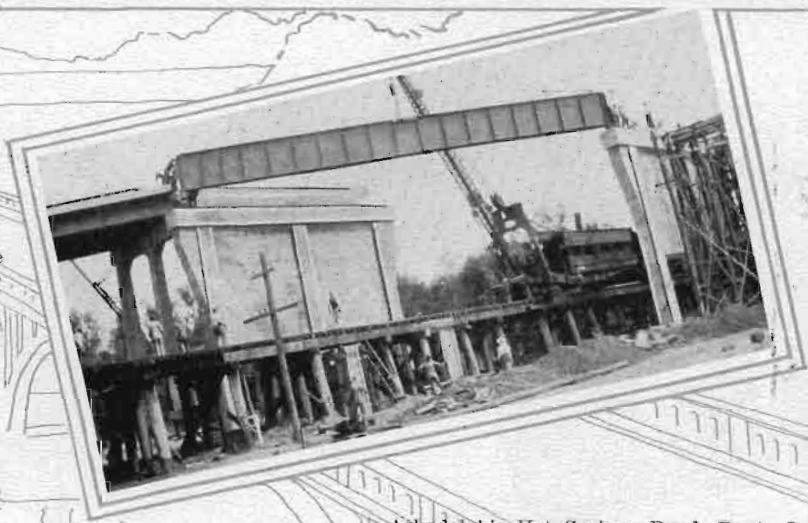
Top: Bald Knob to Augusta,
on Route 64, Section 11.

Center: Dry Creek Bridge, Green Forest-Alpena Pass.
Route 12, Section 6. Carroll County.

Bottom: Clear Creek Bridge north of Mountainberg,
Crawford County, Route 71. Section 19.



Above: Swan Lake Slough Bridge and Mo. Pac. overpass on Texarkana-Fulton road.

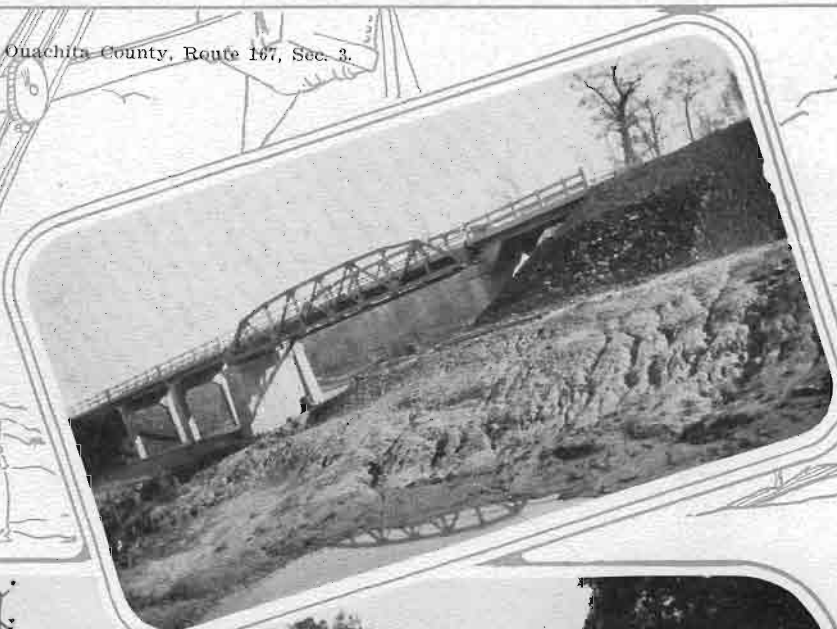


Center: Fulton Viaduct, Red River bottoms, Route 67, Sec. 1, Miller County.

Arkadelphia-Hot Springs Road, Ronte 7, Clark County

Cotton Belt Overhead, in Ouachita County, Route 167, Sec. 3.

Right: Two Bayou Bridge in Ouachita County, Route 167, Section 3.

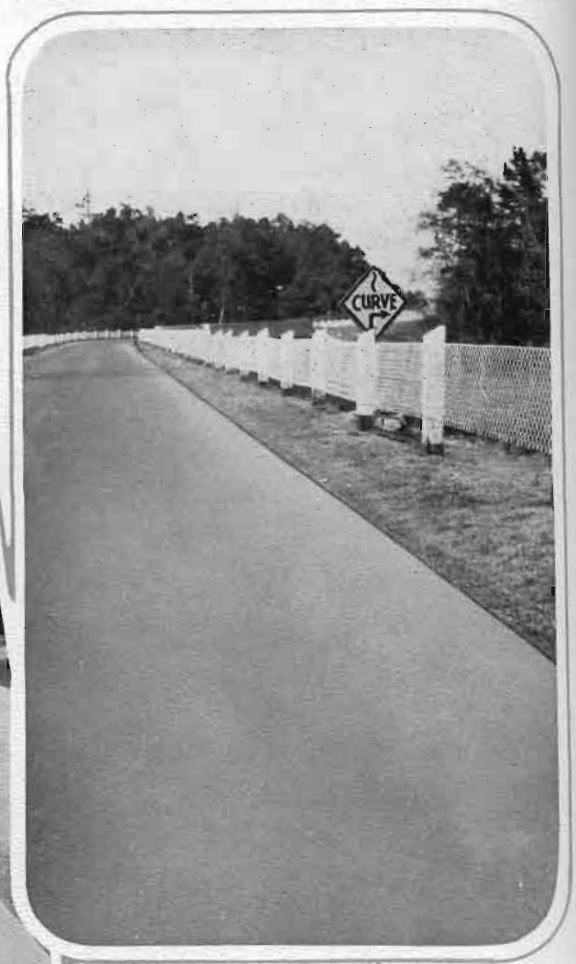


Below: Smackover-El Dorado Road, Union County, Route 167, Section 2.

Top (right): Reverse curve sign, pavement center striped, guard rails in line and painted for protection and convenience, shoulders sodded.

Below: Concrete slab and shoulder maintenance, cracks and joints filled, shoulders sodded and dressed. Highway 167, Ouachita County.

Bottom: Gravel surface smooth, shoulders and slopes sodded, bridge handrails in line and painted white, inside of curve clear of obstructions to view. Route 24, Ouachita County.



Top: Asphalt re-tread surface; dustless riding. Route 3, Jefferson County.

Circle: Placing asphalt wearing surface on treated timber bridge floors.

Bottom: Complete gravel screening and crushing plant, producing gravel with proper gradation for resurfacing Highways 14 and 63, Harrisburg to Marked Tree.

Above: Asphaltic Re-tread Surfacing on the Hot Springs-Glenwood Road in Garland County.

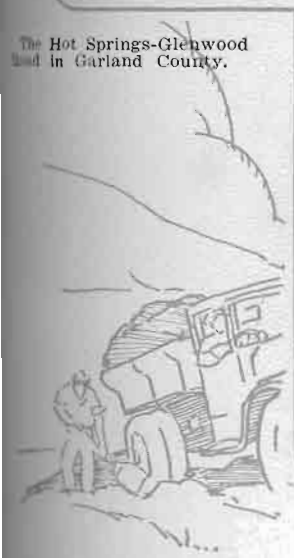
Below: Glenwood-Kirby Road in Pike County. Asphaltic re-tread surfacing.

Above: Glenwood-Kirby Road, in Pike County. Asphaltic Re-tread Surfacing.

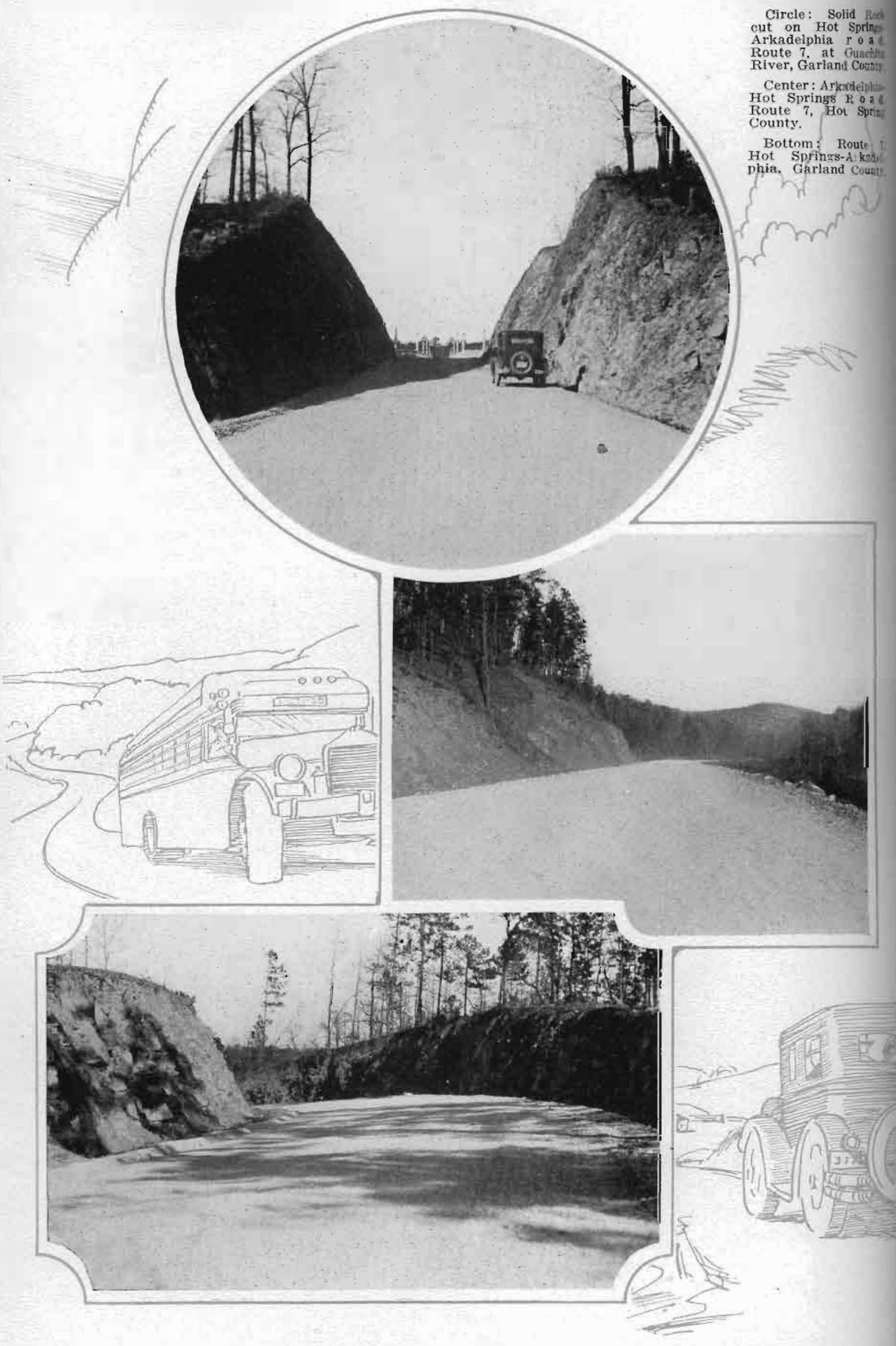
Below: Hot Springs Glenwood Road in Pike County. Asphaltic re-tread surfacing.

Arkadelphia-Amity Road, Route 8, Section 5, in Clark County.

Prescott-Emmett Road in Nevada County.



The Hot Springs-Glenwood Road in Garland County.



Circle: Solid Rock cut on Hot Springs-Arkadelphia road, Route 7, at Ouachita River, Garland County.

Center: Arkadelphia-Hot Springs Road, Route 7, Hot Spring County.

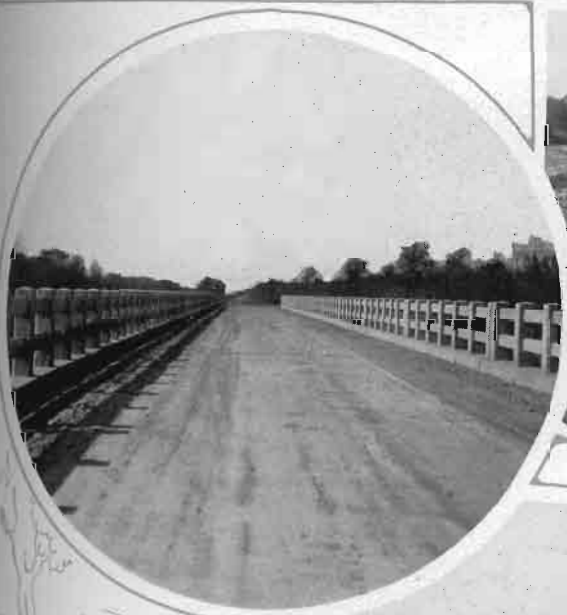
Bottom: Route 7, Hot Springs-Arkadelphia, Garland County.

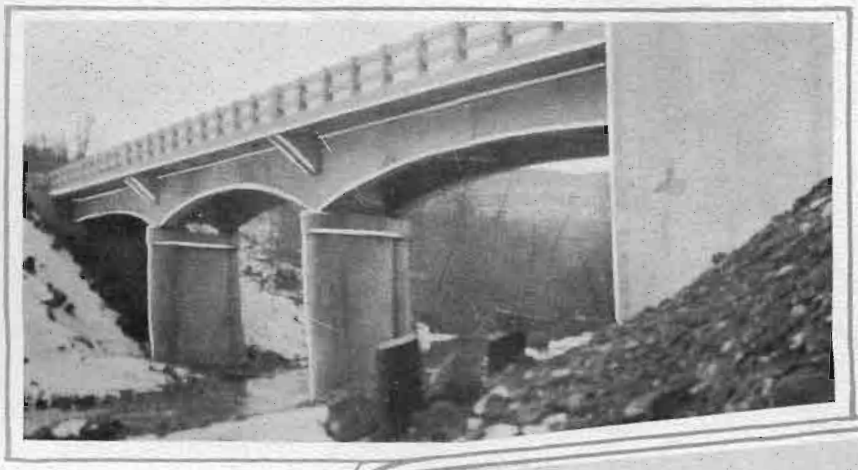
Top: New Road between Augusta and White River. Route 64. Woodruff County.

Center (right): New Road between Augusta and White River. Route 64. Woodruff County.

Circle: Type of bridges constructed on Augusta-Bald Knob Road. Route 64. White County.

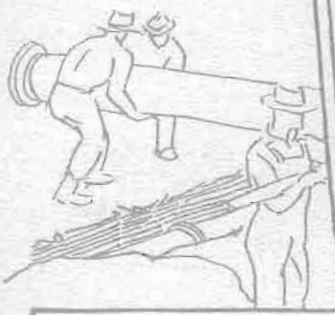
Bottom: New bridge and high fill, Augusta-Bald Knob road. Route 64, White County.



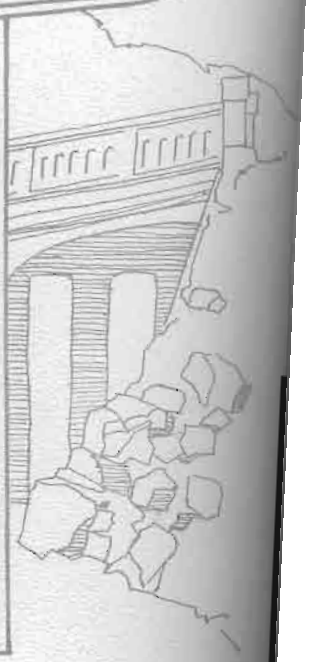


Top: Peyton Creek Bri
Route 65, Section 7. Van Bu
County.

Center: Missouri Pacific o
pass south of Benton, on Ro
67, Section 9.



Bottom: War Loop Creek
lief opening, north of Mounta
berg, Route 71, Section 4. Cra
ford County.



Above: Hog Creek Bridge. Route 65, Section 2. Boone County.

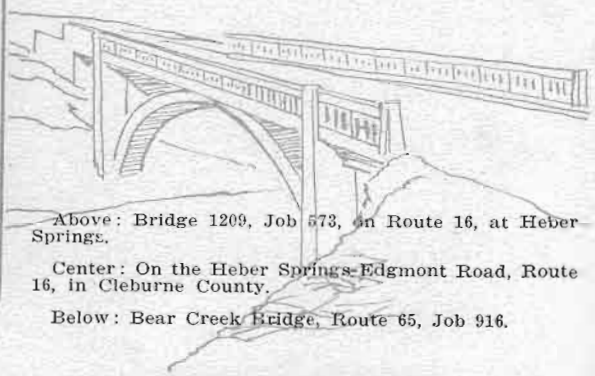
Center: Piney Creek Bridge. Route 11. Sharp County.

Below: Harahan Viaduct, C. R. I. & P. R. R. Overhead crossing. Route 70, Section 20. Crittenden County.

Bridge over Little Buffalo River, Route 7, in Newton County.

Left: Three miles north of Jasper, Newton County, Route 7, Sec. 15.

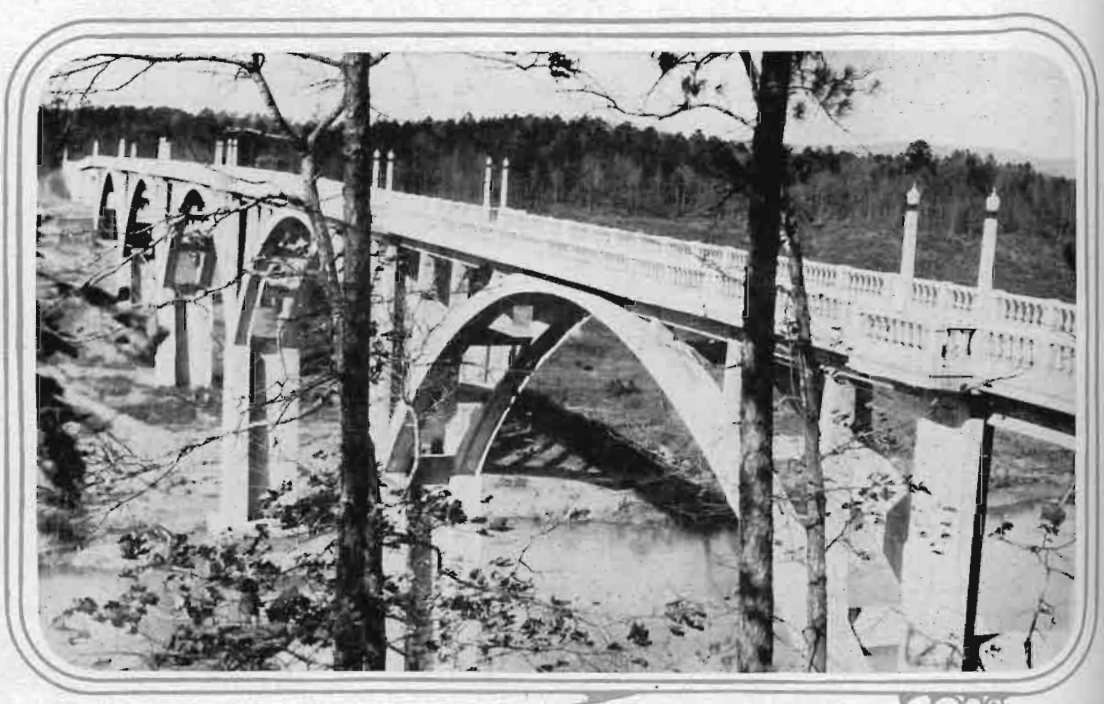
Right: Three miles north of Jasper, Newton County, Route 7, Sec. 15.

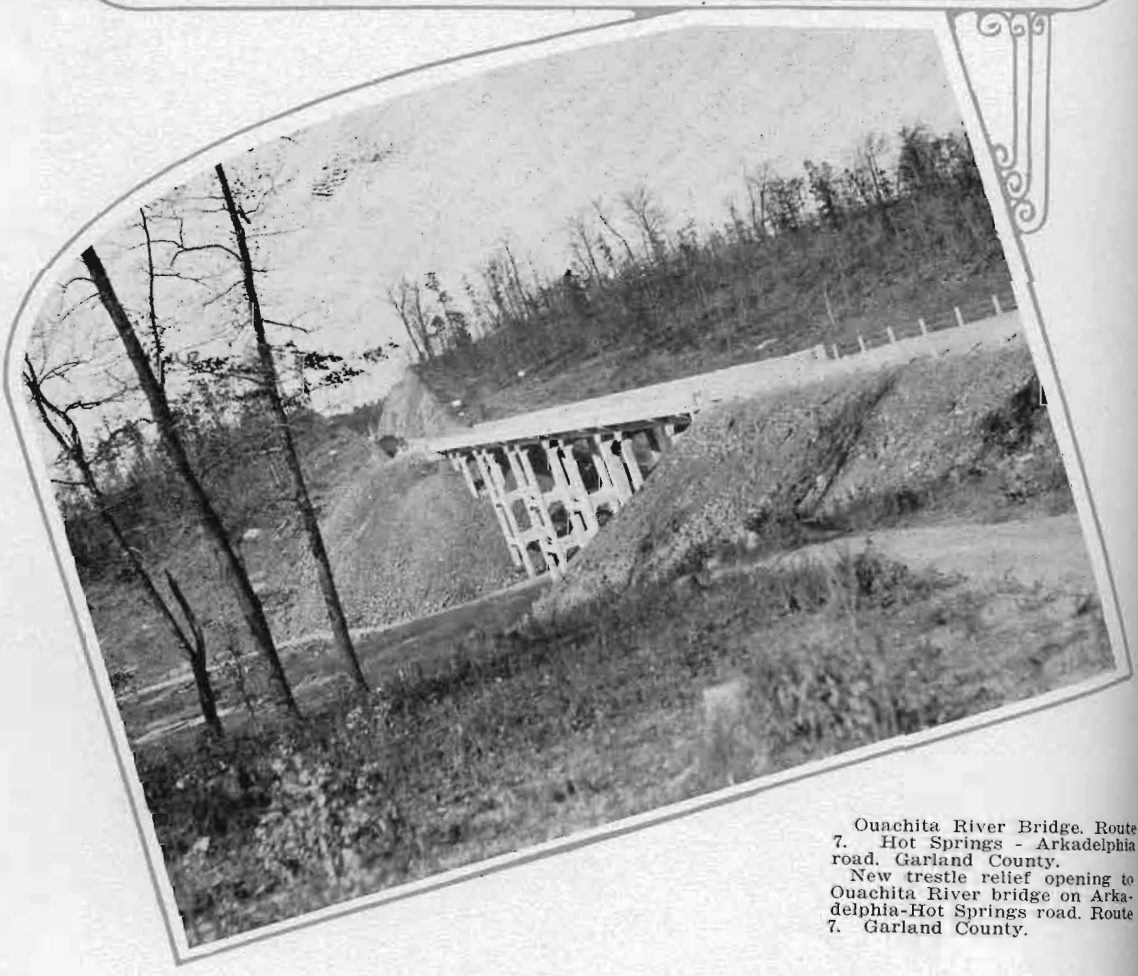


Above: Bridge 1209, Job 573, on Route 16, at Heber Springs.

Center: On the Heber Springs-Edgmont Road, Route 16, in Cleburne County.

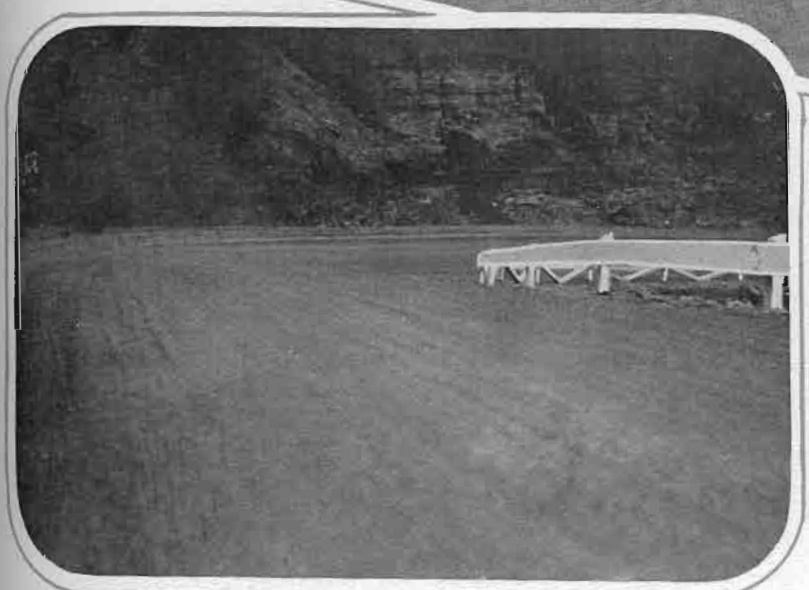
Below: Bear Creek Bridge, Route 65, Job 916.





Ouachita River Bridge. Route 7. Hot Springs - Arkadelphia road. Garland County.

New trestle relief opening to Ouachita River bridge on Arkadelphia-Hot Springs road. Route 7. Garland County.



Top: Route 62, West of Eureka Springs in Carroll County.

Center: Route 62, Carroll County. Four miles west of Eureka Springs. Resilient Steel Guard Fence.

Bottom: Route 62, Carroll County. Four miles west of Eureka Springs. New Asphaltic Re-tread Pavement.

Top: Grading. Drainage Structure and Gravel Surface North of Pinhook Route 65, In[illegible] County.

Center: Reinforced Concrete Box Culvert with the shoulders protected by stone riprap. Route 65, Searcy [illegible]

Bottom: Completed gravel surfaced section north of Pinhook Route 65. The old road is shown at the left.

Top: U. S. Highway 65, three miles north of Leslie. Searcy County.

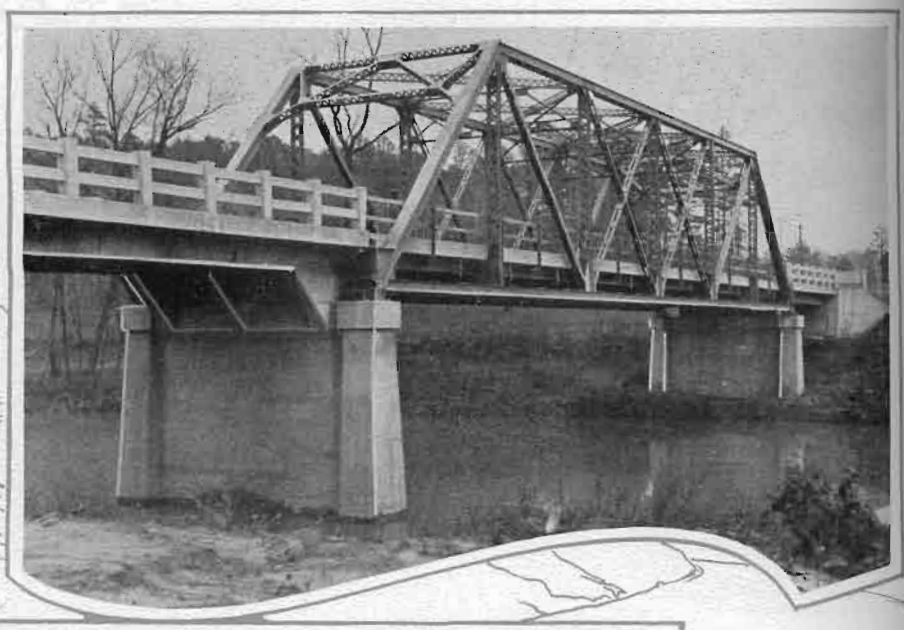
Center: Buffalo River Bridge. U. S. 65, between Marshall and Harrison. Searcy County. Length 1,000 feet. Width of roadway 20 feet.

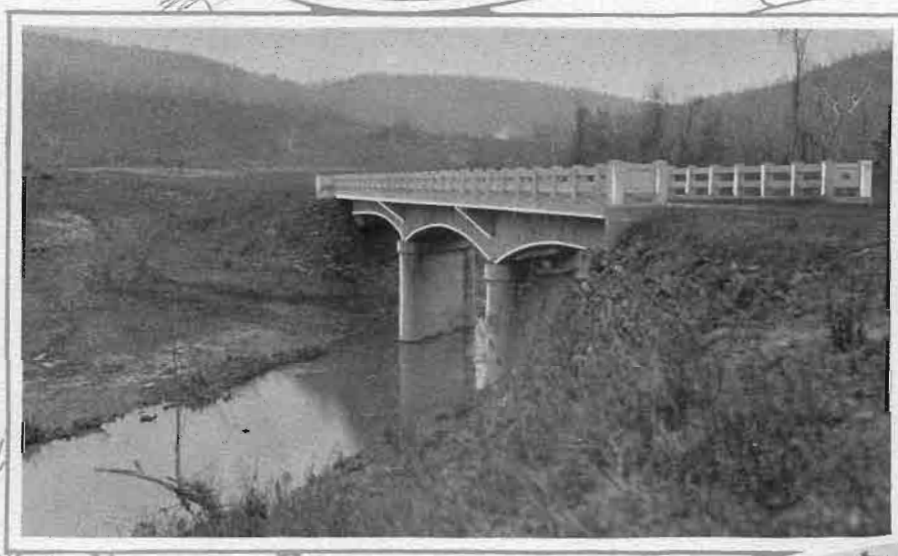
Bottom: Cove Creek Bridge near Leslie. U. S. 65. Searcy County. This is typical of many concrete bridges built throughout the State.

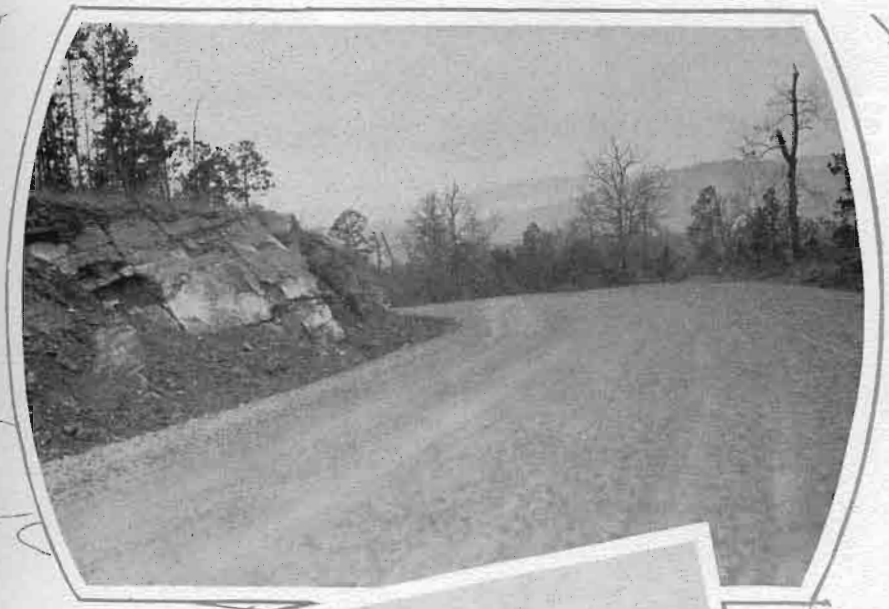
Top: Bridge over Archey Fork, north of Clinton. U. S. Highway 65. Van Buren County.

Center: Bridge over Peyton Creek, between Clinton and Leslie. U. S. Highway 65. Searcy County.

Bottom: U. S. Highway 65, twelve miles north of Clinton. Van Buren County.

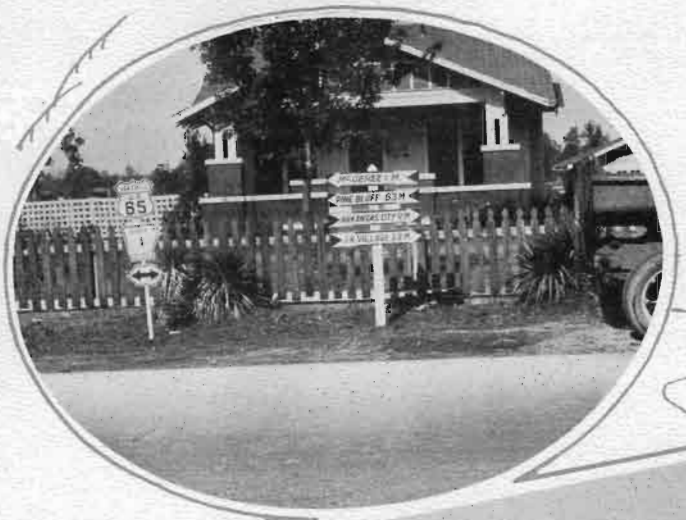






Top: Newly constructed road in Van Buren County. Curves are widened and super-elevated.

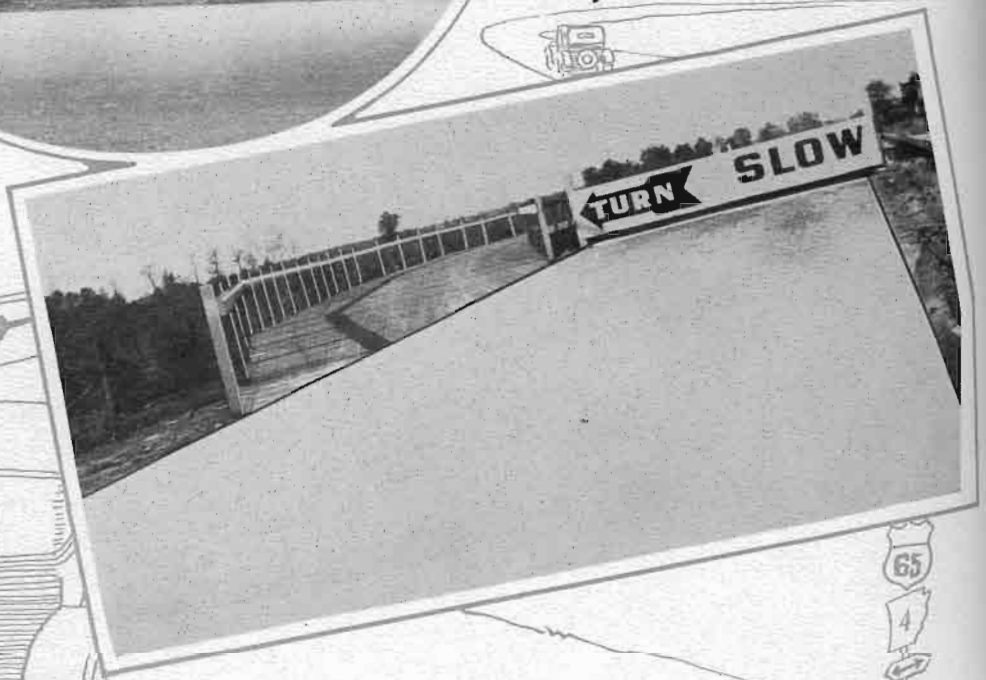
Bottom (Left of picture): Two views of Route 65 in Carroll County, showing new surfacing and warning signs on curves.

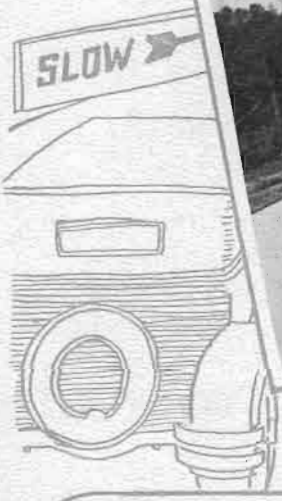


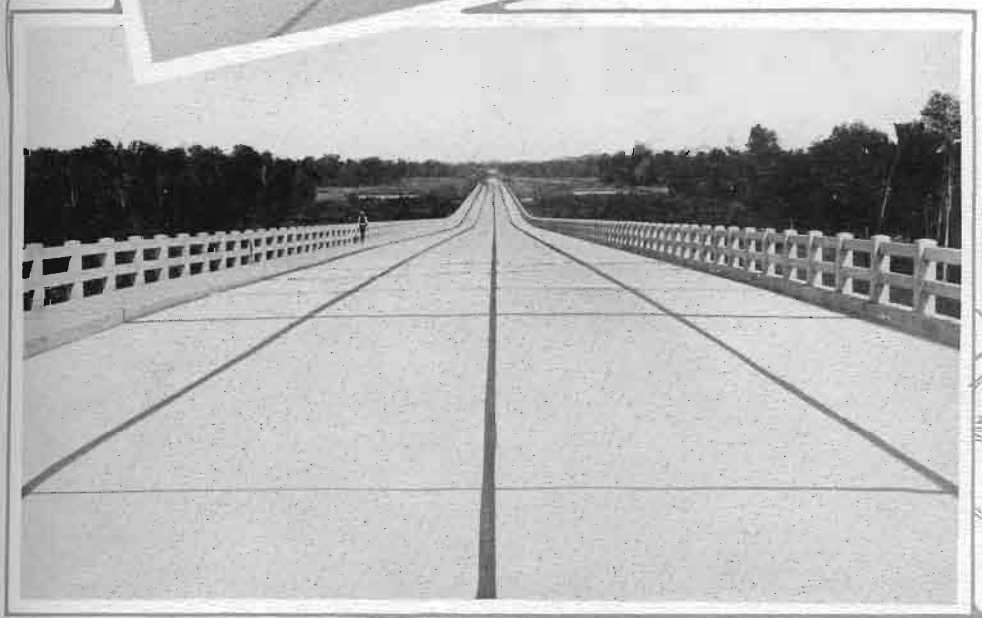
Top: Marking Service. Highway Numbers and Direction Boards at intersection of U. S. 165, 65 and State No. 4. Desha County.

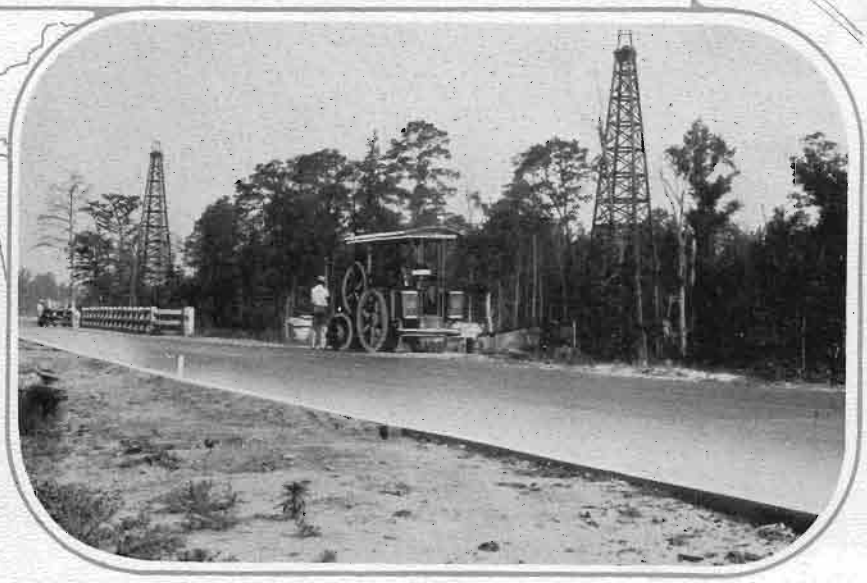
Center: Barricade and warning sign on bridge under construction with bridge run-around to the left. Route 18. Mississippi County.

Bottom: Detour Bridge provided for traffic on U. S. 63. Craighead County.







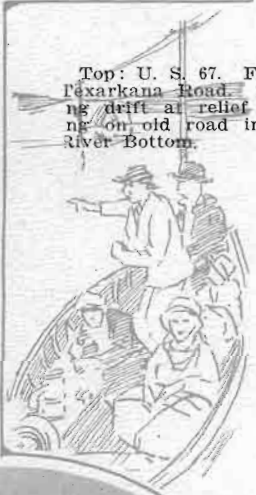


Top: Highway Maintenance. Barricades and detours provided while state forces repair flood damage of May, 1930. U. S. 167 Ouachita County.

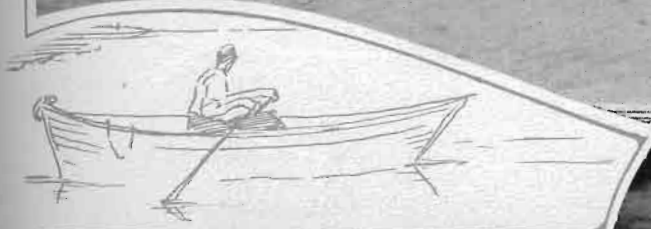
Center: Sidewalk for pedestrians and four lanes of traffic marked with asphalt on Harrahan Viaduct.

Bottom: Raising, with asphalt, settlement in concrete pavement. Route U. S. 167, Section 3, Union County.

Unusual Conditions. Snow removal between Harrisburg and Marked Tree. February, 1929.



Top: U. S. 67. Fulton-Texarkana Road. Showing drift at relief opening on old road in Red River Bottom.



Center: State Route 2. Lewisville-Stamps Road. Flooded area near Bodcaw Creek.

Circle: U. S. 67. Hope-Fulton Road. Handrail of an old bridge and opening where road washed away.

Bottom: U. S. 67. Hope-Fulton Road. Showing opening where bridge washed out at Peavine Creek.

Top: Earth approach to Harrahan Viaduct. Oil is used to eliminate dust nuisance.

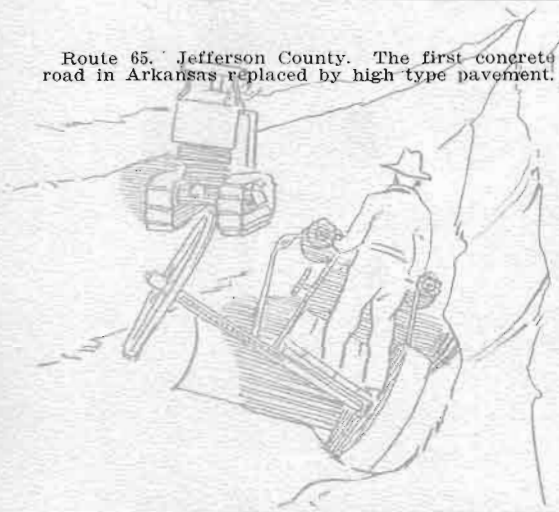
Center: Highway Department tractor assisting traffic on newly graded road.

Bottom: Highway Service. Storm water on road turned to ice on January 24, 1930. Traffic lane opened by maintenance forces. Route No. 18. Mississippi County.

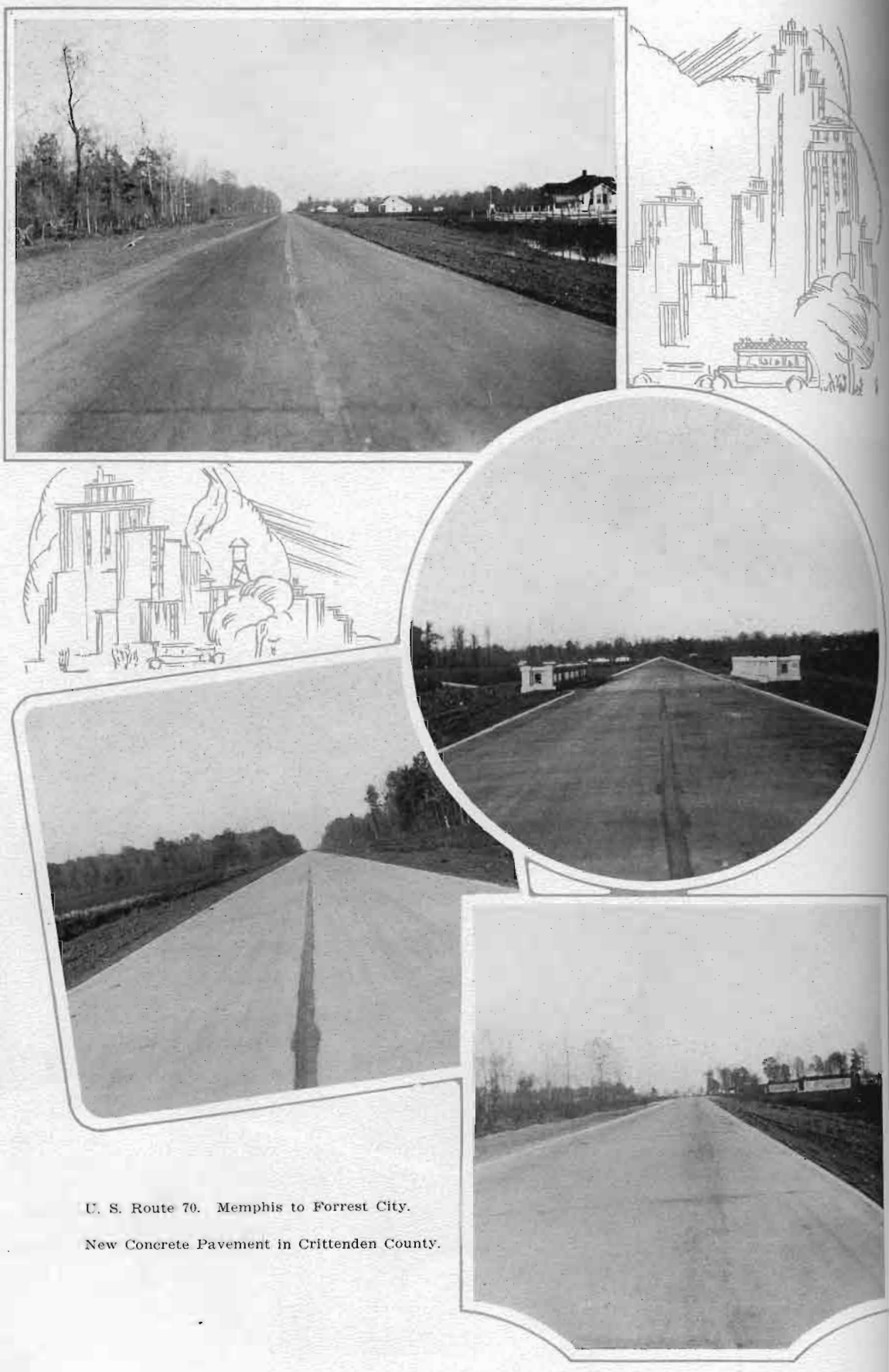
Top: Route 67 north of Fulton. Hempstead County. Bridge at Peorine Creek, washed out by floods in May, 1930.

Bottom: Route 71 south of Texarkana. General type of damage to Highways by unprecedented floods of May, 1930.

Route 65. Jefferson County. The first concrete road in Arkansas replaced by high type pavement.

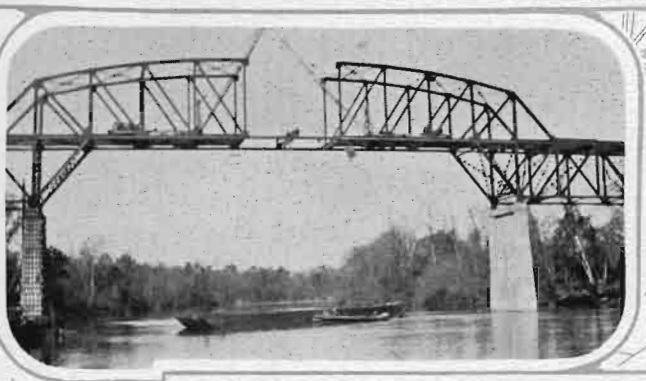


Route 7. Hot Springs-Arkadelphia Road. Clark and Hot Spring County. Newly completed gravel and concrete surfacing.



U. S. Route 70. Memphis to Forrest City.

New Concrete Pavement in Crittenden County.



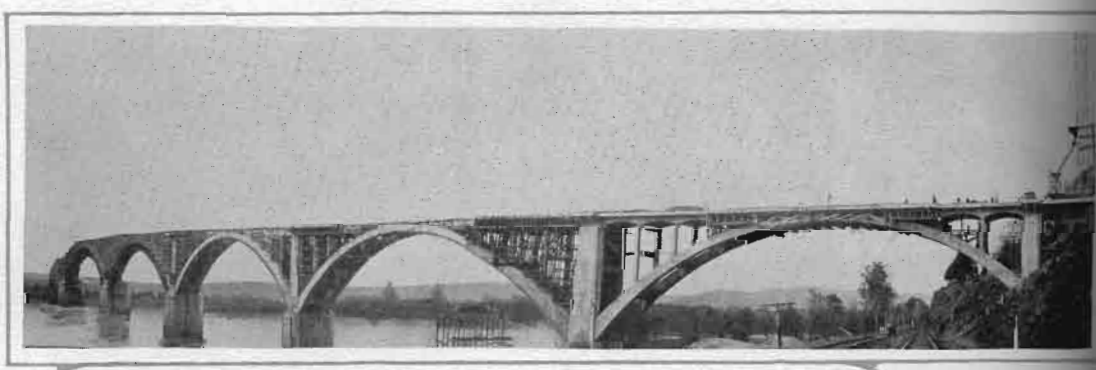
Top: Toll Bridge over Ouachita River at Calion on Route 115 between El Dorado and Hampton. Union and Calhoun Counties. View shows north half of bridge. Length 2,500 feet. Width of roadway 24 feet.

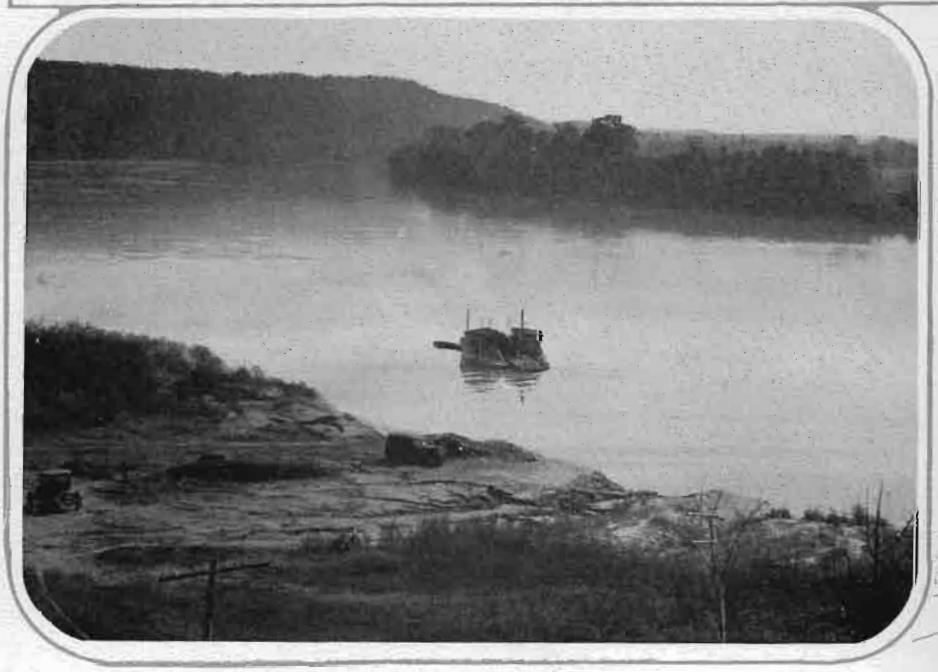
Other pictures: These views show the procedure followed in erecting the span over the river. This bridge will be completed about February, 1931.

Top: Toll Bridge over Red River at Fulton during construction. U. S. 67, Miller and Hempstead Counties. This bridge has been completed and is now in operation.

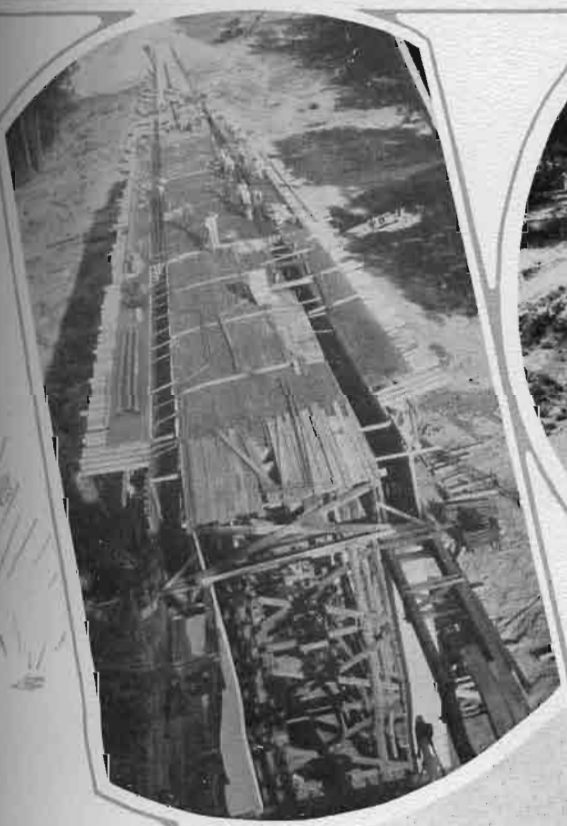
Center: Toll Bridge over Arkansas River at Ozark during construction. This bridge is on State Route 23, and will be an important link between State Route 22 and U. S. 64. Length 1,537 feet. Width of roadway 24 feet.

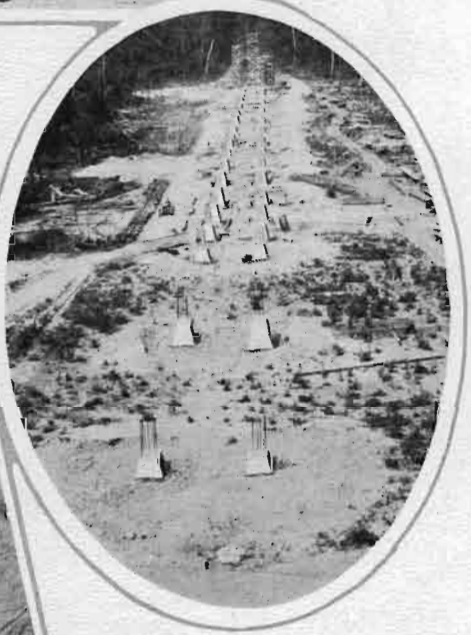
Bottom: Arkansas River Ferry at Ozark which will be discontinued upon completion of the toll bridge shown above.

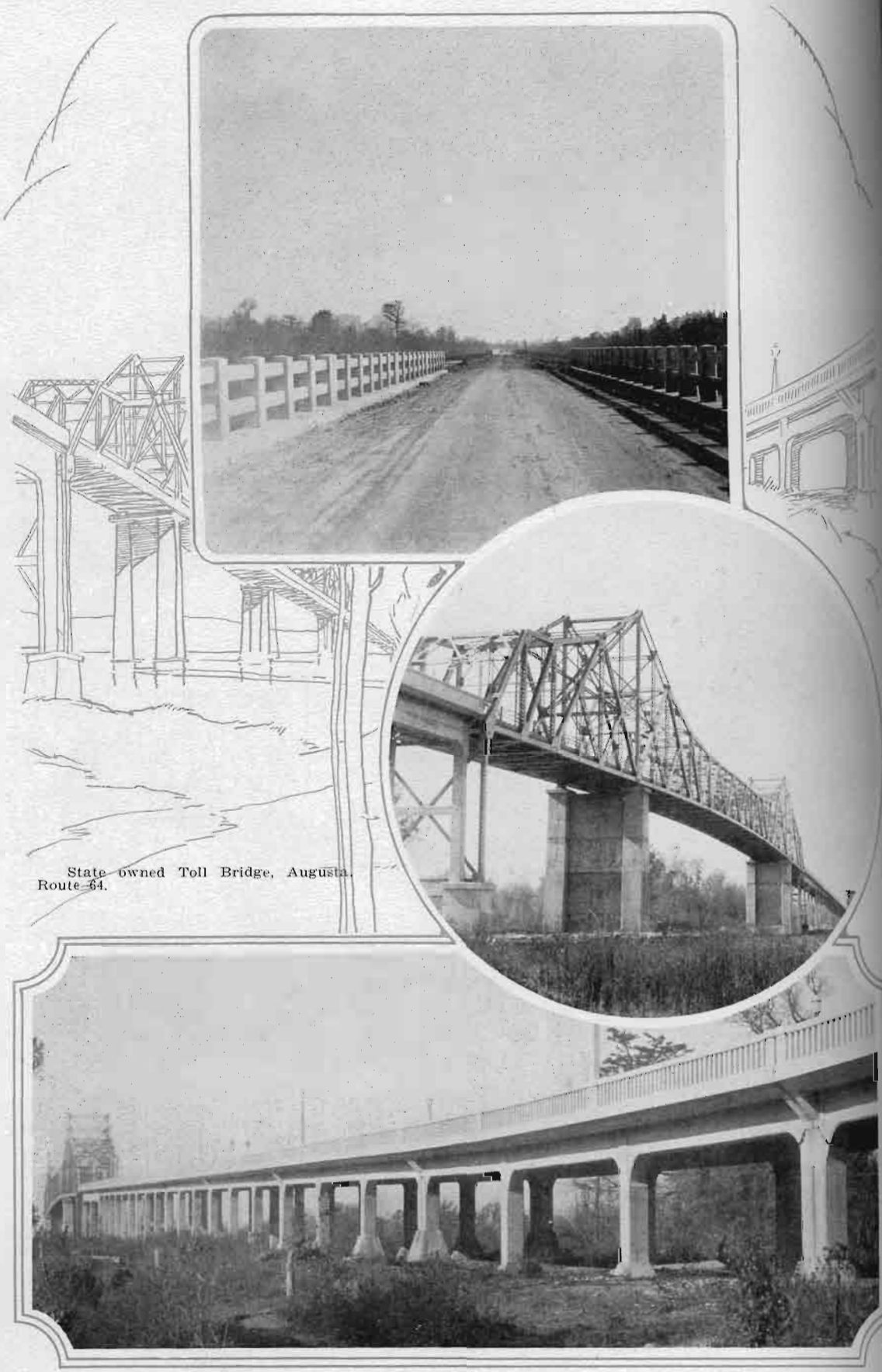




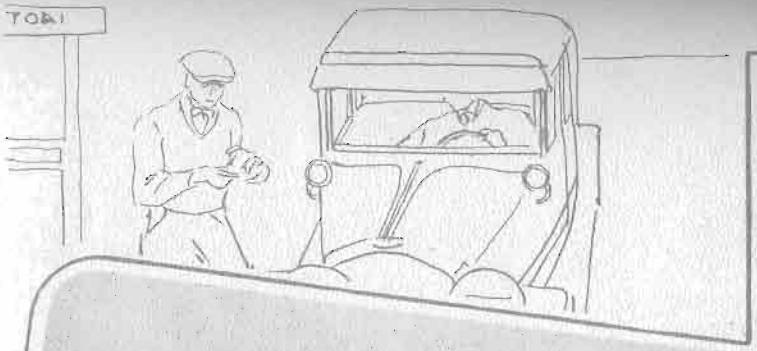
State owned Toll Bridge under construction at Felsenthal. Route No. 2.

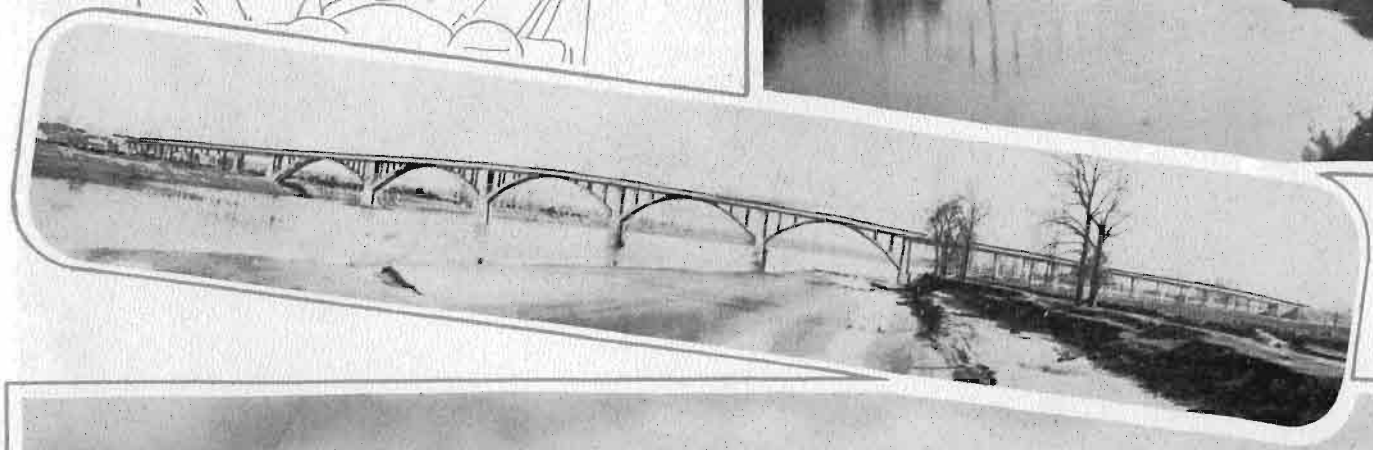






State owned Toll Bridge, Augusta. Route 64.

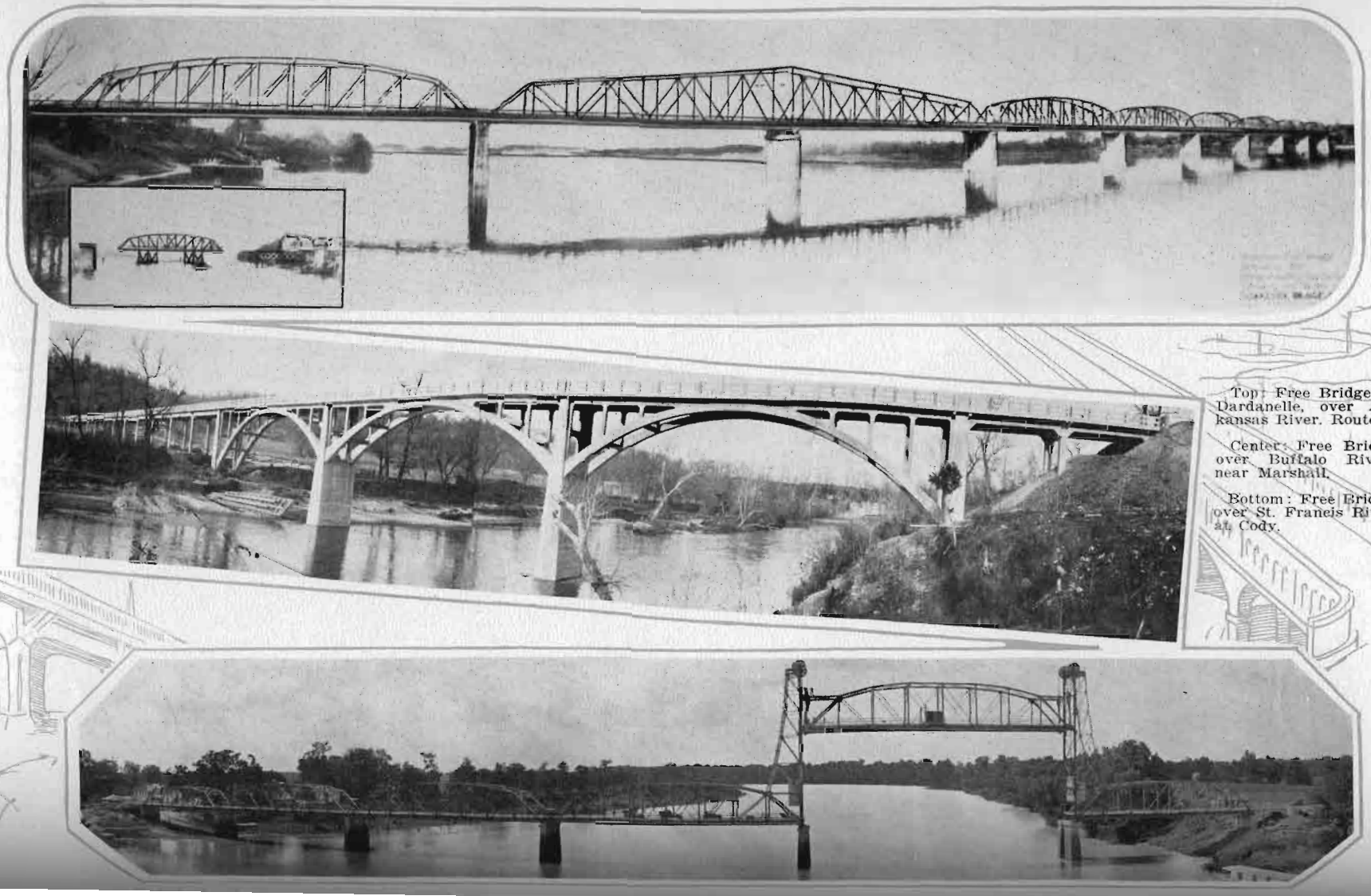




Top: State owned Toll Bridge, Newport. Route 67.

Center: State owned Toll Bridge, Fulton. Route 67.

Bottom: State owned Toll Bridge, Cotter. Route 62.



Top: Free Bridge at Dardanelle, over Arkansas River. Route 7.

Center: Free Bridge over Buffalo River, near Marshall.

Bottom: Free Bridge over St. Francis River at Cody.

Top: Looking South on St. Louis Street, Batesville. State Highway Nos. 11 and 25. State Aid Job 506.

Center: Looking West on Harrison Street from St. Louis Street, Batesville. State Highway No. 69. State Aid Job. 506.

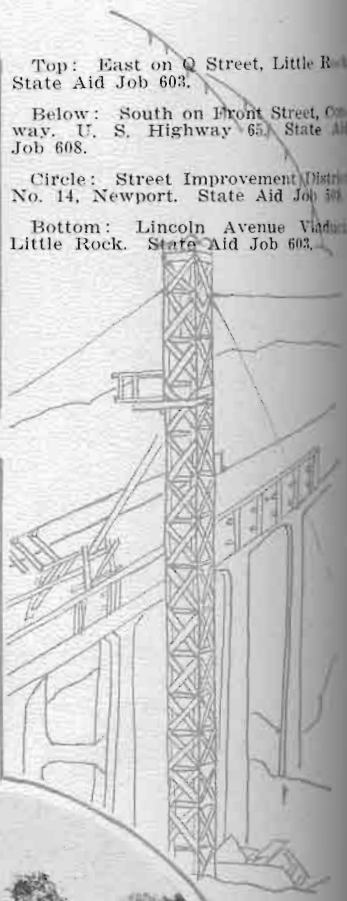
Bottom: Bridge over Polk Bayou, Batesville. State Aid Job 507.

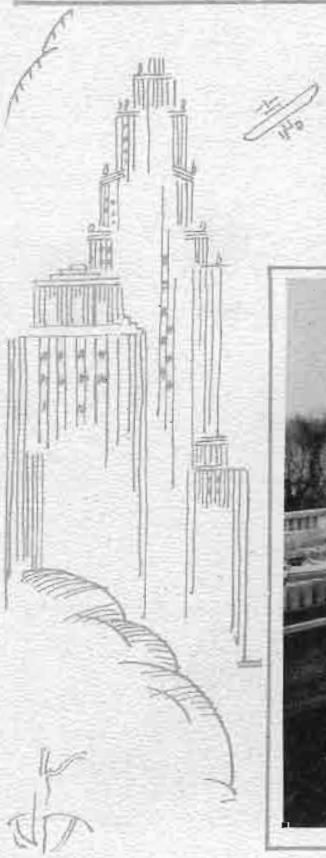
Top: East on Q Street, Little R... State Aid Job 603.

Below: South on Front Street, C... way. U. S. Highway 65. State Aid Job 608.

Circle: Street Improvement District No. 14, Newport. State Aid Job 60...

Bottom: Lincoln Avenue Viaduct, Little Rock. State Aid Job 603.

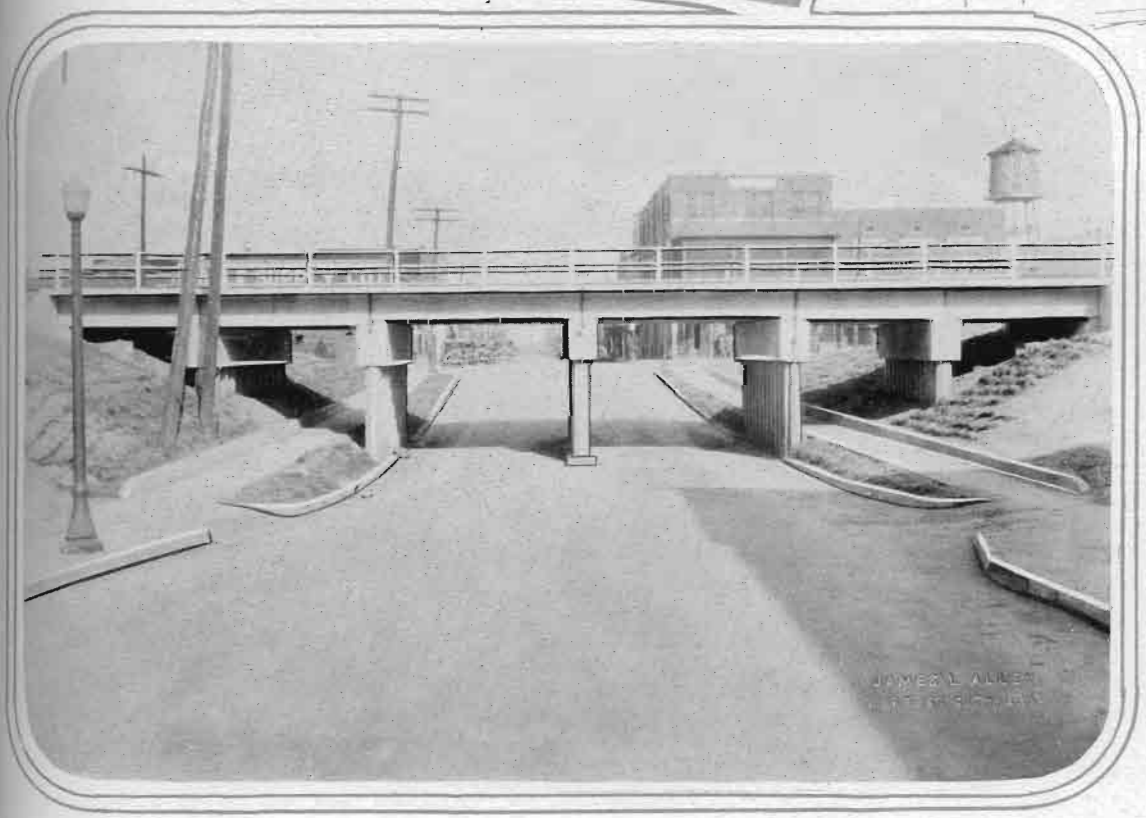


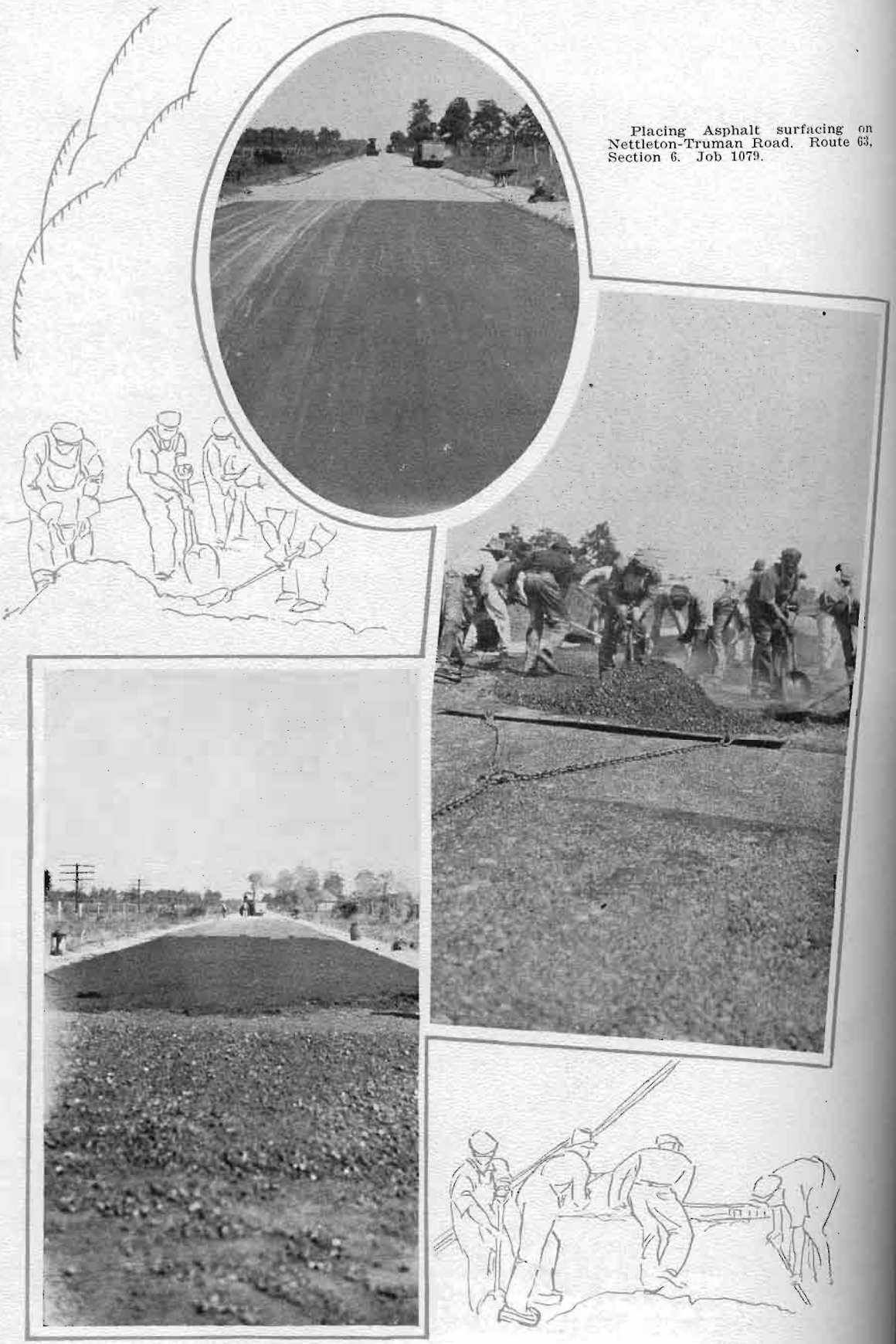


Top: South on Main Street, Dermott. State Highway 165. State Aid Job 207.

Center: Underpass and Paving, Wynne. State Aid Job 101.

Bottom: Underpass and paving, Earle. State Aid Job 107.





Placing Asphalt surfacing on Nettleton-Truman Road. Route 63, Section 6. Job 1079.

Business and Accounting Division

Under the provisions of Act 11 of the Acts of 1927 known as the Martineau Law, the fiscal year of the State Highway Department was changed to February 28 instead of June 30, as prevails in other Departments; however, in order that this Department's financial statements could be prepared to reveal the latest transactions possible, this report has been compiled as of August 31, 1930, and in addition covers the entire period from the inception of the Martineau Law March 1, 1927, to the above date, August 31, 1930.

It being generally understood that the most favorable weather conditions for construction purposes prevail previous to August 31, the report herein reflects the greater part of the activities of the Commission for the full four year period from March 1, 1927, to February 28, 1931, taking into consideration balance due on uncompleted contracts and obligations incurred prior to final date of this report.

The Business Division embodies all activities of the Department not covered by the Engineering Organization and embraces the Accounting, Purchasing and Automobile Subdivisions.

The Accounting Department, in addition to the General Auditor, is composed of several assistants to the Chief Auditor placed advantageously in the Engineering and District Offices, General Bookkeeping and Automobile Divisions, and each item of expenditure is carefully checked before orders on the State Auditors are drawn in payment thereof. The State Auditor, after thoroughly passing upon the accuracy and legality of the order drawn upon him, then issues a warrant upon the State Treasurer to be paid out of the State Highway Fund and charged to the particular appropriation against which the original order upon the State Auditor and his warrant on the State Treasurer indicate.

Distribution of all expenditures are made from information shown on purchase orders issued either by District Offices or the General Purchasing Agent and in the matter of equipment and repairs are made according to the requisition submitted by the Equipment Engineer.

Shop Account

The Little Rock Shop Account is used as a clearing house for all purchases of equipment and repair parts and therefore shows a large Stock Account from which shipments are made to the various District Offices upon their requisition duly approved by the Equipment Engineer. Included in the General Equipment Account is the cost of many pieces of major equipment which are used generally over the State and remain in that account as an undistributed charge to any road and section. A detailed record of all materials used and repairs made is compiled every month and proper charges made to the districts for which the materials were purchased. The explanation of the handling of equipment charges is contained in the article sub-headed, "Equipment Division."

District Accounts

Each district office keeps its own set of records in duplicate, the original being forwarded to the general office, where a composite monthly report is compiled therefrom. Purchases made for ordinary supplies and expenses for the maintenance and State Construction forces are authorized by the District Engineer and are made only by purchase order duly signed by an authorized assistant. Invoices rendered for such materials, supplies and expenses go directly to the district offices and are checked in detail by them and submitted on the 10th day of each month to the general office for additional verification and audit. After the same have been duly checked they are then copied by stenographers on an order form, indication to the State Auditor that the amount entered thereon is due the payee named for the articles therein listed in detail.

The above is a brief synopsis of the manner in which disbursements are made under the authority of the State Highway Commission and with the exception of certain funds deposited in local banks under the old Improvement District plan of participation with State and Federal Government Aid, all funds disbursed by the Highway Commission are handled entirely by the State Treasurer and no cash, with the exception of the few small items of transfer and losses of automobile tags, is handled by the department. It should be distinctly understood that the Highway Commission is not a collection branch of the State Government, and does not have anything to do with the collection of revenue in as much as the State Revenue Department makes all collectons on gas and bus taxes, and also that automobile licenses are collected by the various sheriffs over the State, and are remitted direct to the State Treasurer. All automobile applications which are presented either in person or by mail to the Highway Commission in exchange for a set of license tags are properly audited and charged to the sheriff issuing the same and a monthly reconciliation is made by the Automobile Division Auditor with the remittances of the various sheriffs to the State Treasurer.

Particular reference is made to the funds which were on hand when the Commission first took charge of this Department January, 1927. Under the old Harrelson Act certain Road Improvement Districts entered into an agreement with the State Highway Department for the construction of certain roads in the district which were embraced in the State Highway System, the agreement calling for fifty per cent participation by the district and fifty per cent from the Federal Aid Fund allotted to the State and State Construction Funds. Due to the fact that quite a number of such agreements had not been carried out as of January 1 1927, there naturally remained in the Improvement District depositories large amounts of cash on hand, and in order to carry out the obligation of their predecessors this Commission necessarily expended money which did not go through the Treasurer's hands. This is explained by the fact that the Commissioners of Road Improvement Districts when making the agreement with the Highway Department would deposit their funds in local banks, subject to withdrawal of the Highway Commission upon vouchers duly approved by the State Highway Engineer and counter-signed by the Chairman and Secretary of the Highway Commission In several instances this Commission made similar agreements, for example: A Garland County Road Improvement District was formed to participate with the State in the construction of a road outside the city limits of Hot Springs to

greater width than the regulation width of the State Highway. Another large account deposited in banks, and not the State Treasury was the toll collections of the Harahan Viaduct. This latter action of the Commission was due to the fact that while the legislature did provide for State acquisition of the Harahan Viaduct it did not provide by appropriation a means to disburse the tolls collected thereon for the construction of the new viaduct, and this procedure was adopted in order that the vast amount of tolls collected would not be tied up awaiting Legislative action.

Automobile Division

The Forty-sixth and Forty-seventh General Assembly did not enact any laws which materially changed the collecting of Automobile License Revenue, and the distribution of automobile license and tags, and the same fees prevail during the four years within the jurisdiction of these Assemblies. Although Act No. 65 of the Forty-Seventh General Assembly increased the rate on certain passenger cars, this was held to be discriminatory by the Attorney General and the increase therefore did not become effective.

Under Act No. 299 the 47th General Assembly provided for a State Highway Patrol, conferring upon the Highway Commission through the Highway Patrol, the same police powers and the same authority on all Highways, which were heretofore vested only in the peace officers, provided for under the Constitution. The present patrol consists of twenty men, and while it has not been in force very long, from a monetary and public safety standpoint this law has been fully justified. It is the Commission's opinion that this force should be increased as soon as sufficient revenue can be set aside for that purpose. The reason of this is very apparent because since the enactment of this law all matters of Highway violation seemed to be passed on to the State Highway Patrol and little or no effort is being made by the local Peace Officers to enforce any of the rules and regulations promulgated by the State Highway Commission for the protection of the people upon the highway, or for the proper licensing of all motor vehicles.

The Commission finds that Arkansas is one of the five remaining States of the Union which does not have a Certificate of Title Act in connection with the automobile licenses issued. This question, however, has been discussed publicly to some extent and it is anticipated that this defect in our Automobile Statutes will be cured by the incoming Legislature.

Traffic

The specific duties devolving upon the Traffic Department are to route, rate, classify and trace, with a view to expediting all movements and obtaining the lowest transportation charges on freight consigned to or by the Commission. This Department approves all bills for transportation charges before payment. If errors are detected, it advises the correct basis for payment and prepares and files all claims for overcharge, loss or damage. It represents the Commission before Railroad Freight Committees and the State and Federal regulatory bodies with a view to preserving rate structures pertaining to the commodities in which the Commission is interested, and preventing discrimination, prejudices or burden by reason of improper classification and rating in tariff publication.

The extensive construction program of the Commission during the reporting period resulted in the transportation of approximately eight hundred and fifty thousand (850,000) tons of freight, necessitating the expenditure of approximately three-quarters of a million dollars in transportation charges.

Rate Structure Investigation

The Commission, through its Traffic Department, investigated the possibility of a reduction in freight charges for the movement of road materials and supplies. It was found that the Interstate Commerce Commission in the Memphis Southwestern Investigation, Docket No. 9702, had prescribed a scale of rates applying on sand, gravel, crushed rock and related articles, for application to both interstate and intrastate movement in Arkansas. The Arkansas Legislature and the Arkansas Railroad Commission endeavored to protect the public interest by prescribing lower rates than those fixed by the Interstate Commerce Commission in the 9702 case.

The carriers secured an injunction against Act 185, passed by the State Legislature, and against the Arkansas Railroad Commission restraining them from applying rates other than the 9702 scale. This Department then petitioned the Interstate Commerce Commission to open the case. This was done by them, a general investigation being ordered of the rates applying on sand, gravel, crushed stone and related articles in the territory embraced by the States of Arkansas, Louisiana, Oklahoma and Texas. Hearings were held at New Orleans, Louisiana, and Dallas, Texas, at which this Department presented evidence in support of lower rates. The case is now in the hands of the Interstate Commerce Commission awaiting the examiner's tentative report, at which time the case will be argued before them. We have hopes of securing a reduction in rates that will mean a substantial saving in freight charges.

Parity

Act 11, Acts 1927 (Martineau Road Law), provided that the Highway Commission should bring about parity between all counties.

That is, that parity or equality should be established between non-bonded, lightly bonded, medium bonded and heavily bonded counties.

This act provides no plan as to how parity or equality should be arrived at, but left all details to be worked out by the Highway Commission.

The members of the Highway Commission gave much thought to this matter and it was finally decided that the only feasible plan was to establish parity on a dollar and cent basis. Such a basis was favorable to the non-bonded and lightly bonded counties, for the reason that a dollar in the years 1927 and 1930, inclusive, would buy more labor and road material than it did in the period that roads were being built by road improvement districts; and too, the State Highway Department naturally operates with far less expense and overhead than road improvement districts did; however, when all things were taken into consideration, parity of road construction on a dollar and cent basis was the best of all plans that could be devised.

Originally it was found that the total road bonds outstanding that the State was to pay off under the provisions of Act 11, Acts 1927, amounted to $63,924,-

764.91, consequently to bring about parity a like sum or $63,924,764.91 would have to be spent in road construction. This made a total sum originally of $127,-849,529.82 that had to be dealt with in all calculations.

Of this total sum of $127,849,529.82, fifty per cent represented road district bonds to be paid off by the State, and fifty per cent was the amount to be spent in building roads. The total sum was prorated between all counties, giving each county a definite fixed allotment to the penny, as explained in detail in the 1927 biennial report.

Against this fixed allotment to each county, was charged up the total sum of the road district bonds that the State was to pay off, plus the turnback to the County Court, and deducting the sum of these two items from the total allotment left the net amount due each county for road construction.

Two years later when the 1929 Legislature convened, the Highway Commission submitted to the Legislature its biennial report, in which the parity plan as adopted by the Highway Commission was not only explained in detail, but a table was published in this report showing the allotment to each county, the road bonds that the State was to pay off for the county, amount of turnback to County Court, ect., etc.

No objection was raised by any member of the Legislature to the parity plan as set forth in detail in this 1929 biennial report.

This parity plan as set forth in this biennial report was based on the theory that the trade territory of counties containing large centers of population extended beyond the county borders and therefore counties with large population centers would have to contribute funds from their allotment to help with road construction beyond their borders.

We beg to quote the following on this subject from the 1929 biennial report:

"In order to procure a continuity of improved State Highways, the stronger counties will be required to assist the weaker by assigning a portion of their allotment to a fund that will be used for this purpose. Counties of large road revenue, such as Pulaski, Sebastian, Union, Jefferson and others will be required to make the greater assignment."

Union County's contribution to this general fund will all be used on roads such as State Highway No. 2, leading across the southern portion of the State, State Highway No. 115, leading north through Calhoun County, and other roads outside of Union County that are of trade interest to that county. Sebastian County's contribution to this fund will be used on No. 71 south to Scott and Polk Counties on No. 10 through Logan and into Yell County, on No. 22 to Dardanelle, and on No. 64, as well as on other roads outside of Sebastian County from which benefit to that county may be anticipated. Jefferson County's contribution to this fund will be used on roads in the counties of Cleveland, Lincoln and Grant, leading in the direction of Jefferson County, and on No. 3 northeast, as well as on other routes of vital importance to that county as trade outlets. Pulaski County will contribute the greatest share towards this fund, and its contribution will be used all over the State.

The counties of Garland, Miller and Craighead will each contribute to a less degree and their funds will be used on those roads outside the county that are of value to the respective county. Ouachita County will be expected to help on No.

167 through the corner of Calhoun County, and on Nos. 7 and 9 north into Dallas County. Benton County will be required to help towards a high type surface on No. 71 through Crawford County and also on a through highway from east to west across the north part of the State. Washington County will be required to assist towards a high type surface on No. 71 in Crawford County, on portions of Nos. 16, 45 and 68 in Madison county and also on a through highway from east to west across the north part of the State. Clay County will be expected to help out on No. 67 in Randolph County, and similarly with other counties over the State where assistance placed on roads outside of their county will be of material benefit to the county giving such aid.

In building a State Highway System no consideration should be given to county lines, as there should be no consideration given to township lines in formulating a county road system; however, our road law provides that we shall so expend our road revenue for new construction as to accomplish a parity between counties in respect to bonded debt assumed by the State and roads to be built, and, therefore, the necessity of observing county lines in computing the table of parity is evident. The plan of having the counties enjoying the larger revenue aid the counties with smaller road revenue will assist in procuring a continuity of roads and will overcome to a large degree the obstacle of observing county lines found necessary in reaching a basis of parity.

There will be, in building a State Highway System, many apparent inequalities, a condition that is unavoidable. In some sections it costs more to build roads than in others. Streams are often the boundaries between counties, such streams having variations in bank formation ranging from swamp lands to bluffs and with consequent reversals in formation from one side of the stream to the other, so that in many cases other considerations than topography will determine in which county the expensive work of the location will fall.

Likewise there are inequalities in character of the bonded debt of the counties assumed by the State. The bonded debt of some counties bears six per cent interest, in other counties practically the entire debt bears a rate of five per cent, a difference of twenty per cent in interest charges, while road bonds of Pulaski County bear the lowest average rate of any county. This is only one of many inequalities that we are confronted with, but all of these matters cannot be discussed in limited space; we can truly take the broad view that after all we are building a State Highway System.

The State is paying road bonds in some instances where a limited portion of the proceeds went into the roads. In most of these cases where little or no results were received, the land owners had rebelled and the districts were in the hands of receivers at the time the State assumed payment of the bonds. The State is, of course, the loser by receiving little for the bonds paid in such cases, but under the parity plan such conditions concern only the county in which such mismanagement occured, for the road bonded debt of each county is charged to that county and, therefore, other counties are not affected under the plan. By charging each county with the bonded debt that the State assumed the only method is used by which this inequality of results, obtained from money expended by road districts, can be handled so as not to affect other counties. The road debts of these districts were forced on the landowners and their property mortgaged without their

consent, so under such circumstances, regardless of what roads were built, they are entitled to relief, and the burden of taking care of such loss will fall heaviest on the county where such districts were formed. Under the plan of relief formulated some of the burden will also fall on counties of heavy population and large revenue such as Pulaski, Sebastian, Union and Jefferson, because these counties will make their contributions to the general fund that will be used to bring about a continuity of State roads.

When the Highway Commission fixed the total road bonds that the State was to pay off under the provisions of Act 11, Acts 1927, at $63,924,764.91, as named in 1929 biennial report, it took into consideration road bonds outstanding at the time said Act 11 was passed, as shown by the records of the Recorder's office of the various counties.

Later the Supreme Court held in the case of Kirby vs. Saline Road District No. 4 that said Act 11 also included notes not of record, the same as bonds of record.

The 1929 Legislature passed Act 153 which provided that the Highway Commission should also pay all indebtedness of road districts, including bonds that matured prior to passage of Act 11, Acts of 1927, which were not included in orignal act, and also included all notes regardless of when due, and open accounts of road districts.

Said Act 153 provided that any claims of road districts paid should be charged against the allotment of the county in which the road district was located.

Realizing that said Act 153 would, if all claims were paid, upset our plans to obtain parity by the end of this fiscal year, the Highway Commission has twice sought a ruling of the Supreme Court on said Act.

The Highway Commission thought that where a county's allotment was exhausted that the claims of road districts of that county could not be paid until additional allotments were made to the county for the years 1931 and 1932, but the courts held otherwise.

We quote the following language on this point from the opinion of our Supreme Court, in the case of Arkansas State Highway Commission vs. Otis & Company:

> "It is the mandatory duty of the Highway Commission to pay the obligations provided for in the act under consideration and charge the amount thereof against the allotments to the respective counties as made by the Highway Commission, and that the overcharge shall remain against such counties until such an amount of new road construction work shall be done in other counties as will absorb it."

In a later decision of the Supreme Court, it was held that the Highway Commission had the right to investigate and determine the justness of all claims, and since this last decision no claims have been paid.

Since our original figures were all based on a total road district debt of $63,924,764.91 at the time of the passage of Act 11, Acts of 1927, we will now charge all extra claims of any road improvement district heretofore or hereafter paid in

any county, where the county's excess allotment did not take care of same and where same was not taken into the calculations aggregating a total road district indebtedness of $63,924,764.91, as set out in 1929 biennial report, against that county's 1931 and 1932 allotment.

Laws Effecting Highway Department Should Especially Be Carefully Studied

We are confident that the Legislature never intended in passing Act 153 of 1929 that counties in the overdraft in January, 1929, should be permitted to increase their overdraft at the expense of road work in non-bonded and lightly bonded counties; yet, from the language of the act, our court held it to mean just that.

Parity Reached

Except for the counties with large centers of population such as Pulaski, Sebastian, Union, Jefferson, Garland, Miller and the others specifically named in the 1929 biennial report, whose trade territory extends beyond their borders, only a few counties on December 1, 1930, have failed to have expended on their roads their full allotment, less amount of road district bonds in the county that the State is to pay off, if any, and less turnback to County Court, and by the end of the present fiscal year (March 1, 1931) only two counties out of the seventy-five counties of the State will fail to have received their full share of road construction work under the parity plan, and such deficiency in these two counties will be made up early in 1931 construction program.

When the varying construction costs of roads in different counties is taken into consideration, when in some sections heavy embankments have to be built and in others solid rock excavation is encountered, when bridges in some counties cost twice that of others, we feel that parity has been reached as near as it is humanly possible.

Of the counties with large population centers whose allotment has been taken from to help out in other counties, the greatest amount has been taken from Pulaski County, second, Sebastian County and third, Union County.

Senators, Representatives and citizens of any county will be furnished detail figures as to allotment, bonds assumed, turnback to county court, amount of road construction, etc., in their county on request.

Sound Highway Financing

A sound financial policy for the Arkansas State Highway Department requires a clear understanding of the State's resources and obligations and a careful consideration of every proposal for a new use of highway money.

From the beginning of the Martineau program, the obligations of the Highway Department have been so heavy for old bonds, interest, maintenance, and other fixed costs that none of the current revenue has been available for building new roads.

All new road construction by the State, as well as the turnback to County Judges for local roads, has been financed by sale of State Highway bonds. The construction of new roads out of bond money has increased the revenues, but the interest on these new State Highway bonds has increased the expenditures.

The payments on the old road district debt yet require about as much as they did the first year of the Martineau program, and the first substantial decrease in these payments will not occur until 1935.

The State is nearing the end of its borrowing capacity. It is essential that the construction policy from now on be designed to produce the maximum of new revenues, in order to keep the revenues up to the necessary expenses, and to provide a margin of revenue over expenses when borrowing is finally ended.

Any proposal for extending the uses of highway revenues should be scrutinized with the utmost care. The State's highway financing policy can be kept on a sound basis, but such a result can be attained only by intelligent consideration of all the factors involved.

The State can borrow for highway construction purposes only that amount which can be repaid, both principal and interest, with a revenue of $7,500,000.00 a year. That provision is part of the original Martineau road law, Act No. 11 of 1927, and it is a part of the State's contract with the bondholders. That total amount of possible bond issues, based on the maturities and interest rates of past bond issues, is approximately $100,000,000.00. Up to the end of 1930, the State had issued and sold $67,000,000.00 of State Highway bonds, under authority of Act No. 11 of 1927. The State's unused borrowing capacity, therefore, is not more than $33,000,000.00. That is all the money the State can hope to borrow for the completion of the present State Highway System.

The current revenues from gasoline tax and automobile license fees are used for the following purposes:

The interest payment on the $67,000,000.00 of new State Highway bonds already sold amounted to $3,142,500.00 in 1930. Assuming the sale of $15,000,000.00 of State Highway bonds early in 1931, the interest payment in 1931 will amount to $3,855,000.00. None of the principal of these bonds matures until 1935.

The State is paying maturities and interest on road district bonds, issued before the Martineau highway law was passed, amounting to a total principal sum of $63,924,764.91. The maturities and interest on these road district bonds amounts to approximately $6,500,000.00 a year. That requirement will not change much until 1935, when the maturities begin to decrease, because some of the district issues will have been paid out. Up to the end of 1930, the State had paid approximately $20,000,000.00 of the principal of these road districts bonds, leaving a balance due of approximately $43,000,000.00. As the annual requirements for this purpose decrease, the requirements for maturities of new State Highway bonds will increase.

The State Highway funds are aiding cities and towns in payment of bonds and interest issued to pave streets which are continuations of State Highways. This amount will increase each year until all such streets have been paved.

The general administration expense of the State Highway Department is, of course, a charge on the State Highway funds.

Maintenance has been a constantly increasing item of expense. As new roads were built and put into service, maintenance cost has gone up. In the four years 1927, 1928, 1929 and 1930, the total maintenance appropriation was $11,500,000.00. The total State Highway mileage in Arkansas is very high in proportion to area, population and car registration. An excessive percentage of gravel roads raises maintenance costs to the point where it is more economical to build higher-type, higher-cost surfaces which can be maintained at much less expense. In 1930, the State had 2,000 miles of gravel road so heavily traveled that its maintenance cost was $500.00 a mile a year in excess of the maintenance on asphalt or concrete surface. Sound financing requires that this high-maintenance gravel be replaced as rapidly as possible with more durable and dustless types of surface, in order that maintenance requirements shall not continue to absorb too much of the revenue. The excess maintenance already paid out on low-type roads would have paid for many miles of hard-surfaced pavement.

Road construction under the Martineau law has all been financed by sale of State Highway bonds. All turnback to counties for local road work has likewise been financed by the same bond sales. Out of every issue of bonds sold by the State, ten per cent has been sent back to the County Judges for use on local roads. That means that out of the $67,000,000.00 of State Highway bonds sold $6,700,000.00 has been sent back to the County Judges.

The construction of new State roads has steadily increased State Highway revenue, through the increased use of gasoline and the increase in car registration. The $33,000,000.00 which can be obtained from future bond sales should be used only on roads which will show a profit in increased gasoline tax and license fees. It is necessary to increase the State Revenue from gasoline tax and license fees so that the future revenue from these sources will be greater than all fixed expense after all the bonds are sold. The State must have money for new construction left out of its current revenue after all bonds are sold, if it is to get Federal Aid. To this end the construction money must be used where the traffic, both present and prospective, will show a profit on the investment.

It would be most unwise to spread out the remaining construction resources over a greater mileage of roads than is now included in the State Highway System. Any new proposal for use of highway funds will have to be examined carefully to determine whether the investment will yield a return in Highway Department revenue. This necessarily means that many community roads in various counties cannot be considered in the State's highway program in the next two years.

The Federal Aid allotment to Arkansas in past years has been approximately $1,250,000.00 annually. Through the recent increase of the Federal Aid allotment, Arkansas will receive hereafter approxmiately $2,000,000.00 each year, but that aid is conditioned on the State spending an equal amount on the Federal Aid road system in the State. If Arkansas does not have the money to match the Federal Aid in any one year, then Arkansas will lose its Federal Aid allotment in that year. Sound highway financing, therefore, requires that at least $2,000,000.00 of State money should be available for construction on the Federal Aid system of roads within the State in every future year.

The State Highway Department's financial policy should be so designed that revenues will meet maturing bonds and interest of the new state highway issues, under the Martineau law; meet maturing bonds and interest of the old road improvement districts; pay aid to cities on continuations of state highways; pay maintenance costs; provide construction funds to raise the type of surface on heavily-traveled, through roads; and leave at least $2,000,000.00 available for construction in every future year, even after all borrowing has ended.

Such a policy requires the most careful consideration of every proposal for spending state highway funds and every proposal for any alteration in the sources of revenue.

State Aid for Municipal Paving

State Aid on municipal paving was inaugurated with the passage of Act No. 184 of the General Assembly of 1927 and the amending Act No. 8 of the Special Session of 1928.

The purpose of the new law authorizing State participation to the extent of one-half the cost of the permanent improvement of continuous highways through cities and towns, has been to stimulate the interest of local authorities and hasten the completion of the network of hard surface roads crossing the State in all directions.

The State Highway Commission maintains a Division or Bureau for the purpose of carrying out the provisions of this Act. Regulations and Standards relating to State Aid projects have been prepared to expedite this work.

In order that any city or town may avail itself of State Aid, it is necessary that the State Highway be officially routed through its corporation; that an improvement district be legally organized, and plans, specifications, estimates and all contracts submitted to the State Aid Division for approval. Bids for the construction work are advertised, publicly opened and read in the presence of the Engineer of State Aid. Supervision of the construction work must conform with the State regulations.

The State's share of the cost of the construction of State Aid projects is not made outright to the commissioners of a district, but is made in form of a certificate of indebtedness providing for the payment of annual installments, numbering not less than ten, proportioned as nearly as practicable to the annual maturing bonds of the district. Such certificates of indebtedness are non-negotiable and are made payable, jointly, t othe Commissioners and the District Trustee. The certificates bear interest at the rate of 4½ per cent per annum, payable semi-annually.

The State Highway Commission recently passed a resolution which will be of considerable benefit in the paving of State routes through towns of less than 2500 population. This resolution authorzies the payment in cash of the entire cost of an eighteen foot strip of pavement of the type approved. In addition, certificates of indebtedness will be used for an additional width up to one-half of eighteen feet.

To date 72 projects have been completed with State certificates of indebtedness issued totaling $1,204,637.78. In addition to these, 22 projects are under construction with their completion anticipated prior to January 1, 1931. It is estimated that the State's portion of the cost of these projects will aggregate $798,604.00, making the total State share $2,000,324.71.

The combined length of the State Aid portion of pavements, varying in width from twenty to thirty-six feet, totals 387,758 lineal feet, or 73.4 miles. The above includes one reinforced concrete viaduct nine hundred fifty-four feet in length, one reinforced concrete bridge, arch type, six hundred feet in length, and four underpasses.

There are about twenty towns which are now organizing improvement districts with the anticipation of receiving State Aid.

Airways and Airports

Act No. 17 of 1927 provided for a State Honorary Aircraft Board composed of three appointive members. Act No. 96 of the 1927 Legislature added to this board as ex-officio members the Secretary of State and the Chairman of the State Highway Commission. Act No. 96 also provided that the Chairman of the State Highway Commission be authorized to use, at his discretion, the facilities of the Highway Commission in assisting in developing a system of Arkansas airways and airports in the State of Arkansas.

In accord with these statutes, an engineer on the Departmental Staff was appointed to serve without additional pay as Airport Engineer for the Department and also as Airport and Airways Engineer for the State Honorary Aircraft Board.

A system of State Airways was designed so as to touch points within the State on airlines having terminals at large populated centers in adjoining States. This enables the Board to determine which towns would probably be first requested to provide landing fields if a Federal Air Mail route is to be secured. Commercial Aviation interests desiring to operate within our State also would be influenced directly by the facilities available or the lack of such facilities along a certain line.

Consultation has been had locally with airport representatives of the following municipalities and in each case either present or possible sites were inspected and reported upon by the Airport Engineer: Augusta, Arkadelphia, Brinkley, Benton, Batesville, Conway, Camden, Eureka Springs, Forrest City, Hope, Jonesboro, Lonoke, Little Rock, Monticello, Mena, Prescott, Paragould, Russellville and Waldron. All of the above named places have landing fields which may be classified as ranging from emergency landing fields to prospective airports with the exception of the following towns: Batesville, Benton, Jonesboro, Mena, Russellville and Waldron. Airplanes have landed, of course, near all of the last named places, but the municipalities themselves have no equity in any suitable or properly designated fields. The State Highway Commission has extended engineering services or loaned equipment to eight of the nineteen places named.

Special effort has been made to encourage communities to provide landing fields along the proposed Federal Air Mail route which is tentatively routed from

Texarkana to Memphis via Little Rock, and four places have been added, making landing possible at Hope, Prescott, Arkadelphia, Lonoke, Brinkley and Forrest City.

However, progress in the development of this newest mode of transportation has been slow, despite untiring individual efforts of a few persons in different communities. Cities are not expected to finance railroads or highways and just why they should be required to provide and finance the only essential feature for enabling travel by air, that is landing fields, is not plain. Federal and State aid is given to highways, and Federal aid is extended to Air Mail routes for providing emergency landing fields and for lighting airways. Some States have passed Legislation and made limited appropriations of funds for providing landing fields at proper intervals in co-operation with cities and towns.

It is recommended that this subject be presented to the forthcoming General Assembly for their earnest and thoughtful consideration. Constructive aeronautical legislation by this body will remove many obstacles to aviation in this State at present regarded as insurmountable.

The Harahan Viaduct

Crittenden County

The highway history of the four counties of Crittenden, Mississippi, Cross and St. Francis constitutes a miniature history of highway development in the eastern part of the State. The step, from the existence of numerous road improvement districts with exorbitant taxes on the property adjacent to the highways constructed by them and having practically no continuity in the scheme of State and out-of-State highway systems, to the facilities now offered for highway transportation in this State as well as the still greater improvements contemplated and under way, has been accomplished in a comparatively short period of time and achieved at a cost distributed more evenly among the people of the State and the tourist traffic in general. These two groups are the real beneficiaries of the highways to a greater degree than are the hitherto heavily-taxed property owners possessing land adjacent to the highways.

Hence it can readily be seen that Act 11, approved February 4, 1927, was not only in the interest of the citizens in the various counties of the State but also to the adoption and completion of a more comprehensive highway system. Under the provisions of this Act, more popularly known as the Martineau Road Law, the State assumed obligations, both as to principal and interest, of road improvement districts maturing on and after January 1, 1927. The net bonds amounted to $64,172,100.00. Of this amount the bonded indebtedness of the road improvement districts in these four counties amounted to $15,138,500.00 and was divided as follows: Crittenden, $5,233,500.00; Mississippi, $6,661,000.00; St. Francis $1,711,000.00; Cross, $1,433,000.00 There were 27 road improvement districts in these four counties with an average annual tax per acre of approximately seventy-eight (78) cents. Crittenden county had eight road improvement districts with an average annual tax of eighty-eight (88) cents per acre. Mississippi county had nine road improvement districts with an average annual tax of seventy-five (75) cents per acre. Cross county had four improvement districts with an average annual tax of ninety-two (92) cents per acre and St. Francis county had six road improvement districts with an average tax of fifty-seven (57) cents per acre. In many cases the tax ran as high as $1.00 an acre and following the depressing agricultural conditions after 1920 many property owners were practically forced to give up their land.

Prior to January 1, 1926, these four counties had constructed 893.5 miles of road improvement district mileage of which amount 355.3 miles were on the State Highway System and 540.2 miles were not included. This mileage was distributed as follows: Crittenden County 296.5 district miles, 100.7 on Highway System, 195.8 off system; Mississippi, 356.7 district miles, 125.9 miles on the State Highway System, 230.8 off the Highway System; St. Francis, 162.3 district miles, 86.3

on Highway System, 76 miles off Highway System; Cross, 78 district miles, 40.4 miles on the State Highway System, 37.6 miles off the Highway System. It can readily be seen that approximately half the mileage of these various Road Improvement Districts were not on the State Highway System. Added to this are the facts that the Road Improvement District Highways were not constructed with the view wholly in mind of connecting and linking with other highways either in or out of the State, and since the increased use of highways both for commerce and pleasure could not be foreseen at the time of construction, the roads had many sharp and dangerous curves with numerous hazardous grade crossings.

The point to be emphasized is: That under the personnel of the present Highway Department, the policy has been adopted of constructing trunk line highways comprising a net work of connecting and through highways in the State and joining out-of-state highways for the convenience and inducement of incoming tourist traffic which is rapdliy being recognized as an attractive economic factor, and for the benefit of our own citizens who desire a comfortable and rapid mode of travel within and without the State. The paving of Highway No. 70 from West Memphis to Little Rock within the next year and the opening of Highway No. 3 from West Memphis running diagonally through the Southern counties of the State to Texarkana giving the residents of these counties an outlet to the great South and Southwest and adding another outlet in the north to Tennessee and Missouri is adequate proof of the broad policy of the present Highway Department.

In view of the fact that the construction and completion of the new Harahan Viaduct is of considerable interest to the general public and has caused no little controversy, it is felt that a brief review of the history of the Viaduct would not be amiss at this time.

In 1926 a contract was entered into between the State of Arkansas and the Commissioners of the Harahan Viaduct District for the construction of a new Viaduct in which the State of Arkansas, using its Federal Aid Allotment to the extent of $220,000.00, would participate in the cost of this new viaduct and an agreement stipulated that the said Harahan Viaduct Commission would allot $71,000.00 out of its tolls together with the flat sum of $220,000.00 and the City of Memphis was to contribute $369,000.00. These figures were all based on an approximate cost of $880,000.00.

In the early period of construction it was readily seen that the proposed width of eighteen feet would be inadequate to meet traffic conditions in the very near future; therefore, after consultation with the engineers representing the various agencies participating in the construction of this project, it was decided to increase the width of the earth embankment to a 52-foot roadway and the bridge structure to a 50-foot clear roadway which increased the cost of the entire project from $880,000.-00 to $1,628,374.85, all of such increase to be borne by the State of Arkansas out of the tolls collected on the Harahan Viaduct, its Federal Aid Apportionment and State Construction Funds, and it is reasonable to understand why the Legislature in Special Session of 1928 protected the State in the enactment of the law designating the Harahan Viaduct as a part of the State Highway System, making it mandatory on the Highway Commission to carry on the old wooden viaduct as a toll structure until the completion of the new viaduct.

Early in 1927, the State Highway Commission entered into an agreement with the County Judge of Crittenden County for the joint control of the Harahan Viaduct and it was operated jointly until the 26th of July, 1927, when it was turned over exclusively to the control of the State Highway Commission.

Toll collections on the wooden structure ceased on October 31, 1930, and during the period from July 25, 1927, to October 31, 1930, gross toll collections amounted to $736,737.62, and after deducting operating expenses, equipment charges, insurance, legal expenses and emergency expenses at the time of the destruction of the main span of the river bridge net tolls amounted to $471,392.82.

In addition to the tolls mentioned above there was paid to the State Highway Commission the sum of $20,463.40 by the Crittenden County authorities at the time the Highway Commission assumed control of the Viaduct. There was also the amount of $4,298.75 credited to the Viaduct Fund, which sum was recovered from the Insurance Company due to a fire loss on the wooden structure, making a grand total received from the operation of the wooden viaduct $491,856.22. The detailed statements included herein show the total cost of the Viaduct to be $1,628,374.85, which sum includes the approximate cost of finishing the earth dump and balance due on repairs to the slide which damaged the earth part of this project in the winters of 1929 and 1930. It will be interesting to know that the total length of the entire project in Arkansas was 12,764 feet, or an average cost of $127.61 per linear foot.

The distribution of cost on the Arkansas end of this project is as follows: City of Memphis and State of Tennessee, $356,554.94; State of Arkansas construction fund $202,891.64, which amount includes the cost to complete, and State of Arkansas out of its Federal Aid Apportionment, $577,072.05; tolls from the Harahan Viaduct, $491,856.22. In addition to the above Federal Aid Apportionment there is a balance due of approximately $30,000.00, which shows that the total Federal Aid available to the State of Arkansas on this project amounting to $637,000.00 has been diverted from the Road Construction Fund, making the cost to the State of Arkansas approximately $809,000.00, which sum could have been used in the construction of various other highways in this State. To every fair minded citizen this explanation should prove beyond a doubt that the Legislature foresaw a great amount of road building revenue would be diverted to the construction of the Harahan Viaduct and by its acts authorizing the continuance of toll collections on the old wooden viaduct until the new structure was completed, it attempted to reimburse the state construction fund as much as possible for the great outlay of its Road Building Funds to build this gigantic project which undoubtedly forms an important line in one of the important highways across the continent, in addition to joining together the two great States of Arkansas and Tennessee.

Details of the operating cost of the wooden viaduct as a toll structure, in addition to an analysis of cost of the new viaduct, are included in the statements immediately following.

HARAHAN VIADUCT

July 25, 1927, to October 31, 1930

RECEIPTS

Collections from July 25, 1927 to July 15, 1930		$ 736,737.62	
Settlement Insurance Company		4,298,75	
			$ 741,036.37

DISBURSEMENTS

SALARIES—			
Collectors	$ 74,152.25		
Manager	11,100.00		
Bookkeeper	9,875.00		
Traffic Officers	10,085.53		
Bridge Labor	31,179.65	136,392.43	
Cash Register Supplies and Repairs	567.28		
Office Supplies and Stationery	703.46		
Gas, Oils, Auto Repairs and Supplies	13,120.04		
Sundry Items	1,263.64		
Nails, Bolts, Small Tools, Etc.	5,687.39		
Bridge Decking	59,465.10		
Bridge Piling	2,157.35		
Water and Ice	1,463.05		
Electric Supplies and Current	2,327.00		
Adding Machine Supplies and Repairs	157.91		
Telephone and Telegraph	647,63		
Fire Protection "Empty Barrels"	25.00		
Coal	1,016.75		
Sundry Traveling Expense	40.25		
		88,641.93	
			225,034.36
Gross Earnings			516,002.01
EQUIPMENT—			
Typewriter	92.25		
Burroughs Adding Machine	135.95		
Bedding, Etc.	81.82		
Stoves, Lanterns, Etc.	127.96		
Chevrolet Coach	500.00		
National Cash Register	380.00		
Chevrolet Truck	648.36		
Chevrolet Coach	423.50		
Ford Coach	654.89		
Ford Truck	682.35	3,727.08	
INSURANCE—			
Fire	4,093.09		
Burglary	206.52		
Collectors Bonds	211.00	4,510.61	
LEGAL EXPENSES—			
J. S. Abercrombie, et al		14,723.52	
SPECIAL EXPENDITURES—			
Gas and Oil	4.87		
Nails, Spikes, Bolts, Etc.	135.66		
Foreman	876.50		
Night Watchman	36.00		
Extra Collectors	1,929.00		

HARAHAN VIADUCT—(Continued)

July 25, 1927, to October 31, 1930

Extra Traffic Officers	1,786.50		
Extra Labor	1,824.75		
Bridge Decking	864.68		
Gravel Haul	1,358.28		
Labor and Dry Dock	87.72		
Freight on Gravel	2,085.95		
Gravel	1,568.68		
Fuller Const. Co., Conveying Passengers	17.70		
T. J. Galley & Co., Spreading Gravel	1,251.20		
Engineering Expense	184.67		
W. C. Wilkerson, Keeping Dry Dock	159.12		
C. M. Bond, Use of Pump	41.00		
McWilliams & Co., Use of Ramp	150.00		
Kentucky Coal Co., One Barge	100.00		
B. L. Mallory, Rent on Barge	555.00		
West Kentucky Coal Co., Rent on Barge	810.00		
J. C. Wycoff, Rent on Landing	1,000.00		
Randolph Estate, Rent on Landing	50.00		
Randolph Estate, Right-of-Way	371.95		
M. B. Lillie Manchester, Right-of-Way	100.00		
		17,349.23	
FIRE LOSS—			
W. G. Huxtable, "Men"	1,541.08		
Bridge Labor	104.50		
Nails, Spikes, Bolts, Etc.	154.96		
Bridge Decking	2,088.71		
Bridge Piling	409.50		
		4,298.75	
			44,609.19
Net Earnings			471,392.82
Add Funds Collected and Deposited in Twin City Bank as follows:			
Settlement of Crittenden County			20,463.40
			491,856.22

Construction Account from July 25, 1927, to October 31, 1930

CONTRACTORS ESTIMATE PAID—			
Fuller Construction Company		252,761.62	
T. J. Galley & Company		86,062.50	
Johnson Team & Dray Company		820.33	
Jones & Rodgers		16,910.49	
Total Paid by City of Memphis, Tenn.			356,554.94
T. J. Galley & Company		46,257.91	
Fuller Construction Company		399,761.67	
Jones & Rodgers		176,132.87	
Engineering Expense		91.16	
Total Paid by State of Arkansas & Federal Aid Fund.			622,243.61
Jones & Rodgers	134,943.13		
Johnson Team & Dray Company	12,506.46		
T. J. Galley & Company	103,058.86		
Fuller Construction Company	180,931.38		
Total Estimate Paid by Harahan Viaduct Commission		431,439.83	

HARAHAN VIADUCT—(Continued)

Construction Account from July 25, 1927, to October 31, 1930

GENERAL EXPENSES—			
Advertising Bids	24.00		
Wiring Bridge	117.66	141.66	
RIGHT-OF-WAY—			
Romines & Reed	1,508.50		
L. K. Darmody	975.29		
Recording Deeds	7.00		
Randolph & Randolph	1,318.15		
St. Louis & S. F. Ry. Co.	868.00		
T. J. Ellier	204.00		
Lee Romines	75.00		
W. H. Cushing	25 00		
F. H. Peters Estate	1,071.75		
J. T. Logue	65.99		
Ned and Irine Lane	400.00		
Lou, Irene and Ilive Rayner	627.75		
George Bradford	380.25		
American Telephone Co., Moving Poles and Lines	2,394.05		
Postal Telegraph Co., Moving Poles and Lines	1,890.95		
Western Union, Moving Poles and Lines	1,224.02		
Arkansas Power & Light Co., Moving Poles and Lines	247.58	13,283.28	
ENGINEERING EXPENSE—			
R. B. Leighton, et al		11,904.92	
GENERAL EXPENSE ON SLIDES—Jones & Rodgers Unit			
Hogan Construction Co., Rent on Mixer	228.35		
Corless Well Supply Co., "Augers"	37.00		
Standard Oil Co., Gas and Oil	3,540.51		
Bosworth Bag Co., Sacks	203.60		
T. J. Galley & Co., Rent on Drag Line	2,377.36		
W. C. Ellis & Sons, Repair Drag Line	1,423.56		
Orgell Bros. & Co., Dynamite Caps and Fuses	2,445.09		
Reed and Durcker, Cables	299.78		
Z. T. Bragg, Cement	94.60	10,649.85	
HAND RAIL AND GRAVEL SURFACING—			
Hollywood Concrete Pipe Co., Guard Railing	4,151.39		
N. C. & St. Louis Ry. Co., Freight, Gravel	11,849.40		
Fischer Lime & Cement Co., Gravel	14,937.28		
James Berry & Sons, Asphalt	1,570.56		
Fuller Construction Co., Gravel	406.50	32,915.13	
Total Paid by Harahan Viaduct Account *out of Twin City Bank*			500,334.67
Grand Total Paid out on Construction			1,479,133.22
Total Paid on Unit 300-A1, T. J. Galley & Company			235,379.27
Total Paid on Unit 300-A2, Fuller Construction Company			833,454.67
Total Paid on Unit 300-B, Jones & Rodgers			327,986.49
Total Paid on Unit 300-B1, Johnson Team & Dray Co.			13,326.79
General Expense on Slides, Jones & Rodgers Unit			10,649.85
Hand Railing and Gravel Surfacing			32,915.13
Engineering Expense			11,996.08
General Expense			141.66
Right-of-Way			13,283.28
			1,479,133.22

HARAHAN VIADUCT—(Continued)

Construction Account from July 25, 1927, to October 31, 1930

TOTAL CONSTRUCTION COST	1,479,133.22		
ESTIMATES—			
Jones & Rodgers,Due December 1, 1930	65,720.08		
Asphalt Surfacing	17,500.00		
Concrete	85,000.00		
Wiring, Lighting, Etc.	2,021.55		
		1,649,374.85	
Less Remittance from Rock Island Ry. Co. for Participation in Overhead Crossing		21,000.00	
TOTAL COST of Harahan Viaduct When Completed			1,628,374.85
PAID AS FOLLOWS—			
City of Memphis and State of Tennessee		356,554.94	
Federal Aid Fund		577,072.05	
Tolls	489,834.67		
Tolls, Lighting, Etc.	2,021.55		
		491,856.22	
State of Arkansas	34,671.56		
State of Arkansas to Complete			
Jones & Rodgers	65,720.08		
Asphalt Surfacing	17,500.00		
Concrete Surfacing	85,000.00		
		202,891.64	
TOTAL COST WHEN COMPLETED			1,628,374.85

Reconciliation of Toll Collection Account with Twin City Bank, North Little Rock

BALANCE AS PER BANK STATEMENT OCT. 31, 1930			2,592.11
TOTAL DEPOSTS—Gross Collections	736,737.62		
Fire Loss	4,298.75		
Rock Island Ry Co., Refund	10,500.00		
Settlement Crittenden County	20,463.40		
		771,999.77	
LESS WITHDRAWALS—Operating Expense	225,034.36		
Miscellaneous	44,609.19		
Construction	500,334.67		
		769,978.22	
BALANCE		2,021.55	
ADD OUTSTANDING CHECKS AS FOLLOWS:			
Check No. 2150, C. E. Kennedy Dry Dock Company	87.72		
Check No. 2344, K. C. Wilkerson	38.50		
Check No. 412, M. G. Lynn, Trustee	64.09		
Check No. 413, George Bradford	380.25		
		570.56	
BALANCE AS ABOVE			2,592.11

Financial Tables

SUMMARY OF RECEIPTS CREDITED TO HIGHWAY FUND

MONTH	Auto Licenses	Gas and Oil	Auto Division	Land Division	Delinquent Gas and Oil	Refunds Collected Under Act 112	Miscellaneous	Refund Freight and Sacks	Motor Vehicle Carrier Tax	Miscellaneous Attorney General	Federal Aid
1927-1928											
March	$ 321,362.63	242,685.92	6,415.70	1,038.65	$ 19,330.83	$ 7,492.54	$	$ 68.59	$	.....	$ 74,1
April	133,562.96	299,848.07	2,601.70	642.00	.....	22,629.16	.....	7.94	.....	.....	46,6
May	89,837.10	297,043.00	2,450.90	473.00	.....	13,627.39	.....	258.78	.....	.....	74,1
June	96,733.30	324,097.33	2,913.70	613.00	799.15	30,717.31	.....	9.75	.....	.....	2,9
July	45,526.31	367,087.43	2,912.90	426.00	.....	67,573.83	.....	14.86	.....	.....	3,9
August	143,277.82	435,438.20	2,333.75	793.00	9,000.00	11,683.93	.....	96.41	3,379.47	.....	12,6
Spptember	61,620.38	461,995.40	1,659.10	674.00	5,000.00	.....	.....	141.70	1,248.14	.....	.....
October	37,146.73	436,776.90	1,401.80	519.00	11,884.69	34,543.22	.....	112.95	1,530.14	.....	.....
November	29,991.49	479,305.99	1,211.50	1,578.00	14,396.11	4,879.92	.....	206.69	3,651.43	7.50	8,3
December	19,227.34	417,047.50	764.85	1,223.00	.....	.....	.....	64.70	342.27	.....	110,1
January	353,846.36	459,071.16	13,470.00	1,933.34	8,951.28	.....	7.25	.....	419.20	1,010.25	85,3
February	1,984,601.00	353,238.61	7,891.70	747.00	14,880.60	11,912.23	31.75	33.53	2,674.39	.....	30,6
Totals	$ 3,316,733.42	$ 4,573,635.51	$ 46,027.60	$ 10,659.99	$ 84,242.66	$205,059.53	$ 39.00	$ 1,015.90	$ 13,245.04	$ 1,017.75	$ 454,1
1928-1929											
March	$ 516,058.51	$ 381,176.45	$ 3,559.10	$ 763.50	$ 320.00	$ 21,197.03	$ 343.38	$ 1.08	$ 101.56	$ 10.00	$ 53,3
April	142,219.80	413,535.69	2,163.10	600.50	7,417.64	.....	25.00	112.15	1,399.03	187.50	98,8
May	183,522.77	406,811.91	2,561.10	648.00	280.00	.....	.....	184.70	2,364.76	5.00	256,3
June	81,111.78	477,329.32	2,001.20	413.00	7,076.32	.....	168.40	113.50	43.86	.....	125,4
July	75,168.18	434,601.81	1,746.30	446.50	316.35	.....	.....	245.30	141.50	.....	38,3
August	138,926.28	524,287.35	1,284.45	538.00	5,655.45	.....	95.00	350.93	2,564.60	.....	199,1
September	77,828.20	569,400.06	1,626.50	499.00	.....	73,666.58	152.61	249.11	1,518.74	.....	112,5
October	45,699.06	535,939.75	1,531.15	637.00	5,733.28	27,218.15	48.10	656.60	4,602.02	.....	36,7
November	23,298.03	519,513.69	546.65	680.00	.....	19,191.09	90.81	483.14	1,800.84	.....	43,5
December	44,522.54	503,791.96	598.15	895.50	2,870.15	21,415.89	229.47	73.90	2,596.41	1,412.74	29,7
January	90,222.16	465,491.49	14,263.80	926.50	.....	24,472.65	344.42	.....	3,724.54	32.25	4,1
February	2,455,318.34	402,787.29	4,176.90	492.50	1,600.00	11,420.77	90.81	.....	924.23	1.36	389,6
Totals	$ 3,873,895.65	$ 5,634,666.77	$ 36,058.40	$ 7,540.00	$ 31,269.19	$198,582.16	$ 1,588.00	$ 2,470.41	$ 21,782.09	$ 1,648.85	$1,393,3
1929-1930											
March	$ 326,705.59	$ 322,645.59	$ 3,074.00	$ 653.00	$	$ 9,809.94	$ 90.23	$	$ 2,958.38	$	$ 138,1
April	290,857.00	711,741.28	3,152.70	1,264.09	.....	52,621.58	1,279.76	23.00	5,251.89	.....	6,6
May	318,177.39	494,755.56	3,260.20	498.77	8,000.00	1,101.97	375.46	172.70	7,449.63	.....	19,9
June	118,593.37	528,163.92	3,359.80	636.50	1,300.00	1,428.01	392.39	72.00	3,022.44	.....	365,7
July	44,303.83	519,720.44	4,585.40	*2,353.27	.....	.....	109.48	'221.10	5,107.28	.....	43,1
August	188,023.86	620,605.14	2,034.35	.....	1,000.00	56.87	67.31	155.80	4,998.76	.....	.....
September	92,396.92	696,202.53	1,476.45	.....	.....	2,727.52	30.00	102.43	5,872.29	5.95	11,7
October	62,164.86	597,239.17	2,356.75	.....	.....	4.84	390.31	172.08	9,698.23	.....	.....
November	45,578.95	657,751.76	1,034.60	244.54	.....	.....	1,298.40	253.21	12,674.31	2.79	59,1
December	21,561.58	600,026.83	856.35	.....	9,654.79	1,233.63	267.63	452.06	11,482.48	2.75	175,7
January	581,861.71	530,276.25	12,581.60	.....	.....	4,632.55	249.93	5.00	8,436.21	47.87	7,3
February	2,314,284.42	411,335.08	6,607.00	.....	2,857.28	1,051.59	906.82	.59	1,043.02	235.93	63,3
Totals	$ 4,404,509.48	$ 6,690,463.55	$ 44,379.20	$ 943.63	$ 15,612.07	$ 74,668.50	$ 5,457.77	$ 1,629.97	$ 78,354.92	$ 295.29	$ 896,9
1930											
March	$ 365,933.46	$ 422,420.58	$ 4,355.00	$	$	$ 2,706.78	$ 4,687.20	$ 192.53	$ 438.29	$ 31.56	$ 130,4
April	267,118.20	550,246.22	2,923.75	.....	.....	2,106.57	510.90	'59.55	515.98	.....	120,9
May	183,435.15	625,677.29	3,539.50	.....	.....	.....	45.00	296.23	774.87	1.72	50,9
June	121,999.42	559,691.99	3,093.50	.....	.....	147.58	44.73	137.65	579.09	.....	47,2
July	54,580.01	598,181.00	2,814.25	332.30	.....	.....	399.43	'67.83	7,319.87	426.55	107,9
August	116,075.17	685,718.69	939.50	.....	.....	.....	188.25	10.32	5,856.24	.....	.....
Totals	$ 1,109,141.41	$ 3,441,935.77	$ 17,665.50	$ 332.30	$	$ 4,960.93	$ 5,875.52	$ 764.11	$ 15,484.34	$ 459.83	$ 457,4
Grand Totals	$12,704,279.96	$20,340,701.60	$144,130.70	$ 19,475.92	$131,123.92	$483,271.12	$12,960.29	$ 5,880.39	$128,866.39	$ 3,421.72	$3,204,8

*Credited back to Land Division account of error.

IN HANDS OF STATE TREASURER FROM MARCH 1, 1927, TO AUGUST 31, 1930

Attorney General	Proceeds from Note Sale	Premium and Interest on Note Sale	Refund—Gas and Oil C. H. Neal, et. al.	Refunds on Bonds and Interest	Refunds—Ry. Companies on Overhead Passes	Refund from Dardanelle Pontoon Bridge	Transfers Toll Bridge Funds	Transfer Various Banks	Refunds Missouri Highwya & Others	Premiums and Interest Short Term Notes	Refund County Highway Funds	TOTALS
	$	$	$	$ 14,909.61	$							$ 687,624.72
				12,190.88								518,088.92
												477,878.44
												458,583.75
	13,000,000.00	235,625.00		56,553.28								13,781,718.04
				17,428.49								636,087.05
				4,452.53								536,791.25
				1,632.82								525,548.25
173.92				906.60								546,895.09
290.30												552,884 85
300.00												926,263.09
82.60				4,105.00								2,413,900.09
196.82	$13,000,000.00	$235,625.00	$	$112,179.21	$							$ 22,062,264.35
	$	$	$ 995.30	$	$							$ 983,912.48
			3,012.48	148.93								669,787.23
368.90	13,000,000.00	170,877.78										14,048,549.51
			13,812.06									707,723.75
			237.00		1,200.00							552,367.61
												872,846.56
886.99												841,812.57
640.56												659,576.90
460.90												609,056.01
723.05										2,270.78		610,424.83
					10,726.50	6,618.74		158,821.59				779,778.98
			15,000.00				176,866.13					3,458,345.19
719.50	$13,000,000.00	$170,877.78	$33,056.84	$ 148.93	$11,926.50	$ 6,618.74	$176,866.13	$158,821.59	$	$ 2,270.78	$	$ 24,794,181.62
												$ 804,746.99
129.90	9,101,000.00	49,820.30						15,373.39				10,239,871.35
	9,505,000.00	118,083.89		48.34					2,625.27			10,462,786.82
346.63	2,636,000.00	52,145.21							18,697.63			3,756,647.03
	798,000.00	18,116.39							3,400.00			1,434,339.71
504.72	710,000.00	19,940.96										1,558,387.77
	250,000.00	8,020.83					3,263.13		1,350.00			1,073,182.56
335.00												678,551.24
					747.35							775,394.66
				8,347.74								829,555.47
					5,753.86		13,450.66	112,500.00				1,277,697.34
776.55					10,500.00							2,814,868.50
536.25	$23,000,000.00	$266,127.58	$	$ 8,396.08	$17,001.21	$	$ 16,713.79	$127,873.39	$26,072.92	$	$	$ 35,706,029.44
										$12,812.50	$ 9,486.69	$ 933,676.89
				77.42								952,589.94
					4,925.21							877,749.45
				1.00								733,234.52
	9,259,428.00	13,188.75			3,979.58							10,047,977.86
	8,740,572.00	15,329.82		30.00								9,564,719.99
	$18,000,000.00	$ 28,518.57	$	$ 108.42	$ 8,904.79	$	$	$	$	$12,812.50	$ 9,486.69	$23,109,948.65
961.57	$67,000,000.00	$701,148.93	$33,056.84	$120,832.64	$37,832.50	$ 6,618.74	$193,579.92	$286,694.98	$26,072.90	$15,083.28	$ 9,486.69	$105,672,424.06

RECONCILATION OF ACCOUNT WITH STATE TREASURER
AUGUST 31, 1930

Balance March 1, 1927—	
State Treasury—Highway Fund	$ 2,597,318.99
State Treasury—Federal Aid Fund	76,440.94
District Bank Accounts	478,185.91
Total Balance—Cash on Hand March 1, 1927	3,151,945.84
Deposited in Various District Banks	1,596,737.40
Revenues and Sundry Deposits and Transfers From March 1, 1927, to August 31, 1930—	
Automobile License Tax—Sheriffs and Collectors	12,704,279.96
Miscellaneous Motor Vehicle Taxes	144,130.70
Gasoline Tax Collections	20,340,701.60
Bus Division Collections	128,866.39
Land Division—To March 1, 1929	19,475.92
Attorney General—Bad Checks	3,421.72
Proceeds of State Highway Bond Issues	67,000,000.00
Premiums on Sale of State Highway Bonds	701,748.93
Premium on Short Term Notes	15,083.28
Delinquent Collections—	
Automobile Fees	67,902.57
Gasoline Taxes	131,123.92
Revenue Department—Reimbursement	33,056.84
Miscellaneous Collections	12,960.29
Federal Aid Received	3,200,002.06
Dardanelle Pontoon Bridge Tolls	6,618.74
Donations for Construction Bridges, Roads, Etc., Transferred From District Bank Accounts	286,694.98
Refunds, Participations, Transfers, Etc.—	
Freight Charges and Sacks	5,880.39
Railroad Participation Overpasses, Etc.	37,832.50
City and County Participation	26,072.90
County Highway Fund—Right-of-Way Refunds	9,486.69
Toll Bridge Account—Amount Advanced	193,579.92
Road Improvement District Refunds Under Act 112	483,271.12
Refund From Bond Houses on Road Imp. Dist. Obligations	120,832.64
Total Funds to be Accounted for During Period Under Review	$110,421,107.30

RECONCILATION OF ACCOUNT WITH STATE TREASURER

AUGUST 31, 1930—(Continued)

Summary of Withdrawals, Transfers Etc., March 1, 1927, to August 31, 1930—		
Administrative Expenses, Including Executive Salaries and Overhead Expenses of General Office and Motor Vehicle Division—Cost of License Tags, Etc.		839,673.20
Road Maintenance—District Office, Supervision, Road Repairs, Labor, Equipment, Etc.		9,971,762.58
Road and Bridge Construction, Including Construction Supervisory Salaries and Expenses, and All Items Entering into Construction of Roads on the State System		58,415,004.16
County Highway Fund Allotment by Legislative Acts		6,921,797.80
Road Improvement District Obligations		26,185,040.03
Other Departmental Charges Paid Out of Highway Fund		
By Legislative Appropriations—		
Attorney General's Office		16,500.00
Revenue Department		1,548,459.74
Bus Division of Railroad Commission		30,651.81
Land Department—Special Revision of Records		6,600.00
Advance to Penitentiary		100,000.00
Repair to Driveway—State Capitol Grounds		47,869.22
Deficiency Claims Authorized by Legislature		32,177.95
Remittances Charged Back to Fund, Account Bad Checks		44,847.14
Interest Paid on State Highway Obligations		4,673,592.59
Refunds, Transfers, Etc., Credited Back to Appropriations—		
Freight Refunds and Sacks		5,880.39
Railroad Participations in Overpasses, Etc.		37,832.50
City and County Participation in Local Projects		26,072.90
Toll Bridge Advances		193,579.92
County Highway Refund, Account Right-of-Way Charges		9,486.69
		109,106,828.62
Balance in State Treasury		12,252,678.58
Balance in District Banks		35,738.06
Balance All Funds August 31, 1930		12,288,416.64
Less Outstanding Warrants, February 28, 1927		287,501.01
		12,000,915.63
Less Outstanding Warrants, August 31, 1930	1,349,136.95	
Less Draft for Short Term Notes & Interest Due December 6, 1930	9,337,500.00	
Total of Withdrawals Authorized, Not Yet Cashed by Treasurer		10,686,636.95
		1,314,278.68
Net Balance Available September 1, 1930, Reconciled as Follows—		
Total Deposits—Revenues and Balances at Beginning of Period		110,421,107.30
Total Withdrawals—Transfers—Refunds, Etc.		109,106,828.62
Balance Available as Above		$ 1,314,278.68

STATEMENT OF DISTRICT BANK ACCOUNTS, AUGUST 31, 1930

County	Name of Bank	Balance March 1, 1927	Deposits	Withdrawals	Treasurer	Balance
Ashley	Hamburg Bank	$ 265.09			$ 265.09	
Pulaski	Peoples Savings Bank		5,074.70	5,074.70		
Chicot	Chicot Bank & Trust Co.	69.23			69.23	
Chicot	Merchants & Planters Bank	12,129.83	308.41	12,438.24		
Clay	First National Bank	54.84			54.84	
Clay	Corning Bank & Trust Co.	129.27			129.27	
Columbia	Twin City Bank		16,500.00			16,500.00
Crawford	Citizens Bank & Trust Co.	5.08		3.55	1.53	
Crawford	First National Bank	11.24			11.24	
Harahan Viaduct	Twin City Bank		771,999.77	762,649.58		9,350.19
Harahan Viaduct	Union Plant. Bank & Trust Co.		356,554.94	356,554.94		
Desha	Citizens State Bank	11,182.78	278.71	11,457.31	4.18	
Desha	Merchants & Planters Bank	36,187.93	572.07	36,749.28	10.72	
Desha	W. B. Worthen	22,794.60	675.64	23,064.56	405.68	
Garland	Security Bank		33,532.22	33,532.22		
Garland	Twin City Bank		112,500.00	102,765.04		9,734.96
Garland	Bankers Trust Co.		112,500.00		112,500.00	
Garland	Ark. National Bank		1,913.80	1,913.80		
Grant	Grant County Bank	15.27		7.50	7.77	
Grant	Central Bank		9.23		9.23	
Greene	W. B. Worthen		12,474.16	11,493.39	980.77	
Greene	Amer. South. Trust Co.		28,000.00	28,000.00		
Greene	Security Bank & Trust Co.	11,074.56		11,070.03	4.53	
Greene	First National Bank	5,575.65		5,575.65		
Greene	Security Bank & Trust Co.	21.64		10.00	11.64	
Independence	Merchants & Planters Bank	40,086.81	568.52	40,653.98		1.35
Independence	First National Bank	43,001.50	515.17	43,367.54		149.13
Independence	North Arkansas Bank	35,408.36	3,952.14	39,360.50		
Independence	Citizens Bank & Trust Co.	20,184.80	583.85	20,768.65		
Jackson	Exchange National Bank	30,156.28	37,162.26	67,318.54		
Jackson	First National Bank	11,824.49		11,401.33	423.16	
Jackson	Bank of Tuckerman	13,037.44		12,988.65	48.79	
Jackson	Bank of Swifton	4,592.06		4,592.06		
Jackson	Ark. Bank & Trust Co.	5,000.00	68,513.27	71,112.43	2,400.84	
Johnson	Farmers National Bank	9.83			9.83	
Lee	Union Trust Co. L. R.	179.72	588.48	288.90	479.30	
Lee	Bank of Marianna	1,273.39	13.52	1,116.35	170.56	
Lee	Bank of Marianna	259.59			259.59	

STATEMENT OF DISTRICT BANK ACCOUNTS, AUGUST 31, 1930

(CONTINUED)

County	Name of Bank	Balance March 1, 1927	Deposits	Withdrawals	Treasurer	Balance
Lee	Exchange National Bank	3,831.88	263.57	----------	4,095.45	----------
Lee	Lee County National Bank	197.45	----------	----------	197.45	----------
Lee	Union Trust Co.	121,521.68	1,943.83	120,450.19	3,015.32	----------
Little River	First National Bank	102.38	----------	----------	102.38	----------
Miller	State National Bank	7.28	----------	----------	7.28	----------
Miller	State National Bank	10.96	----------	----------	10.96	----------
Monroe	W. B. Worthen	1,252.72	160.00	907.64	505.08	----------
Ouachita	Ouachita Valley Bank	11.19	----------	8.96	----------	2.23**
Poinsett	W. B. Worthen	----------	1,293.11	1,293.11	----------	----------
Scott	First National Bank	58.35	50.56	44.16	64.75	----------
Scott	Bank of Waldron	----------	3,656.66	3,656.66	----------	----------
Scott	First National Bank	----------	1,493.34	1,493.34	----------	----------
Sebastian	First National Bank	10.22	----------	7.10	3.12	----------
Sebastian	Merchants National Bank	29,868.10	578.45	29,143.32	1,303.03	.20*
Stone	State Bank of Calico Rock	29.23	----------	1.00	28.23	----------
Union	First National Bank	4.02	----------	----------	4.02	----------
Union	First National Bank	6,655.21	5,368.18	11,849.91	173.48	----------
Union	First National Bank	10,000.00	18,218.94	28,195.85	23.09	----------
Union	First National Bank	49.31	----------	----------	49.31	----------
Union	First National Bank	44.65	----------	12.00	32.65	----------
Yell	Peoples Saving Bank	----------	1,614.88	1,614.88	----------	----------
Yell	Farmers Bank	----------	150,000.00	66,094.21	83,905.79	----------
Yell	Peoples Exchange Bank	----------	59,000.00	26,037.11	32,962.89	----------
Yell	Bank of Russellville	----------	55,000.00	24,284.60	30,715.40	----------
Yell	Farm. Bank & Trust Co.	----------	20,000.00	8,762.49	11,237.51	----------
Totals		$ 478,185.91	$1,883,432.38	$2,039,185.25	$ 286,694.98	$ 35,738.06

**Closed
*Error.

STATEMENT SHOWING REVENUE DERIVED FROM AUTOMOBILE AND GAS TAX FOR THE YEARS 1927, 1928, 1929 AND 1930.

Figures for October, November and December, 1930, Estimated.

Counties	Automobile	Gas	Total
Arkansas	$ 326,211.76	$ 480,567.49	$ 806,779.25
Ashley	166,945.26	247,979.97	414,925.23
Baxter	47,159.03	70,181.72	117,340.75
Benton	415,528.34	611,182.41	1,026,710.75
Boone	132,893.40	197,309.35	330,202.75
Bradley	151,491.02	225,161.11	376,652.13
Calhoun	58,926.31	87,001.00	145,927.31
Carroll	151,700.40	224,226.75	375,927.15
Chicot	174,458.31	259,275.27	433,733.58
Clark	202,780.84	299,826.53	502,607.37
Clay	165,560.47	245,499.04	411,059.51
Cleburne	71,369.08	106,105.01	177,474.09
Cleveland	68,199.07	100,389.45	168,588.52
Columbia	210,410.64	312,332.63	522,743.27
Conway	130,373.52	192,236.72	322,610.24
Craighead	296,836.04	431,430.77	728,266.81
Crawford	171,682.00	252,474.36	424,156.36
Crittenden	234,573.91	349,193.62	583,767.53
Cross	146,750.77	211,460.91	358,211.68
Dallas	112,174.81	172,848.63	285,023.44
Desha	152,372.86	226,582.80	378,955.66
Drew	136,480.37	202,731.13	339,211.50
Faulkner	215,316.17	320,485.47	535,801.64
Franklin	112,294.04	164,697.90	276,991.94
Fulton	56,987.17	84,436.60	141,423.77
Garland	461,486.83	683,633.06	1,145,119.89
Grant	86,072.80	126,771.42	212,844.22
Greene	163,112.62	242,201.00	405,313.62
Hempstead	219,435.41	325,400.41	544,835.82
Hot Spring	139,769.18	206,234.21	346,003.39
Howard	149,473.20	221,766.18	371,239.38
Independence	164,760.56	244,998.82	409,759.38
Izard	56,747.50	84,781.70	141,529.20
Jackson	173,449.21	258,439.49	431,888.70
Jefferson	567,245.62	841,504.47	1,408,750.09
Johnson	130,637.37	193,753.02	324,390.39
Lafayette	125,967.25	186,502.97	312,470.22
Lawrence	147,579.05	218,353.85	365,932.90
Lee	124,758.30	185,869.87	310,628.17
Lincoln	86,776.50	129,344.00	216,120.50
Little River	98,484.99	145,285.62	243,770.61
Logan	186,491.35	274,679.39	461,170.74
Lonoke	260,946.23	386,961.84	647,908.07
Madison	54,229.23	80,032.07	134,261.30

STATEMENT SHOWING REVENUE DERIVED FROM AUTOMOBILE AND GAS TAX

FOR THE YEARS 1927, 1928, 1929 AND 1930.

Figures for October, November and December, 1930, Estimated.

(CONTINUED)

Counties	Automobile	Gas	Total
Marion	38,959.63	57,924.27	96,883.90
Miller	298,132.86	442,201.80	740,334.66
Mississippi	476,431.38	708,691.20	1,185,122.58
Monroe	112,428.15	166,575.88	279,004.03
Montgomery	76,331.17	112,177.63	188,508.80
Nevada	164,445.32	242,585.56	407,030.88
Newton	32,835.08	48,744.30	81,579.38
Ouachita	342,292.36	502,977.67	845,270.03
Perry	39,865.04	59,194.03	99,059.07
Phillips	322,871.31	476,301.36	799,172.67
Pike	94,396.33	140,191.18	234,587.51
Poinsett	205,096.57	305,380.81	510,477.38
Polk	134,692.73	198,874.40	333,567.13
Pope	196,303.92	290,499.82	486,803.74
Prairie	120,200.57	176,963.42	297,163.99
Pulaski	2,145,111.92	3,185,185.24	5,330,297.16
Randolph	89,552.62	132,732.87	222,285.49
Saline	152,756.36	226,220.31	378,976.67
Scott	67,688.61	100,515.84	168,204.45
Searcy	40,731.29	60,056.63	100,787.92
Sebastian	718,302.70	1,059,204.59	1,777,507.29
Sevier	135,632.05	199,778.07	335,410.12
Sharp	63,634.05	94,444.14	158,078.19
St. Francis	181,512.26	270,798.66	452,310.92
Stone	30,053.39	44,803.58	74,856.97
Union	945,052.04	1,388,634.17	2,333,686.21
Van Buren	49,931.58	74,250.50	124,182.08
Washington	437,010.94	643,255.15	1,080,266.09
White	299,615.97	446,498.48	746,114.45
Woodruff	145,522.31	216,170.50	361,692.81
Yell	142,047.50	209,720.08	351,767.58
Totals	$15,806,336.80	$23,393,682.17	$39,200,018.97

STATEMENT SHOWING REVENUE DERIVED FROM GASOLINE TAX

FOR THE YEARS 1927, 1928, 1929 AND 1930.

Figures for October November and December, 1930, Estimated.

Counties	1927	1928	1929	1930	Totals
Arkansas	$ 96,443.44	$ 114,107.90	$ 130,270.09	$ 139,746.06	$ 480,567.49
Ashley	43,044.20	59,449.46	73,508.50	71,977.81	247,979.97
Baxter	12,068.43	15,975.21	19,790.86	22,347.22	70,181.72
Benton	123,588.53	151,303.93	171,377.46	164,912.49	611,182.41
Boone	34,812.04	46,568.23	56,535.29	59,393.79	197,309.35
Bradley	39,818.01	50,966.89	58,870.83	75,505.38	225,161.11
Calhoun	16,330.38	22,289.25	24,491.78	23,889.59	87,001.00
Carroll	42,996.13	51,914.37	63,813.55	65,502.70	224,226.75
Chicot	45,879.01	58,108.66	75,344.68	79,942.92	259,275.27
Clark	56,179.81	72,829.43	83,890.91	86,926.38	299,826.53
Clay	44,521.86	57,483.24	66,980.40	76,513.54	245,499.04
Cleburne	18,198.64	25,170.19	31,808.41	30,927.77	106,105.01
Cleveland	19,785.80	25,872.50	26,699.35	28,031.80	100,389.45
Columbia	54,630.96	75,813.84	90,749.48	91,138.35	312,332.63
Conway	38,285.98	44,544.46	55,284.08	54,122.20	192,236.72
Craighead	95,468.52	129,695.07	150,633.09	55,634.09	431,430.77
Crawford	52,062.42	59,231.69	75,623.14	65,557.11	252,474.36
Crittenden	56,463.69	90,001.10	98,908.29	103,820.54	349,193.62
Cross	36,492.42	52,320.97	64,640.34	58,006.18	211,460.91
Dallas	31,225.99	40,292.93	46,469.39	54,860.32	172,848.63
Desha	40,066.08	49,582.96	65,664.69	71,269.07	226,582.80
Drew	35,266.75	48,472.51	58,379.78	60,612.09	202,731.13
Faulkner	54,110.03	74,939.55	97,644.77	93,791.12	320,485.47
Franklin	34,432.33	42,109.67	43,956.44	44,199.46	164,697.90
Fulton	15,910.92	18,527.42	22,721.57	27,276.69	84,436.60
Garland	127,101.64	156,619.37	187,167.18	212,744.87	683,633.06
Grant	25,085.27	31,468.29	35,291.27	34,926.59	126,771.42
Greene	42,732.63	57,295.66	66,129.32	76,043.39	242,201.00
Hempstead	57,964.34	79,072.41	92,592.17	95,771.49	325,400.41
Hot Spring	39,967.07	50,078.36	57,752.16	58,436.62	206,234.21
Howard	39,814.18	51,261.38	68,256.55	62,434.07	221,766.18
Independence	43,125.33	54,486.83	68,941.78	78,444.88	244,998.82
Izard	13,685.93	18,683.91	25,996.84	26,415.02	84,781.70
Jackson	43,588.16	58,437.09	73,781.71	82,662.53	258,439.49
Jefferson	150,408.87	198,952.64	244,487.69	247,655.27	841,504.47
Johnson	35,725.94	42,606.54	57,591.79	57,828.75	193,753.02
Lafayette	34,568.10	43,392.67	58,485.09	50,057.11	186,502.97
Lawrence	40,644.05	52,489.52	60,531.40	64,688.88	218,353.85
Lee	30,389.14	44,709.97	58,862.89	51,907.87	185,869.87
Lincoln	21,342.30	30,454.34	34,964.15	42,583.21	129,344.00
Little River	27,721.21	37,213.87	38,602.45	41,748.09	145,285.62
Logan	54,484.14	67,523.07	78,000.70	74,671.48	274,679.39
Lonoke	69,994.09	90,191.58	113,636.81	113,139.36	386,961.84
Madison	15,628.69	18,824.12	23,219.70	22,359.56	80,032.07

STATEMENT SHOWING REVENUE DERIVED FROM GASOLINE TAX

FOR THE YEARS 1927, 1928, 1929 AND 1930.

Figures for October, November and December, 1930, Estimated.

(CONTINUED)

Counties	1927	1928	1929	1930	Total
Marion	10,279.88	12,654.28	16,851.70	18,138.41	57,924.27
Miller	79,649.19	103,146.64	130,420.69	128,985.28	442,201.80
Mississippi	121,583.84	164,711.68	207,679.99	214,715.69	708,691.20
Monroe	30,016.05	41,027.98	45,143.11	50,388.74	166,575.88
Montgomery	22,695.15	28,831.45	30,180.60	30,470.43	112,177.63
Nevada	46,886.42	59,769.20	69,191.63	66,738.31	242,585.56
Newton	9,051.89	10,178.00	13,390.27	16,124.14	48,744.30
Ouachita	101,793.21	129,411.37	138,606.01	133,167.08	502,977.67
Perry	10,475.34	13,754.83	17,524.66	17,439.20	59,194.03
Phillips	91,132.16	120,573.74	133,066.57	131,528.89	476,301.36
Pike	24,353.49	33,623.77	43,300.83	38,913.09	140,191.18
Poinsett	51,504.47	71,048.46	87,515.53	95,312.35	305,380.81
Polk	38,241.31	47,815.82	56,882.01	55,935.26	198,874.40
Pope	54,580.79	67,688.49	82,003.00	86,227.54	290,499.82
Prairie	35,833.94	42,052.57	48,711.25	50,365.66	176,963.42
Pulaski	566,405.48	735,450.25	902,396.44	980,933.07	3,185,185.24
Randolph	24,288.67	31,065.33	35,178.60	42,200.27	132,732.87
Saline	42,085.55	52,130.48	65,174.97	66,829.31	226,220.31
Scott	17,616.40	23,895.51	29,242.54	29,761.39	100,515.84
Searcy	12,016.49	13,804.55	16,831.92	17,403.67	60,056.63
Sebastian	207,387.31	257,637.96	291,193.76	302,985.56	1,059,204.59
Sevier	39,697.84	48,798.36	56,742.29	54,539.58	199,778.07
Sharp	16,832.84	21,999.83	28,130.31	27,481.16	94,444.14
St. Francis	43,196.20	65,560.96	78,966.71	83,074.79	270,798.66
Stone	7,617.47	9,634.86	13,202.54	14,348.71	44,803.58
Union	286,767.15	338,130.76	394.683.67	369,052.59	1,388,634.17
Van Buren	13,301.54	15,712.73	21,161.77	24,074.46	74,250.50
Washington	129,320.59	157,423.48	175,056.04	181,455.04	643,255.15
White	74,005.51	103,627.63	134,922.42	133,942.92	446,498.48
Woodruff	37,486.32	51,913.71	63,121.74	63,648.73	216,170.50
Yell	40,611.08	50,020.93	56,204.98	62,883.09	209,720.08
Total	$4,338,738.02	$5,584,428.66	$6,681,027.37	$6,789,488.12	$23,393,682.17

STATEMENT SHOWING REVENUE DERIVED FROM AUTOMOBILE FEES FOR THE YEARS, 1927, 1928, 1929 AND 1930.

Figures for October, November and December, 1930, Estimated.

County	1927	1928	1929	1930	Totals
Arkansas	$ 80,540.15	$ 78,112.61	$ 81,271.50	$ 86,287.50	$ 326,211.76
Ashley	35,946.32	40,695.88	45,859.69	44,443.37	166,945.26
Baxter	10,078.37	10,935.25	12,346.91	13,798.50	47,159.03
Benton	103,209.07	103,575.39	106,917.13	101,826.75	415,528.34
Boone	29,071.62	31,877.90	35,270.63	36,673.25	132,893.40
Bradley	33,252.11	34,889.71	36,727.70	46,621.50	151,491.02
Calhoun	13,637.54	15,258.25	15,279.67	14,750.85	58,926.31
Carroll	35,906.21	35,537.63	39,811.31	40,445.25	151,700.40
Chicot	38,313.61	39,777.97	47,005.23	49,361.50	174,458.31
Clark	46,915.89	49,854.49	52,336.96	53,673.50	202,780.84
Clay	37,180.31	39,349.15	41,787.01	47,244.00	165,560.47
Cleburne	15,197.73	17,230.42	19,844.29	19,096.64	71,369.08
Cleveland	16,523.17	17,710.50	16,656.90	17,308.50	68,199.07
Columbia	45,622.44	51,898.17	56,615.81	56,274.22	210,410.64
Conway	31,972.71	30,492.51	34,490.04	33,418.26	130,373.52
Craighead	79,725.99	88,782.91	93,975.35	34,351.79	296,836.04
Crawford	43,477.45	40,546.75	47,178.95	40,478.85	171,682.00
Crittenden	47,152.96	61,610.15	61,705.84	64,104.96	234,573.91
Cross	30,475.74	35,816.66	40,327.12	40,131.25	146,750.77
Dallas	26,076.90	27,547.87	28,990.82	29,559.22	112,174.81
Desha	33,459.28	33,941.65	40,966.18	44,005.75	152,372.86
Drew	29,451.35	33,182.17	36,421.35	37,425.50	136,480.37
Faulkner	45,187.42	51,298.98	60,917.57	57,912.20	215,316.17
Franklin	28,754.52	28,825.08	27,423.07	27,291.37	112,294.04
Fulton	13,287.25	12,682.38	14,175.29	16,842.25	56,987.17
Garland	106,142.88	107,214.80	116,767.85	131,361.30	461,486.83
Grant	20,948.77	21,541.14	22,017.14	21,565.75	86,072.80
Greene	35,683.44	39,219.43	41,256.05	46,953.70	163,112.62
Hempstead	48,406.16	54,128.84	57,765.41	59,135.00	219,435.41
Hot Spring	33,376.60	34,280.78	36,029.80	36,082.00	139,769.18
Howard	33,248.92	35,090.62	42,583.16	38,550.50	149,473.20
Independence	36,014.07	37,299.31	43,010.66	48,436.52	164,760.56
Izard	11,429.16	12,789.51	16,218.63	16,310.20	56,747.50
Jackson	36,375.52	40,002.80	46,030.14	51,040.75	173,449.21
Jefferson	125,606.60	136,193.62	152,528.35	152,917.05	567,245.62
Johnson	29,834.82	29,165.90	35,929.75	35,706.90	130,637.37
Lafayette	28,867.91	29,704.06	36,487.05	30,908.23	125,967.25
Lawrence	33,941.95	35,930.67	37,763.68	39,942.75	147,579.05
Lee	25,378.05	30,606.50	36,722.75	32,051.00	124,758.30
Lincoln	17,823.01	20,847.03	21,813.06	26,293.40	86,776.50
Little River	23,150.05	25,474.31	24,082.88	25,777.75	98,484.99
Logan	45,499.84	46,222.67	48,662.24	46,106.60	186,491.35
Lonoke	58,452.23	61,740.54	70,894.51	69,858.95	260,946.23
Madison	13,051.56	12,885.49	14,486.06	13,806.12	54,229.23

STATEMENT SHOWING REVENUE DERIVED FROM AUTOMOBILE FEES

FOR THE YEARS 1927, 1928, 1929 AND 1930.

Figures for October, November and December, 1930, Estimated.

(CONTINUED)

COUNTY	1927	1928	1929	1930	Totals
Marion	8,584.75	8,661.89	10,513.26	11,199.73	38,959.63
Miller	66,515.23	70,609.01	81,365.46	79,643.16	298,132.86
Mississippi	101,534.95	112,753.07	129,565.16	132,578.20	476,431.38
Monroe	25,066.48	28,085.27	28,163.40	31,113.00	112,428.15
Montgomery	18,952.78	19,735.39	18,828.75	18,814.25	76,331.17
Nevada	39,154.96	40,915.39	43,166.47	41,208.50	164,445.32
Newton	7,559.25	6,966.05	8,353.78	9,956.00	32,835.08
Ouachita	85,007.75	88,587.33	86,472.03	82,225.25	342,292.36
Perry	8,747.98	9,415.96	10,933.10	10,768.00	39,865.04
Phillips	76,104.69	82,536.79	83,016.14	81,213.69	322,871.31
Pike	20,337.65	23,017.37	27,014.06	24,027.25	94,396.33
Poinsett	43,011.51	48,635.31	54,598.25	58,851.50	205,096.57
Polk	31,935.41	32,732.63	35,486.94	34,537.75	134,692.73
Pope	45,580.55	46,322.22	51,159.15	53,242.00	196,303.92
Prairie	29,925.01	28,787.36	30,389.45	31,098.75	120,200.57
Pulaski	473,006.56	503,453.76	562,977.38	605,674.22	2,145,111.92
Randolph	20,283.53	21,265.29	21,946.85	26,056.95	89,552.62
Saline	35,145.75	35,685.57	40,660.66	41,264.38	152,756.36
Scott	14,711.50	16,357.14	18,243.52	18,376.45	67,688.61
Searcy	10,035.00	9,449.31	10,500.92	10,746.06	40,731.29
Sebastian	173,189.64	176,364.98	181,666.83	187,081.25	718,302.70
Sevier	33,151.76	33,404.55	35,399.77	33,675.97	135,632.05
Sharp	14,057.15	15,058.76	17,549.64	16,968.50	63,634.05
St. Francis	36,073.25	44,878.81	49,264.90	51,295.30	181,512.26
Stone	6,361.37	6,595.61	8,236.66	8,859.75	30,053.39
Union	239,479.93	231,466.16	246,231.00	227,874.95	945,052.04
Van Buren	11,108.15	10,756.25	13,202.18	14,865.00	49,931.58
Washington	107,995.93	107,761.83	109,212.08	112,041.10	437,010.94
White	61,802.18	70,935.54	84,173.95	82,704.30	299,615.97
Woodruff	31,304.92	35,537.18	39,379.71	39,300.50	145,522.31
Yell	33,914.41	34,240.78	35,064.56	38,827.75	142,047.50
Totals	$3,623,287.63	$3,822,741.01	$4,168,087.50	$4,192,220.66	$15,806,336.80

COMPARATIVE STATEMENT OF GENERAL AND ADMINISTRATIVE EXPENSE

FROM MARCH 1, 1927, TO AUGUST 31, 1930

ADMINISTRATIVE EXPENSE	Mar. 1, 1927 to Feb. 28, 1928	Mar. 1, 1928 to Feb. 28, 1929	Mar. 1, 1929 to Feb. 28, 1930	Mar. 1, 1930 to Aug. 31, 1930	Total
SALARIES—					
Executive	$ 12,644.39	$ 12,812.44	$ 18,224.95	$ 9,150.00	$ 52,831.78
Auditing and Clerical	30,275.00	35,772.50	41,716.66	20,783.33	128,547.49
Stenographers	24,143.15	24,668.29	19,468.76	8,491.67	76,771.87
Auto Division	22,823.89	24,746.86	27,148.89	17,567.57	92,287.21
Maintenance Division	16,535.00	15,349.16	5,125.00	1,650.00	38,659.16
Construction	23,886.66	12,672.50	16,110.00	5,560.00	58,229.16
Land Division	9,000.00	9,000.00	.....	.....	18,000.00
Total Salaries	$139,308.09	$135,021.75	$127,794.26	$ 63,202.57	$465,326.67
GENERAL OFFICE—					
Postage	$ 5,170.21	$ 7,000.00	$ 7,075.00	$ 3,420.00	$ 22,665.21
Water and Ice	725.94	749.00	660.50	180.00	2,315.44
Telephone and Telegraph	4,393.25	5,528.07	7,482.92	3,588.36	20,992.60
Commissioners Travel Expense	3,929.50	2,701.84	3,025.93	1,347.23	11,004.50
Subscriptions	234.01	54.26	44.76	13.00	346.03
Sundry Traveling Expense	1,804.17	3,480.88	2,937.08	929.62	9,151.75
Office Printing & Stationery	23,199.34	25,764.16	14,611.87	7,017.00	70,592.37
General Expense	836.63	1,006.81	2,115.93	542.68	4,502.05
Office Maintenance & Supplies	8,549.62	7,309.73	7,684.86	2,576.02	26,120.23
Office Equipment	2,528.12	3,157.89	6,449.77	1,519.73	13,655.51
Legislative Expense	378.00	.....	.....	.....	378.00
Fidelity Bonds & Premiums	2,000.00	1,798.92	1,765.00	160.00	5,723.92
Legal Expense	1,050.75	2,999.45	8,651.41	2,068.75	14,770.36
Insurance on Equipment	273.02	251.48	75.10	43.62	643.22
Binders Land Department	222.00	.....	.....	.....	222.00
Bond Data	126.30	.....	.....	.....	126.30
Printing Biennial	.....	9,287.40	.....	.....	9,287.40
Injured Employes Settlement	.....	.....	3,212.43	1,805.79	5,018.22
Total General Office Expense	$ 55,420.86	$ 71,089.89	$ 65,792.56	$ 25,211.80	$217,515.11
AUTO DIVISION—					
License Tag Expense	$ 244.92	$ 400.51	$ 198.88	$ 43.78	$ 888.09
License Tags	45,338.41	26,341.64	37,755.50	.....	109,435.55
Printing and Stationery	6,941.65	6,932.67	17,369.80	3,451.75	34,695.87
General Expense	.....	.....	.....	55.91	55.91
Traveling Expense	.....	.....	858.79	1,547.81	2,406.60
Total Auto Division Expense	$ 52,524.98	$ 33,674.82	$ 56,182.97	$ 5,099.25	$147,482.02

COMPARATIVE STATEMENT OF GENERAL AND ADMINISTRATIVE EXPENSE

FROM MARCH 1, 1927, TO AUGUST 31, 1930

(CONTINUED)

ADMINISTRATIVE EXPENSE	Mar. 1, 1927 to Feb. 28, 1928	Mar. 1, 1928 to Feb. 28, 1929	Mar. 1, 1929 to Feb. 28, 1930	Mar. 1, 1930 to Aug. 31, 1930	Total
CONSTRUCTION DIVISION—					
Engineering Equipment	$ 943.59	----------	----------	----------	$ 943.59
Sundry Traveling Expense	91.47	92.47	----------	----------	183.94
Office Supplies	----------	193.19	----------	----------	193.19
Statistician Traveling Expense	----------	1,979.39	----------	----------	1,979.39
Bridge Valuation Survey	----------	1,582.86	----------	----------	1,582.86
Flood Relief	----------	619.50	----------	----------	619.56
Total Construction Division Exp.	$ 1,035.06	$ 4,467.41	----------	----------	$ 5,502.47
MAINTENANCE DIVISION—					
Inspectors Traveling Expense	$ 1,963.83	----------	----------	----------	$ 1,963.83
Insurance Shop "Stock"	781.50	----------	----------	----------	781.50
Inspectors Bonds	----------	----------	126.00	----------	126.00
Inspectors Uniform	----------	----------	975.60	----------	975.60
Total Maintenance Div. Exp.	$ 2,745.33	----------	$ 1,101.60	----------	$ 3,846.93
Total General Expense	$111,726.23	$109,232.12	$123,077.13	$ 30,311.05	$374,346.50
Grand Total General and Administrative Expense	$251,034.32	$244,253.87	$250,871.39	$ 93,513.62	$839,673.20

SUMMARY OF MAINTENANCE EXPENDITURES FROM MARCH 1, 1927, TO AUGUST 31, 1930

Sundry Traveling and Misc. Expense			$ 9,582.95
DISTRICT EXPENDITURES—			
Labor	$3,899,831.23		
Materials	1,027,674.24		
Tools and Equipment	1,092,250.49		
Operating Supplies and Expenses	1,526,467.85		
Miscellaneous Expense	11,443.74		
Engineers Salaries	161,490.78		
Clerical Help	107,205.27		
Mechanics	135,392.11		
Supervisor	64,963.94		
Telephone, Telegraph and Postage	13,694.09		
Office Rent	17,301.18		
Undistributed Supplies and Expenses	151,015.87		
Undistributed Equipment	339,237.25		
Traveling and Miscellaneous Expense	64,658.29		
Traffic Census	5,040.58		8,607,666.91
MISCELLANEOUS—			
Inspectors Salaries		101,255.13	
Inspectors Traveling Expenses		70,586.94	
Inspectors Equipment		19,628.50	
Inspectors General Expense		136.07	
Engineers Salaries		11,500.00	
Supervisor of Equipment		4,875.00	
Clerical Help		9,165.00	
License for Equipment		20,814.30	
Bridge Valuation Survey		1,125.00	239,086.24
SIGN DIVISION—			
Labor		55,063.78	
Traveling Expense		11,316.26	
Small Tools and Equipment		3,865.01	
Stock Purchased		36,705.79	106,950.84
SHOP ACCOUNT—			
Labor		302,813.42	
Operating Expenses		47,643.27	
Tools and Equipment		62,049.55	
New Building		1,312.28	
Stock Purchased		2,323,430.99	
		2,687,249.51	
Credit, Account District Charges		1,678,773.87	
			1,008,475.64
Total Maintenance Expenditures			$9,971,762.58

Expenditures for Maintenance from March 1, 1927, to August 31, 1930

DISTRICT No. 1

CRITTENDEN COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
3-S18	$10,763.51	$ 188.93	$ 4,592.61	$ 8,582.34	$ 8,263.13	.....	$ 32,390.52
16-S20	12,727.42	187.50	3,827.11	7,869.81	7,550.97	.....	32,162.81
50-S2	.....	36.99	.....	.....	129.51	.....	166.50
50-S4	2,086.70	.....	2,677.26	.....	323.16	.....	5,087.12
61-S1	2,587.89	86.86	24,064.75	3,860.63	5,059.79	.....	58,950.92
63-S9	2,260.95	.....	37.92	712.42	658.97	.....	3,670.26
70-S20	11,874.86	25.50	6,226.91	3,262.14	4,420.93	.....	25,810.34
75-S3	7,541.20	334.82	2,272.62	4,403.60	4,555.17	.....	19,107.41
Totals	$ 73,133.53	$ 860.60	$ 43,699.18	$ 28,690.94	$ 30.961.63	.....	$177,345.88

CROSS COUNTY

1-S13	$ 4,432.20	$ 438.76	$ 485.85	$ 837.41	$ 1,810.43	.....	$ 8,004.65
1-S14	5,748.88	121.40	612,47	6,043.66	3,112.69	.....	15,639.10
16-S18	5,185.60	205.29	261.07	3,320.10	3,535.12	.....	12,507.18
16-S19	14,875.52	1,982.39	2,865.66	7,595.02	5,424.08	5.50	32,748.17
42-S2	965.70	32.50	125.53	115.75	303.85	.....	1,543.33
42-S3	2,655.80	18.72	956.48	194.63	997.27	.....	4,822.90
75-S2	4,478.57	740.83	2,065.29	1,656.17	2,901.95	.....	11,842.81
Totals	$ 38,342.27	$ 3,539.89	$ 7,372.35	$ 19,762.74	$ 18,085.39	$ 5.50	$ 87,108.14

LEE COUNTY

1-S9	$ 5,916.34	$ 103.05	$ 828.62	$ 2,505.18	$ 2,880.67	.....	$ 12,233.88
1-S10	6,000.66	528.79	1,990.56	1,157.37	3,390.57	.....	13,067.95
3-S15	2,638.49	77.29	419.33	1,031.73	1,722.28	.....	5,889.12
3-S16	14,238.72	1,658.39	3,669.59	2,493.45	4.601.25	.....	26,661.40
78-S2	4,806.01	181.78	530.05	955.07	2,415.63	.....	8,888.54
121-S1	924.50	8.40	.....	853.54	98.81	.....	1,885.25
131-S1	366.42	8.40	.....	853.54	89.20	.....	1,317.56
Totals	$ 34,891.14	$ 2,566.10	$ 7,438.15	$ 9,849.88	$ 15,198.43	.....	$ 69,943.70

MONROE COUNTY

1-S6	$ 798.50	.....	$ 26.20	.....	.....	.....	$ 824.70
3-S13	2,464.75	.....	218.06	.....	1,358.95	.....	4,041.76
3-S14	5,956.25	412.69	400.47	1,053.01	4,173.62	.....	11,996.04
17-S1	4,251.26	74.40	1,578.40	1,537.86	2,748.84	.....	10,190.76
17-S2	6,535.99	93.68	1,742.32	5,842.70	3,043.21	.....	17,257.90
17-S3	5,034.30	547.40	2,071.59	3,105.27	3,418.33	.....	14,176.89
20-S1	3,381.50	109.32	1,954.53	2,820.48	2,430.24	.....	10,696.07
33-S1	820.00	.....	.....	31.62	119.12	.....	970.74
70-S17	15,931.85	611.70	6,371.74	8,011.25	8,739.17	.....	39,665.71
Totals	$ 45,174.40	$ 1,849.19	$ 14,363.31	$ 22,402.19	$ 26,031.48	.....	$109.820.57

PHILLIPS COUNTY

1-S7	$ 144.39	.....	$ 380.42	.....	$ 338.26	$ 90.00	$ 2,254.07
1-S8	3,281.81	14.89	825.28	635.50	1,789.01	.....	6,546.49
20-S2	7,732.23	93.52	5,994.83	3,217.05	1,717.89	.....	18,755.52
20-S3	2,935.48	4.72	827.76	50.00	593.07	.....	4,411.03
20-S4	3,135.12	942.16	466.37	489.49	876.21	.....	5,909.35
44-S2	3,753.13	150.85	1,178.99	1,100.66	1,003.96	.....	7,187.59
44-S3	3,245.75	50.00	789.34	1,054.00	707.63	.....	5,846.72
49-S1	5,336.11	2,069.32	365.97	64.12	1,975.44	.....	9,810.96
85-S1	1,981.37	66.87	98.59	678.25	624.36	.....	3,449.44
Totals	$ 32,846.39	$ 3,392.33	$ 10,927.55	$ 7,289.07	$ 9,625.83	$ 90.00	$ 64,171.17

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 1—(Continued)

ST. FRANCIS COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
1-S11	$ 5,765.92	$ 25.27	$ 2,421.84	$ 2,547.77	$ 2,897.42	.....	$ 13,658.22
1-S12	7,141.03	37.92	277.32	2,226.21	2,938.11	.....	12,620.59
3-S17	6,350.48	1,899.52	2,489.99	1,333.67	3,373.91	.....	15,447.57
50-S1	10,071.51	176.99	1,934.06	5,964.51	6,101.47	.....	24,248.54
50-S3	2,909.67	252.24	5,133.67	364.06	319.11	.....	8,978.75
70-S18	14,580.29	593.11	4,757.29	4,972.06	8,261.68	.....	33,164.43
70-S19	23,011.96	1,511.80	9,932.20	11,076.38	12,188.44	.....	57,720.78
75-S1	793.15	46.13	121.75	8.03	320.83	.....	1,289.89
78-S1	304.90	.....	157.80	3,043.21	420.66	.....	3,926.57
Totals	$ 70,928.91	$ 4,542.98	$ 27,225.92	$ 31,535.90	$ 36,821.63	.....	$171,055.34

WOODRUFF COUNTY

16-S16	$ 3,721.00	$ 244.57	$ 1,123.13	$ 3,503.13	$ 2,500.27	.....	$ 11,092.10
16-S17	6,131.97	1,031.32	6,486.78	500.06	2,013.27	.....	16,163.40
17-S4	5,305.13	.....	2,499.34	2,179.89	3,620.82	.....	13,605.18
17-S5	847.75	167.04	835.99	382.15	1,056.85	.....	3,289.78
33-S3	616.85	.....	142.51	64.84	144.98	.....	969.18
33-S4	7,155.56	725.07	2,716.04	1,555.30	4,549.52	.....	16,701.49
33-S5	2,725.95	514.65	832.91	940.45	1,402.75	.....	6,416.71
37-S1	622.99	.....	69.87	23.84	341.50	.....	1,058.20
38-S2	5,239.07	576.68	1,790.33	2,211.92	2,335.03	.....	12,153.03
106-S1	380.75	.....	132.35	.....	62.49	.....	575.59
Totals	$ 32,747.02	$ 3,259.33	$ 16,629.25	$ 11,361.58	$ 18,027.48	.....	$ 82,024.66

RECAPTULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Crittenden	$ 73,133.53	$ 860.60	$ 43,699.18	$ 28,690.94	$ 30,961.63	.....	.....	$ 177,345.88
Cross	38,342.27	3,539.89	7,372.35	19,762.74	18,085.39	5.50	.....	87,108.14
Lee	34,891.14	2,566.10	7,438.15	9,849.88	15,198.43	.....	.....	69,943.70
Monroe	45,174.40	1,849.19	14,363.31	22,402.19	26,031.48	.....	.....	109,820.57
Phillips	32,846.39	3,392.33	10,927.55	7,289.07	9,625.83	90.00	.....	64,171.17
St. Francis	70,928.91	4,542.98	27,225.92	31,535.90	36,821.63	.....	.....	171,055.34
Woodruff	32,747.02	3,259.33	16,629.25	11,361.58	18,027.48	.....	.....	82,024.66
District General	.....	.....	.....	.....	.....	.....	134,990.41	134,990.41
Total District 1	$ 328,063.66	$ 20,010.42	$ 127.655.71	$ 130.892.30	$ 154,751.87	$ 95.50	$134.990.41	$ 896,459.87

DISTRICT No. 2

ARKANSAS COUNTY

1-S3	$ 4,098.52	$ 416.99	$ 2,142.72	$ 1,666.71	$ 2,237.78	.....	$ 10,562.72
1-S4	2,336.30	.....	3,606.97	1,159.07	1,173.44	.....	8,275.78
1-S5	4,686.65	494.93	4,791.03	2,465.69	1,355.83	.....	13,794.13
3-S10	8,469.90	1,906.05	10,026.33	5,628.46	4,467.35	7.50	30,505.59
3-S11	4,989.93	1.75	727.81	1,264.62	1,491.14	.....	8,475.25
11-S5	16.25	.....	.....	.....	.....	.....	16.25
11-S6	4,062.50	183.26	1,639.57	2,233.55	1,986.21	.....	10,105.09
11-S7	2,248.55	.....	917.84	1,196.43	1,060.31	.....	5,423.13
30-S5	2,879.20	.....	1,701.23	1,156.47	1,420.90	.....	7,157.80
30-S6	4,272.75	262.32	3,204.22	540.79	1,591.44	.....	9,871.52
44-S1	8,267.99	1,591.73	2,437.88	439.56	2,001.60	35.00	14,773.76
82-S1	3,000.45	.....	2,005.84	2,615.41	1,872.91	.....	9,494.61
Ark. General	.....	.....	.....	275.00	.....	.....	275.00
Total	$ 49,328.99	$ 4,857.03	$ 33,201.44	$ 20,641.76	$ 20,658.91	$ 42.50	$128,730.63

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 2—(Continued)

ASHLEY COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
2-S8	$ 5,611.10	$ 65.32	$ 1,244.08	$ 1,149.42	$ 3,075.64	.....	$ 11,145.56
2-S9	20,803.09	767.31	7,119.59	1,880.79	4,896.73	61.55	35,529.06
8-S14	5,005.83	3,331.71	1,336.35	.....	2,185.69	52.10	11,911.68
8-S15	3,103.20	.....	309.13	.....	366.44	.....	3,778.77
13-S1	3,207.65	.....	242.03	.....	1,901.72	.....	5,351.40
13-S2	3,931.70	.....	205.18	96.02	2,002.15	.....	6,235.05
52-S1	1,559.00	30.00	1,565.89	23.64	119.73	.....	3,298.26
52-S2	1,007.50	.....	41.50	.....	46.51	.....	1,095.51
133-S1	398.50	.....	74.98	.....	401.71	.....	875.19
165-S1	14,960.10	65.00	20,582.13	4,434.90	8,521.80	67.40	48,631.33
Ashley General	.....	.....	.....	1,752.14	.....	.....	1,752.14
Total	$ 59,587.67	$ 4,259.34	$ 32,720.86	$ 9,336.91	$ 23,518.12	$ 181.05	$129.603.95

CHICOT COUNTY

2-S10	$ 19,051.18	$ 9,958.74	$ 12,529.81	$ 10,708.13	$ 10,272.28	$ 180.59	$ 62,700.73
8-S16	956.00	.....	.....	.....	522.97	.....	1,478.97
35-S9	3,305.60	.....	1,530.75	.....	378.66	8.00	5,223.01
35-S11	1,968.35	1,577.67	224.60	394.64	1,102.32	.....	5,267.58
59-S1	2,982.20	.....	530.03	546.14	2,166.26	.....	6,224.63
65-S20	6,804.90	42.50	5,369.23	112.80	4,002.36	12.45	16,344.24
65-S21	8,375.00	129.21	3,777.51	201.12	5,496.91	98.00	18,077.75
65-S22	5,262.50	16.15	1,672.80	.....	2,386.58	.....	9,338.03
165-S3	1,812.33	.....	889.03	.....	461.78	.....	3,163.14
Totals	$ 50,518.06	$ 11,724.27	$ 26,523.76	$ 11,962.83	$ 26,790.12	$ 299.04	$127,818.08

DESHA COUNTY

1-S1	$ 4,184.90	$ 93.90	$ 2,182.92	$ 6,447.83	$ 2,480.43	4.69	15,394.67
1-S2	815.75	24.51	.....	333.81	151.46	.....	1,325.53
4-S16	3,841.70	2,832.84	115.61	.....	1,131.94	24.50	7,946.59
35-S10	122.40	340.39	62.16	.....	89.54	.....	614.49
54-S1	3,823.02	33.86	822.41	4,122.55	1,419.54	.....	10,221.38
65-S17	6,085.16	725.00	1,881.84	2.91	1,148.31	2.60	9,845.82
65-S19	3,622.44	14.26	3,048.57	595.63	1,405.99	.....	8,686.89
130-S1	705.25	.....	.....	.....	6.75	.....	712.00
165-S4	4,798.37	285.00	2,901.79	.....	2,312.08	132.36	10,429.60
Totals	$ 27,998.99	$ 4,349.76	$ 11,015.30	$ 11,502.73	$ 10,146.04	$ 164.15	$ 65,176.97

DREW COUNTY

4-S14	$ 5,667.00	$ 188.92	$ 276.06	$ 1,901.93	$ 2,190.01	$ 5.97	$ 10,229.89
4-S15	12,132.59	1,348.26	4,589.75	3,473.72	5,687.93	17.45	27,249.70
13-S3	4,333.95	38.59	137.89	2,648.27	2,962.16	.....	10,120.86
13-S4	6,504.66	1.75	1,479.02	1,723.01	3,669.76	.....	13,378.20
35-S7	444.75	.....	.....	14.95	257.50	.....	717.20
35-S8	4,792.06	30.74	1,920.22	131.85	2,654.97	.....	9,529.84
65-S18	1,624.40	.....	2,892.71	2.91	869.16	.....	5,389.18
83-S1	57.00	.....	.....	.....	54.68	.....	111.68
165-S2	139.85	.....	57.77	.....	154.56	.....	352.18
Drew General	.....	.....	.....	2,321.55	.....	.....	2,321.55
Totals	$ 35,696.26	$ 1,608.26	$ 11,353.42	$ 12,218.19	$ 18,500.73	$ 23.42	$ 79,400.28

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 2—(Continued)

JEFFERSON COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
3-S7	$ 35,222.29	$ 3,612.99	$ 5,629.75	$ 3,793.67	$ 8,583.00	.....	$ 56,841.70
3-S8	9,296.29	244.37	6,911.93	1,110.31	5,816.82	7.50	23,387.22
3-S9	7,685.15	759.52	8,142.51	796.25	3,734.76	4.60	21,122.79
6-S10	5,590.25	.....	72.93	1,106.10	2,882.37	.....	9,651.65
11-S5	3,273.35	152.90	420.17	40.16	622.28	28.20	4,537.06
13-S7	3,836.40	.....	868.30	713.88	1,911.19	.....	7,329.77
15-S7	7,681.34	722.40	4,967.17	3,236.19	3,737.71	2.00	20,346.81
15-S8	9,740.12	211.30	9,958.22	852.06	5,472.12	29.24	26,263.06
31-S1	2,958.43	147.80	2,248.71	31,141.81	3,358.18	3.50	11,858.43
65-S14	15,094.70	.....	5,044.85	499.02	3,619.20	.....	24,257.77
65-S15	12,849.10	.....	13,838.00	2,745.04	9,027.97	.....	38,460.11
104-S1	937.20	.....	1,714.41	.....	445.41	.....	3,097.02
Jefferson Gen.	.....	.....	.....	5,197.36	.....	.....	5,197.36
Totals	$114,164.62	$ 5,851.28	$ 59,816.95	$ 23,231.85	$ 49,211.01	$ 75.04	$252,350.75

LINCOLN COUNTY

11-S2	4,207.30	$ 209.07	$ 1,060.90	$ 614.62	$ 2,831.00	.....	$ 8,922.89
11-S3	9,153.00	423.32	3,179.73	51,180.46	4,360.83	.....	22,297.34
11-S4	391.63	.....	46.63	.....	271.71	.....	709.97
13-S5	6,508.65	384.47	864.17	1,426.04	5,260.74	.....	14,408.07
13-S6	4,625.25	539.63	323.65	279.85	3,813.11	.....	9,581.49
65-S16	4,333.58	13.19	6,231.01	56.16	1,549.12	3.50	12,186.56
114-S1	2,372.12	89.97	2,698.76	.....	2,756.36	.....	7,917.21
114-S2	7,378.74	609.40	3,230.84	.....	470.65	.....	11,689.63
Lincoln General	.....	.....	.....	1,778.65	.....	.....	1,778.65
Totals	$ 38,970.27	$ 2,233.05	$ 17,635.69	$ 9,335.78	$ 21,313.52	$ 3.50	$ 89,491.81

PRAIRIE COUNTY

11-S8	$ 730.50	.....	$ 121.88	.....	23,80	.....	$ 876.18

RECAPTULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Arkansas	$ 49,328.99	$ 4,857.03	$ 33,201.44	$ 20,641.76	$ 20,658.91	$ 42.50	.....	$128,730.63
Ashley	59,587.67	4,259.34	32,720.86	9,336.91	23,518.12	181.05	.....	129,603.95
Chicot	50,518.06	11,724.27	26,523.76	11,962.83	26,790.12	299.04	.....	127,818.08
Desha	27,998.99	4,349.76	11,015.30	11,502.73	10,146.04	164.15	.....	65,176.97
Drew	35,696.26	1,608.26	11,353.42	12,218.19	18,500.73	23.42	.....	79,400.28
Jefferson	114,164.62	5,851.28	59,816.95	23,231.85	49,211.01	75.04	.....	252,350.75
Lincoln	38,970.27	2,233.05	17,635.69	9,335.78	21,313.52	3.50	.....	89,491.81
Prairie	730.50	.....	121.88	.....	23.80	.....	.....	876.18
District General	.....	.....	.....	.....	.....	.....	104,795.17	104,795.17
Totals	$376,995.36	$ 34,882.99	$192,389.30	$ 98,230.05	$170,162.25	$ 788.70	$104,795.17	$978,243.82

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 3

CLARK COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
7-S3	$ 3,902.47	$ 153.20	$ 773.74	$ 2,072.80	$ 1,912.31	.....	$ 8,814.52
7-S4	14,437.70	105.12	657.95	2,195.76	4,699.77	.....	22,096.30
8-S5	6,103.40	77.14	5.90	563.68	543.54	.....	7,293.66
26-S4	5,959.54	2.50	1,788.15	1,802.97	694.96	.....	10,248.12
51-S1	21,778.77	298.86	4,278.55	3,281.17	8,249.82	.....	37,887.17
51-S2	388.12	.....	.....	3.00	295.43	.....	686.55
53-S1	2,111.12	252.47	257.85	184.14	1,083.80	.....	3,889.38
67-S4	5,373.95	122.14	460.23	704.56	2,134.65	.....	8,795.53
67-S5	13,809.06	35.78	1,280.62	1,223.62	2,284.29	10.00	18,643.37
67-S6	6,557.75	223.60	1,512.27	2,070.51	2,531.33	8.80	12,904.26
Clark General	.....	.....	.....	3,255.30	809.14	553.56	4,618.00
Totals	$ 80,421.88	$ 1,270.81	$ 11,015.26	$ 17,357.51	$ 25,239.04	$ 572.36	$135,876.86

HEMPSTEAD COUNTY

4-S5	$ 12,911.68	$ 1,834.09	$ 1,457.76	$ 805.18	$ 3,740.30	.....	$ 20,749.01
4-S6	2,180.00	950.11	111.58	377.51	570.82	.....	4,190.02
19-S5	161.76	.....	49.38	.....	2.58	.....	213.72
24-S3	480.35	.....	6.20	.....	116.98	.....	603.53
27-S3	1,531.19	.....	128.32	1,669.00	330.57	.....	3,659.08
29-S3	5,162.45	23.30	101.24	688.50	1,721.98	.....	7,697.47
32-S4	.....	.....	.....	.....	132.75	.....	132.75
55-S2	7,254.13	769.30	5,014.61	1,407.48	1,849.54	32.50	16,327.56
67-S2	14,917.18	1,946.17	4,475.25	6,589.87	6,514.83	.....	34,443.30
73-S2	4,421.34	213.40	296.98	638.94	1,708.03	.....	7,278.69
Hempstead Gen.	.....	.....	.....	3,875.31	.....	7.32	3,882.63
Totals	$ 49,020.08	$ 5,736.37	$ 11,641.32	$ 16,051.79	$ 16,688.38	$ 39.82	$ 99,177.76

HOWARD COUNTY

4-S3	$ 2,501.13	.....	$ 660.86	$ 25.24	$ 199.28	.....	$ 3,386.51
4-S4	13,537.83	1,021.31	844.30	247.68	1,964.23	7.32	17,622.67
24-S2	2,496.86	32.43	56.86	1,222.21	979.55	.....	4,787.91
26-S1	.....	.....	.....	.....	20.43	.....	20.43
27-S2	9,951.03	781.02	632.02	2,694.66	3,625.72	.....	17,684.45
55-S1	6,254.35	932.75	342.19	1,747.08	3,093.78	.....	12,370.15
70-S3	10,216.70	465.40	154.31	141.15	1,987.79	10.00	12,975.35
73-S1	4,934.87	493.02	.....	.....	270.17	37.50	5,735.56
128-S1	4,487.99	53.61	5.00	.....	439.74	.....	4,986.34
Howard General	.....	.....	.....	1,983.36	34.64	794.19	2,812.19
Totals	$ 54,380.76	$ 3,779.54	$ 2,695.54	$ 8,061.38	$ 12,615.33	$ 849.01	$ 82,381.56

LAFAYETTE COUNTY

2-S2	$ 27,752.49	$ 1,847.01	$ 6,510.23	$ 5,577.56	$ 5,983.74	.....	$ 47,671.03
29-S1	8,089.48	638.31	$ 114.25	945.56	4,138.30	3.50	13,929.40
29-S2	3,617.44	124.96	28.28	330.49	1,374.20	.....	5,475.37
Lafayette Gen.	.....	.....	.....	2,331.82	441.93	1,072.78	3,846.53
Totals	$ 39,459.41	$ 2,610.28	$ 6,652.76	$ 9,185.43	$ 11,938.17	$ 1,076.28	$ 70,922.33

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 3—(Continued)

LITTLE RIVER COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
32-S1	$ 3,487.80	$ 8.10	$ 224.03	$ 434.94	$ 1,826.13	.....	$ 5,981.00
32-S2	27,884.58	4.25	1,538.89	1,246.56	4,443.26	7.38	35,124.92
32-S3	598.87	.....	39.77	167.79	401.79	.....	1,208.22
41-S2	9,671.40	184.95	276.35	2,555.88	3,785.89	.....	16,474.47
41-S3	4,054.68	79.41	73.75	2,075.93	1,730.44	.....	8,014.21
71-S4	10,680.25	629.98	939.80	5,131.26	4,719.81	7.32	22,108.42
Little River Gen.	.....	.....	.....	2,730.70	.....	.....	2,730.70
Totals	$ 56,377.58	$ 906.69	$ 3,092.59	$ 14,343.06	$ 16,907.32	$ 14.70	$ 91,641.94

MILLER COUNTY

2-S1	14,284.96	194.77	2,417.30	$ 7,310.92	$ 5,484.54	.....	$ 29,692.49
67-S1	20,130.65	37.88	7,647.13	6,424.67	7,456.00	.....	41,696.33
71-S1	5,487.19	759.20	5,663.11	3,395.78	1,213.32	18.75	16,537.35
71-S2	7,424.79	110.94	119.52	3,409.04	1,944.44	255.00	13,263.73
71-S3	958.33	10.90	109.20	.....	469.53	.....	1,547.96
Miller General	.....	.....	.....	441.01	.....	.....	441.01
Totals	$ 48,285.92	$ 1,113.69	$ 15,956.26	$ 20,981.42	$ 16,567.83	$ 273.75	$103.178.87

MONTGOMERY COUNTY

70-S6	$ 1,077.95	.....	.....	$ 1,971.78	$ 334.79	$ 7.32	$ 3,391.84
Total	$ 1,075.95	.....	.....	$ 1,971.78	$ 334.79	$ 7.32	$ 3,391.84

NEVADA COUNTY

4-S7	$ 1,051.92	$ 8.24	$ 46.20	.....	$ 62.52	.....	$ 1,168.88
19-S3	9,693.75	254.30	358.25	1,930.72	2,745.26	.....	14,982.28
24-S4	2,887.50	18.76	293.97	2,959.50	2,918.51	.....	9,078.24
24-S5	7,475.64	1,062.02	166.87	2,492.12	3,064.52	.....	14,261.17
53-S2	45.60	52.50	.....	.....	118.69	.....	216.79
53-S3	181.99	.....	.....	.....	.....	.....	181.99
67-S3	14,943.80	732.67	1,504.57	4,918.00	5,369.26	.....	27,468.30
Nevada General	.....	.....	.....	1,931.86	95.47	229.77	2,257.10
Totals	$ 36,280.20	$ 2,128.49	$ 2,369.86	$ 14,232.20	$ 14,374.23	$ 229.77	$ 69,614.75

PIKE COUNTY

8-S4	$ 3,436.84	$ 183.40	$ 9.65	$ 1,307.58	$ 860.32	.....	$ 5,797.79
26-S3	5,504.51	113.77	517.05	3,095.72	1,936.43	.....	11,167.48
27-S4	5,514.72	1,636.41	1,104.93	757.40	2,388.08	.....	11,401.54
27-S5	6,578.33	.60	200.07	2,779.90	2,048.43	7.32	11,614.65
70-S4	6,189.21	295.90	32.70	138.05	1,333.83	10.00	7,999.69
70-S5	7,398.01	2,258.88	196.73	2,509.85	2,467.50	7.32	14,838.29
84-S1	4,848.54	58.92	249.50	1,335.14	664.77	.....	7,156.87
128-S2	202.54	355.99	.....	.....	26.82	.....	585.35
Pike General	.....	.....	.....	1,566.70	58.34	505.64	2,130.68
Totals	$ 39,672.70	$ 4,903.87	$ 2,310.63	$ 13,490.34	$ 11,784.52	$ 530.28	$ 72,692.34

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 3—(Continued)

SEVIER COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
24-S1	$ 3,425.26	$ 119.17	$ 82.75	$ 933.81	$ 587.51	.....	$ 5,148.50
27-S1	3,025.12	32.32	69.25	1,270.36	1,679.02	.....	6,076.07
41-S1	5,213.48	661.21	287.99	939.40	2,501.39	.....	9,603.47
70-S1	4,231.25	76.78	1,487.36	2,897.73	2,297.51	7.32	10,997.95
70-S2	6,313.51	14.36	98.14	3,096.61	2,507.63	.....	12,030.25
71-S5	20,116.40	2,153.27	4,357.94	10,105.77	5,758.70	61.95	42,554.03
71-S6	5,787.24	139.20	874.05	1,959.76	2,088.02	7.32	10,855.59
71-S7	4,543.67	4.40	179.60	1,379.58	2,229.25	7.32	8,343.82
86-S1	865.27	.....	697.83	23.72	356.08	.....	1,942.90
Sevier General	.....	.....	.....	4,336.84	6.32	426.70	4,769.86
Totals	$ 53,521.20	$ 3,200.71	$ 8,134.91	$ 26,943.58	$ 20,011.43	$ 510.61	$112,322.44

RECAPTULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Clark	$ 80,421.88	$ 1,270.81	$ 11,015.26	$ 17,357.51	$ 25,239.04	$ 572.36	.....	$135,876.86
Hempstead	49,020.08	5,736.37	11,641.32	16,051.79	16,688.38	39.82	.....	99,177.76
Howard	54,380.76	3,779.54	2,695.54	8,061.38	12,615.33	849.01	.....	82,381.56
Lafayette	39,459.41	2,610.28	6,652.76	9,185.43	11,938.17	1,076.28	.....	70,922.33
Little River	56,377.58	906.69	3,092.59	14,343.06	16,907.32	14.70	.....	91,641.94
Miller	48,285.92	1,113.69	15,956.26	20,981.42	16,567.83	273.75	.....	103,178.87
Montgomery	1,079.95	.....	.....	1,971.78	334.79	7.32	.....	3,391.84
Nevada	36,280.20	2,128.49	2,369.86	14,232.20	14,374.23	229.77	.....	69,614.75
Pike	39,672.70	4,903.87	2,310.63	13,490.34	11,784.52	530.28	.....	72,692.34
Sevier	53,521.20	3,200.71	8,134.91	26,943.58	20,011.43	510.61	.....	112,322.44
District General	.....	.....	.....	.....	.....	.....	140,053.26	140.053.26
Totals	$458,497.68	$ 25,650.45	$ 63,869.13	$142,618.49	$146,461.04	$4,103.90	$140.053.26	$981.253.95

DISTRICT No. 4

BENTON COUNTY

12-S1	$ 13,737.55	$ 1,216.37	$ 201.88	$ 4,913.94	$ 5,118.31	.....	$ 25,188.05
12-S2	13,280.39	12.90	1,100.92	390.69	6,071.31	72.30	20,928.51
12-S3	2,912.75	638.94	639.02	1,355.62	1,482.07	.....	7,028.40
16-S1	8,588.75	600.55	743.62	1,076.57	3,750.07	.....	14,759.56
47-S1	10,655.60	1.20	491.25	4,867.20	5,460.00	.....	21,475.25
71-S18	12,136.86	53.95	529.54	47.62	8,196.13	.....	20,964.10
71-S19	13,896.88	32.18	454.31	3,594.30	6,997.79	186.01	25,161.47
72-S1	5,639.38	4.30	385.94	285.00	4,764.59	136.96	11,216.17
72-S2	2,436.85	.....	16.60	100.72	911.80	.....	3,465.97
94-S1	1,818.00	2.60	1.80	112.38	869.50	.....	2,804.28
99-S2	1,404.22	13.00	1,464.28	982.40	792.32	.....	4,656.22
99-S3	4,018.51	.....	779.29	.....	701.45	.....	5,499.25
100-S1	5,190.50	1,040.35	5,556.43	3,127.86	4,522.44	.....	19,437.58
102-S1	5,257.72	19.53	823.38	.....	1,966.14	.....	8,066.77
102-S2	141.05	.....	.....	.....	.....	.....	141.05
107-S1	10,899.19	1,569.35	1,153.03	2,698.20	3,232.81	.....	19,552.58
F. A. P. 108	736.55	.....	27.20	.....	262.05	.....	1,025.80
F. A. P. 138	3,080.45	.....	24.19	.....	375.64	.....	3,480.28
Benton General	.....	.....	1,287.10	103.91	1,373.63	.....	2,764.64
Totals	$115,831.20	$ 5,205.22	$ 15,679.78	$ 23,656.41	$ 56,848.05	$ 395.27	$217.615.93

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 4—(Continued)

CRAWFORD COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
45-S2	$ 7,143.25	$ 300.40	.....	$ 8,311.64	2,607.17	.....	18,362.46
64-S2	10,820.50	40.38	891.14	2,361.15	2,905.01	.....	17,018.18
71-S15	13,035.13	.....	921.13	3,903.52	6,669.31	.....	24,529.09
Crawford Gen.	.....	.....	.....	765.00	456.16	.....	1,221.16
Totals	$ 30,998.88	$ 340.78	$ 1,812.27	$ 15,341.31	$ 12,637.65	.....	$ 61,130.89

FRANKLIN COUNTY

22-S2	$ 4,578.40	.....	$ 118.33	$ 57.57	$ 3,124.61	.....	$ 7,878.91
23-S3	8,503.90	443.54	282.90	512.97	1,721.66	.....	11,464.97
23-S4	15,276.41	883.02	1,674.46	1,819.54	3,433.75	.....	23,087.18
64-S3	18,082.40	58.84	1,168.40	311.64	6,478.94	.....	26,100.22
98-S1	681.55	.....	.....	.....	32.88	.....	714.43
109-S1	1,284.10	317.90	25.20	.....	407.90	.....	2,035.10
Franklin Gen.	.....	.....	.....	.....	470.96	.....	470.96
Totals	$ 48,406.76	$ 1,703.30	$ 3,269.29	$ 2,701.72	$ 15,670.70	.....	$ 71,751.77

MONTGOMERY COUNTY

6-S2	$ 5,706.02	$ 189.88	$ 80.72	$ 1,949.64	$ 2,189.66	.....	$ 10,115.92
6-S3	6,524.16	230.37	214.25	1,380.87	2,957.36	.....	11,307.01
8-S3	7,919.47	527.64	395.00	3.64	4,509.96	50.00	13,405.71
27-S6	2,294.05	58.27	.....	1,380.87	1,073.19	.....	4,806.38
27-S7	5,730.54	911.60	22.59	.....	2,285.74	.....	8,950.47
70-S6	169.50	.....	.....	.....	5.47	.....	174.97
Montg'm'ry Gen	.....	.....	.....	.....	180.18	.....	180.18
Totals	$ 28,343.74	$ 1,917.76	$ 712.56	$ 4,715.02	$ 13,201.56	$ 50.00	$ 48,940.64

POLK COUNTY

4-S1	$ 863.80	.....	$ 25.50	$ 53.69	$ 295.88	.....	$ 1,238.87
4-S2	872.70	.....	68.89	.....	291.90	.....	1,233.49
8-S1	2,642.55	.....	.....	11.90	1,089.37	.....	3,743.82
8-S2	7,041.05	.....	296.69	751.43	1,926.22	.....	10,015.39
71-S8	19,163.73	299.24	6,068.73	1,366.39	4,955.48	15.00	31,868.57
71-S9	21,874.27	1,621.23	15,028.60	1,784.86	8,475.28	.....	48,784.24
71-S10	6,891.59	26.97	1,848.93	5,017.72	3,028.86	3,409.70	20,222.77
88-S0	4,529.45	2,476.08	.....	.....	1,087.05	.....	8,092.58
88-S1	3,502.77	193.41	296.98	16.85	384.64	.....	4,394.65
Polk General	.....	.....	.....	60.24	600.34	.....	660.58
Totals	$ 67,381.91	$ 4,616.93	$ 23,634.32	$ 9,063.08	$ 22,134.02	$ 3,424.70	$130,254.96

SCOTT COUNTY

6-S1	$ 4,144.15	$ 33.48	$ 80.37	$ 427.54	1,144.08	.....	5,829.62
28-S1	9,191.85	814.11	183.37	53.75	2,405.41	17.00	12,665.49
28-S2	7,185.18	209.12	53.40	231.54	654.34	.....	8,333.58
71-S11	12,650.04	16.57	14.54	3,115.73	4,435.09	1.75	20,233.72
71S12	8,904.30	384.75	219.53	142.14	2,937.43	.....	12,588.15
Scott General	.....	.....	.....	10.12	599.82	.....	609.94
Totals	$ 42,075.52	$ 1,458.03	$ 551.21	$ 3,980.82	$ 12,176.17	$ 18.75	$ 60,260.50

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 4—(Continued)

SEBASTIAN COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
10-S1	$ 6,665.05	.....	$ 36.40	877.43	$ 2,936.47	.....	$ 10,515.35
22-S1	7,583.30	437.75	92.00	131.36	2,472.92	.....	10,717.33
23-S0	3,903.35	479.01	.....	.....	1,040.13	.....	5,422.49
45-S1	8,342.50	71.28	254.64	6,669.21	2,935.79	.....	18,273.42
64-S1	331.89	.....	8.05	.....	274.07	.....	614.01
71-S13	5,163.18	.....	965.82	435.20	1,853.18	.....	8,417.38
71-S14	6,814.85	4.60	.....	75.98	2,411.91	.....	9,307.34
96-S1	666.90	.....	615.00	328.16	190.32	.....	1,800.38
Sebastian Gen.	.....	.....	.....	899.10	471.18	.....	1,369.28
Totals	$ 39,471.02	$ 992.64	$ 1,971.91	$ 9,415.44	$ 14,585.97	.....	$ 66,436.98

SEVIER COUNTY

71-S7	$ 29.00	.....	.....	.....	.....	.....	$ 29.00
Totals	$ 29.00	.....	.....	.....	.....	.....	$ 29.00

WASHINGTON COUNTY

16-S2	$ 9,908.10	$ 636.74	$ 1,084.79	$ 2,719.84	5,802.64	.....	$ 20,152.11
16-S3	5,651.98	.....	289.26	444.68	1,048.87	.....	7,434.79
45-S3	2,270.93	208.66	.70	1,269.83	1,007.27	.....	4,757.39
45-S4	7,179.28	39.40	335.56	1,319.34	3,089.78	.....	11,963.36
45-S5	13,460.94	301.38	135.10	1,743.93	3,002.45	.....	18,643.80
68-S1	9,615.51	809.93	359.64	106.85	2,501.62	135.00	13,528.55
71-S16	14,874.86	33.12	1,604.90	5,383.47	7,244.09	.....	29,140.44
71-S17	10,764.40	24.31	520.19	2,806.13	5,111.42	.....	19,226.45
74-S1	2,120.35	.....	.....	19.66	19.95	.....	2,159.96
80-S1	6,728.30	9.00	332.93	53.69	2,529.39	175.00	9,828.31
99-S0	1,185.95	99.44	.....	1,269.84	418.70	.....	2,973.93
99-S1	7,794.05	1,340.91	424.72	.....	1,749.72	.....	11,309.40
112-S1	.....	.....	390.00	74.41	48.48	.....	512.89
Washington Gen.	.....	.....	1,287.10	341.13	1,385.19	.....	3,013.42
Totals	$ 91,554.65	$ 3,502.89	$ 6,764.89	$ 17,552.80	$ 34,959.57	$ 310.00	$154,644.80

RECAPTULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Benton	$115,831.20	$ 5,205.22	$ 15,679.78	$ 23,656.41	$ 56,848.05	$ 395.27	.....	$217,615.93
Crawford	30,998.88	340.78	1,812.27	15,341.31	12,637.65	.....	.....	61,130.89
Franklin	48,406.76	1,703.30	3,269.29	2,701.72	15,670.70	.....	.....	71,751.77
Montgomery	28,343.74	1,917.76	712.56	4,715.02	13,201.56	50.00	.....	48,940.64
Polk	67,381.91	4,616.93	23,634.32	9,063.08	22,134.02	3,424.70	.....	130,254.96
Scott	42,075.52	1,458.03	551.21	3,980.82	12,176.17	18.75	.....	60,260.50
Sebastian	39,471.02	992.64	1,971.91	9,415.44	14,585.97	.....	.....	66,436.98
Sevier	29.00	.....	.....	.....	.....	.....	.....	29.00
Washington	91,554.65	3,502.89	6,764.89	17,552.80	34,959.57	310.00	.....	154,644.80
District General	.....	.....	.....	.....	.....	.....	143,393.59	143,393.59
Totals	$464,092.68	$ 19,737.55	$ 54,396.23	$ 86,426.60	$182,213.69	$4,198.72	$143,393.59	$954,459.06

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 5

CLEBURNE COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
5-S5	$ 272.00	.....	$ 104.04	$ 75.47	.....	.....	$ 451.51
16-S11	4,365.82	795.24	1,421.71	1,823.60	1,610.92	35.00	10,052.29
16-S12	5,207.56	.....	462.26	1,389.68	1,940.59	.....	9,000.09
25-S2	5,532.37	.....	3.40	2,624.40	1,147.68	.....	9,307.85
25-S3	16,121.31	184.93	746.27	5,115.29	5,324.94	.....	27,492.74
Cleburne Gen.	.....	.....	.....	.....	52.75	.....	52.75
Totals	$ 31,499.06	$ 980.17	$ 2,737.68	$ 11,028.44	$ 10,076.88	$ 35.00	$ 56,357.23

FULTON COUNTY

9-S14	$ 14,012.32	$ 25.15	$ 384.59	$ 5,209.35	$ 3,751.69	.....	$ 23,383.10
9-S15	11,925.09	19.40	627.26	1,062.86	3,800.25	.....	17,434.86
12-S13	3,523.04	.....	.....	3,399.86	2,050.20	.....	8,973.10
12-S14	319.80	.....	.....	.....	103.32	.....	423.12
63-S1	11,600.70	569.08	1,465.73	3,025.32	3,627.59	.....	20,288.42
Fulton General	927.00	.....	.....	.....	308.66	.....	1,235.66
Totals	$ 42,307.95	$ 613.63	$ 2,477.58	$ 12,697.39	$ 13,641.71	.....	$ 71,738.26

INDEPENDENCE COUNTY

11-S14	$ 9,677.14	$ 13.05	$ 141.90	$ 2,188.96	$ 1,900.37	.....	$ 13,921.42
11-S15	12,985.83	456.94	156.78	3,058.77	3,642.27	.....	20,300.59
14-S8	10,223.83	126.15	116.00	34.03	1,115.66	.....	11,615.67
14-S9	10,782.75	885.79	1,231.88	2,276.03	4,438.74	.....	19,615.19
14-S10	5,147.05	620.08	381.72	.....	2,258.99	.....	8,407.84
25-S4	4,429.49	36.60	100.74	1,140.00	2,629.51	.....	8,336.34
25-S5	8,496.93	702.43	354.47	1,767.24	1,315.15	.....	12,636.22
67-S15	418.30	1.50	293.27	254.15	529.84	.....	1,497.06
69-S2	6,817.95	.70	74.60	5,302.33	3,680.23	.....	15,875.81
Independence Gen	125.00	.....	.....	247.99	266.63	.....	639.62
Totals	$ 69,104.27	$ 2,843.24	$ 2,851.36	$ 16,269.50	$ 21,777.39	.....	$112,845.76

IZARD COUNTY

5-S7	$ 773.30	.....	.....	.....	510.95	.....	$ 1,284.25
9-S12	2,623.80	11.71	7.50	1,945.91	950.52	.....	5,539.44
9-S13	12,893.83	12.00	561.95	2,571.07	5,397.26	.50	21,436.61
56-S1	5,688.06	276.74	208.67	.....	2,004.32	.....	8,177.79
56-S2	2,897.54	.....	.....	46.02	970.23	.....	3,913.79
58-S1	1,329.24	18.28	64.92	.....	28.83	.....	1,441.27
69-S1	5,349.17	.....	192.42	.....	2,910.54	.....	8,452.13
Izard General	.....	.....	.....	.....	20.97	.....	20.97
Totals	$ 31,554.94	$ 318.73	$ 1,035.46	$ 4,563.00	$ 12,793.62	$ .50	$ 50,266.25

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 5—(Continued)

JACKSON COUNTY

14-S11	$ 1,111.00	.....	$ 1,904.92	.....	$ 427.01	.....	$ 3,442.93
14-S12	6,598.68	468.90	3,535.65	5,813.74	3,393.25	.....	19,819.22
17-S6	6,215.52	145.09	558.28	3,368.27	2,270.95	.....	12,558.11
18-S1	10,515.56	2,403.84	4,287.61	2,561.77	3,367.68	.....	23,136.46
33-S6	.....	.....	13.86	.....	.....	.....	13.86
37-S2	1,962.75	.....	220.28	.....	262.67	.....	2,445.70
67-S14	5,235.65	.....	534.06	1,955.19	2,173.46	7.05	9,905.41
67-S16	2,811.90	56.79	293.13	1,955.18	1,867.11	5.83	6,989.94
67-S17	8,499.92	33.24	2,137.80	1,869.20	6,314.58	2.80	18,857.54
87-S1	2,839.80	138.30	162.96	599.10	1,017.66	.....	4,757.82
87-S3	77.25	.....	.....	.....	43.40	.....	120.65
Jackson General	4,084.20	.....	72.51	3,352.48	1,051.16	60.00	8,620.35
Totals	$ 49,952.23	$ 3,246.16	$ 13,721.06	$ 21,474.93	$ 22,188.93	$ 75.68	$110,658.99

SHARP COUNTY

11-S16	$ 15,590.06	$ 483.03	866.06	$ 1,395.68	$ 2,032.70	.....	$ 20,367.53
11-S17	2,792.06	.....	69.66	2,602.17	2,984.13	.....	8,448.02
12-S15	50.55	.....	.....	.....	.....	.....	50.55
56-S3	1,743.55	4.00	.....	.....	31.28	.....	1,778.83
58-S2	6,279.97	433.17	174.04	.....	193.59	.....	7,080.77
63-S2	11,250.03	48.59	266.24	3,530.97	2,969.66	.....	18,065.49
79-S5	7,573.20	76.96	121.25	.....	218.66	.....	7,990.07
Sharp General	900.00	.....	.....	248.00	219.85	.....	1,367.85
Totals	$ 46,179.42	$ 1,045.75	$ 1,497.25	$ 7,776.82	$ 8,649.87	.....	$ 65,149.11

STONE COUNTY

5-S6	$ 2,689.90	.....	.....	$ 3,977.10	$ 57.24	.....	$ 6,724.24
9-S11	19,400.81	531.26	6,002.49	661.50	4,676.70	.....	31,272.76
14-S6	7,827.69	.....	156.35	.....	550.75	.....	8,534.79
14-S7	15,516.62	231.36	212.13	1,857.40	2,797.64	.....	20,615.15
66-S2	1,724.10	.....	.....	.....	415.38	.....	2,139.48
Stone General	4,653.30	.....	16.25	.....	703.55	.....	5,373.10
Totals	$ 51,812.42	$ 762.62	$ 6,387.22	$ 6,496.00	$ 9,201.26	.....	$ 74,659.52

WHITE COUNTY

5-S4	$ 1,736.50	$ 38.88	$ 20.52	.....	.....	.....	$ 1,795.90
11-S11	3,859.55	.....	491.10	1,707.86	1,580.66	.....	7,639.17
11-S12	2,407.65	.....	327.77	.....	806.87	.....	3,542.29
11-S13	2,565.95	82.64	3.45	.....	252.49	.....	2,904.53
16-S13	6,453.30	30.40	852.27	3,235.36	1,581.85	.....	12,153.18
16-S14	710.75	80.00	.....	.....	383.98	.....	1,174.73
16-S15	521.11	.....	84.24	.....	8.50	.....	613.85
31-S4	3,455.96	471.50	4,417.18	.....	769.63	.....	9,114.27
36-S3	6,501.85	126.06	203.32	159.00	1,473.71	.....	8,463.94
60-S4	2,756.20	33.55	34.02	.....	1,869.22	94.75	4,787.74
67-S12	15,753.23	2.19	13,175.98	4,036.76	12,873.71	.....	45,841.87
E67-S12	1,076.90	150.25	168.15	1,598.72	242.13	.....	3,236.15
W67-S12	1,572.75	11.70	1,946.27	1,598.72	572.94	.....	5,702.38
67-S13	9,533.97	54.97	2,050.65	4,646.69	8,089.45	.....	24,375.73
E67-S13	1,398.30	838.18	149.67	.....	326.41	.....	2,712.56
W67-S13	1,197.20	437.99	.....	.....	879.39	.....	2,514.58
87-S2	989.27	40.60	.....	2,306.97	943.14	125.61	4,405.59
87-S4	105.60	.....	.....	.....	38.76	.....	144.36
White General	75.00	.....	.....	37.83	256.27	.....	369.10
Totals	$ 62,671.04	$ 2,398.91	$ 23,924.59	$ 19,327.91	$ 32,949.11	$ 220.36	$141,491.92

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 5—(Continued)

RECAPTULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Cleburne	$ 31,499.06	$ 980.17	$ 2,737.68	$ 11,028.44	$ 10,076.88	$ 35.00		$ 56,357.23
Fulton	42,307.95	613.63	2,477.58	12,697.39	13,641.71			71,738.26
Independence	69,104.27	2,843.24	2,851.36	16,269.50	21,777.39			112,845.76
Izard	31,554.94	318.73	1,035.46	4,563.00	12,793.62	.50		50,266.25
Jackson	49,952.23	3,246.16	13,721.06	21,474.93	22,188.93	75.68		110,658.99
Sharp	46,179.42	1,045.75	1,497.25	7,776.82	8,649.87			65,149.11
Stone	51,812.42	762.62	6,387.22	6,496.00	9,201.26			74,659.52
White	62,671.04	2,398.91	23,924.59	19,327.91	32,949.11	220.36		141,491.92
District General							121,660.20	121,660.20
Totals	$385,081.33	$ 12,209.21	$ 54,632.20	$ 99,633.99	$131,278.77	$ 331.54	$121,660.20	$804,827.24

DISTRICT No. 6

FAULKNER COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
25-S1	$ 3,144.00		$ 30.00	$ 2,922.72	$ 637.38		$ 6,734.10
36-S1	3,276.78		62.28	40.00	1,135.63	1.64	4,516.33
60-S2	1,885.77		417.85		307.23		2,610.85
60-S3	2,931.45	620.53	3,228.16		1,027.14		7,807.28
64-S8	2,914.85	94.20	2,421.71		743.47		6,174.23
65-S9	15,550.49	2,554.77	6,214.15	992.61	4,137.45		29,449.47
65-S10	6,430.87	82.28	3,051.58	15.45	1,508.68		11,088.86
County General			837.79	7,018.58	6,342.20		14,198.57
Totals	$ 36,134.21	$ 3,351.78	$ 16,263.52	$ 10,989.36	$ 15,839.18	$ 1.64	$ 82,579.69

GARLAND COUNTY

6-S4	$ 6,534.95	$ 114.15	$ 19.20	$ 2,575.29	$ 1,609.51		$ 10,853.10
6-S5	7,112.12	39.90	259.08	695.93	2,401.32	22.00	10,530.35
7-S6	4,147.30		30.75		1,121.21		5,299.26
7-S7	4,595.31	243.37	134.05	836.01	1,449.45		7,258.19
9-S5				98.41			98.41
70-S8	6,414.84		72.46	3,180.66	3,075.99		12,743.95
70-S9	2,350.25		581.23		539.91	22.70	3,494.09
County General				14,063.35	12,523.25		26,586.60
Totals	$ 31,154.77	$ 397.42	$ 1,096.77	$ 21,449.65	$ 22,720.64	$ 44.70	$ 76,863.95

GRANT COUNTY

6-S8	$ 21,435.70	$ 2,856.76	$ 1,821.45	$ 22.14	$ 3,442.04	$ 91.45	$ 29,669.54
6-S9	8,260.98	1,170.62	609.65		3,769.42		13,810.67
35-S2	6,991.55	122.80	366.58		1,971.36		9,452.29
35-S3	2,333.50		187.60	1,767.24	1,245.04		5,533.38
46-S2	2,699.80		383.50		322.45		3,405.75
65-S13	1,143.95		120.16		21.00		1,285.11
113-S1	4,561.70	1,625.73	821.83	27.80	1,935.65		8,972.71
167-S10	15,312.51	1,184.97	1,764.88	1,767.24	4,164.83		24,194.43
167-S11	13,988.53	1,203.13	1,956.59	2,022.50	4,758.25	82.60	24,011.60
County General				13,704.91	11,455.15		25,160.06
Totals	$ 76,728.22	$ 8,164.01	$ 8,032.24	$ 19,311.83	$ 33,085.19	$ 174.05	$145,495.54

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 6—(Continued)

HOT SPRINGS COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
6-S6	$ 2,902.93	.....	$ 148.30	.....	$ 434.04	.....	$ 3,485.27
6-S7	3,281.25	.....	.....	296.02	623.33	.....	4,200.60
7-S5	2,832.05	.....	85.88	1,221.78	772.87	.....	4,912.58
9-S4	2,608.60	.....	.....	.....	556.66	.....	3,165.26
51-S3	941.10	.....	7.70	.....	554.17	.....	1,502.97
67-S7	6,832.80	493.55	248.90	47.50	1,819.79	121.50	9,564.04
67-S8	8,287.46	683.88	150.95	1,346.35	3,255.35	.....	13,723.99
70-S7	345.50	.....	.....	.....	15.00	.....	360.50
84-S3	3,206.30	2,515.89	18.25	170.09	1,363.14	.....	7,273.67
County General	.....	.....	.....	8,282.18	3,476.87	.....	11,759.05
Totals	$ 31,237.99	$ 3,693.32	$ 659.98	$ 11,363.92	$ 12,871.22	$ 121.50	$ 59,947.93

LONOKE COUNTY

15-S9	$ 744.15	.....	$ 1,154.87	$ 1,169.55	$ 308.11	.....	$ 3,376.68
30-S2	12,923.99	196.30	9,709.61	1,080.03	5,935.96	.....	29,845.89
30-S3	13,572.79	2,492.31	28,639.66	1,685.05	5,093.83	.....	51,483.64
31-S2	6,100.23	650.83	718.31	2,326.08	2,219.28	.....	12,014.73
31-S3	5,020.08	86.41	454.69	1,662.90	1,450.30	.....	8,674.38
67-S11	11,410.24	12.73	8,302.73	661.65	4,849.60	.....	25,236.95
70-S14	6,760.15	21.10	5,604.27	404.86	816.33	37.85	13,644.56
70-S15	9,078.60	121.90	7,096.72	390.51	1,660.91	.....	18,348.64
89-S1	4,522.88	.....	299.83	390.51	471.40	.....	5,684.62
County General	.....	.....	.....	16,937.89	14,731.43	.....	31,669.32
Totals	$ 70,133.11	$ 3,581.58	$ 61,980.69	$ 26,709.03	$ 37,537.15	$ 37.85	$199,979.41

PRAIRIE COUNTY

3-S12	$ 994.50	.....	$ 82.40	.....	$ 16.68	.....	$ 1,093.58
11-S8	7,302.93	462.29	2,156.42	6.46	2,504.50	.....	12,432.60
11-S9	7,010.89	5.50	941.00	1,724.59	4,327.12	.....	14,009.10
11-S10	4,757.85	6.30	215.80	1,270.39	1,267.36	1.60	7,519.30
30-S4	1,571.82	.....	1,157.40	.....	.....	.....	2,729.22
33-S2	1,572.00	99.18	5.68	.....	338.13	.....	2,014.99
33-S3	1,702.05	.....	624.70	.....	131.69	.....	2,458.44
38-S1	3,480.95	35.66	461.19	.....	1,804.01	.....	5,781.81
70-S16	25,351.64	547.96	24,071.08	3,420.52	6,926.89	.....	60,318.09
County General	.....	.....	397.91	13,209.54	16,146.59	.....	29,754.04
Totals	$ 53,744.63	$ 1,156.89	$ 30,113.58	$ 19,631.50	33,462.97	$ 1.60	$138,111.17

PULASKI COUNTY

F. A. P. No. 2	$ 762.45	$ 50.68	$ 277.01	.....	$ 57.25	.....	$ 1,147.39
5-S1	1,665.05	110.04	1,412.79	.....	219.64	.....	3,407.52
10-S7	4,715.08	14.12	308.10	.....	1,199.69	.....	6,236.99
10-S8	6,727.00	2.94	4.25	1,242.10	2,052.48	.....	10,028.77
30-S1	4,493.60	15.75	175.29	.....	6,492.58	.....	11,177.22
65-S11	4,598.30	39.81	823.69	.....	337.15	.....	5,798.95
65-S12	4,794.65	90.69	650.51	.....	515.10	.....	6,050.95
67-S10	4,000.40	6.47	433.69	.....	156.93	.....	4,597.49
70-S12	3,579.90	175.89	1,711.93	15.65	729.17	.....	6,212.54
70-S13	1,010.80	.....	621.16	.....	169.43	.....	1,801.39
113-S2	113.00	.....	.....	.....	60.63	.....	173.63
167-S13	6,082.81	11.52	847.96	135.49	1,556.74	.....	8,634.52
County General	.....	.....	1,377.00	13,084.88	13,728.36	.....	28,190.24
Totals	$ 42,543.04	$ 517.91	$ 8,643.38	$ 14,478.12	$ 27,275.15	.....	$ 93.457.60

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 6—(Continued)

SALINE COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
9-S5	$ 11,409.05	$ 572.73	$ 287.18	.....	$ 4,128.40	.....	$ 16,397.36
35-S1	1,236.30	107.98	69.65	.....	619.88	.....	2,033.81
67-S9	5,173.28	228.27	332.84	1,346.36	2,346.87	.....	9,427.62
70-S10	5,488.60	57.16	1,492.46	.....	1,066.35	15.00	8,119.57
70-S11	2,385.75	42.73	2,354.50	.....	373.65	.....	5,156.63
167-S12	3,627.05	338.67	386.94	.....	1,464.35	.....	5,817.01
County General	.....	.....	.....	5,033.89	4,971.24	.....	10,005.13
Totals	$ 29,320.03	$ 1,347.54	$ 4,923.57	$ 6,380.25	$ 14,970.74	$ 15.00	$ 56.957.13

RECAPTULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Faulkner	$ 36,134.21	$ 3,351.78	$ 16,263.52	$ 10,989.36	$ 15,839.18	$ 1.64	.....	$ 82,579.69
Garland	31,154.77	397.42	1,096.77	21,449.65	22,720.64	44.70	.....	76,863.95
Grant	76,728.22	8,164.01	8,032.24	19,311.83	33,085.19	174.05	.....	145,495.54
Hot Springs	31,237.99	3,693.32	659.98	11,363.92	12,871.22	121.50	.....	59,947.93
Lonoke	70,133.11	3,581.58	61,980.69	26,709.03	37,537.15	37.85	.....	199,979.41
Prairie	53,744.63	1,156.89	30,113.58	19,631.50	33,085.19	174.05	.....	145,495.54
Pulaski	42,543.04	517.91	8,643.38	14,478.12	27,275.15	.....	.....	93,457.60
Saline	29,320.03	1,347.54	4,923.57	6,380.25	14,970.74	15.00	.....	56,957.13
District General	.....	.....	.....	.....	.....	.....	53,313.08	53,313.08
Totals	$370,996.00	$ 22,210.45	$131,713.73	$130,313.66	$197,762.24	$ 396.34	$ 53,313.08	$906,705.50

DISTRICT No. 7

BRADLEY COUNTY

4-S12	$ 4,028.40	$ 141.78	$ 167.17	$ 1,449.05	$ 1,821.37	.....	$ 7,607.77
4-S13	4,964.88	361.49	503.97	2,291.24	1,941.36	.....	10,062.94
8-S11	4,079.04	53.10	518.55	1,980.73	2,545.25	.....	9,176.67
8-S12	1,126.27	.....	178.77	4.75	863.32	.....	2,173.11
15-S3	7,070.76	58.30	534.34	3,508.44	2,895.42	.....	14,067.26
15-S4	3,223.95	.....	85.16	676.02	809.21	.....	4,794.34
County General	.....	.....	.....	2,486.20	262.59	.....	2,748.79
Totals	$ 24,493.30	$ 614.67	$ 1,987.96	$ 12,396.43	$ 11,138.52	.....	$ 50,630.88

CALHOUN COUNTY

4-S10	$ 7,099.28	$ 462.48	$ 123.47	$ 930.36	$ 2,507.15	.....	$ 11,122.74
4-S11	2,020.92	35.57	50.20	1,894.18	1,256.46	.....	5,257.33
8-S9	52.04	.....	114.99	.....	147.53	.....	314.56
115-S2	233.33	.....	340.02	.....	619.27	.....	1,192.62
115-S3	6,782.38	.....	87.35	843.27	1,848.69	.....	9,561.69
167-S5	13,786.30	1,080.93	831.21	773.25	5,323.28	.....	21,794.97
County General	.....	.....	.....	2,400.50	187.28	.....	2,587.78
Totals	$ 29,974.25	$ 1,578.98	$ 1,547.24	$ 6,841.56	$ 11,889.66	.....	$ 51,831.69

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 9—(Continued)

SEARCY COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
14-S4	$ 2,123.35	$ 103.68	$ 3,527.42	$ 222.30	.....	$ 5,976.75
27-S13	5,277.53	622.09	.....	451.97	.....	6,351.59
27-S14	2,651.75	398.68	.....	1,014.84	.....	4,065.27
65-S4	3,804.35	104.42	.....	1,284.55	.....	5,193.32
65-S5	6,509.65	34.50	1,050.98	3,281.70	.....	10,876.83
65-S6	2,951.70	234.70	1.76	1,182.92	2.18	4,373.26
Totals	$ 23,318.33	$ 1,498.07	$ 4,580.16	$ 7,438.28	2.18	$ 36,837.02

RECAPITULATION

Baxter	$ 24,378.79	$ 1,395.79	$ 11,690.12	$ 6,504.38	105.00	.....	$ 44,074.08
Boone	31,087.34	2,009.49	7,992.00	10,362.30	.....	.....	51,451.13
Carroll	38,989.77	1,664.82	11,270.35	14,775.09	.....	.....	66,700.03
Madison	28,896.96	2,216.03	3,807.37	7,529.95	4.90	.....	42,455.21
Marion	17,943.23	264.55	9,698.34	5,083.24	20.00	.....	33,009.36
Newton	44,541.37	578.16	7,978.73	9,940.66	.....	.....	63,038.92
Searcy	23,318.33	1,498.07	4,580.16	7,438.28	2.18	.....	36,837.02
District Gen.	.....	.....	.....	.....	.....	49,156.02	49,156.02
Totals	$209,155.79	$ 9,626.91	$ 57,017.07	$ 61,633.90	$132.08	$49,156.02	$386,721.77

DISTRICT NO. 10

CLAY COUNTY

39-S2	$ 5,312.98	$ 1,039.37	$ 2,091.69	$ 2,357,81	.....	$ 10,801.85
39-S3	4,329.31	549.96	844.26	1,574.36	.....	7,297.89
1-S21	1,769.80	340.09	320.98	669.84	.....	3,100.71
67-S22	5,013.45	643.74	302.25	2,267.47	.....	8,226.91
90-S1	3,326.83	323.45	201.07	902.36	.....	4,753.71
34-S4	335.30	.....	.....	127.81	.....	463.11
34-S5	5,551.10	502.39	1,835.69	1,767.48	.....	9,656.66
34-S6	1,228.64	405.03	153.24	372.33	.....	2,159.24
Undistributed	.....	.....	2,069.33	434.07	.....	2,503.40
Totals	$ 26,867.41	$ 3,804.03	$ 7,818.51	$ 10,473.53	.....	$ 48,963.48

CRAIGHEAD COUNTY

1-S17	$ 4,079.00	$ 161.07	$ 3,071.03	$ 579.10	.....	$ 7,890.20
1-S18	4,689.51	1,260.76	3,071.01	1,551.33	.....	10,572.61
18-S3	2,449.65	1,058.87	.....	1,065.50	.....	4,574.02
18-S4	13,033.99	4,911.61	696.22	4,835.16	.....	23,476.98
91-S2	475.55	17.42	.....	103.10	.....	596.07
63-S5	9,187.50	2,206.89	1,296.99	3,322.26	.....	16,013.64
63-S6	4,163.76	1,714.47	2,557.91	2,916.64	.....	11,352.78
Undistributed	.....	.....	1,068.48	889.87	.....	1,958.35
Totals	$ 38,078.96	$ 11,331.09	$ 11,761.64	$ 15,262.96	.....	$ 76,434.65

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 10—(Continued)

LAWRENCE COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
63-S4	$ 4,684.35	$ 320.83	$ 1,420.12	$ 2,512.34	.....	$ 8,937.64
63-S3	5,733.82	203.75	2,646.49	2,297.77	.....	10,881.83
97-S1	400.65	.....	887.73	203.99	.....	1,492.37
91-S1	2,052.85	57.87	1,120.56	441.44	.....	3,672.72
25-S7	1,361.60	284.04	176.17	650.69	.....	2,472.50
34-S1	446.75	316.73	.....	286.18	.....	1,049.66
67-S19	2,801.17	4,258.81	887.69	1,357.67	.....	9,305.34
25-S6	3,668.30	305.02	176.19	613.35	.....	4,762.86
67-S18	7,225.74	904.12	1,309.71	3,123.09	.....	12,562.66
79-S3	1,994.20	501.03	.....	693.78	.....	3,189.01
79-S4	1,952.45	25.52	.....	815.95	.....	2,793.92
117-S1	280.70	.....	.....	21.00	.....	301.70
Undistributed	.....	.....	4,762.11	762.74	.....	5,524.85
Totals	$ 32,602.58	$ 7,177.72	$ 13,386.77	$ 13,779.99	.....	$ 66,947.06

MISSISSIPPI COUNTY

18-S5	$ 4,257.56	$ 513.15	$ 201.17	$ 1,165.98	.....	$ 6,137.86
18-S6	4,969.35	905.41	678.97	1,255.69	.....	7,809.42
18-S7	3,393.20	183.94	.....	885.82	.....	4,462.96
61-S2	6,007.64	768.91	633.69	1,150.18	.....	8,560.42
61-S3	5,404.89	379.15	662.30	1,541.93	.....	7,988.27
40-S2	1,706.60	347.98	1,296.99	233.45	.....	3,585.02
77-S1	2,331.55	.....	262.38	884.13	.....	3,478.06
77-S2	6,011.30	1,142.63	136.80	1,218.43	.....	8,509.16
118-S1	1,991.55	.....	.....	925.40	.....	2,916.95
119-S1	6,893.40	13,976.49	.....	241.84	.....	21,111.73
120-S1	5,603.01	710.92	.....	315.04	.....	6,628.97
Undistributed	.....	.....	124.02	879.63	.....	1,003.65
Totals	$ 48,570.05	$ 18,928.58	$ 3,996.32	$ 10,697.52	.....	$ 82,192.47

POINSETT COUNTY

1-S15	$ 2,871.50	$ 180.39	.....	$ 346.71	.....	$ 3,398.60
1-S16	3,499.85	177.71	.....	786.04	.....	4,463.60
63-S7	7,633.91	6,668.42	2,835.52	3,923.17	.....	21,061.02
63-S8	3,653.63	619.45	.....	1,165.96	.....	5,439.04
40-S1	2,498.15	149.30	1,296.99	2,097.59	.....	6,042.03
14-S13	1,846.48	49.50	102.11	1,090.89	.....	3,088.98
14-S14	4,890.86	581.53	249.23	1,594.45	.....	7,316.07
18-S2	2,075.40	29.48	1,296.99	883.53	.....	4,285.40
F. A. P. 20	4,996.69	493.60	.....	343.33	.....	5,833.62
Undistributed	.....	34.58	251.14	933.16	.....	1,218.88
Totals	$ 33,966.47	$ 8,983.96	$ 6,031.98	$ 13,164.83	.....	$ 62,147.24

RANDOLPH COUNTY

62-S3	$ 6,493.33	$ 244.45	$ 17.34	$ 1,869.23	.....	$ 8,624.35
62-S4	3,890.44	158.02	.....	1,222.52	.....	5,270.98
93-S1	145.10	2.40	.....	475.98	.....	623.48
79-S1	10,847.19	200.66	918.75	1,784.92	.....	13,751.52
79-S2	5,385.43	942.65	918.76	2,624.98	.....	9,871.82
67-S20	5,052.78	707.45	795.35	2,289.98	.....	8,845.56
67-S21	2,607.05	148.72	641.01	917.35	.....	4,314.13
34-S2	10.00	.....	.....	8.73	.....	18.73
Undistributed	210.92	.....	1,576.92	508.73	.....	2,296.57
Totals	$ 34,642.24	$ 2,404.35	$ 4,868.13	$ 11,702.42	.....	$ 53,617.14

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 10—(Continued)

GREENE COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
1-S19	$ 2,421.00	$ 275.20	$ 889.83	$ 1,435.96	.....	$ 5,021.99
1-S20	2,373.90	164.04	1,169.55	903.18	.....	4,610.67
25-S8	1,798.09	49.25	1,169.55	702.80	.....	3,719.69
25-S9	1,995.90	471.55	1,048.33	1,049.36	.....	4,565.14
39-S1	5,998.79	368.38	896.13	2,059.34	.....	9,322.64
62-S5	10.00	.....	.....	22.44	.....	32.44
34-S3	.....	.....	.....	6.79	.....	6.79
Undistributed	.....	.....	1,944.28	956.74	.....	2,901.02
Totals	$ 14,597.68	$ 1,328.42	$ 7,117.67	$ 7,136.61	.....	$ 30,180.38

RECAPITULATION

Clay	$ 26,867.41	$ 3,804.03	$ 7,818.51	$ 10,473.53	.....	$ 48,963.48
Craighead	38,078.96	11,331.09	$ 11,761.64	$ 15,262.96	.....	$ 76,434.65
Greene	14,597.68	1,328.42	7,117.67	7,136.61	.....	30,180.38
Lawrence	32,602.58	7,177.72	13,386.77	13,779.99	.....	66,947.06
Mississippi	48,570.05	18,928.58	3,996.32	10,697.52	.....	82,192.47
Poinsett	33,966.47	8,983.96	6,031.98	13,164.83	.....	62,147.24
Randolph	34,642.24	2,404.35	4,868.13	11,702.42	.....	53,617.14
District Gen.	.....	.....	.....	.....	69,388.48	69.388.48
Totals	$229,325.39	$ 53.958.15	$ 54,981.02	$ 82,217.86	$ 69,388.48	$489,870.90

CONSOLIDATED STATEMENT OF DISTRICT EXPENDITURES FOR MAINTENANCE

FROM MARCH 1, 1927, TO FEBRUARY 28, 1929

DISTRICT	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	District General	TOTAL
No. 1	$ 177.239.49	$ 77.003.02	$ 98.802.75	$ 77,958.49	.....	$ 77,322.55	$ 508.326.30
No. 2	180,038.66	96,736.96	66,858.09	69,338.44	.....	59,446.56	472,418.71
No. 3	248.028.23	42,751.75	95,707.02	66,947.08	.....	54,535.00	507,969.08
No. 4	210,897.87	16,645.18	53,145.19	92,085.52	.....	90,660.68	463,434.44
No. 5	211,281.11	21,722.37	54,630.90	74,259.53	.....	62,579.82	424,473.73
No. 6	174,518.92	55,687.94	89,208.97	98,867.02	.....	26,668.78	444,951.63
No. 7	181,140.61	39,600.71	68,401.98	75,679.55	.....	58,774.96	423,597.81
No. 8	224,215.17	19,190.12	90,433.43	59,304.23	.....	32,614.82	425,757.77
No. 9	209,155.79	9,626.91	57,017.07	61,633.90	132.08	49,156.02	386,721.77
No. 10	229,325.39	53,958.15	54,981.02	82,217.86	.....	69,388.48	489,870.90
Totals	$2,045,841.24	$ 432,923.11	$ 729,186.42	$ 758,291.62	$ 132.08	$ 581,147.67	$4,547,522.14

STATEMENT OF GENERAL EXPENSES FROM MARCH 1, 1927, TO FEBRUARY 28, 1929

DISTRICT	District Engineers Salaries	Assistant Engineers Salaries	Clerical Help	Miscellaneous	Supervisor	Communi-cation	Rent	Operating Supplies and Expense	Undistributed Equipment	Traveling and Misc. Expense	TOTAL
No. 1	$ 7,767.50	$ 5,340.30	$ 6,416.31	$ 5,037.00	$ 4,400.00	$1,824.02	$ 735.00	$12,606.40	$ 29,193.44	$ 4,002.58	$ 77,322.55
No. 2	7,800.00	1,800.00	7,323.36	6,750.00	4,350.00	1,098.78	2,492.78	.....	15,395.44	12,436.20	59,446.56
No. 3	7,867.50	.....	7,181.67	4,081.00	5,330.50	454.48	1,083.18	5,395.47	20,938.08	2,203.12	54,535.00
No. 4	7,670.82	6,047.50	7,036.99	6,782.15	3,253.08	536.21	1,873.66	6,864.66	49,237.79	1,357.82	90,660.68
No. 5	7,867.50	2,400.00	9,287.22	9,477.62	.....	287.50	250.00	21,095.38	3,486.00	8,428.60	62,579.82
No. 6	7,800.00	2,175.00	4,047.50	1,890.00	2,400.00	.....	.....	2,379.74	2,329.47	3,647.07	26,668.78
No. 7	7,800.00	10,100.00	5,635.00	8,853.29	.....	1,117.31	1,564.00	10,754.99	9,103.41	3,846.96	58,774.96
No. 8	7,800.00	4,742.50	4,345.00	5,977.31	.....	510.15	1,017.86	3,441.67	3,283.87	1,496.46	32,614.82
No. 9	7,800.00	5,700.00	5,279.74	10,617.90	5,040.00	1,269.05	768.42	.....	4,329.30	8,351.61	49,156.02
No. 10	7,800.00	5,635.91	4,133.21	13,402.44	3,252.61	757.09	772.84	8,651.97	24,096.36	886.05	69,388.48
Totals	$77,973.32	$43,941.21	$60,686.00	$72,868.71	$28,026.19	$7,854.59	$10,557.74	$71,190.28	$161,393.16	$46.656.47	$581,147.67

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 7—(Continued)

CLEVELAND COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
3-S5	$ 13,198.43	$ 3,535.63	$ 3,755.67	$ 1,271.57	$ 3,908.58	.....	$ 25,669.88
3-S6	9,831.73	1,881.34	1,220.52	1,723.41	4,657.82	.....	19,314.82
8-S10	2,579.85	175.36	89.28	4.50	451.05	.....	3,300.04
11-S1	1,260.62	33.36	15.60	645.64	372.18	.....	2,327.40
15-S5	7,975.13	61.22	592.32	2,050.36	1,738.02	.....	12,417.05
15-S6	3,990.61	103.86	971.67	851.62	2,856.14	.....	8,773.90
35-S4	999.20	.....	68.63	.....	554.18	.....	1,622.01
35-S5	7,583.15	286.91	1,702.86	3,404.55	3,932.58	28.71	16,938.76
35-S6	321.55	3.43	1.30	.....	264.56	.....	590.84
167-S8	1,242.25	.....	7.86	279.08	134.18	.....	1,663.37
County General	.....	.....	40.01	.....	401.99	.....	442.00
Totals	$ 48,982.52	$ 6,081.11	$ 8,465.72	$ 10,230.73	$ 19,271.28	$ 28.71	$ 93,060.07

COLUMBIA COUNTY

2-S3	$ 15,995.42	$ 263.54	$ 8,415.88	$ 1,952.14	$ 4,965.77	$ 161.50	$ 31,754.25
2-S4	5,689.11	114.43	26.74	2,303.34	3,580.10	.....	11,713.72
3-S1	3,240.55	.....	564.06	21.00	465.09	.....	4,290.70
3-S2	9,280.65	186.00	4,490.38	2,338.21	4,358.03	.....	20,653.27
19-S1	4,675.17	6.39	528.36	1,528.42	1,397.89	.....	8,136.23
19-S2	1,467.18	.....	.....	899.43	303.19	.....	2,669.80
57-S2	1,906.20	.....	297.67	.....	403.56	.....	2,607.43
132-S1	5,700.93	118.84	1,997.62	6,399.00	1,937.31	.....	16,173.70
County General	49.50	.....	.....	78.74	751.33	20.00	879.57
Totals	$ 48,004.71	$ 689.20	$ 16,320.71	$ 15,520.28	$ 18,162.27	$ 181.50	$ 98,878.67

DALLAS COUNTY

3-S4	$ 2,718.90	$ 1,669.11	$ 102.14	$ 217.74	$ 1,610.20	.....	$ 6,318.09
7-S2	10,878.78	191.35	1,111.37	4,241.93	5,715.59	.....	22,139.02
8-S6	11,994.16	6,790.92	1,831.07	5,195.42	4,355.39	.....	30,166.96
8-S7	7,324.56	13.90	394.39	1,789.38	3,905.11	.....	13,427.34
8-S8	611.75	.....	47.58	.....	191.73	.....	851.06
9-S2	1,843.61	3.05	7.80	282.83	917.26	.....	3,054.55
9-S3	10,344.51	233.82	1,429.19	1,047.72	4,493.43	.....	17,548.67
46-S1	259.37	3.89	420.48	1,037.10	214.64	.....	1,935.48
48-S1	10,072.97	860.25	3,477.08	1,970.77	3,414.22	.....	19,795.29
167-S6	2,899.54	336.15	240.30	193.07	1,249.08	.....	4,918.14
167-S7	668.45	.....	136.26	3,878.22	273.69	.....	4,956.62
167-S9	428.05	111.60	.....	678.10	554.59	.....	1,772.34
County General	.....	.....	.....	.....	71.28	.....	71.28
Totals	$ 60,044.65	$ 10,214.04	$ 9,197.66	$ 20,532.28	$ 26,966.21	.....	$126,954.84

OUACHITA COUNTY

3-S3	$ 12,655.20	$ 1,372.22	$ 2,317.00	$ 3,165.10	$ 5,035.35	.....	$ 24,544.87
4-S8	1,980.15	.....	90.79	1,268.51	696.36	.....	4,035.81
4-S9	3,586.10	81.80	117.20	426.46	1,513.73	.....	5,725.29
7-S1	3,433.91	.....	243.69	1,372.55	1,458.51	.....	6,508.66
9-S1	3,005.16	7.25	455.38	332.82	1,155.31	.....	4,955.92
24-S6	5,819.01	63.36	392.79	2,249.97	2,320.16	.....	10,845.29
57-S1	923.52	63.35	146.15	36.30	231.66	.....	1,400.98
167-S3	16,280.97	853.27	5,832.34	5,097.88	7,558.81	4.98	35,628.25
167-S4	17,919.81	1,578.02	5,505.79	2,382.48	7,853.71	.....	35,239.81
County General	.....	.....	25.00	2,431.44	644.54	.....	3,100.98
Totals	$ 65,603.83	$ 4,019.27	$ 15,126.13	$ 18,763.51	$ 28,468.14	$ 4.98	$131.985.86

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 7—(Continued)

UNION COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
2-S5	$ 3,386.92	$ 12.61	$ 105.30	$ 1,231.81	$ 1,082.46	.....	$ 5,819.10
2-S6	12,920.64	16.15	501.62	2,974.92	3,666.80	.....	20,080.13
2-S7	4,001.80	29.31	105.35	2,030.08	2,852.90	.....	9,019.44
15-S1	8,833.07	884.44	574.74	332.03	2,784.67	.....	13,408.95
15-S2	11,202.21	120.30	164.20	382.10	2,715.00	.....	14,583.81
57-S3	936.45	.....	75.95	.....	285.85	.....	1,298.25
115-S1	3,852.16	.....	229.13	512.03	1,515.66	.....	6,108.98
129-S1	788.75	1.04	.....	.....	777.54	.....	1,567.33
167-S1	17,365.20	323.78	18,116.52	717.53	7,873.85	11.00	44,407.88
167-S2	8,372.74	10.07	1,570.70	1,145.11	2,343.10	.....	13,441.72
County General	40.50	.....	.....	2,637.80	972.49	.....	3,650.79
Totals	$ 71,700.44	$ 1,397.70	$ 21,443.51	$ 11,963.41	$ 26,870.32	$ 11.00	$133.386.38

RECAPTULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Bradley	$ 24,493.30	$ 614.67	$ 1,987.96	$ 12,396.43	$ 11,138.52	.....	.....	$ 50,630.88
Calhoun	29,974.25	1,578.98	1,547.24	6,841.56	11,889.66	.....	.....	51,831.69
Cleveland	48,982.52	6,081.11	8,465.72	10,230.73	19,271.28	28.71	.....	93,060.07
Columbia	48,004.71	689.20	16,320.71	15,520.28	18,162.27	181.50	.....	98,878.67
Dallas	60,044.65	10,214.04	9,197.66	20,532.28	26,966.21	.....	.....	126,954.84
Ouachita	65,603.83	4,019.27	15,126.13	18,763.51	28,468.14	4.98	.....	131,985.86
Union	71,700.44	1,397.70	21,443.51	11,963.41	26,870.32	11.00	.....	133,386.38
District General	.....	.....	.....	.....	.....	.....	102,646.60	102,646.60
Totals	$348,803.70	$ 24,594.97	$ 74,088.93	$ 96,248.20	$142,766.40	$ 226.19	$102,646.60	$789,374.99

DISTRICT No. 8

CONWAY COUNTY

9-S7	$ 6,739.84	$ 10.60	$ 256.32	$ 1,493.65	$ 2,643.68	.....	$ 11,144.09
9-S8	17,104.01	60.28	343.77	5,898.13	6,401.98	.....	29,808.17
64-S7	22,443.44	483.45	5,747.29	3,332.23	8,884.73	42.55	40,933.69
92-S1	6,913.26	20.17	657.83	212.55	1,546.59	.....	9,350.40
95-S1	18,241.21	843.67	3,395.23	30.53	3,251.54	.....	25,762.18
County General	.....	.....	.....	3,198.48	1,685.73	.....	4,884.21
Totals	$ 71,441.76	$ 1,418.17	$ 10,400.44	$ 14,165.57	$ 24,414.25	$ 42.55	$121.882.74

JOHNSON COUNTY

21-S1	$ 9,309.25	$ 287.42	$ 108.74	$ 2,982.60	$ 2,296.98	.....	$ 14,984.99
64-S4	14,331.61	263.29	210.64	3,878.87	4,872.99	.....	23,557.40
64-S5	19,749.10	99.53	7,105.20	3,606.63	6,159.57	.....	36,720.03
123-S2	10,123.51	66.97	26.06	2,677.45	1,355.86	.....	14,249.85
123-S3	5,820.68	310.59	39.30	2,840.18	992.25	.....	10,003.00
County General	30.00	.....	.....	158.41	446.57	.....	634.98
Totals	$ 59,364.15	$ 1,027.80	$ 7,489.94	$ 16,144.14	$ 16,124.22	.....	$100,150.25

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 8—(Continued)

LOGAN COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
10-S2	$ 10,056.65	$ 149.34	$ 61.59	$ 6,892.52	$ 3,661.02	7.55	$ 20,828.67
22-S3	12,558.73	56.75	177.01	3,993.09	5,222.60	.....	22,008.18
22-S4	12,236.62	27.10	179.31	1,660.31	3,917.79	.....	18,021.13
23-S2	7,305.60	811.47	119.39	123.54	1,035.17	.....	9,395.17
109-S2	12,664.96	1,454.42	457.43	3,632.70	3,317.34	65.45	21,592.30
116-S1	3,896.30	39.96	189.49	6.45	1,008.05	5.90	5,146.15
County General	.....	.....	.....	4,375.51	450.48	.....	4,825.99
Totals	$ 58,718.86	$ 2,539.04	$ 1,184.22	$ 20,684.12	$ 18,612.45	$ 78.90	$101,817.59

PERRY COUNTY

7-S8	$ 148.50	.....	.....	$ 3,928.28	$ 31.47	.....	$ 4,108.25
9-S6	9,544.92	332.46	227.17	3,757.44	3,132.14	.....	16,994.13
10-S5	8,964.10	23.90	76.54	11,666.07	3,990.82	.....	24,721.43
10-S6	306.15	23.89	.....	.....	109.62	.....	439.66
60-S1	5,413.46	77.03	163.30	.....	2,250.73	.....	7,904.52
76-S2	1,359.05	.....	.....	37.20	383.70	.....	1,779.95
113-S3	2,105.75	.....	.....	.....	294.43	.....	2,400.18
County General	.....	.....	.....	30.62	413.13	.....	443.75
Totals	$ 27,841.93	$ 457.28	$ 467.01	$ 19,419.61	$ 10,606.04	.....	$ 58,791.87

POPE COUNTY

7-S11	$ 4,521.39	$ 34.18	$ 131.55	$ 1,606.78	$ 1,579.57	.....	$ 7,873.47
7-S12	7,712.33	18.30	717.87	2,443.72	2,291.17	.....	13,183.39
7-S13	6,216.90	.....	30.32	9,153.14	1,700.26	.....	17,100.62
16-S8	2,433.80	.....	.....	.....	328.76	.....	2,762.56
27-S11	8,267.85	299.62	11.88	734.35	1,727.36	.....	11,041.06
27-S12	3,708.85	.....	.....	39.26	1,002.35	.....	4,750.46
64-S6	18,801.93	18.70	4,350.95	656.65	4,718.46	.....	28,546.69
105-S1	3,560.20	56.53	10.03	5,479.20	890.18	.....	9,996.14
124-S1	2,248.60	.....	.....	2,814.10	528.22	.....	5,590.92
County General	79.07	.....	.....	2,358.78	627.74	.....	3,065.59
Totals	$ 57,550.92	$ 427.33	$ 5,252.60	$ 25,285.98	$ 15,394.07	.....	$103,910.90

VAN BUREN COUNTY

9-S9	$ 6,634.75	$ 819.73	$ 232.14	$ 39.16	$ 1,576.67	.....	$ 9,302.45
9-S10	9,812.12	508.43	1,059.89	119.55	1,420.84	.....	12,920.83
16-S9	996.25	.....	.....	90.37	278.21	.....	1,364.83
16-S10	6,459.15	356.10	207.02	2,141.47	674.47	.....	9,838.21
65-S7	6,521.50	67.50	32.66	8,663.08	2,776.32	.....	18,061.06
65-S8	7,973.09	59.60	27.36	4,175.99	2,383.83	.....	14,619.87
95-S2	12,867.20	950.53	627.05	60.45	1,863.90	.....	16,369.13
110-S1	76.00	.....	.....	.....	3.25	.....	79.25
110-S3	.....	.....	.....	.....	26.40	.....	26.40
134-S1	379.60	.....	.....	.....	97.18	.....	476.78
County General	.....	.....	.....	2,035.30	456.43	.....	2,491.73
Totals	$ 51,719.66	$ 2,761.89	$ 2,186.12	$ 17,325.37	$ 11,557.50	.....	$ 85,550.54

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 8—(Continued)

YELL COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
7-S9	$ 204.70	.....	$ 7.00	.....	$ 16.18	.....	227.88
7-S10	7,376.97	468.43	127.65	4,071.55	3,147.49	7.50	15,199.59
10-S3	10,298.30	175.65	61.70	4,534.87	1,669.69	5.50	16,745.71
10-S4	7,388.15	33.20	190.91	2,550.64	2,053.10	.....	12,216.00
22-S5	4,800.50	.....	66.16	4,505.10	2,156.17	.....	11,527.93
27-S8	6,352.30	486.10	228.85	2.50	984.31	.....	8,054.06
27-S9	4,899.84	.....	41.98	33.10	923.59	.....	5,898.51
27-S10	12,082.58	843.27	1,569.84	685.95	2,761.80	.....	17,943.44
28-S3	10,078.85	463.04	547.92	375.82	3,022.21	.....	14,487.84
28-S4	6,363.07	13.46	130.43	313.25	2,492.42	.....	9,312.63
76-S1	1,366.70	.....	46.98	24.96	132.15	.....	1,570.79
County General	75.00	.....	.....	271.17	564.56	.....	910.73
Totals	$ 71,286.96	$ 2,483.15	$ 3,019.42	$ 17,368.91	$ 19,923.67	$ 13.00	$114.095.11

RECAPTULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Conway	$ 71,441.76	$ 1,418.17	$ 10,400.44	$ 14,165.57	$ 24,414.25	$ 42.55	.....	$121,882.74
Johnson	59,364.15	1,027.80	7,489.94	16,144.14	16,124.22	.....	.....	100,150.25
Logan	58,718.86	2,539.04	1,184.22	20,684.12	18,612.45	78.90	.....	101,817.59
Perry	27,841.93	457.28	467.01	19,419.61	10,606.04	.....	.....	58,791.87
Pope	57,550.92	427.33	5,252.60	25,285.98	15,394.07	.....	.....	103,910.90
Van Buren	51,719.66	2,761.89	2,186.12	17,325.37	11,557.50	.....	.....	85,550.54
Yell	71,286.96	2,483.15	3,019.42	17,368.91	19,923.67	13.00	.....	114,095.11
District General	.....	.....	.....	.....	.....	.....	63,379.15	63,379.15
Totals	$397,924.24	$ 11,114.66	$ 29,999.75	$130,393.70	$116,632.20	$ 134.45	$ 63,379.15	$749,578.15

DISTRICT No. 9

BAXTER COUNTY

5-S8	$ 6,447.22	.....	$ 429.48	$ 4,136.42	$ 2,126.72	$ 15.00	$ 13,154.84
5-S9	715.95	.....	.....	2,484.57	146.26	5.00	3,351.78
12-S11	11,565.65	89.58	430.44	4,586.12	4,985.15	35.00	21,691.94
12-S12	14,307.86	11.70	479.72	4,036.90	3,881.62	50.00	22,767.80
14-S5	3,132.28	14.43	89.44	.....	308.72	.....	3,544.87
101-S1	462.80	.....	.....	1,529.78	.....	.....	1,992.58
126-S1	3,457.41	.....	.....	.....	497.89	.....	3,955.30
Totals	$ 40,089.17	$ 115.71	$ 1,429.08	$ 16,773.79	$ 11,946.36	$ 105.00	$ 70,459.11

BOONE COUNTY

7-S16	$ 8,630.78	$ 60.72	$ 1,009.99	$ 3,971.73	$ 4,262.56	.....	$ 17.935.78
12-S7	8,219.65	66.21	351.70	292.99	3,385.77	75.00	12,391.32
12-S8	6,501.95	.....	124.61	1,879.05	2,453.46	.....	10,959.07
14-S1	7,320.40	272.56	24.25	.....	2,264.34	.....	9,881.55
43-S2	6,047.65	15.74	124.57	3,271.48	1,937.21	.....	11,396.65
43-S3	9,593.86	33.84	251.11	2,067.43	1,825.00	.....	13,771.24
65-S1	8,545.47	197.54	264.56	2,495.08	3,579.45	.....	15,082.10
65-S2	4,718.21	140.50	76.60	289.92	2,208.27	.....	7,433.50
Totals	$ 59,577.97	$ 787.11	$ 2,227.39	$ 14,267.68	$ 21,916.06	$ 75.00	$ 98,851.21

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 9—(Continued)

CARROLL COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
12-S5	$ 7,622.00	$ 201.11	$ 72.15	$ 1,104.74	$ 2,684.28	.....	$ 11,684.28
12-S6	11,450.28	42.45	306.17	7,084.93	6,395.58	.....	25,279.41
21-S5	16,478.61	254.85	804.91	58.42	5,784.26	.....	23,381.05
21-S6	7,159.20	11.43	272.66	655.39	1,907.82	.....	10,006.50
23-S7	8,189.50	.....	30.00	.....	2,254.31	.....	10,473.81
23-S8	4,262.45	1,070.19	.....	.....	847.80	.....	6,180.44
72-S3	8,776.93	4.85	183.93	6,229.56	2,701.16	.....	17,896.43
103-S2	1,203.50	26.16	.....	.....	545.34	.....	1,775.00
Totals	$ 65,142.47	$ 1,611.04	$ 1,669.82	$ 15,133.04	$ 23,120.55	.....	$106.676.92

MADISON COUNTY

12-S4	$ 617.50	.....	.....	.....	$ 14.25	.....	$ 631.75
16-S4	1,296.67	15.24	33.00	1,671.41	379.95	.....	3,396.27
16-S5	1,714.73	9.10	.....	.....	277.40	.....	2,001.23
21-S4	4,272.20	173.95	285.34	.....	772.55	.....	5,504.04
23-S5	10,082.07	63.23	288.14	4,146.05	1,435.45	.....	16,014.94
23-S6	10,883.55	117.60	428.82	652.87	3,261.25	.....	15,344.09
45-S6	4,189.55	181.25	84.22	.....	1,590.22	.....	6,045.24
68-S2	10,345.30	32.45	628.47	689.33	2,618.17	4.90	14,318.62
68-S3	6,180.60	91.52	506.29	.....	1,843.52	.....	8,621.93
127-S1	473.00	4.64	.....	.....	271.96	.....	749.60
Totals	$ 40,054.17	$ 688.98	$ 2,254.28	$ 7,159.66	$ 12,464.72	$ 4.90	$ 72,627.71

MARION COUNTY

12-S9	$ 12,280.47	$ 67.22	$ 130.38	$ 6,140.79	$ 5,103.63	$ 10.00	$ 24,732.49
12-S10	12,826.30	157.17	212.94	2,896.70	3,533.63	10.00	19,636.74
14-S2	2,744.30	202.39	20.00	1,546.65	430.49	.....	4,943.83
14-S3	1,764.21	145.00	50.82	3,577.30	434.68	.....	5,972.01
101-S2	7,462.80	.....	2.75	.....	757.22	.....	8,222.77
125-S1	1,196.00	154.04	.....	.....	56.61	.....	1,406.65
County General	.....	.....	.....	.....	7.29	.....	7.29
Totals	$ 39,274.08	$ 725.82	$ 416.89	$ 14,161.44	$ 10,323.55	$ 20.00	$ 64,921.78

NEWTON COUNTY

7-S14	$ 7,048.60	.....	$ 9.62	$ 3,153.68	$ 2,828.64	.....	$ 13,040.54
7-S15	15,688.77	529.42	1.60	7,575.12	4,073.07	.....	27,867.98
16-S6	.....	.....	.....	.....	2.66	.....	2.66
16-S7	987.35	.....	.....	.....	139.82	.....	1,127.17
21-S2	5,447.25	.....	3.75	39.15	411.57	.....	5,901.72
21-S3	8,352.30	32.32	165.83	1,127.84	880.14	.....	10,558.43
43-S1	6,096.25	50.31	84.21	.....	734.04	.....	6,964.81
65-S3	2,526.30	118.64	139.36	1,050.98	923.67	.....	4,758.95
103-S1	23,632.27	971.07	175.39	1,594.75	5,966.58	15.00	32,355.06
Totals	$ 69,779.09	$ 1,701.76	$ 579.76	$ 14,541.52	$ 15,960.19	$ 15.00	$102,577.32

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 9—(Continued)

SEARCY COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
14-S4	$ 3,605.71	$ 154.81	$ 103.68	$ 3,527.42	$ 574.80	.....	$ 7,966.42
27-S13	9,129.18	43.56	622.09	.....	710.59	.....	10,505.42
27-S14	5,544.95	801.40	398.68	.....	1,610.93	.....	8,355.96
65-S4	6,141.05	20.82	104.42	1,070.50	2,048.87	.....	9,385.66
65-S5	10,513.70	28.64	34.50	3,191.67	5,753.97	.....	19,522.48
65-S6	6,045.40	178.45	234.70	1,693.03	2,197.66	2.18	10,351.42
Totals	$ 40,979.99	$ 1,227.68	$ 1,498.07	$ 9,482.62	$ 12,896.82	$ 2.18	$ 66,087.36

RECAPTULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Baxter	$ 40,089.17	$ 115.71	$ 1,429.08	$ 16,773.79	$ 11,946.36	$ 105.00	.....	$ 70,459.11
Boone	59,577.97	787.11	2,227.39	14,267.68	21,916.06	75.00	.....	98,851.21
Carroll	65,142.47	1,611.04	1,669.82	15,133.04	23,120.55	.....	.....	106,676.92
Madison	50,055.17	688.98	2,254.28	7,159.66	12,464.72	4.90	.....	72,627.71
Marion	39,274.08	725.82	416.89	14,161.44	10,323.55	20.00	.....	64,921.78
Newton	69,779.09	1,701.76	579.76	14,541.52	15,960.19	15.00	.....	102,577.32
Searcy	40,979.99	1,227.68	1,498.07	9,482.62	12,896.82	2.18	.....	66,087.36
District General	.....	.....	.....	.....	.....	.....	82,004.35	82,004.35
Totals	$295,118.85	$ 6,858.10	$ 10,075.29	$ 91,519.75	$108,628.25	$ 222.08	$ 82,004.35	$664,205.76

DISTRICT No. 10

CLAY COUNTY

1-S21	$ 6,245.42	$ 140.72	$ 493.95	$ 1,160.69	$ 1,527.44	$ 47.60	$ 9,615.82
34-S4	2,169.40	.....	.....	1,482.92	1,067.42	5.50	4,725.24
34-S5	8,650.07	119.95	517.58	3,927.92	3,781.37	.....	16,996.89
34-S6	2,169.11	48.02	405.03	153.24	917.90	.....	3,693.30
39-S1	2,221.50	383.86	59.46	599.10	1,184.83	2.00	4,450.75
39-S2	8,593.96	702.10	1,369.64	2,887.19	3,930.90	9.25	17,493.04
39-S3	4,329.31	.....	549.96	844.26	1,574.36	.....	7,297.89
67-S22	8,702.33	318.75	1,344.31	302.25	4,164.11	53.02	14,884.77
90-S1	5,169.78	388.40	422.02	201.07	2,099.70	3.55	8,284.52
County General	.....	.....	.....	2,069.33	434.07	.....	2,503.40
Totals	$ 48,250.88	$ 2,101.80	$ 5,161.95	$ 13,627.97	$ 20,682.10	$ 120.92	$ 89,945.62

CRAIGHEAD COUNTY

1-S17	$ 6,023.95	$ 180.59	$ 199.34	$ 3,670.13	$ 1,747.40	$ 1.00	$ 11,822.41
1-S18	7,202.11	33.36	1,295.91	3,670.12	3,882.06	11.70	16,095.26
18-S3	6,046.21	36.00	7,178.25	1,451.65	4,172.81	10.50	18,895.42
18-S4	16,375.09	688.88	5,030.28	696.22	6,953.22	6.35	29,750.04
39-S4	29.00	.....	.....	.....	22.86	.....	51.86
63-S5	18,819.24	968.27	4,305.34	1,896.09	9,543.51	37.00	35,569.45
63-S6	5,455.34	111.46	1,889.66	3,157.02	3,601.14	.....	14,214.62
79-S1	.....	.....	.....	57.52	81.89	.....	139.41
79-S2	.....	.....	.....	41.28	19.42	.....	60.70
91-S2	838.05	45.72	21.52	.....	183.01	43.20	1,131.50
135-S1	134.25	.....	.....	.....	78.25	.....	212.50
County General	.....	.....	.....	1,068.48	889.87	.....	1,958.35
Totals	$ 60,923.24	$ 2,064.28	$ 19,920.30	$ 15.708.51	$ 31,175.44	$ 109.75	$129,901.52

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 10—(Continued)

GREENE COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
1-S19	$ 4,759.00	$ 187.58	$ 483.54	$ 889.83	$ 3,656.45	$ 7.50	$ 9,983.90
1-S20	5,403.35	27.85	232.64	2,858.47	3,007.99	12.00	11,542.30
25-S8	4,424.84	130.24	176.33	1,369.55	3,302.32	14.00	9,417.28
25-S9	4,669.76	471.95	706.47	1,273.68	3,127.18	23.75	10,272.79
34-S3	1,440.00	----------	----------	1,482.92	545.19	27.00	3,495.11
39-S3	9,873.39	147.69	554.65	1,003.43	4,417.82	19.85	16,016.83
62-S5	10.00	----------	----------	----------	27.72	----------	37.72
135-S2	79.50	----------	2.85	----------	187.22	----------	269.57
County General	----------	----------	----------	1,944.28	956.74	----------	2,901.02
Totals	$ 30,659.84	$ 965.31	$ 2,156.48	$ 10,822.16	$ 19,228.63	$ 104.10	$ 63,936.52

LAWRENCE COUNTY

25-S6	$ 4,163.15	$ 101.10	$ 305.02	$ 3,087.14	$ 1,374.65	$ 29.00	$ 9,060.06
25-S7	5,116.23	254.84	3,568.29	775.28	3,213.95	62.07	12,990.66
34-S1	2,082.80	----------	4,142.73	341.84	1,522.18	5.50	8,095.05
63-S3	9,332.22	115.41	323.75	3,261.95	5,329.95	60.10	18,423.38
63-S4	10,358.08	1,517.97	1,041.58	2,019.22	5,824.82	51.41	20,813.08
67-S18	13,437.41	297.14	2,127.58	1,908.81	6,141.91	69.43	23,982.28
67-S19	4,892.25	378.86	4,838.91	893.96	3,135.71	28.19	14,167.88
79-S3	2,616.85	1,091.64	741.03	----------	1,063.95	----------	5,513.47
79-S4	3,898.85	14.40	25.52	----------	2,017.67	12.25	5,968.69
91-S1	3,177.30	64.56	117.87	1,120.56	1,175.40	21.50	5,677.19
97-S1	767.65	----------	----------	887.73	214.38	----------	1,869.76
117-S1	789.65	289.03	----------	----------	110.08	----------	1,188.76
117-S2	321.15	----------	----------	----------	79.44	----------	400.59
County General	----------	----------	----------	4,762.11	762.74	----------	5,524.85
Totals	$ 60,953.59	$ 4,124.95	$ 17,232.28	$ 19,058.60	$ 31,966.83	$ 339.45	$133,675.70

MISSISSIPPI COUNTY

18-S5	$ 6,768.76	$ 85.60	$ 2,589.97	$ 201.17	$ 3,092.19	$ 6.50	$ 12,744.19
18-S6	7,814.21	493.07	1,426.48	1,240.22	2,598.48	16.35	13,588.81
18-S7	4,479.65	----------	183.94	2,650.86	1,436.18	----------	8,750.63
40-S2	4,321.67	30.23	1,136.47	1,296.99	1,636.52	----------	6,485.94
61-S2	8,692.04	131.54	2,087.21	1,302.16	3,200.55	9.10	15,422.60
61-S3	7,136.42	78.40	1,423.90	1,293.11	2,283.20	----------	12,215.03
77-S1	3,929.04	65.80	3,416.31	262.38	2,325.68	7.35	10,006.56
77-S2	9,108.45	402.39	1,382.63	136.80	2,414.17	9.05	13,453.49
118-S1	3,151.00	19.20	----------	----------	1,011.49	----------	4,181.69
119-S1	7,716.10	1.50	14,246.69	----------	317.10	----------	22,281.39
120-S1	6,777.21	----------	721.53	----------	356.81	----------	7,855.55
136-S2	100.00	----------	----------	----------	34.53	----------	134.53
County General	----------	----------	----------	124.02	879.63	----------	1,003.65
Totals	$ 69,994.55	$ 1,307.73	$ 28,615.13	$ 8,507.71	$ 21,691.73	$ 48.35	$130,165.20

Expenditures for Maintenance from March 1, 1927, to August 31, 1930—(Continued)

DISTRICT No. 10—(Continued)

POINSETT COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
1-S15	$ 3,702.15	.....	$ 180.39	.....	$ 797.90	$ 25.70	$ 4,706.14
1-S16	4,906.93	98.79	219.47	268.10	2,141.21	.....	7,634.50
No. 14 Bay Road	2,136.64	.....	.....	.....	.....	.....	2,136.64
14-S13	3,801.78	.....	49.50	1,342.25	2,443.83	.....	7,637.36
14-S14	13,250.71	458.49	1,521.73	2,915.65	7,164.62	37.85	25,349.05
18-S2	3,522.95	.....	29.48	1,296.99	1,636.52	.....	6,485.94
39-S5	12.00	.....	.....	599.11	1.54	.....	612.65
40-S1	4,801.13	45.22	503.22	1,296.99	3,872.61	3.30	10,522.47
63-S7	19,270.53	432.64	16,437.35	3,354.47	9,698.67	28.75	49,222.41
63-S8	4,980.00	.....	1,944.73	.....	1,806.57	.....	8,731.30
F. A. P. 20	4,996.69	.....	493.60	.....	343.33	.....	5,833.62
County General	.....	.....	34.58	251.14	933.16	.....	1,218.88
Totals	$ 65,381.51	$ 1,035.14	$ 21,414.05	$ 11,324.70	$ 30,839.96	$ 95.60	$130,090.96

RANDOLPH COUNTY

34-S2	$ 177.00	$ 77.52	.....	.....	$ 168.53	.....	$ 423.05
62-S3	10,361.63	191.80	244.45	303.46	3,694.66	11.00	14,807.00
62-S4	6,702.29	988.60	158.02	.....	2,035.08	.....	9,883.99
67-S20	9,546.17	4,373.73	742.93	1,090.64	4,158.32	41.25	19,953.04
67-S21	7,669.20	.....	148.72	920.56	2,342.11	47.25	11,127.84
79-S1	14,419.39	77.62	320.66	1,517.85	2,804.19	.....	19,139.71
79-S2	8,742.73	.....	1,169.75	1,517.87	4,023.75	19.00	15,473.10
93-S1	485.70	15.26	2.40	.....	491.08	.....	994.44
County General	210.92	.....	.....	1,576.92	508.73	9.65	2,306.22
Totals	$ 58,315.03	$ 5,724.53	$ 2,786.93	$ 6,927.30	$ 20,226.45	$ 128.15	$ 94,108.89

RECAPTULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Clay	$ 48,250.88	$ 2,101.80	$ 5,161.95	$ 13,627.97	$ 20,682.10	$ 120.92	.....	$ 89,945.62
Craighead	60,923.24	2,064.28	19,920.30	15,708.51	31,175.44	109.75	.....	129,901.52
Greene	30,659.84	965.31	2,156.48	10,822.16	19,228.63	104.10	.....	63,936.52
Lawrence	60,953.59	4,124.95	17,232.28	19,058.60	31,966.83	339.45	.....	133,675.70
Mississippi	69,994.55	1,307.73	28,615.13	8,507.71	21,691.73	48.35	.....	130,165.20
Poinsett	65,381.51	1,035.14	21,414.05	11,324.70	30,839.96	95.60	.....	130,090.96
Randolph	*58,315.03*	*5,724.53*	*2,786.93*	*6,927.30*	*20,226.45*	*128.15*	.....	*94,108.89*
District General	.....	.....	.....	.....	.....	.....	113,762.75	113,762.75
Totals	$394,478.64	$ 17,323.74	$ 97,287.12	$ 85,976.95	$175,811.14	$ 945.32	$113,762.75	$885,585.56

CONSOLIDATED STATEMENT OF DISTRICT EXPENDITURES FOR MAINTENANCE FROM MARCH 1, 1927 TO AUGUST 31, 1930

DISTRICT	Labor	Road Materials	Bridge Materials	Equipment	Supplies and Expenses	Miscellaneous	District General	TOTAL
District 1	$ 328,063.66	$ 20,010.42	$ 127.655.71	$ 130,892.30	$ 154,751.87	$ 95.50	$ 134,990.41	$ 896,459.87
District 2	376,995.36	34,882.99	192.389.30	98,230.05	170,162.25	788.70	104,795.17	978,243.82
District 3	458.497.68	25.650.45	63,872.33	142,615.29	146,461.04	4,103.90	140,053.26	981,253.95
District 4	464,092.68	19,737.55	54,396.23	86,426.60	182,213.69	4,198.72	143,393.59	954,459.06
District 5	385,081.33	12,209.21	54,632.20	99,633.99	131,278.77	331.54	121,660.20	804,827.24
District 6	370.996.00	22.210.45	131.713.73	130,313.66	197,762.24	396.34	53,313.08	906,705.50
Disritct 7	348,803.70	24,594.97	74,088.93	96,248.20	142,766.40	226.19	102,646.60	789,374.99
District 8	397,924.24	11,114.66	29.999.75	130,393.70	116.632.20	134.45	63,379.15	749,578.15
District 9	364,897.94	6,858.10	10,075.29	91,519.75	108,628.25	222.08	82,004.35	664,205.76
District 10	394,478.64	17,323.74	97,287.12	85,976.95	175,811.14	946.32	113,763.55	885,587.46
Totals	$3,889,831.23	$ 194,592.54	$ 836,110.59	$1,092,250.49	$1,526,467.85	$ 11,443.74	$1,059,999.36	$8,610,695.80

STATEMENT OF GENERAL EXPENSES FROM MARCH 1, 1927, TO AUGUST 31, 1930.

DISTRICT	District Engineers Salaries	Assistant Engineers Salaries	Clerical Help	Miscellaneous	Supervisor	Communi-cation	Rent	Supplies and Expenses	Equipment	and Misc. Traveling Expense		TOTAL
Number 1	$ 9,792.50	$ 9,840.30	$ 11,238.81	$ 10,306.00	$ 8,450.00	$ 1,985.50	$ 1,175.00	$ 25,574.92	$ 50,383.12	$ 5,967.06	$ 277.20	$ 134,990.41
Number 2	9,825.00	4,425.00	13,644.86	16,208.65	6,465.75	2,165.92	4,083.00	8,703.93	24,089.87	15,183.19	.....	104,795.17
Number 3	9,892.50	413.75	9,791.67	9,428.50	12,830.00	1,597.97	1,448.18	15,210.31	73,377.61	4,937.27	1,125.50	140,053.26
Number 4	9,695.82	6,047.50	13,262.25	12,381.20	6,273.08	690.51	2,996.01	14,583.21	75,332.34	2,131.67	.....	143.393.59
Number 5	9,892.50	2,400.00	17,087.98	15,931.47	5,100.00	487.28	684.87	29,572.01	29,998.18	10,505.91	.....	121,660.20
Number 6	9,825.00	5,437.50	8,372.50	3,972.25	3,400.00	430.78	30.00	6,838.93	8,043.33	6,962.79	.....	53,313.08
Number 7	9,825.00	10,100.00	6,979.00	17,497.39	6,980.00	1,731.15	2,396.00	19,187.36	20,321.45	5,192.92	2,436.33	102,646.60
Number 8	9,825.00	5,867.50	7,868.00	10,370.81	2,587.50	948.49	1,736.86	8,305.68	13,371.50	2,497.81	.....	63,379.15
Number 9	9,825.00	9,175.00	9,330.49	16,579.28	5,695.00	2,219.70	1,008.42	8,877.00	9,784.26	9,387.70	122.50	82,004.35
Number 10	9,825.00	9,560.91	9,629.71	22,716.56	7,182.61	1,436.79	1,742.84	14,162.52	34,535.59	1,891.97	1,079.05	113,763.55
Totals	$ 98,223.32	$ 63,267.46	$107,205.27	$135,392.11	$ 64,963.94	$ 13,694.09	$ 17,301.18	$151,015.87	$339,237.25	$ 64,658.29	$ 5,040.58	$1,059,999.36

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929

DISTRICT NO. 1

CRITTENDEN COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Total
3-S18	$ 5,055.70	$ 3,848.33	7,150.27	3,550.96	.....	19,605.
16-S20	7,238.08	1,969.45	6,117.36	3,442.80	.....	18,767.
50-S4	143.55	.....	.....	124.50	.....	268.
61-S1	19,960.70	22,345.14	2,785.02	2,981.14	.....	48,072.
63-S9	1,196.43	21.76	661.35	391.43	.....	2,270.
70-S20	6,129.88	1,161.62	2,390.54	3,177.70	.....	12,859.
75-S3	4,363.70	1,608.06	4,352.53	2,692.36	.....	13,016.
Total	$44,088.04	$30,954.36	$23,457.07	$16,360.89	.....	$114,860.

CROSS COUNTY

1-S13	2,730.35	316.04	837.41	951.53	.....	4,835.
1-S14	3,209.06	573.74	5,974.06	1,927.95	.....	11,684.
16-S18	1,338.85	253.07	5,974.06	1,927.95	.....	11,684.
16-S19	7,965.22	1,763.78	5,605.33	2,233.97	.....	17,568.
42-S3	1,226.55	878.88	194.63	361.81	.....	2,661.
75-S2	3,109.27	1,542.91	1,022.67	1,917.64	.....	7,592.
42-S2	806.45	125.53	115.75	235.29	.....	1,283.
Total	$20,385.75	$5,453.95	$16,437.45	$8,220.01	.....	$50,497.

LEE COUNTY

1-S9	3,387.45	269.97	2,504.09	1,403.03	.....	7,564.
1-S10	2,963.45	924.30	892.14	1,879.91	.....	6,659.
3-S15	1,378.30	123.21	1,031.73	636.60	.....	3,169.
3-S16	3,314.67	1,318.40	1,639.92	1,990.45	.....	8,263.
78-S2	2,202,96	136.70	955.07	918.17	.....	4,212.
Total	$13,246.83	$2,772.58	$ 7,022.95	$ 6,828.16	.....	$ 2,987.

MONROE COUNTY

1-S6	$ 798.50	$ 26.20	.....	.....	.....	824.
3-S13	1,198.75	218.06	.....	804.97	.....	2,221.
3-S14	3,094.75	260.82	1,028.10	2,610.19	.....	6,993.
17-S1	1,355.66	38.22	1,492.61	1,103.06	.....	3,989.
17-S2	3,781.54	1,319.56	5,201.50	1,503.92	.....	11,806.
17-S3	2,887.80	1,246.41	1,332.33	1,552.13	.....	7,018.
20-S1	1,686.05	1,627.07	1,040.73	1,465.28	.....	5,819.
33-S1	263.25	.....	31.62	51.59	.....	346.
70-S17	9,552.02	4,409.28	6,813.04	5,010.90	.....	25,785.
Totals	$24,618.32	$ 9,145.62	$ 16,939.93	$ 14,102.04	.....	$ 64,805.

PHILLIPS COUNTY

1-S7	$ 726.86	$ 101.95	.....	$ 162.67	.....	$ 991.
1-S8	1,079.98	25.08	.....	326.14	.....	1,431.
20-S2	2,982.19	3,600.95	3,217.05	598.97	.....	10,399.
20-S3	2,014.50	827.76	50.00	388.10	.....	3,280.
20-S4	1,699.13	384.53	489.49	485.17	.....	3,058.
44-S2	1,183.18	1,106.54	1,079.16	152.73	.....	3,521.
44-S3	1,496.97	56.93	1,054.00	351.44	.....	2,959.
49-S1	1,715.06	328.70	64.12	517.27	.....	2,625.
85-S1	952.87	.....	.....	282.73	.....	1,235.
Totals	$ 13,850.74	$ 6,432.44	$ 5,953.82	$ 3,265.22	.....	$ 29,502.

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 1—(Continued)

ST. FRANCIS COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
1-S11	$ 3,217.89	$ 347.77	$ 484.17	$ 1,300.96	.....	$ 5,350.79
1-S12	4,119.55	113.40	162.61	1,167.81	.....	5,563.37
3-S17	4,031.51	1,149.46	677.67	2,023.98	.....	7,882.62
50-S1	6,067.04	1,608.70	1,340.31	3,271.34	.....	12,287.39
50-S3	1,168.50	953.61	364.06	234.79	.....	2,720.96
70-S18	8,269.39	2,502.01	4,126.56	4,531.57	.....	19,429.53
70-S19	17,011.71	8,747.42	9,985.88	7,278.33	.....	43,023.34
75-S1	129.40	62.22	8.03	86.13	.....	285.78
78-S1	242.40		3,012.31	221.57	.....	3,476.28
Totals	$ $44,257.39	$ 15,484.59	$ 20,161.60	$ 20,116.48	.....	$100,020.06

WOODRUFF COUNTY

16-S16	$ 2,689.05	$ 877.62	$ 3,503.13	$ 1,390.97	.....	$ 8,460.77
16-S17	2,026.35	860.58	500.06	977.45	.....	4,364.44
17-S4	3,022.88	1,885.60	1,544.39	2,129.60	.....	8,582.47
17-S5	763.50	521.68	382.15	1,053.80	.....	2,721.13
33-S4	3,334.05	1,299.74	1,436.39	1,514.14	.....	7,584.32
33-S5	1,531.65	234.38	930.45	648.29	.....	3,344.77
37-S1	592.99	69.87	23.84	287.63	.....	974.33
38-S2	1,834.35	735.15	444.68	856.34	.....	3,870.52
106-S1	380.75	132.35	.....	62.49	.....	575.59
33-S3	616.85	142.51	64.84	144.98	.....	969.18
Totals	$ 16,792.42	$ 6,759.48	$ 8,829.93	$ 9,065.69	.....	$ 41,447.52

RECAPITULATION

Crittenden	$ 44,088.04	$ 30,954.36	$ 23,457.07	$ 16,360.89	.....	$114,860.36
Cross	20,385.75	5,453.95	16,437.45	8,220.01	.....	50,497.16
Lee	13,246.83	2,772.58	7,022.95	6,828.16	.....	29,870.52
Monroe	24,618.32	9,145.62	16,939.93	14,102.04	.....	64,805.91
Phillips	13,850.74	6,432.44	5,953.82	3,265.22	.....	29,502.22
St. Francis	44,257.39	15,484.59	20,161.60	20,116.48	.....	100,020.06
Woodruff	16,792.42	6,759.48	8,829.93	9,065.69	.....	41,447.52
District General					77,322.55	77,322.55
Totals	$177,239.49	$ 77,003.02	$ 98,802.75	$ 77,958.49	$ 77,322.55	$508,326.30

DISTRICT NO. 2

ARKANSAS COUNTY

1-S3	$ 2,439.12	$ 731.19	$ 1,306.43	$ 1,031.96	.....	$ 5,508.70
1-S4	1,092.35	1,513.56	211.53	749.74	.....	3,567.18
1-S5	2,096.60	1,965.26	2,117.25	516.99	.....	6,696.10
3-S10	5,393.99	7,656.75	4,472.40	2,001.27	.....	19,524.41
3-S11	3,953.93	245.94	113.16	1,035.56	.....	5,348.59
5-S11	16.25	.....	.....	.....	.....	16.25
11-S6	1,625.00	1,119.86	1,848.21	778.41	.....	5,371.48
11-S7	1,100.30	522.16	44.96	731.65	.....	2,399.07
30-S4	.....	7.00	.....	4.05	.....	11.05
30-S5	1,709.15	1,148.64	5.00	884.80	.....	3,747.59
30-S6	1,272.15	1,625.08	192.35	707.97	.....	3,797.55
44-S1	1,587.75	117.37	91.12	395.32	.....	2,191.56
82-S1	1,618.35	1,614.66	1,630.97	814.48	.....	5,678.46
Undistributed			275.00	.....	.....	275.00
Totals	$ 23,904.94	$ 18,267.47	$ 12,308.38	$ 9,652.20	.....	$ 64,132.99

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 2—(Continued)

ASHLEY COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
2-S8	$ 3,473.00	$ 684.57	$ 1,149.42	$ 1,547.49		$ 6,854.48
2-S9	6,042.15	1,271.40	1,880.79	1,518.55		10,712.89
8-S13				11.15		11.15
8-S14	389.30	550.55		329.51		1,269.36
8-S15	2,557.20	309.13		211.01		3,077.34
8-S16	237.50			11.28		248.78
13-S1	731.90	121.90		312.90		1,166.70
13-S2	2,549.30	203.38	96.02	630.99		3,479.69
52-S1		6.16				6.16
52-S2	768.50	41.50		17.87		827.87
133-S1	9.00					9.00
165-S1	6,763.05	7,046.67	3,965.60	4,034.99		21,810.31
Undistributed			1,752.14			1,752.14
Totals	$ 23,520.90	$ 10,235.26	$ 8,843.97	$ 8,625.74		$ 51,225.87

CHICOT COUNTY

2-S10	$ 4,577.50	$ 1,864.23	$ 3,635.76	$ 2,405.76		$ 12,483.25
8-S16	95.00			151.38		246.38
8-S17	6.00					6.00
35-S8	524.10	129.51		8.32		661.93
35-S9	1,559.00	1,360.74		122.07		3,041.81
35-S10	143.00		4.86	95.37		243.23
35-S11	206.50	181.71	389.78	421.62		1,199.61
59-S1	958.45	393.55	513.42	652.88		2,518.30
65-S20	2,810.95	2,501.42	112.80	1,192.77		6,617.94
65-S21	2,519.75	1,743.59	162.72	1,434.23		5,860.29
65-S22	2,421.70	1,205.64		1,245.90		4,873.24
65-S3	988.50	443.59		91.83		1,523.92
Totals	$ 16,810.45	$ 9,823.98	$ 4,819.34	$ 7,822.13		$ 39,275.90

DESHA COUNTY

1-S1	$ 51.50	$ 151.53	$ 2,693.69	$ 49.40		$ 2,946.12
1-S2	383.00		333.81			716.81
4-S16	1,006.70	8.44		205.21		1,220.35
35-S9	41.40	62.16		71.60		175.16
35-S10	24.00					24.00
54-S1	1,719.32	83.39	458.14	246.42		2,507.27
65-S17	4,286.46	1,420.19		262.02		5,968.67
65-S19	2,716.59	2,387.09	192.72	695.21		5,991.61
130-S1	705.25			6.75		712.00
165-S4	1,025.09	401.14		161.76		1,587.99
Totals	$ 11,959.31	$ 4,513.94	$ 3,678.36	$ 1,698.37		$ 21,849.98

DREW COUNTY

4-S14	$ 1,670.25	$ 229.51	$ 1,901.93	$ 879.82		$ 4,681.51
4-S15	6,260.54	2,306.46	2,275.51	3,077.28		13,919.79
13-S3	2,420.40	137.89	1,648.39	1,206.57		5,413.25
13-S4	3,237.15	207.22	1,000.32	1,539.49		5,984.18
35-S7			14.95			14.95
35-S8	3,876.68	1,650.54	131.85	1,519.54		7,178.61
65-S18	856.60	2,166.17		440.60		3,463.37
83-S1	53.00			24.08		77.08
165-S2	139.85	57.77		43.21		240.83
Co. General			2,321.55			2,321.55
Totals	$ 18,514.47	$ 6,755.56	$ 9,294.50	$ 8,730.59		$ 43,295.12

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 2—(Continued)

JEFFERSON COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
3-S7	$ 6,533.44	$ 1,016.92	$ 3,719.87	$ 2,979.46	.....	$ 14,249.69
3-S8	5,743.18	3,227.24	1,006.51	3,286.82	.....	13,263.75
3-S9	4,230.35	5,470.82	556.65	2,095.63	.....	12,353.45
6-S10	4,193.45	72.93	1,106.10	1,506.00	.....	6,878.48
11-S5	2,619.10	47.41	40.16	306.08	.....	3,012.75
13-S7	2,315.95	117.51	713.88	686.65	.....	3,833.99
15-S7	5,260.95	4,551.38	2,018.79	1,554.66	.....	13,385.78
15-S8	4,191.85	2,322.55	772.78	2,079.29	.....	9,366.47
31-S1	2,085.80	1,270.19	1,505.77	1,650.21	.....	6,511.97
65-S14	14,043.25	5,010.35	499.02	2,942.81	.....	22,495.43
65-S15	9,676.95	12,354.31	2,745.04	5,765.52	.....	30,541.82
104-S1	394.50	137.48	.....	148.09	.....	680.07
Undistributed	.....	.....	5,197.36	.....	.....	5,197.36
Totals	$ 61,288.79	$ 35,599.09	$ 19,881.93	$ 25,001.22	.....	$141,771.01

LINCOLN COUNTY

11-S1	.....	$ 348.74	.....	.....	.....	$ 348.74
11-S2	2,520.55	357.62	15.52	1,306.08	.....	4,199.77
11-S3	5,170.32	1,302.65	4,507.55	1,994.27	.....	12,974.79
11-S4	314.13	46.63	.....	164.88	.....	525.64
13-S5	4,140.30	787.17	1,426.04	2,028.32	.....	8,381.83
13-S6	1,170.80	148.05	279.85	684.65	.....	2,283.35
65-S16	3,534.58	5,356.71	24.00	1,052.38	.....	9,967.67
114-S1	415.90	.....	.....	249.42	.....	665.32
114-S2	6,773.24	3,194.09	.....	328.19	.....	10,295.52
Undistributed	.....	.....	1,778.65	.....	.....	1,778.65
Totals	$ 24,039.82	$ 11,541.66	$ 8,031.61	$ 7,808.19	.....	$ 51,421.28

RECAPITULATION

Arkansas	$ 23,904.94	$ 18,267.47	$ 13,308.38	$ 9,652.20	.....	$ 64,132.99
Ashley	23,520.90	10,235.26	8,843.97	8,625.74	.....	51,225.87
Chicot	16,810.45	9,823.98	4,819.34	7,822.13	.....	39,275.90
Desha	11,959.31	4,513.94	3,678.36	1,698.37	.....	21,849.98
Drew	18,514.47	6,755.56	9,294.50	8,730.59	.....	43,295.12
Jefferson	61,288.77	35,599.09	19,881.93	25,001.22	.....	141,771.01
Lincoln	24,039.82	11,541.66	8,031.61	7,808.19	.....	51,421.28
Dist. General	.....	.....	.....	.....	59,446.56	59,446.56
Totals	$180,038.66	$ 96,736.96	$ 66,858.09	$ 69,338.44	$ 59,446.56	$472,418.71

DISTRICT NO. 3

CLARK COUNTY

7-S3	$ 2,243.90	$ 768.14	$ 1,334.81	$ 1,172.72	.....	$ 5,519.57
7-S4	3,864.90	657.95	545.16	1,446.08	.....	6,514.09
8-S5	4,269.88	3.60	67.86	110.72	.....	4,452.06
26-S4	4,433.02	1,788.15	487.02	265.62	.....	6,973.81
51-S1	14,404.65	4,036.25	2,835.30	5,027.79	.....	26,303.99
51-S2	71.62	.....	3.00	89.20	.....	163.82
53-S1	1,215.23	257.85	184.14	575.34	.....	2,232.56
67-S4	3,806.05	457.13	372.22	1,176.86	.....	5,812.26
67-S5	12,044.88	1,263.67	894.48	1,256.27	.....	15,459.30
67-S6	4,510.88	1,497.07	843.29	1,189.18	.....	8,040.42
Undistributed	.....	.....	3,255.30	.....	.....	3,255.30
Totals	$ 50,865.01	$ 10,729.81	$ 10,822.58	$ 12,309.78	.....	$ 84,727.18

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO 3—(Continued)

HEMPSTEAD COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
4-S5	$ 7,098.53	$ 1,185.24	$ 375.92	$ 970.75	.....	$ 9,630.44
4-S6	630.62	111.58	377.51	55.48	.....	1,175.19
19-S5	118.80	49.38	.....	.....	.....	168.18
24-S3	5.00	.....	.....	.....	.....	5.00
27-S3	1,448.19	128.32	41.20	162.18	.....	1,779.89
29-S3	2,709.96	95.14	.....	202.86	.....	3,007.96
55-S2	2,852.90	192.63	449.09	751.63	.....	4,246.25
67-S2	7,710.57	3,007.74	4,765.91	3,003.75	.....	18,487.97
73-S1	35.00	.....	.....	.....	.....	35.00
73-S2	2,432.27	296.98	263.22	816.76	.....	3,809.23
Undistributed	.....	.....	3,875.31	.....	.....	3,875.31
Totals	$ 25,041.84	$ 5,067.01	$ 10,148.16	$ 5,963.41	.....	$ 46,220.42

HOWARD COUNTY

4-S3	$ 2,090.93	660.86	$ 25.24	$ 47.16	.....	$ 2,824.19
4-S4	8,940.40	844.30	247.68	193.78	.....	10,226.16
24-S2	580.45	55.26	24.00	38.02	.....	697.73
27-S2	5,505.60	574.32	1,066.87	1,424.07	.....	8,570.86
55-S1	3,662.60	342.19	844.73	1,586.05	.....	6,435.57
70-S3	3,636.56	154.31	141.15	71.50	.....	4,003.52
73-S1	40.00	.....	.....	.....	.....	40.00
128-S1	687.00	.....	.....	3.00	.....	690.00
Undistributed	.....	.....	1,983.36	.....	.....	1,983.36
Totals	$ 25,143.54	$ 2,631.24	$ 4,333.03	$ 3,363.58	.....	$ 35,471.39

LAFAYETTE COUNTY

2-S2	$ 18,768.91	$ 6,192.57	$ 4,604.57	$ 3,228.60	.....	$ 32,794.65
29-S1	3,117.35	51.14	413.71	1,465.41	.....	5,047.61
29-S2	2,053.45	20.18	330.49	771.15	.....	3,175.27
Undistributed	.....	.....	2,331.82	.....	.....	2,331.82
Totals	$ 23,939.71	$ 6,263.89	$ 7,680.59	$ 5,465.16	.....	$ 43,349.35

LITTLE RIVER COUNTY

32-S1	$ 2,234.10	$ 204.08	$ 417.81	$ 926.51	.....	$ 3,782.50
32-S2	6,366.54	104.49	1,110.68	2,604.36	.....	10,186.07
32-S3	507.31	39.77	167.79	281.18	.....	996.05
41-S2	7,041.30	273.75	2,330.48	2,782.63	.....	12,428.16
41-S3	3,293.12	67.70	2,058.80	1,145.83	.....	6,565.45
71-S4	5,157.62	284.41	4,398.95	2,572.18	.....	12,413.16
Undistributed	.....	.....	2,730.70	.....	.....	2,730.70
Totals	$ 24,599.99	$ 974.20	$ 13,215.21	$ 10,312.69	.....	$ 49,102.09

MILLER COUNTY

2-S1	$ 9,759.47	$ 1,470.76	$ 5,830.74	$ 3,524.75	.....	$ 20,585.72
67-S1	14,367.48	6,091.77	6,160.19	4,966.63	.....	31,586.07
71-S1	1,840.60	315.11	2,012.03	163.15	.....	4,330.89
71-S2	3,894.28	94.52	1,897.61	569.98	.....	6,456.39
Undistributed	.....	.....	441.01	.....	.....	441.01
Totals	$ 29,861.83	$ 7,972.16	$ 16,341.58	$ 9,224.51	.....	$ 63,400.08

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO 3—(Continued)

MONTGOMERY COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
70-S6	$ 233.50	.....	$ 1,372.67	$ 47.64	.....	$ 1,653.81
Totals	$ 233.50	.....	$ 1,372.67	$ 47.64	.....	$ 1,653.81

NEVADA COUNTY

4-S7	$ 616.92	$ 46.20	.....	$ 7.47	.....	$ 670.59
19-S4	5,482.79	152.94	119.98	550.05	.....	6,305.76
24-S4	1,712.48	293.97	856.20	1,360.53	.....	4,223.18
24-S5	2,174.32	100.67	9.75	101.48	.....	2,386.22
67-S3	8,723.52	1,504.57	4,268.97	3,020.52	.....	17,517.58
Undistributed	.....	.....	1,931.86	.....	.....	1,931.86
Totals	$ 18,710.03	$ 2,098.35	$ 7,186.76	$ 5,040.05	.....	$ 33,035.19

PIKE COUNTY

8-S4	$ 1,380.32	$ 9.65	$ 15.33	$ 364.21	.....	$ 1,769.51
26-S3	3,040.05	517.05	1,459.67	899.78	.....	5,916.55
27-S4	3,418.99	1,104.93	757.40	1,184.59	.....	6,465.91
27-S5	3,894.20	200.07	2,290.51	1,095.66	.....	7,480.44
70-S4	3,060.55	32.70	109.25	627.87	.....	3,830.37
70-S5	3,780.43	195.23	1,578.25	831.42	.....	6,385.33
84-S1	3,320.95	249.50	42.89	132.25	.....	3,745.59
Undistributed	.....	.....	1,566.70	.....	.....	1,566.70
Totals	$ 21,895.49	$ 2,309.13	$ 7,820.00	$ 5,135.78	.....	$ 37,160.40

SEVIER COUNTY

24-S1	$ 262.60	$	$ 933.81	$ 96.61	.....	$ 1,293.02
27-S1	1,844.30	55.75	230.89	606.78	.....	2,737.72
41-S1	2,939.60	257.95	701.80	1,193.62	.....	5,092.97
70-S1	3,066.66	1,471.02	2,184.92	1,352.94	.....	8,075.54
70-S2	4,497.57	85.74	2,383.79	1,520.45	.....	8,487.55
71-S5	7,915.94	1,091.36	2,767.11	2,464.56	.....	14,238.97
71-S6	3,275.00	872.15	1,886.86	1,179.81	.....	7,213.82
71-S7	3,240.80	174.16	1,336.70	1,369.37	.....	6,121.03
86-S1	694.82	697.83	23.72	300.34	.....	1,716.71
Undistributed	.....	.....	4,336.84	.....	.....	4,336.84
Totals	$ 27,737.29	$ 4,705.96	$ 16,786.44	$ 10,084.48	.....	$ 59,314.17

RECAPITULATION

Clark	$ 50,865.01	$ 10,729.81	$ 10,822.58	$ 12,309.78	.....	$ 84,727.18
Hempstead	25,041.84	5,067.01	10,148.16	5,963.41	.....	46,220.42
Howard	25,143.54	2,631.24	4,333.03	3,363.58	.....	35,471.39
Lafayette	23,939.71	6,263.89	7,680.59	5,465.16	.....	43,349.35
Little River	24,599.99	974.20	13,215.21	10,312.69	.....	49,102.09
Miller	29,861.83	7,972.16	16,341.58	9,224.51	.....	63,400.08
Montgomery	233.50	.....	1,372.67	47.64	.....	1,653.81
Nevada	18,710.03	2,098.35	7,186.76	5,040.05	.....	33,035.19
Pike	21,895.49	2,309.13	7,820.00	5,135.78	.....	37,160.40
Sevier	27,737.29	4,705.96	16,786.44	10,084.48	.....	59,314.17
District Gen.	.....	.....	.....	.....	54,535.00	54,535.00
Totals	$248.028.23	$ 42,751.75	$ 95,707.02	$ 66,947.08	$ 54,535.00	$507,969.08

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 4

BENTON COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
12-S1	$ 5,423.22	$ 152.38	$ 2,415.01	$ 1,862.53	.....	$ 9,853.14
12-S2	4,468.28	130.55	382.40	2,598.32	.....	7,579.55
12-S3	173.50	.....	53.69	126.12	.....	353.31
16-S1	3,146.25	44.67	94.17	1,027.49	.....	4,312.58
47-S1	6,679.10	463.73	4,867.20	3,038.13	.....	15,048.16
71-S18	8,035.11	465.90	47.62	5,194.13	.....	13,742.76
71-S19	6,486.07	269.68	2,547.13	3,180.74	.....	12,483.62
72-S1	787.60	.....	.....	828.34	.....	1,615.94
72-S2	1,357.95	16.60	100.72	498.30	.....	1,973.57
94-S1	1,222.75	.....	112.38	620.57	.....	1,955.70
99-S2	805.35	44.40	.....	331.30	.....	1,181.05
99-S3	3,911.76	573.29	.....	700.95	.....	5,186.00
100-S1	2,627.65	29.90	2,797.71	2,924.85	.....	8,380.11
102-S1	1,474.30	115.54	.....	1,001.66	.....	2,591.50
107-S1	2,921.30	392.41	2,698.20	1,361.93	.....	7,373.84
F A P No. 138	3,037.75	24.19	.....	375.64	.....	3,437.58
Undistributed	.....	1,287.10	103.91	1,373.63	.....	2,764.64
Totals	$ 52,557.94	$ 4,010.34	$ 16,220.14	$ 27,044.63	.....	$ 99,833.05

CRAWFORD COUNTY

45-S2	$ 669.25	.....	$ 4,486.18	$ 210.90	.....	$ 5,366.33
64-S2	6,080.33	856.69	2,145.14	2,039.26	.....	11,121.42
71-S15	9,030.34	675.75	3,416.92	4,277.39	.....	17,400.40
Undistributed	.....	.....	765.00	456.16	.....	1,221.16
Totals	$ 15,779.92	$ 1,532.44	$ 10,813.24	$ 6,983.71	.....	$ 35,109.31

FRANKLIN COUNTY

22-S2	$ 2,644.55	40.25	$ 57.57	$ 2,129.00	.....	$ 4,871.37
23-S3	4,674.60	282.90	512.97	296.32	.....	5,766.79
23-S4	988.30	12.75	149.72	725.32	.....	1,726.37
64-S3	12,277.65	913.55	.....	4,661.39	.....	18,002.31
98-S1	681.55	.....	.....	32.88	.....	714.43
109-S1	167.35	25.20	.....	202.17	.....	394.72
Undistributed	.....	.....	.....	470.96	.....	470.96
Totals	$ 21,434.00	$ 1,274.65	$ 720.26	$ 8,518.04	.....	$ 31,946.95

MONTGOMERY COUNTY

6-S2	$ 3,006.62	$ 80.72	$ 751.43	$ 1,151.91	.....	$ 4,990.68
6-S3	3,351.36	214.25	.....	1,410.57	.....	4,976.18
8-S3	3,877.12	395.00	.....	2,084.62	.....	6,356.74
27-S6	826.15	.....	.....	384.93	.....	1,211.08
27-S7	2,056.69	1.79	.....	801.71	.....	2,860.19
70-S6	169.50	.....	.....	1.32	.....	170.82
Undistributed	.....	.....	.....	180.18	.....	180.18
Totals	$ 13,287.44	$ 691.76	$ 751.43	$ 6,015.24	.....	$ 20,745.87

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO 4—(Continued)

POLK COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
4-S1	$ 29.95	$ 25.50	$ 53.69	$ 15.47	.....	$ 124.61
4-S2	832.20	68.89	.....	272.55	.....	1,173.64
8-S1	85.50	.....	11.90	28.40	.....	125.80
8-S2	2,625.00	296.69	751.43	829.45	.....	4,502.57
71-S8	5,213.41	274.80	1,366.39	1,886.28	.....	8,740.88
71-S9	9,653.97	1,808.19	1,773.46	4,652.61	.....	17,888.23
71-S10	3,271.05	316.90	1,232.73	1,439.39	.....	6,260.07
88-S1	2,283.27	296.98	16.85	303.71	.....	2,900.81
Undistributed	.....	.....	60.24	600.34	.....	660.58
Totals	$ 23,994.35	$ 3,087.95	$ 5,266.69	$ 10,028.20	.....	$ 42,377.19

SCOTT COUNTY

6-S1	$ 1,815.15	$ 80.37	$ 427.54	$ 433.39	.....	$ 2,756.45
28-S1	2,567.80	82.96	53.75	741.53	.....	3,446.04
28-S2	2,959.88	53.40	231.54	246.45	.....	3,491.27
71-S11	7,032.40	14.54	432.93	2,467.63	.....	9,947.50
71-S12	5,641.45	219.53	45.19	1,773.77	.....	7,679.94
Undistributed	.....	.....	10.12	599.82	.....	609.94
Totals	$ 20,016.68	$ 450.80	$ 1,201.07	$ 6,262.59	.....	$ 27,931.14

SEBASTIAN COUNTY

10-S1	$ 4,465.90	$ 36.40	$ 549.28	$ 2,082.25	.....	$ 7,133.83
22-S1	5,576.27	63.10	131.36	1,883.07	.....	7,653.80
45-S1	4,548.75	245.28	3,872.95	1,615.44	.....	10,282.42
64-S1	248.98	8.05	.....	274.07	.....	531.10
71-S13	3,462.78	965.82	435.20	1,440.35	.....	6,304.15
71-S14	4,582.60	.....	63.33	1,609.63	.....	6,255.56
23-S0	358.95	.....	.....	176.07	.....	535.02
Undistributed	.....	.....	898.10	471.18	.....	1,369.28
Totals	$ 23,244.23	$ 1,318.65	$ 5,950.22	$ 9,552.06	.....	$ 40,065.16

WASHINGTON COUNTY

16-S2	$ 4,001.85	$ 208.98	$ 2,503.30	$ 2,535.01	.....	$ 9,249.14
16-S3	3,129.23	166.69	444.68	441.87	.....	4,182.47
45-S3	517.15	.70	.....	296.38	.....	814.23
45-S4	3,603.93	58.85	897.74	1,076.03	.....	5,636.55
45-S5	3,364.75	.....	143.69	1,384.73	.....	4,893.17
68-S1	2,960.52	11.34	106.85	1,187.81	.....	4,266.52
71-S16	10,392.99	1,604.90	4,830.86	5,075.01	.....	21,903.76
71-S17	5,705.58	371.61	2,806.13	2,759.31	.....	11,642.63
74-S1	1,638.50	.....	19.66	19.27	.....	1,677.43
80-S1	3,588.40	332.93	53.69	1,322.21	.....	5,297.23
99-S1	1,680.41	235.49	.....	149.75	.....	2,065.65
112-S1	.....	.....	74.41	48.48	.....	122.89
Undistributed	.....	1,287.10	341.13	1,385.19	.....	3,013.42
Totals	$ 40,583.31	$ 4,278.59	$ 12,222.14	$ 17,681.05	.....	$ 74,765.09

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO 4—(Continued)

RECAPITULATION

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
Benton	$ 52,557.94	$ 4,010.34	$ 16,220.14	$ 27,044.63		$ 99,833.05
Crawford	15,779.92	1,532.44	10,813.24	6,983.71		35,109.31
Franklin	21,434.00	1,274.65	720.26	8,518.04		31,946.95
Montgomery	13,287.44	691.76	751.43	6,015.24		20,745.87
Polk	23,994.35	3,087.95	5,266.69	10,028.20		42,377.19
Scott	20,016.68	450.80	1,201.07	6,262.59		27,931.14
Sebastian	23,244.23	1,318.65	5,950.22	9,552.06		40,065.16
Washington	40,583.31	4,278.59	12,222.14	17,681.05		74,765.09
District Gen.					90,660.68	90,660.68
Totals	$210,897.87	$ 16,645.18	$ 53,145.19	$ 92,085.52	$ 90,660.68	$463,434.44

DISTRICT NO 5

CLEBURNE COUNTY

5-S5		$ 104.04	$ 75.47			$ 179.51
16-S11	689.32		1,823.60	202.15		2,715.07
16-S12	3,996.55	462.26	1,389.68	1,187.90		7,036.39
25-S2	3,360.47	3.40		273.02		3,636.89
25-S3	11,781.44	746.27	3,592.92	3,762.02		19,882.65
Undistributed				52.75		52.75
Totals	$ 19,827.78	$ 1,315.97	$ 6,881.67	$ 5,477.84		$ 33,503.26

FULTON COUNTY

9-S14	$ 3,350.45	$ 23.10	$ 2,424.72	$ 1,892.25		$ 7,690.52
9-S15	2,688.69	115.91		2,209.24		5,013.84
12-S13	1,259.29		3,399.86	1,271.01		5,930.16
63-S1	6,936.05	1,465.73	2,779.36	1,905.72		13,086.86
Undistributed	927.00			308.66		1,235.66
Totals	$ 15,161.48	$ 1,604.74	$ 8,603.94	$ 7,586.88		$ 32,957.04

INDEPENDENCE COUNTY

11-S14	$ 6,892.44	$ 141.90		$ 514.60		$ 7,548.94
11-S15	9,481.98	156.78		2,492.56		12,131.32
14-S8	6,438.55	116.00		507.57		7,062.12
14-S9	6,886.30	478.32		2,556.80		9,921.42
14-S10	2,779.20	83.93		964.67		3,827.80
25-S4	2,139.79	28.28	1,140.00	1,627.16		4,935.23
25-S5	6,363.30	354.47		653.18		7,370.95
67-S15	209.00	162.29	254.15	340.06		965.50
69-S2	3,793.15	59.20	4,897.22	2,682.55		11,432.12
Undistributed	125.00		247.99	266.63		639.62
Totals	$ 45,108.71	$ 1,581.17	$ 6,539.36	$ 12,605.78		$ 65,835.02

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 5—(Continued)

IZARD COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
5-S7	$ 55.55	.....	.....	.....	.....	$ 55.55
9-S12	.....	2.00	.....	50.29	.....	52.29
9-S13	4,728.91	118.60	26.05	3,174.68	.....	8,048.24
56-S1	3,864.96	205.37	.....	1,184.40	.....	5,254.73
56-S2	1,981.74	.....	.....	762.91	.....	2,744.65
58-S1	716.34	64.92	.....	24.63	.....	805.89
69-S1	2,138.95	23.47	.....	1,770.33	.....	3,932.75
Undistributed	.....	.....	.....	20.97	.....	20.97
Totals	$ 13,486.45	$ 414.36	$ 26.05	$ 6,988.21	.....	$ 20,915.07

JACKSON COUNTY

14-S11	$ 597.60	$ 59.92	.....	$ 387.92	.....	$ 1,045.44
14-S12	2,944.77	957.65	2,466.30	1,455.54	.....	7,824.26
17-S6	3,891.77	322.87	159.00	1,047.40	.....	5,421.04
18-S1	3,016.15	1,207.53	.....	1,673.62	.....	5,897.30
33-S6	.....	13.86	.....	.....	.....	13.86
37-S2	731.95	48.29	.....	155.10	.....	935.34
67-S14	1,635.75	293.41	1,955.19	982.01	.....	4,866.36
67-S16	1,062.75	49.79	1,955.18	1,207.18	.....	4,274.90
67-S17	4,173.94	1,006.78	1,045.66	3,995.35	.....	10,221.73
87-S1	1,706.75	162.96	.....	509.90	.....	2,379.61
Undistributed	2,810.30	72.51	3,291.66	772.83	.....	6,947.30
Totals	$ 22,571.73	$ 4,195.57	$ 10,872.99	$ 12,186.85	.....	$ 49,827.14

SHARP COUNTY

11-S16	$ 10,321.02	$ 866.06	$ 1,395.68	$ 1,075.58	.....	$ 13,658.34
11-S17	1,701.14	69.66	1,389.67	2,150.36	.....	5,310.83
56-S3	1,058.25	.....	.....	31.28	.....	1,089.53
58-S2	2,955.07	174.04	.....	20.99	.....	3,150.10
63-S2	7,534.23	193.86	1,792.80	1,760.63	.....	11,281.52
79-S5	4,550.10	121.25	.....	12.87	.....	4,684.22
Undistributed	900.00	.....	248.00	219.85	.....	1,367.85
Totals	$ 29,019.81	$ 1,424.87	$ 4,826.15	$ 5,271.56	.....	$ 40,542.39

STONE COUNTY

5-S6	$ 1,656.70	.....	$ 1,823.60	$ 30.89	.....	$ 3,511.19
9-S11	13,358.05	2,330.39	.....	2,736.61	.....	18,425.05
14-S6	5,248.49	156.35	.....	340.41	.....	5,745.25
14-S7	11,971.57	212.13	1,823.60	1,343.39	.....	15,350.69
66-S2	94.10	.....	.....	8.76	.....	102.86
Undistributed	2,348.05	16.25	.....	565.64	.....	2,929.94
Totals	$ 34,676.96	$ 2,715.12	$ 3,647.20	$ 5,025.70	.....	$ 46,064.98

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 5—(Continued)

WHITE COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
5-S4	$ 791.90	$ 20.52	.....	.....	.....	$ 812.42
11-S11	1,979.55	491.10	.....	903.00	.....	3,373.65
11-S12	2,407.65	327.77	.....	806.87	.....	3,542.29
11-S13	2,058.95	3.45	.....	194.09	.....	2,256.49
16-S13	3,090.55	222.63	1,389.68	703.61	.....	5,406.47
16-S15	521.11	84.24	.....	8.50	.....	613.85
31-S4	66.00	64.16	.....	52.78	.....	182.94
36-S3	4,399.15	203.32	159.00	966.48	.....	5,727.95
60-S4	1,295.95	34.02	.....	1,099.36	.....	2,429.33
67-S12	8,841.31	5,421.85	3,802.90	8,825.22	.....	26,891.28
67-SE12	.....	.....	1,598.72	.....	.....	1,598.72
67-SW12	.....	.....	1,598.72	.....	.....	1,598.72
67-S13	5,315.32	1,597.51	4,646.69	4,794.96	.....	16,354.48
87-S2	585.75	.....	.....	505.57	.....	1,091.32
Undistributed	75.00	.....	37.83	256.27	.....	369.10
Totals	$ 31,428.19	$ 8,470.57	$ 13,233.54	$ 19,116.71	.....	$ 72,249.01

RECAPITULATION

Cleburne	$ 19,827.78	$ 1,315.97	$ 6,881.67	$ 5,477.84	.....	$ 33,503.26
Fulton	15,161.48	1,604.74	8,603.94	7,586.88	.....	32,957.04
Independence	45,108.71	1,581.17	6,539.36	12,605.78	.....	65,835.02
Izard	13,486.45	414.36	26.05	6,988.21	.....	20,915.07
Jackson	22,571.73	4,195.57	10,872.99	12,186.85	.....	49,827.14
Sharp	29,019.81	1,424.87	4,826.15	5,271.56	.....	40,542.39
Stone	34,676.96	2,715.12	3,647.20	5,025.70	.....	46,064.98
White	31,428.19	8,470.57	13,233.54	19,116.71	.....	72,249.01
District Gen.	.....	.....	.....	.....	62,579.82	62,579.82
Totals	$211.281.11	$ 21,722.37	$ 54,630.90	$ 74,259.53	$ 62,579.82	$424.473.73

DISTRICT NO. 6

FAULKNER COUNTY

25-S1	$ 2,444.00	$ 30.00	.....	1.02	.....	2,475.02
36-S1	2,190.45	56.24	.....	18.75	.....	2,265.44
60-S2	1,002.75	109.69	.....	.....	.....	1,112.44
60-S3	854.55	711.58	.....	74.64	.....	1,640.77
64-S8	2,376.50	2,222.72	.....	87.08	.....	4,686.30
65-S9	4,328.99	3,484.03	.....	249.49	.....	8,062.51
65-S10	2,726.12	1,205.25	.....	78.73	.....	4,010.10
Undistributed	.....	837.79	6,773.87	6,334.18	.....	13,945.84
Totals	$ 15,923.36	$ 8,657.30	$ 6,773.87	$ 6,843.89	.....	$ 38,198.42

GARLAND COUNTY

6-S4	$ 3,895.40	19.20	.....	$ 5.60	.....	$ 3,920.20
6-S5	2,972.05	124.40	.....	3.60	.....	3,100.05
7-S6	3,327.50	30.75	.....	200.00	.....	3,558.25
7-S7	1,688.50	122.55	.....	48.56	.....	1,859.61
70-S8	2,746.10	72.46	.....	3.00	.....	2,821.56
70-S9	1,286.75	165.00	.....	13.54	.....	1,465.29
Undistributed	.....	.....	13,818.64	12,523.25	.....	26,341.89
Totals	$ 15,916.30	$ 534.36	$ 13,818.64	$ 12,797.55	.....	$ 43,066.85

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 6—(Continued)

GRANT COUNTY

oad and ection	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
6-S8	$ 3,132.15	$ 426.58		$ 75.70		$ 3,634.43
6-S9	2,705.75	138.40		27.50		2,871.65
35-S2	2,996.55	132.18				3,128.73
35-S3	643.80	160.60				804.40
46-S1	190.50	17.00				207.50
46-S2	1,192.25	319.70				1,511.95
55-S13	876.95	104.32		2.00		983.21
13-S1	1,631.75	755.83		125.54		2,512.12
37-S10	2,286.40	215.48		73.59		2,575.47
37-S11	2,466.75	31.83		129.67		2,628.25
ndistributed			13,460.20	11,455.15		24,915.35
Totals	$ 18,122.85	$ 2,301.92	$ 13,460.20	$ 11,888.15		$ 45,773.12

HOT SPRINGS COUNTY

6-S6	$ 1,736.93	$ 127.63				$ 1,864.56
6-S7	1,863.00			8.36		1,871.36
7-S5	1,508.10	85.88				1,593.98
9-S4	1,697.90					1,697.90
51-S3	193.95	7.70				201.65
67-S7	2,822.95	160.58		8.95		2,992.48
67-S8	2,674.25					2,674.25
70-S7	345.50					345.50
84-S3	249.00	5.00				254.00
ndistributed			8,037.47	3,476.33		11,513.80
Totals	$ 13,091.58	$ 386.79	$ 8,037.47	$ 3,493.64		$ 25,009.48

LONOKE COUNTY

15-S9	$ 8.75					$ 8.75
30-S2	7,693.23	4,092.71		556.05		12,341.99
30-S3	4,547.08	3,431.16		404.62		8,382.86
31-S2	3,005.20	593.17		252.49		3,850.86
31-S3	1,757.50	148.49		130.10		2,036.09
67-S11	7,021.25	3,622.18		1,833.01		12,476.44
70-S14	4,575.10	2,903.37		319.40		7,797.87
70-S15	6,625.05	4,385.61		367.82		11,378.48
89-S2	3,511.10	299.83		179.86		3,990.79
ndistributed			16,693.17	14,731.43		31,424.60
Totals	$ 38,744.26	$ 19,476.52	$ 16,693.17	$ 18,774.78		$ 93,688.73

PRAIRIE COUNTY

3-S12	$ 555.75	$ 23.00		$ 1.80		$ 580.55
11-S8	4,298.45	812.13		4.46		5,115.04
11-S9	3,785.30	568.64		77.47		4,431.41
11-S10	2,585.45	215.80		59.00		2,860.25
30-S4	1,379.57	222.57				1,602.14
33-S2	833.00	5.68				838.68
33-S3	1,222.65	624.70		3.50		1,850.85
38-S1	2,261.10	461.19		427.83		3,150.12
70-S16	14,206.70	15,497.28		283.29		29,987.27
Undistributed		26.10	12,964.82	16,146.59		29,137.51
Totals	$ 31,127.97	$ 18,457.09	$ 12,964.82	$ 17,003.94		$ 79,553.82

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 6—(Continued)

PULASKI COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
5-S1	$ 798.85	$ 740.49	.....	8.75	.....	1,548.09
10-S7	3,517.60	308.10	.....	305.78	.....	4,131.48
10-S8	4,409.00	4.25	.....	162.99	.....	4,576.24
30-S1	2,597.90	128.45	.....	6,064.37	.....	8,790.72
65-S11	2,813.80	153.22	.....	74.15	.....	3,041.17
65-S12	1,645.60	283.74	.....	129.30	.....	2,058.64
67-S10	2,836.65	174.40	.....	80.81	.....	3,091.86
70-S12	2,218.35	620.44	.....	348.47	.....	3,187.26
70-S13	550.45	131.80	.....	29.05	.....	711.80
167-S13	3,523.20	43.00	.....	171.47	.....	3,737.67
F. A. P. No. 2	458.35	64.30	.....	8.00	.....	530.65
Undistributed	.....	527.00	12,671.63	13,719.36	.....	26,917.99
Totals	$ 25,369.75	$ 3,179.19	$ 12,671.63	$ 21,103.00	.....	$ 62,323.57

SALINE COUNTY

9-S5	$ 6,922.25	$ 280.08	.....	$ 1,333.42	.....	$ 8,535.75
35-S1	342.80	63.45	.....	57.30	.....	463.55
67-S9	2,655.60	285.64	.....	90.37	.....	3,031.61
70-S10	3,617.65	305.00	.....	338.83	.....	4,261.48
70-S11	1,001.30	1,421.50	.....	9.52	.....	2,432.32
67-S12	1,683.25	339.10	.....	161.39	.....	2,183.74
Undistributed	.....	.....	4,789.17	4,971.24	.....	9,760.41
Totals	$ 16,222.85	$ 2,694.77	$ 4,789.17	$ 6,962.07	.....	$ 30,668.80

RECAPITULATION

Faulkner	$ 15,923.36	$ 8,657.30	$ 6,773.87	$ 6,843.87	.....	$ 38,198.42
Garland	15,916.30	534.36	13,818.64	12,797.55	.....	43,066.85
Grant	18,122.85	2,301.92	13,460.20	11,888.15	.....	45,773.12
Hot Springs	13,091.58	386.79	8,037.47	3,493.64	.....	25,009.48
Lonoke	38,744.26	19,476.52	16,693.17	18,774.78	.....	93,688.73
Prairie	31,127.97	18,457.09	12,964.82	17,003.94	.....	79,553.82
Pulaski	25,369.75	3,179.19	12,671.63	21,103.00	.....	62,323.57
Saline	16,222.85	2,694.77	4,789.17	6,962.07	.....	30,668.86
District Gen.	.....	.....	.....	.....	26,668.78	26,668.78
Totals	$174,518.92	$ 55,687.94	$ 89,208.97	$ 98,867.02	$ 26,668.78	$444,951.63

DISTRICT NO. 7

BRADLEY COUNTY

4-S12	$ 1,027.00	$ 129.27	$ 1,449.05	$ 577.47	.....	$ 3,182.79
4-S13	2,563.41	503.97	2,291.24	976.76	.....	6,335.38
8-S11	3,220.54	518.55	78.48	2,195.89	.....	6,013.46
8-S12	935.27	178.77	.....	738.13	.....	1,852.17
15-S3	3,954.41	531.34	1,597.52	1,578.69	.....	7,661.96
15-S4	1,256.65	65.44	.....	182.30	.....	1,504.39
Undistributed	.....	.....	2,486.20	262.59	.....	2,748.79
Totals	$ 12,957.28	$ 1,927.34	$ 7,902.49	$ 6,511.83	.....	$ 29,298.94

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 7—(Continued)

CALHOUN COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
4-S10	$ 2,508.79	$ 65.52	930.36	1,195.41	.....	4,700.08
4-S11	106.62	.....	1,390.18	48.98	.....	1,545.78
8-S9	52.04	114.99	.....	77.63	.....	244.66
115-S2	221.00	340.02	.....	617.47	.....	1,178.49
115-S3	1,842.97	28.15	843.27	862.12	.....	3,576.51
167-S5	9,324.27	684.16	773.25	3,582.37	.....	14,364.05
Undistributed	.....	.....	2,400.50	187.28	.....	2,587.78
Totals	$ 14,055.69	$ 1,232.84	$ 6,337.56	$ 6,571.26	.....	$ 28,197.35

CLEVELAND COUNTY

3-S5	$ 6,476.73	$ 3,363.39	$ 1,209.90	$ 2,191.50	.....	$ 13,241.52
3-S6	3,908.08	828.90	1,507.81	2,480.18	.....	8,724.97
8-S10	1,185.50	86.28	.....	215.08	.....	1,486.86
11-S1	396.62	6.30	.....	75.60	.....	478.52
15-S5	1,157.11	427.34	200.26	712.04	.....	2,496.75
15-S6	3,474.61	971.67	205.99	2,544.40	.....	7,196.67
35-S4	999.20	68.63	.....	490.56	.....	1,558.39
35-S5	3,489.78	167.71	1,560.70	1,832.33	.....	7.050.52
35-S6	53.00	1.30	.....	25.54	.....	79.84
167-S8	252.50	.....	279.08	19.32	.....	550.90
Undistributed	.....	40.01	.....	401.99	.....	442.00
Totals	$ 21,393.13	$ 5,961.53	$ 4,963.74	$ 10,988.54	.....	$ 43,306.94

COLUMBIA COUNTY

2-S3	$ 11,055.66	$ 8,206.28	$ 1,361.11	$ 2,707.98	.....	$ 23,331.03
2-S4	3,056.26	26.74	1,983.72	1,837.03	.....	6,903.75
3-S1	2,965.05	563.06	21.00	416.89	.....	3,966.00
3-S2	4,300.20	851.77	1,475.53	2,708.91	.....	9,336.41
19-S1	2,405.04	391.92	1,528.42	323.86	.....	4,649.24
19-S2	804.68	.....	899.43	245.30	.....	1,949.41
57-S2	1,323.00	271.74	.....	143.53	.....	1,738.27
132-S1	200.00	5.33	553.00	32.00	.....	790.33
Undistributed	49.50	.....	78.74	751.33	.....	879.57
Totals	$ 26,159.39	$ 10,316.84	$ 7,900.95	$ 9,166.83	.....	$ 53,544.01

DALLAS COUNTY

3-S4	$ 1,602.10	$ 86.54	$ 217.74	$ 879.80	.....	$ 2,786.18
7-S2	6,984.62	1,084.02	3,642.82	3,508.09	.....	15,219.55
8-S6	6,528.22	1,598.58	4,574.11	2,332.06	.....	15,032.97
8-S7	4,209.93	381.19	591.17	2,502.63	.....	7,684.92
8-S8	435.50	46.08	.....	120.38	.....	601.96
9-S2	184.20	.....	276.50	81.06	.....	541.76
9-S3	4,815.13	1,163.35	1,047.72	2,475.93	.....	9,502.13
46-S1	.....	.....	678.10	.....	.....	678.10
48-S1	6,277.36	3,143.88	1,607.30	1,815.60	.....	12,844.14
167-S6	1,499.96	86.36	193.07	720.13	.....	2,499.52
167-S7	190.62	104.04	.....	9.40	.....	304.06
167-S9	320.63	.....	678.10	455.32	.....	1,454.05
Undistributed	.....	.....	.....	71.28	.....	71.28
Totals	$ 33,048.27	$ 7,694.04	$ 13,506.63	$ 14,971.68	.....	$ 69,220.62

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 7—(Continued)

OUACHITA COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
3-S3	$ 6,635.58	$ 1,323.66	$ 2,822.69	$ 2,745.19	.....	$ 13,527.12
4-S8	1,094.05	90.79	1,268.51	446.77	.....	2,900.12
4-S9	1,755.40	67.20	426.46	592.23	.....	2,841.29
7-S1	2,534.33	243.69	1,372.55	1,045.16	.....	5,195.73
9-S1	1,232.21	450.38	326.50	491.16	.....	2,500.25
24-S6	2,922.25	81.76	2,249.97	754.20	.....	6,008.18
57-S1	693.70	146.15	36.30	28.20	.....	904.35
167-S3	7,468.66	3,060.06	5,060.07	3,708.27	.....	19,297.06
167-S4	6,012.77	2,909.05	2,348.87	3,278.27	.....	14,548.96
Undistributed	.....	25.00	2,431.44	644.54	.....	3,100.98
Totals	$ 30,348.95	$ 8,397.74	$ 18,343.36	$ 13,733.99	.....	$ 70,824.04

UNION COUNTY

2-S5	$ 847.33	$ 41.58	$ 511.04	$ 386.62	.....	$ 1,786.57
2-S6	9,587.81	450.65	2,167.52	2,486.46	.....	14,692.44
2-S7	2,854.80	105.35	1,430.97	1,354.23	.....	5,745.35
15-S1	6,248.20	456.40	332.03	1,969.29	.....	9,005.92
15-S2	7,289.26	66.67	59.76	1,443.54	.....	8,859.23
57-S3	57.00	75.95	.....	5.00	.....	137.95
115-S1	1,964.56	21.88	512.03	803.78	.....	3,302.25
167-S1	9,524.29	1,389.93	717.53	3,348.59	.....	14,980.34
167-S2	4,764.15	1,461.97	1,078.57	965.42	.....	8,270.11
Undistributed	40.50	.....	2,637.80	972.49	.....	3,650.79
Totals	$ 43,177.90	$ 4,070.38	$ 9,447.25	$ 13,735.42	.....	$ 70,430.95

RECAPITULATION

Bradley	$ 12,957.28	$ 1,927.34	$ 7,902.49	$ 6,511.83	.....	$ 29,298.94
Calhoun	14,055.69	1,232.84	6,337.56	6,571.26	.....	28,197.35
Cleveland	21,393.13	5.961.53	4,963.74	10,988.54	.....	43,306.94
Columbia	26,159.39	10,316.84	7,900.95	9 166.83	.....	53,544.01
Dallas	33,048.27	7,694.04	13,506.63	14,971.68	.....	69,220.62
Ouachita	30,348.95	8,397.74	18,343.36	13,733.99	.....	70,824.04
Union	43,177.90	4,070.38	9,447.25	13,735.42	.....	70,430.95
District Gen.	.....	.....	.....	.....	58,774.96	58,774.96
Totals	$181,140.61	$ 39,600.71	$ 68,401.98	$ 75,679.55	$ 58,774.96	$423,597.81

DISTRICT NO. 8

CONWAY COUNTY

9-S7	$ 4,510.34	$ 256.32	$ 1,493.65	$ 1,718.44	.....	$ 7,978.75
9-S8	5,899.01	252.97	4,080.45	1,752.42	.....	11,984.85
64-S7	14,281.92	4,461.48	2,632.03	4,754.85	.....	26,130.28
92-S1	3,878.20	507.34	5.80	590.84	.....	4,982.18
95-S1	11,598.29	1,413.02	30.53	1,660.68	.....	14,702.52
Undistributed	.....	.....	2,539.28	976.28	.....	3,515.56
Totals	$ 40,167.76	$ 6,891.13	$ 10,781.74	$ 11,453.51	.....	$ 69,294.14

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 8—(Continued)

JOHNSON COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
21-S1	$ 5,107.10	$ 108.74	$ 2,982.60	$ 881.38	.....	$ 9,079.82
64-S4	6,133.74	118.34	3,604.29	3,152.81	.....	13,009.18
64-S5	12,511.12	3,713.23	3,459.03	3,276.93	.....	22,960.31
123-S2	5,005.86	26.06	2,677.45	254.63	.....	7,964.00
123-S3	2,691.61	27.30	2.76	260.22	.....	2,981.89
Undistributed	30.00	.....	158.41	446.57	.....	634.98
Totals	$ 31,479.43	$ 3,993.67	$ 12,884.54	$ 8,272.54	.....	$ 56,630.18

LOGAN COUNTY

10-S2	$ 5,598.40	$ 61.59	$ 3,796.21	$ 2,208.92	.....	11,665.12
22-S3	7,611.55	177.01	3,918.42	2,923.83	.....	14,630.81
22-S4	6,253.72	179.31	1,632.97	1,770.93	.....	9,836.93
23-S2	4,142.65	119.39	123.54	487.80	.....	4,873.38
109-S2	7,187.61	438.33	3,632.70	1,565.91	.....	12,824.55
116-S1	2,534.60	174.54	6.45	180.85	.....	2,896.44
Undistributed	.....	.....	2,375.51	395.08	.....	2,770.59
Totals	$ 33,328.53	$ 1,150.17	$ 15,485.80	$ 9,533.32	.....	$ 59,497.82

PERRY COUNTY

7-S8	$ 148.50	.....	.....	.55	.....	$ 149.05
9-S6	5,014.62	219.17	2,601.96	1,512.87	.....	9,348.62
10-S5	5,092.75	32.55	6,535.51	2,224.83	.....	13,885.64
60-S1	3,397.21	163.30	.....	1,201.44	.....	4,761.95
76-S2	1,179.05	.....	37.20	383.70	.....	1,599.95
113-S3	16.95	.....	.....	.....	.....	16.95
Undistributed	.....	.....	30.62	407.60	.....	438.22
Totals	$ 14,849.08	$ 415.02	$ 9,205.29	$ 5,730.99	.....	$ 30,200.38

POPE COUNTY

7-S11	$ 1,967.54	$ 25.45	$ 1,606.78	$ 701.78	.....	$ 4,301.55
7-S12	4,860.28	539.76	2,243.19	1,071.37	.....	8,714.60
7-S13	3,960.85	30.32	6,595.64	962.85	.....	11,549.66
16-S8	1,346.55	.....	.....	29.56	.....	1,376.11
27-S11	5,237.75	11.88	727.76	958.21	.....	6,935.60
27-S12	1,857.35	.....	39.26	313.01	.....	2,209.62
64-S6	11,196.88	2,291.66	318.22	2,537.56	.....	16,344.32
105-S1	1,315.00	8.03	1,776.19	179.23	.....	3,278.45
124-S1	349.50	.....	2,814.10	199.97	.....	3,363.57
Undistributed	79.07	.....	2,358.78	559.63	.....	2,997.48
Totals	$ 32,170.77	$ 2,907.10	$ 18,479.92	$ 7,513.17	.....	$ 61,070.96

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 8—(Continued)

VAN BUREN COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
9-S9	$ 3,565.50	$ 224.64	$ 39.16	$ 545.45	.....	$ 4,374.75
9-S10	5,922.67	1,059.89	119.55	718.17	.....	7,820.28
16-S9	517.95	.....	90.37	235.23	.....	843.55
16-S10	4,437.75	207.02	2,141.47	223.56	.....	7,009.80
65-S7	2,992.85	32.66	2,363.68	1,347.15	.....	6,736.34
65-S8	4,803.89	27.36	1,525.13	1,186.08	.....	7,542.46
95-S2	8,138.95	615.05	60.45	960.81	.....	9,775.26
110-S1	76.00	.....	.....	3.25	.....	79.25
110-S3	.....	.....	.....	26.40	.....	26.40
Undistributed	.....	.....	1,724.50	445.63	.....	2,170.13
Totals	$ 30,455.56	$ 2,166.62	$ 8,064.31	$ 5,691.73	.....	$ 46,378.22

YELL COUNTY

7-S9	$ 72.25	$ 7.00	.....	$ 6.73	.....	$ 85.98
7-S10	3,770.95	98.77	3,261.62	1,421.87	.....	8,553.21
10-S3	6,494.70	61.70	4,534.87	515.26	.....	11,606.53
10-S4	5,089.90	190.91	2,541.44	1,364.70	.....	9,186.95
22-S5	2,708.35	66.16	4,007.15	1,266.36	.....	8,048.02
27-S8	4,937.20	228.85	2.50	894.88	.....	6,063.43
27-S9	2,251.29	41.98	33.10	627.54	.....	2,953.91
27-S10	5,672.60	261.46	165.95	1,303.65	.....	7,403.66
28-S3	5,507.13	547.92	375.82	1,699.57	.....	8,130.44
28-S4	4,258.82	114.68	313.25	1,365.20	.....	6,051.95
76-S1	1,000.85	46.98	24.96	116.15	.....	1,188.94
Undistributed	.....	.....	271.17	527.06	.....	798.23
Totals	$ 41,764.04	$ 1,666.41	$ 15,531.83	$ 11,108.97	.....	$ 70,071.25

RECAPITULATION

Conway	$ 40,167.76	$ 6,891.13	$ 10,781.74	$ 11,453.51	.....	$ 69,294.14
Johnson	31,479.43	3,993.67	12,884.54	8,272.54	.....	56,630.18
Logan	33,328.53	1,150.17	15,485.80	9,533.32	.....	59,497.82
Perry	14,849.08	415.02	9,205.29	5,730.99	.....	30,200.38
Pope	32,170.77	2,907.10	18,479.92	7,513.17	.....	61,070.96
Van Buren	30,455.56	2,166.62	8,064.31	5,691.73	.....	46,378.22
Yell	41,764.04	1,666.41	15,531.83	11,108.97	.....	70,071.25
District Gen.	.....	.....	.....	.....	32,614.82	32,614.82
Totals	$224,215.17	$ 19,190.12	$ 90,433.43	$ 59,304.23	$ 32,614.82	$425,757.77

DISTRICT NO. 9

BAXTER COUNTY

5-S8	$ 3,946.67	$ 429.48	$ 2,247.36	$ 1,137.65	$ 15.00	$ 7,776.16
5-S9	12.00	.....	595.50	10.70	5.00	623.20
12-S11	7,684.60	411.15	4,280.44	2,815.57	35.00	15,226.76
12-S12	10,751.31	479.72	3,037.04	2,342.75	50.00	16,660.82
14-S5	1,355.30	75.44	.....	131.46	.....	1,562.20
101-S1	.....	.....	1,529.78	.....	.....	1,529.78
126-S1	628.91	.....	.....	66.25	.....	695.16
Totals	$ 24,378.79	$ 1,395.79	$ 11,690.12	$ 6,504.38	$ 105.00	$ 44,074.08

Expenditures for Maintenance from March 1st, 1927, to February 28th, 1929—(Continued)

DISTRICT NO. 9—(Continued)

BOONE COUNTY

Road and Section	Labor	Materials	Tools and Equipment	Supplies and Expenses	Miscellaneous	Totals
7-S16	$ 5,876.34	1,009.99	$ 2,390.32	$ 3,033.07	.....	$ 12,309.72
12-S7	5,548.25	351.70	272.25	2,023.70	.....	8,195.90
12-S8	3,665.65	124.61	1,879.05	1,270.33	.....	6,939.64
14-S1	1,336.10	24.25	.....	12.50	.....	1,372.85
43-S2	4,519.50	124.57	1,127.83	1,324.14	.....	7,096.04
43-S3	3,389.07	33.21	.....	458.20	.....	3,880.48
65-S1	3,675.02	264.56	2,050.35	960.86	.....	6,950.79
65-S2	3,077.41	76.60	272.20	1,279.50	.....	4,705.71
Totals	$ 31,087.34	2,009.49	$ 7,992.00	$ 10,362.30	.....	$ 51,451.13

CARROLL COUNTY

12-S5	$ 4,293.90	$ 72.15	$ 1,104.74	$ 1,733.68	.....	$ 7,204.47
12-S6	6,585.18	306.17	4,487.73	4,252.57	.....	15,631.65
21-S5	12,293.91	804.91	58.42	4,059.22	.....	17,216.46
21-S6	4,167.20	272.66	.....	1,052.70	.....	5,492.56
23-S7	5,798.85	25.00	.....	1,913.93	.....	7,737.78
23-S8	1,584.75	.....	.....	.....	.....	1,584.75
72-S3	4,033.78	183.93	5,619.46	1,613.39	.....	11,450.56
103-S2	232.20	.....	.....	149.60	.....	381.80
Totals	$ 38,989.77	$ 1,664.82	$ 11,270.35	$ 14,775.09	.....	$ 66,700.03

MADISON COUNTY

16-S4	$ 647.87	$ 33.00	.....	$ 42.23	.....	$ 723.10
16-S5	457.20	.....	.....	85.53	.....	542.73
21-S4	2,637.65	285.34	.....	359.49	.....	3,282.48
23-S5	6,542.14	286.14	2,467.43	1,067.84	.....	10,363.55
23-S6	6,299.25	424.82	650.61	2,178.08	.....	9,552.76
45-S6	1,703.30	64.30	.....	721.38	.....	2,488.98
68-S2	6,730.00	616.14	689.33	1,676.31	4.90	9,716.68
68-S3	3,406.55	506.29	.....	1,127.13	.....	5,039.97
127-S1	473.00	.....	.....	271.96	.....	744.96
Totals	$ 28,896.96	$ 2,216.03	$ 3,807.37	$ 7,529.95	$ 4.90	$ 42,455.21

MARION COUNTY

12-S9	$ 8,776.20	$ 130.38	$ 5,898.90	$ 2,912.92	$ 10.00	$ 17,728.40
12-S10	7,332.18	80.60	1,267.29	2,073.51	10.00	10,763.58
14-S3	292.50	50.82	2,532.15	25.35	.....	2,900.82
101-S2	1,542.35	2.75	.....	71.46	.....	1,616.56
Totals	$ 17,943.23	264.55	$ 9,698.34	$ 5,083.24	$ 20.00	$ 33,009.36

NEWTON COUNTY

7-S14	$ 3,162.80	$ 9.62	.....	$ 1,563.35	.....	$ 4,735.77
7-S15	8,234.90	.....	5,799.91	2,246.64	.....	16,281.45
16-S7	189.90	.....	.....	.....	.....	189.90
21-S2	3,311.05	3.75	.....	135.93	.....	3,450.73
21-S3	6,309.40	165.83	1,127.84	799.89	.....	8,402.96
43-S1	4,654.35	84.21	.....	465.04	.....	5,203.60
65-S3	1,758.55	139.36	1,050.98	655.69	.....	3,604.58
103-S1	16,920.42	175.39	.....	4,074.12	.....	21,169.93
Totals	$ 44,541.37	$ 578.16	$ 7,978.73	$ 9,940.66	.....	$ 63,038.92

Expenditures for Maintenance from March 1, 1929, to February 28, 1930

DISTRICT No. 1

CRITTENDEN COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
3-S18	$ 2,616.61	$ 13.08	$ 462.99	$ 1,198.21	$ 2,507.90	.....	$ 6,798.79
16-S20	3,352.39	42.23	1,125.19	1,752.45	2,395.83	.....	8,668.09
50-S2	.....	.....	.....	.....	87.44	.....	87.44
50-S4	213.75	.....	.....	.....	191.16	.....	404.91
61-S1	4,633.43	.....	1,539.66	1,075.61	1,427.34	.....	8,676.04
63-S9	639.40	.....	16.16	51.07	174.26	.....	880.89
70-S20	1,308.85	.....	123.99	871.60	1,124.95	.....	3,429.39
75-S3	2,078.50	181.51	233.07	51.07	1,388.40	.....	3,932.55
Totals	$ 14,842.93	$ 236.82	$ 3,501.06	$ 5,000.01	$ 9,297.28	.....	$ 32,878.10

CROSS COUNTY

1-S13	$ 1,496.35	$ 297.36	$ 169.81	.....	$ 788.94	.....	$ 2,752.46
1-S14	1,392.82	.....	27.73	69.60	809.79	.....	2,299.94
16-S18	1,359.50	21.76	.....	632.50	713.14	.....	2,726.90
16-S19	4,467.45	331.95	840.32	1,989.69	2,242.06	5.50	9,876.97
42-S2	159.25	32.50	.....	.....	40.83	.....	232.58
42-S3	1,008.50	.....	72.60	.....	291.47	.....	1,372.57
75-S2	1,087.05	241.10	425.53	633.50	942.15	.....	3,329.33
Totals	$ 10,970.92	$ 924.67	$ 1,535.99	$ 3,325.29	$ 5,828.38	$ 5.50	$ 22,590.75

LEE COUNTY

1-S9	$ 1,417.24	.....	$ 203.61	$ 1.09	$ 777.19	.....	$ 2,399.13
1-S10	2,018.81	391.54	1,054.76	265.23	1,105.27	.....	4,835.61
3-S15	252.90	.....	43.08	.....	344.88	.....	640.86
3-S16	2,840.51	816.91	1,789.51	853.53	1,865.23	.....	8,165.69
78-S2	1,512.75	25.50	239.21	.....	932.96	.....	2,710.42
121-S1	50.00	.....	.....	853.54	.....	.....	903.54
131-S1	90.50	.....	.....	853.54	.....	.....	944.04
Totals	$ 8,182.71	$ 1,233.95	$ 3,330.17	$ 2,826.93	$ 5,025.53	.....	$ 20,599.29

MONROE COUNTY

3-S13	$ 629.75	.....	.....	.....	$ 311.70	.....	$ 941.45
3-S14	2,024.45	319.33	139.65	24.91	1,223.40	.....	3,731.74
17-S1	1,900.30	.....	1,460.56	45.25	958.25	.....	4,364.36
17-S2	2,037.95	43.68	169.10	641.20	1,253.53	.....	4,145.46
17-S3	1,640.50	540.20	682.57	1,772.94	1,367.65	.....	6,003.86
20-S1	871.70	.....	227.47	1,779.75	404.65	.....	3,283.57
33-S1	304.50	.....	.....	.....	.....	.....	304.50
70-S17	4,643.43	294.80	1,180.58	1,198.21	2,662.44	.....	9,979.46
Totals	$ 14,052.58	$ 1,198.01	$ 3,859.93	$ 5,462.26	$ 8,181.62	.....	$ 32,754.40

PHILLIPS COUNTY

1-S7	$ 581.63	.....	$ 278.47	.....	$ 150.79	$ 90.00	$ 1,100.89
1-S8	1,694.70	.....	550.90	635.50	1,156.73	.....	4,037.83
20-S2	3,446.39	33.52	1,514.78	.....	929.96	.....	5,924.65
20-S3	594.48	.....	.....	.....	108.97	.....	703.45
20-S4	939.86	92.64	13.46	.....	67.15	.....	1,113.11
44-S2	1,122.60	.....	60.85	21.50	510.32	.....	1,715.27
44-S3	890.28	.....	652.79	.....	311.08	.....	1,854.15
49-S1	2,862.35	654.33	37.27	.....	468.88	.....	4,022.83
85-S1	840.00	.....	75.39	678.25	341.63	.....	1,935.27
Totals	$ 12,972.29	$ 780.49	$ 3,183.91	$ 1,335.25	$ 4,045.51	$ 90.00	$ 22,407.45

Expenditures for Maintenance from March 1, 1929, to February 28, 1930

DISTRICT No. 1

CRITTENDEN COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
3-S18	$ 2,616.61	$ 13.08	$ 462.99	$ 1,198.21	$ 2,507.90		$ 6,798.79
16-S20	3,352.39	42.23	1,125.19	1,752.45	2,395.83		8,668.09
50-S2					87.44		87.44
50-S4	213.75				191.16		404.91
61-S1	4,633.43		1,539.66	1,075.61	1,427.34		8,676.04
63-S9	639.40		16.16	51.07	174.26		880.89
70-S20	1,308.85		123.99	871.60	1,124.95		3,429.39
75-S3	2,078.50	181.51	233.07	51.07	1,388.40		3,932.55
Totals	$ 14,842.93	$ 236.82	$ 3,501.06	$ 5,000.01	$ 9,297.28		$ 32,878.10

CROSS COUNTY

1-S13	$ 1,496.35	$ 297.36	$ 169.81		$ 788.94		$ 2,752.46
1-S14	1,392.82		27.73	69.60	809.79		2,299.94
16-S18	1,359.50	21.76		632.50	713.14		2,726.90
16-S19	4,467.45	331.95	840.32	1,989.69	2,242.06	5.50	9,876.97
42-S2	159.25	32.50			40.83		232.58
42-S3	1,008.50		72.60		291.47		1,372.57
75-S2	1,087.05	241.10	425.53	633.50	942.15		3,329.33
Totals	$ 10,970.92	$ 924.67	$ 1,535.99	$ 3,325.29	$ 5,828.38	$ 5.50	$ 22,590.75

LEE COUNTY

1-S9	$ 1,417.24		$ 203.61	$ 1.09	$ 777.19		$ 2,399.13
1-S10	2,018.81	391.54	1,054.76	265.23	1,105.27		4,835.61
3-S15	252.90		43.08		344.88		640.86
3-S16	2,840.51	816.91	1,789.51	853.53	1,865.23		8,165.69
78-S2	1,512.75	25.50	239.21		932.96		2,710.42
121-S1	50.00			853.54			903.54
131-S1	90.50			853.54			944.04
Totals	$ 8,182.71	$ 1,233.95	$ 3,330.17	$ 2,826.93	$ 5,025.53		$ 20,599.29

MONROE COUNTY

3-S13	$ 629.75				$ 311.70		$ 941.45
3-S14	2,024.45	319.33	139.65	24.91	1,223.40		3,731.74
17-S1	1,900.30		1,460.56	45.25	958.25		4,364.36
17-S2	2,037.95	43.68	169.10	641.20	1,253.53		4,145.46
17-S3	1,640.50	540.20	682.57	1,772.94	1,367.65		6,003.86
20-S1	871.70		227.47	1,779.75	404.65		3,283.57
33-S1	304.50						304.50
70-S17	4,643.43	294.80	1,180.58	1,198.21	2,662.44		9,979.46
Totals	$ 14,052.58	$ 1,198.01	$ 3,859.93	$ 5,462.26	$ 8,181.62		$ 32,754.40

PHILLIPS COUNTY

1-S7	$ 581.63		$ 278.47		$ 150.79	$ 90.00	$ 1,100.89
1-S8	1,694.70		550.90	635.50	1,156.73		4,037.83
20-S2	3,446.39	33.52	1,514.78		929.96		5,924.65
20-S3	594.48				108.97		703.45
20-S4	939.86	92.64	13.46		67.15		1,113.11
44-S2	1,122.60		60.85	21.50	510.32		1,715.27
44-S3	890.28		652.79		311.08		1,854.15
49-S1	2,862.35	654.33	37.27		468.88		4,022.83
85-S1	840.00		75.39	678.25	341.63		1,935.27
Totals	$ 12,972.29	$ 780.49	$ 3,183.91	$ 1,335.25	$ 4,045.51	$ 90.00	$ 22,407.45

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 1—(Continued)

ST. FRANCIS COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
1-S11	$ 1,955.84		$ 2,035.22		$ 999.27		$ 4,990.33
1-S12	1,467.99		123.57		1,187.32		2,778.88
3-S17	1,787.97	1,629.91	1,028.75	656.00	994.26		6,096.89
50-S1	2,541.67	148.75	6.60	2,560.60	1,406.78		6,664.40
50-S3	1,653.67	252.24	4,180.06		84.32		6,170.29
70-S18	4,254.80	254.76	1,605.74	845.50	2,491.18		9,451.98
70-S19	3,987.10	896.92	923.04	717.80	3,211.03		9,735.89
75-S1	475.00				168.03		643.03
78-S1	62.50			30.90	114.00		207.40
Totals	$ 18,186.54	$ 3,182.58	$ 9,902.98	$ 4,810.80	$ 10,656.19		$ 46,739.09

WOODRUFF COUNTY

16-S16	551.45		118.61		$ 732.55		$ 1,402.61
16-S17	3,291.12	119.80	5,577.29		870.22		9,858.43
17-S4	908.25		349.56	635.50	659.40		2,552.71
17-S5	84.25	167.04	314.31		3.05		568.65
33-S4	2,653.60	319.20	541.14	118.91	2,307.72		5,940.57
33-S5	802.30	454.65	534.50	10.00	545.23		2,346.68
37-S1	30.00				53.87		83.87
38-S2	2,836.22	459.46	946.05	1,767.24	1,066.46		7,075.43
Totals	$ 11,157.19	$ 1,520.15	$ 8,381.46	$ 2,531.65	$ 6,238.50		$ 29,828.95

RECAPTULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Crittenden	$ 14,842.93	$ 236.82	$ 3,501.06	$ 5,000.01	$ 9,297.28			$ 32,878.10
Cross	10,970.92	924.67	1,535.99	3,325.29	5,828.38	5.50		22,590.75
Lee	8,182.71	1,233.95	3,330.17	2,826.93	5,025.53			20,599.29
Monroe	14,052.58	1,198.01	3,859.93	5,462.26	8,181.62			32,754.40
Phillips	12,972.29	780.49	3,183.91	1,335.25	4,045.51	90.00		22,407.45
St. Francis	18,186.54	3,182.58	9,902.98	4,810.80	10,656.19			46,739.09
Woodruff	11,157.19	1,520.15	8,381.46	2,531.65	6,238.50			29,828.95
District General							40,478.97	40,478.97
Totals	$ 90,365.16	$ 9,076.67	$ 33,695.50	$ 25,292.19	$ 49,273.01	$ 95.50	$ 40,748.97	$ 28,277.00

DISTRICT No. 2

ARKANSAS COUNTY

1-S3	$ 1,198.40	$ 58.60	$ 1,411.53	$ 360.28	$ 810.37		$ 3,839.18
1-S4	637.60		1,838.45	947.54	117.25		3,540.84
1-S5	862.70	43.72	755.90	348.44	315.76		2,326.52
3-S10	1,904.66	806.84	2,115.76	1,156.06	1,551.58	7.50	7,542.40
3-S11	273.25		383.36	1,151.46	83.39		1,891.46
11-S6	1,116.00	136.10	171.60	385.34	812.05		2,621.09
11-S7	860.05		395.68	1,151.47	174.26		2,581.46
30-S5	700.10		445.59	1,151.47	243.66		2,540.82
30-S6	1,590.20		1,510.66	348.44	490.98		3,940.28
44-S1	5,841.74	1,584.13	2,317.24	348.44	1,389.44	35.00	11,515.99
82-S1	912.10		391.18	984.44	656.18		2,943.90
Totals	$ 15,896.80	$ 2,629.39	$ 11,736.95	$ 8,333.38	$ 6,644.92	$ 42.50	$ 45,283.94

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 2—(Continued)

ASHLEY COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
2-S8	$1,557.00	$ 1.42	$ 401.05	.....	$ 911.94	.....	$ 2,871.41
2-S9	2,753.75	47.91	1,147.46	.....	1,406.16	.....	5,355.28
8-S14	1,560.83	1,151.55	.....	.....	1,103.37	51.10	3,866.85
8-S15	256.00	.....	.....	.....	87.76	.....	343.76
13-S1	708.25	.....	120.13	.....	1,071.02	.....	1,899.40
13-S2	776.40	.....	1.80	.....	901.28	.....	1,679.48
52-S1	370.50	30.00	.....	23.64	51.40	.....	475.54
52-S2	239.00	.....	.....	.....	.....	.....	239.00
133-S1	151.00	.....	.....	.....	235.47	.....	386.47
165-S1	4,562.15	3.55	10,000.90	.....	2,326.86	.....	16,893.46
Totals	$ 12,934.88	$ 1,234.43	$ 11,671.34	$ 23.64	$ 8,095.26	$ 51.10	$ 34,010.65

CHICOT COUNTY

2-S10	$ 9,710.73	$ 9,554.78	$ 4,175.90	$ 3,755.71	$ 4,717.75	$ 173.59	$ 32,088.46
8-S16	535.00	.....	.....	.....	314.56	.....	849.56
35-S9	799.50	.....	40.50	.....	57.90	8.00	905.90
35-S11	489.35	.....	.....	.....	217.97	.....	707.32
59-S1	1,179.00	.....	136.48	32.72	1,082.70	.....	2,430.90
65-S20	2,740.20	7.58	2,359.08	.....	2,101.21	12.45	7,220.32
65-S21	4,793.65	100.21	1,744.80	38.40	2,690.72	98.00	9,465.78
65-S22	1,253.55	1.75	338.57	.....	813.85	.....	2,407.72
165-S3	128.00	.....	40.44	.....	72.38	.....	240.82
Totals	$ 21,628.98	$ 9,664.32	$ 8,835.77	$ 3,826.83	$ 12,069.04	$ 292.04	$ 56,316.98

DESHA COUNTY

1-S1	$ 2,283.15	$ 73.77	$ 331.40	$ 3,754.14	$ 1,496.86	$ 4.69	$ 7,944.01
1-S2	372.75	24.51	.....	.....	114.55	.....	511.81
4-S16	157.00	.....	.....	.....	78.22	24.50	259.72
35-S10	.....	340.39	.....	.....	17.94	.....	358.33
54-S1	1,047.70	20.52	739.02	3,664.41	678.24	.....	6,149.89
65-S17	1,203.80	631.73	461.65	2.91	338.47	.....	2,638.56
65-S19	583.85	5.60	661.48	2.91	268.96	.....	1,522.80
165-S4	3,010.11	276.00	2,500.65	.....	1,514.72	125.00	7,426.48
Totals	$ 8,658.36	$ 1,372.52	$ 4,694.20	$ 7,424.37	$ 4,507.96	$ 154.19	$ 26,811.80

DREW COUNTY

4-S14	$ 568.75	.....	$ 4.50	.....	$ 734.56	.....	$ 1,307.81
4-S15	3,117.20	630.85	2,268.19	1,198.21	1,551.97	.....	8,766.42
13-S3	1,018.90	25.15	.....	277.20	1,233.16	.....	2,554.41
13-S4	2,590.76	1.75	1,264.30	.....	1,457.17	.....	5,313.98
35-S7	388.50	.....	.....	.....	223.22	.....	611.72
35-S8	322.75	.....	.....	.....	437.07	.....	759.82
65-S18	427.80	.....	396.54	2.91	334.37	.....	1,161.62
83-S1	4.00	.....	.....	.....	30.60	.....	34.60
165-S2	.....	.....	.....	.....	54.00	.....	54.00
Totals	$ 8,438.66	$ 657.75	$ 3,933.53	$ 1,478.32	$ 6,056.12	.....	$ 20,564.38

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 2—(Continued)

JEFFERSON COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
3-S7	$ 3,280.75	$ 38.00	$ 3,171.85	$ 73.80	$ 2,534.30	.....	$ 9,098.70
3-S8	1,648.27	59.60	1,277.36	103.80	1,903.90	7.50	5,500.43
3-S9	2,452.80	759.52	2,671.69	.....	1,235.13	.....	7,119.14
6-S10	858.75	.....	.....	.....	956.97	.....	1,815.72
11-S5	129.25	.....	.....	.....	79.32	28.20	236.77
13-S7	839.70	.....	551.62	.....	456.78	.....	1,848.10
15-S7	1,592.00	721.40	.....	451.40	1,468.53	2.00	4.235.33
15-S8	4,331.35	202.90	6,467.81	79.28	2,702.83	29.24	13,813.41
31-S1	657.13	147.80	978.52	1,199.51	1,301.51	3.50	4,287.97
65-S14	103.50	.....	.....	.....	56.73	.....	160.23
65-S15	2,890.70	.....	1,483.69	.....	3,114.27	.....	7,488.66
104-S1	279.50	.....	1,576.93	.....	155.93	.....	2,012.36
Totals	$ 19,063.70	$ 1,929.22	$ 18,179.47	$ 1,907.79	$ 15,966.20	$ 70.44	$ 57,116.82

LINCOLN COUNTY

11-S2	$ 870.60	$ 189.07	$ 255.74	$ 599.10	$ 941.78	.....	$ 2,856.29
11-S3	1,664.13	74.23	1,300.88	672.91	1,254.37	.....	4,966.52
11-S4	77.50	.....	.....	.....	89.33	.....	166.83
13-S5	1,061.60	.....	41.00	.....	1,475.40	.....	2,578.00
13-S6	2,107.05	496.56	175.60	.....	1,690.13	.....	4,469.34
65-S16	483.50	.....	364.72	28.21	295.34	3.50	1,175.27
114-S1	1,534.72	.....	2,698.76	.....	1,693.03	.....	5,926.51
114-S2	194.00	34.75	36.75	.....	44.90	.....	310.40
Totals	$ 7,993.10	$ 794.61	$ 4,873.45	$ 1,300.22	$ 7,484.28	$ 3.50	$ 22,449.16

RECAPTULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Arkansas	$ 15,896.80	$ 2,629.39	$ 11,736.95	$ 8,333.38	$ 6,644.92	$ 42.50	.....	$ 45,283.94
Ashley	12,934.88	1,234.43	11,671.34	23.64	8,095.26	51.10	.....	34,010.65
Chicot	21,628.98	9,664.32	8,835.77	3,826.83	12,069.04	292.04	.....	56,316.98
Desha	8,658.36	1,372.52	4,694.20	7,424.37	4,507.96	154.19	.....	26,811.60
Drew	8,438.66	657.75	3,933.53	1,478.32	6,056.12	.....	.....	20,564.38
Jefferson	19,063.70	1,929.22	18,179.47	1,907.79	15,966.20	70.44	.....	57,116.82
Lincoln	7,993.10	794.61	4,873.45	1,300.22	7,484.28	3.50	.....	22,449.16
District General	.....	.....	.....	.....	.....	.....	28,508.53	28,508.53
Totals	$ 94,614.48	$ 18,282.24	$ 63,924.71	$ 24,294.55	$ 60,823.78	$ 613.77	$ 28,508.53	$291,062.06

DISTRICT No. 3

CLARK COUNTY

County General	.....	.....	.....	.....	$ 809.14	$ 548.51	$ 1,357.65
7-S3	1,115.85	153.20	5.60	737.99	387.41	.....	2,400.05
7-S4	833.75	43.02	.....	703.73	473.67	.....	2,054.17
8-S5	708.20	.....	.80	495.82	264.52	.....	1,469.34
26-S4	688.15	2.50	.....	1,315.95	294.08	.....	2,300.68
51-S1	4,735.32	225.95	214.45	102.07	2,111.37	.....	7,389.16
51-S2	97.25	.....	.....	.....	157.69	.....	254.94
53-S1	34.25	.....	.....	.....	126.28	.....	160.53
67-S4	1,079.10	122.14	3.10	329.14	722.78	.....	2,256.26
67-S5	1,075.30	.....	15.10	329.14	703.67	.....	2,123.21
67-S6	1,505.05	182.20	11.20	1,227.22	880.42	8.80	3,814.89
Totals	$ 11,872.22	$ 729.01	250.25	$ 5,241.06	$ 6,931.03	$ 557.31	$ 25,580.88

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 3—(Continued)

HEMPSTEAD COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
County General						$ 7.32	$ 7.32
4-S5	3,373.91	103.49	205.99	429.26	1,462.37		5,575.02
4-S6	969.12	32.11			224.49		1,225.72
19-S5	42.96				2.58		45.54
24-S3					69.95		69.95
27-S3				1,627.80	54.48		1,682.28
29-S3	1,561.70	19.40			831.14		2,412.24
55-S2	1,314.15	658.36	82.26	431.77	675.72		3,162.26
67-S2	3,324.58	46.29	528.81	1,066.93	2,031.24		6,997.85
73-S2	1,155.49	3.70		375.72	532.20		2,067.11
Totals	$ 11,741.91	$ 863.35	$ 817.06	$ 3,931.48	$ 5,884.17	$ 7.32	$ 23,245.29

HOWARD COUNTY

County General					$ 34.64	$ 786.65	$ 821.29
4-S3	410.20				152.12		562.32
4-S4	2,744.22	24.97			976.39	7.32	3,752.90
24-S2	1,159.41			1,198.21	536.01		2,893.63
26-S1					20.43		20.43
27-S2	2,748.59	645.13	53.60	1,627.79	1,204.88		6,279.99
55-S1	2,052.65	932.75		375.72	1,192.12		4,553.24
70-S3	5,543.39	221.66			1,680.25		7,445.30
128-S1	1,152.29	16.41	5.00		234.52		1,408.22
Totals	$ 15,810.75	$ 1,840.92	$ 58.60	$ 3,201.72	$ 6,031.36	$ 793.97	$ 27,737.32

LAFAYETTE COUNTY

County General					$ 441.93	$ 1,072.78	$ 1,514.71
2-S2	4,129.39	1,822.38	57.00	972.99	2,176.30		9,158.06
29-S1	2,403.78	117.25	.25	34.50	1,724.18		4,279.96
29-S2	773.44	18.75			262.70		1,054.89
Totals	$ 7,306.61	$ 1,958.38	$ 57.25	$ 1,007.49	$ 4,605.11	$ 1,072.78	$ 16,007.62

LITTLE RIVER COUNTY

32-S1	$ 872.30	$ 8.10	$ 7.35	$ 17.13	$ 581.22		$ 1,486.10
32-S2	5,934.36	4.25	229.35	135.88	1,349.77	7.38	7,660.99
32-S3	87.40				26.27		113.67
41-S2	1,718.10	52.28	2.60	225.40	724.97		2,723.35
41-S3	553.56	48.58	6.05	17.13	380.63		1,005.95
71-S4	2,101.57	77.38	5.40	732.31	1,414.41	7.32	4,338.39
Totals	$ 11,267.29	$ 190.59	$ 250.75	$ 1,127.85	$ 4,477.27	$ 14.70	$ 17,328.45

MILLER COUNTY

2-S1	$ 2,390.74	$ 193.65	$ 416.96	$ 1,220.38	$ 1,199.76		$ 5,421.49
67-S1	4,360.90		1,272.40	264.48	2,032.50		7,930.28
71-S1	2,357.28	627.12	1,484.21	1,383.75	661.41	18.75	6,532.52
71-S2	1,739.57			1,511.43	963.82		4,214.82
71-S3	876.33	10.90	109.20		420.09		1,416.52
Totals	$ 11,724.82	$ 831.67	$ 3,282.77	$ 4,380.04	$ 5,277.58	$ 18.75	$ 25,515.63

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 3—(Continued)

MONTGOMERY COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
70-S6	$ 793.65	.....	.....	$ 599.11	$ 256.50	$ 7.32	$ 1,656.58
Totals	$ 793.65	.....	.....	$ 599.11	$ 256.50	$ 7.32	$ 1,656.58

NEVADA COUNTY

County General	.....	.....	.....	.....	$ 95.47	$ 224.72	$ 320.19
4-S7	416.93	.....	.....	.....	55.05	.....	471.98
19-S3	2,453.57	254.30	205.31	1,810.74	1,529.36	.....	6,253.28
24-S4	843.67	18.76	.....	2,103.30	1,269.05	.....	4,234.78
24-S5	1,642.33	42.58	.....	2,222.57	1,570.26	.....	5,477.74
53-S2	29.30	.....	.....	.....	19.88	.....	49.18
67-S3	3,040.78	279.81	.....	122.40	1,543.16	.....	4,986.15
Totals	$ 8,426.58	$ 595.45	$ 205.31	$ 6,259.01	$ 6,082.23	$ 224.72	$ 21,793.30

PIKE COUNTY

County General	.....	.....	.....	.....	$ 58.34	$ 500.59	$ 558.93
8-S4	1,490.73	.....	.....	1,292.25	206.04	.....	2,989.02
26-S3	1,810.25	.....	.....	1,292.25	648.11	.....	3,750.61
27-S4	968.91	381.67	.....	.....	660.05	.....	2,010.63
27-S5	1,644.48	.....	.....	21.59	542.94	7.32	2,216.33
70-S4	2,195.27	27.72	.....	28.80	248.57	.....	2,500.36
70-S5	2,611.26	2,258.88	.....	622.80	1,082.99	7.32	6,583.25
84-S1	1,115.80	58.92	.....	1,292.25	245.70	.....	2,712.67
128-S2	202.54	355.99	.....	.....	26.82	.....	585.35
Totals	$ 12,039.24	$ 3,083.18	.....	$ 4,549.94	$ 3,719.56	$ 515.23	$ 23,907.15

SEVIER COUNTY

County General	.....	.....	.....	.....	$ 6.32	$ 426.70	$ 433.02
24-S1	556.75	.....	36.00	.....	279.14	.....	871.89
27-S1	751.80	25.07	13.50	1,039.47	874.84	.....	2,704.68
41-S1	1,557.93	201.74	23.04	.....	873.93	.....	2,656.64
70-S1	769.37	66.78	9.70	712.81	643.89	7.32	2,209.87
70-S2	1,165.08	.....	6.02	712.82	565.01	.....	2,448.93
71-S5	3,103.71	490.35	40.45	1,094.74	1,190.51	7.32	5,927.08
71-S6	1,246.37	68.86	1.90	72.90	694.44	7.32	2,091.79
71-S7	737.08	.....	5.44	42.88	567.86	7.32	1,360.58
86-S1	170.45	.....	.....	.....	55.74	.....	226.19
Totals	$ 10,058.54	$ 852.80	$ 136.05	$ 3,675.62	$ 5,751.68	$ 455.98	$ 20,930.67

RECAPTULATION

County	Labor	Bridge Material	Road Material	Equipment	Expenses Supplies and	Misc'l.	District General	Total
Clark	$ 11,872.22	$ 729.01	$ 250.25	$ 5,241.06	$ 6,931.03	$ 557.31	.....	$ 25,580.88
Hempstead	11,741.91	863.35	817.06	3,931.48	5,884.17	7.32	.....	23,245.29
Howard	15,810.75	1,840.92	58.60	3,201.72	6,031.36	793.97	.....	27,737.32
Lafayette	7,306.61	1,958.38	57.25	1,007.49	4,605.11	1,072.78	.....	16,007.62
Little River	11,267.29	190.59	250.75	1,127.85	4,477.27	14.70	.....	17,328.45
Miller	11,724.82	831.67	3,282.77	4,380.04	5,277.58	18.75	.....	25,515.63
Montgomery	793.65	.....	.....	599.11	256.50	7.32	.....	1,656.58
Nevada	8,426.58	595.45	205.31	6,259.01	6,082.23	224.72	.....	21,793.30
Pike	12,039.24	3,083.18	.....	4,549.94	3,719.56	515.23	.....	23,907.15
Sevier	10,058.54	852.80	136.05	3,675.62	5,751.68	455.98	.....	20,930.67
District General	.....	.....	.....	.....	.....	.....	53,911.24	53,911.24
Totals	$101,041.61	$ 10,945.35	$ 5,058.04	$ 33,973.32	$ 49,016.49	$3,668.08	$ 53,911.24	$257,614.13

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 4

BENTON COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
12-S1	$ 3,764.24	$ 876.24	$ 35.30	$ 1,197.00	$ 2,156.66	.....	$ 8,029.4
12-S2	7,580.91	7.50	931.37	8.29	3,194.61	72.30	11,794.9
12-S3	546.40	150.60	.....	.....	462.83	.....	1,159.8
16-S1	4,787.75	600.55	698.95	982.40	2,473.59	.....	9,543.2
47-S1	2,412.60	.....	10.02	.....	1,650.56	.....	4,073.1
71-S18	2,876.80	26.23	60.94	.....	2,235.46	.....	5,199.4
71-S19	6,278.31	23.28	184.63	1,047.17	2,868.36	186.01	10,587.7
72-S1	4,149.33	4.30	385.94	285.00	3,698.09	136.96	8,659.6
72-S2	825.00	.....	.....	.....	317.70	.....	1,142.7
94-S1	294.90	2.60	.....	.....	184.85	.....	482.3
99-S2	274.87	13.00	.....	982.40	283.13	.....	1,553.4
99-S3	106.75	.....	206.00	.....	.50	.....	313.2
100-S1	1,298.35	111.40	5,380.91	330.15	1,358.85	.....	8,479.6
102-S1	3,204.54	19.53	700.84	.....	723.98	.....	4,648.8
107-S1	3,010.50	749.68	34.75	.....	921.17	.....	4,716.1
F. A. 108	381.80	.....	27.20	.....	148.45	.....	557.4
F. A. 138	42.70	.....	.....	.....	.....	.....	42.7
Totals	$ 41,835.75	$ 2,584.91	$ 8,656.85	$ 4,832.41	$ 22,678.79	$ 395.27	$ 80,983.9

CRAWFORD COUNTY

45-S2	$ 3,871.10	$ 135.29	.....	$ 3,825.46	$ 1,272.50	.....	$ 9,104.3
64-S2	3,576.77	40.38	33.20	216.01	$ 540.76	.....	4,407.1
71-S15	3,039.85	.....	245.38	486.60	1,709.27	.....	5,481.1
Totals	$ 10,487.72	$ 175.67	$ 278.58	$ 4,528.07	$ 3,522.53	.....	$ 18,992.5

FRANKLIN COUNTY

22-S2	$ 1,043.95	.....	$ 78.08	.....	$ 726.83	.....	$ 1,848.8
23-S3	2,903.15	419.72	.....	.....	1,101.31	.....	4,424.1
23-S4	2,429.55	99.48	.....	.....	1,004.70	.....	3,533.7
64-S3	4,318.95	53.80	123.00	161.92	1,413.70	.....	6,071.3
98-S1	.....	.....	.....	.....	.....	.....	.....
109-S1	1,116.75	317.90	.....	.....	205.73	.....	1,640.3
Totals	$ 11,812.35	$ 890.90	$ 201.08	$ 161.92	$ 4,452.27	.....	$ 17,518.3

MONTGOMERY COUNTY

6-S2	$ 1,571.30	175.48	.....	$ 1,198.21	$ 573.05	.....	$ 3,518.0
6-S3	2,192.90	230.37	.....	1,380.87	1,190.80	.....	4,994.9
8-S3	3,250.80	128.70	.....	3.64	1,804.51	50.00	5,237.6
27-S6	1,331.40	58.27	.....	1,380.87	582.19	.....	3,352.7
27-S7	2,973.25	889.46	20.80	.....	1,322.66	.....	5,206.1
Totals	$ 11,319.65	$ 1,482.28	$ 20.80	$ 3,963.59	$ 5,473.21	$ 50.00	$ 22,309.5

POLK COUNTY

4-S2	$ 40.50	.....	.....	.....	$ 19.35	.....	$ 59.8
8-S1	1,715.30	.....	.....	.....	787.86	.....	2,503.1
8-S2	2,996.70	.....	.....	.....	819.30	.....	3,816.0
71-S8	6,864.90	299.24	5,146.02	.....	1,818.91	15.00	14,144.0
71-S9	7,750.49	1,566.95	4,883.25	11.40	2,221.37	.....	16,433.4
71-S10	2,893.95	26.97	1,532.03	1,380.87	1,187.97	3,409.70	10,431.4
88-S1	1,219.50	193.41	.....	.....	80.93	.....	1,493.8
Totals	$ 23,481.34	$ 2,086.57	$ 11,561.30	$ 1,392.27	$ 6,935.69	$ 3,424.70	$ 48,881.8

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 4—(Continued)

SCOTT COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
6-S1	$ 1,452.80				$ 447.87		$ 1,900.67
28-S1	5,893.65	788.77	100.41		1,406.59	17.00	8,206.42
28-S2	3,845.80	209.12			390.29		4,445.21
71-S11	2,206.45			1,380.87	1,300.56	1.75	4,889.63
71-S12	1,915.15			96.95	781.72		2,793.82
Totals	$ 15,313.85	$ 997.89	$ 100.41	$ 1,477.82	$ 4,327.03	$ 18.75	$ 22,235.75

SEBASTIAN COUNTY

10-S1	$ 1,681.55			$ 328.15	$ 674.02		$ 2,683.72
22-S1	1,159.58	53.00	2.90		222.10		1,437.58
23-S0	2,819.60	427.77			637.16		3,884.53
45-S1	2,147.40	40.17	6.72	2,555.62	1,130.83		5,880.74
64-S1	74.91						74.91
71-S13	1,552.90				338.56		1,891.46
71-S14	1,213.15	4.60		12.65	739.13		1,969.53
96-S1	310.80		615.00	328.16	17.71		1,271.67
Totals	$ 10,959.89	$ 525.54	$ 624.62	$ 3,224.58	$ 3,759.51		$ 19,094.14

SEVIER COUNTY

71-S7	$ 29.00						$ 29.00
Totals	$ 29.00						$ 29.00

WASHINGTON COUNTY

16-S2	$ 4,715.10	$ 636.74	$ 850.56	$ 216.54	$ 2,777.60		$ 9,196.54
16-S3	1,802.50		122.57		280.13		2,205.20
45-S3	766.00			1,269.83	286.63		2,322.46
45-S4	2,675.55	21.60	276.71	215.60	1,510.23		4,699.69
45-S5	6,210.34	301.38	135.10	1,600.24	696.66		8,943.72
68-S1	5,698.64	421.85	320.70		912.61	135.00	7,488.80
71-S16	3,948.07	33.12		552.61	2,011.04		6,544.84
71-S17	3,337.40	17.59	104.68		1,538.17		4,997.84
74-S1	457.35				.68		458.03
80-S1	1,979.00	9.00			897.67		2,885.67
99-S0	617.65			1,269.84	136.28		2,023.77
99-S1	3,424.09	817.11	189.23		891.18		5,321.61
Totals	$ 35,631.69	$ 2,258.39	$ 1,999.55	$ 5,124.66	$ 11,938.88	$ 135.00	$ 57,088.17

RECAPTULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Benton	$ 41,835.75	$ 2,584.91	$ 8,656.85	$ 4,832.41	$ 22,678.79	$ 395.27		$ 80,983.98
Crawford	10,487.72	175.67	278.58	4,528.07	3,522.53			18,992.57
Franklin	11,812.35	890.90	201.08	161.92	4,452.27			17,518.52
Montgomery	11,319.65	1,482.28	20.80	3,963.59	5,473.21	50.00		22,309.53
Polk	23,481.34	2,086.57	11,561.30	1,392.27	6,935.69	3,424.70		48,881.87
Scott	15,313.85	997.89	100.41	1,477.82	4,327.03	18.75		22,235.75
Sebastian	10.959.89	525.54	624.62	3,224.58	3,759.51			19,094.14
Sevier	29.00							29.00
Washington	35,631.69	2,258.39	1,999.55	5,124.66	11,938.88	135.00		57,088.17
District General							32,466.39	32,466.39
Totals	$160,871.24	$ 11,002.15	$ 23,443.19	$ 24,705.32	$ 63,087.91	$4,023.72	$ 32,466.39	$319,599.92

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 5

CLEBURNE COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
5-S5	$ 68.00						$ 68.00
16-S11	2,097.40	40.43	1,421.71		477.27	35.00	4,071.81
16-S12	684.51				403.03		1,087.54
25-S2	1,507.90			2,624.40	628.31		4,760.61
25-S3	3,522.05	147.15		1,522.37	1,005.72		6,197.29
Totals	$ 7,879.86	$ 187.58	$ 1,421.71	$ 4,146.77	$ 2,514.33	$ 35.00	$ 16,185.25

FULTON COUNTY

9-S14	$ 1,906.20		$ 5.00	$ 2,545.03	$ 1,107.10		$ 5,563.33
9-S15	21.00			657.75	138.21		816.96
12-S13	1,406.95				558.16		1,965.11
12-S14	119.96				42.27		162.23
63-S1	2,495.55	216.74		9.66	854.04		3,575.99
Totals	$ 5,949.66	$ 216.74	$ 5.00	$ 3,212.44	$ 2,699.78		$ 12,083.62

INDEPENDENCE COUNTY

11-S14	$ 1,739.00	$ 10.80		$ 2,188.96	$ 971.32		$ 4,910.08
11-S15	2,409.75	245.64		3,058.77	909.59		6,623.75
14-S8	2,063.93	95.00		34.03	327.95		2,520.91
14-S9	2,723.30	549.49	37.90	2,276.03	1,379.14		6,965.86
14-S10	1,692.60	459.39	297.79		1,036.97		3,486.75
25-S4	1,658.75	13.60	72.46		708.04		2,452.85
25-S5	1,381.78	423.64		1,767.24	451.36		4,024.02
67-S15	182.80	1.50	130.98		118.80		434.08
69-S2	2,071.80			405.11	749.66		3,226.57
Totals	$ 15,923.71	$ 1,799.06	$ 539.13	$ 9,730.14	$ 6,652.83		$ 34,644.87

IZARD COUNTY

5-S7	$ 404.35				$ 349.05		$ 753.40
9-S12	1,124.60	5.31		1,945.91	366.99		3,442.81
9-S13	7,572.02		408.90	2,545.02	1,730.53	.50	12,256.97
56-S1	1,009.50	153.94			563.38		1,726.82
56-S2	474.45			46.02	136.53		657.00
58-S1	444.60	18.28					462.88
69-S1	2,647.62		168.95		926.25		3,742.82
Totals	$ 13,677.14	$ 177.53	$ 577.85	$ 4,536.95	$ 4,072.73	$ .50	$ 23,042.70

JACKSON COUNTY

County General	1,273.90			$ 60.82	$ 278.33		$ 1,613.05
14-S11	448.00		1,586.25		39.09		2,073.34
14-S12	2,216.16	46.08	2,486.09	3,347.44	1,480.84		9,576.61
17-S6	1,314.10	140.62	172.80	3,209.27	727.50		5,564.29
18-S1	2,833.56	625.37	1,514.08	2,561.77	1,150.08		8,684.86
37-S2	804.50		81.04		8.84		894.38
67-S14	3,092.65		230.65		824.72	7.05	4,155.07
67-S16	1,073.40	38.49	220.84		459.56	5.83	1,798.12
67-S17	3,212.97	24.28	1,131.02	823.54	1,580.90	2.80	6,775.51
87-S1	477.90			599.10	334.61		1,411.61
87-S3	77.25				43.40		120.65
Totals	$ 16,824.39	$ 874.84	$ 7,422.77	$ 10,601.94	$ 6,927.87	$ 15.68	$ 42,667.49

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 6

FAULKNER COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
County General					$ 8.02		$ 8.02
25-S1	188.00			2,922.72	311.18		3,421.90
36-S1	1,086.33		6.04	40.00	1,116.88	1.64	2,250.89
60-S2	301.50		72.34		156.21		530.05
60-S3	700.00		1,345.26		364.06		2,409.32
64-S8	397.50		198.99		649.89		1,246.38
65-S9	4,340.76	1,344.63	1,308.30	992.61	1,997.24		9,983.54
65-S10	2,044.45	33.20	1,040.81	15.45	940.05		4,073.96
Totals	$ 9,058.54	$ 1,377.83	$ 3,971.74	$ 3,970.78	$ 5,543.53	$ 1.64	$ 23,924.06

GARLAND COUNTY

6-S4	$ 1,708.25	$ 93.00		$ 2,575.29	$ 1,219.70		$ 5,596.24
6-S5	2,884.41		35.50	695.93	1,637.32	22.00	5,275.16
7-S6	798.80				720.39		1,519.19
7-S7	649.18			455.11	484.73		1,589.02
9-S5				98.41			98.41
70-S8	2,062.30			3,180.66	1,719.41		6,962.37
70-S9	406.00		274.15		313.79		993.94
Totals	$ 8,508.94	$ 93.00	$ 309.65	$ 7,005.40	$ 6,095.34	$ 22.00	$ 22,034.33

GRANT COUNTY

6-S8	$ 2,439.55	$ 429.14	$ 126.30	$ 22.14	$ 895.85		$ 3,912.98
6-S9	4,279.53	440.00	448.25		2,924.99		8,092.77
35-S2	2,100.30	19.00	208.90		1,310.30		3,638.50
35-S3	576.00		12.70	1,767.24	337.10		2,693.04
46-S2	840.50		20.30		302.80		1,163.60
65-S13			15.84		19.00		34.84
113-S1	682.50	359.58		27.80	761.64		1,831.52
167-S10	2,900.68	1,184.97	225.70	1,767.24	1,617.61		7,696.20
167-S11	2,008.00	1,159.13	137.90	2,022.50	2,207.63		7,535.16
Totals	$ 15,827.06	$ 3,591.82	$ 1,195.89	$ 5,606.92	$ 10,376.92		$ 36,598.61

HOT SPRINGS COUNTY

County General					$ .54		$ .54
6-S6	594.25		20.67		197.86		812.78
6-S7	1,042.25			62.16	429.14		1,533.55
7-S5	991.60			1,221.78	476.64		2,690.02
9-S4	418.50				316.63		735.13
51-S3	216.75				180.86		397.61
67-S7	2,392.75	475.63	44.00	47.50	1,175.31		4,135.19
67-S8	5,325.21	683.88	150.95		2,648.71		8,808.75
70-S7					15.00		15.00
84-S3	525.25	1,601.81		170.09	612.72		2,909.8
Totals	$ 11,506.56	$ 2,761.32	$ 215.62	$ 1,501.53	$ 6,053.41		$ 22,038.44

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 6—(Continued)

LONOKE COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
15-S9	$ 565.85	.....	$ 959.65	$ 1,169.55	$ 194.48	.....	$ 2,889.53
30-S2	4,275.59	188.22	4,911.10	1,080.03	3,879.61	.....	14,334.55
30-S3	2,972.79	2,292.97	3,123.09	1,169.55	2,229.29	.....	11,787.69
31-S2	1,754.13	156.01	98.01	2,326.08	892.55	.....	5,226.78
31-S3	2,299.33	34.28	186.36	1,662.90	1,061.29	.....	5,244.16
67-S11	3,402.25	6.97	4,274.26	661.65	2,178.71	.....	10,523.84
70-S14	1,392.75	19.50	1,568.33	404.86	331.00	37.85	3,754.29
70-S15	1,183.05	97.40	2,087.75	390.51	862.32	.....	4,621.03
89-S1	667.78	.....	.....	390.51	149.54	.....	1,207.83
Totals	$ 18,513.52	$ 2,795.35	$ 17,208.55	$ 9,255.64	$ 11,778.79	$ 37.85	$ 59,589.70

PRAIRIE COUNTY

County General	.....	.....	$ 371.81	.....	.....	.....	$ 371.81
3-S12	270.00	.....	.....	.....	.....	.....	270.00
11-S8	2,238.73	462.29	609.29	6.46	1,669.01	.....	4,985.78
11-S9	2,173.76	5.50	322.17	1,389.54	3,464.24	.....	7,355.21
11-S10	1,067.32	.....	.....	1,270.39	731.81	1.60	3,071.12
33-S2	147.50	.....	.....	.....	23.21	.....	170.71
33-S3	158.00	.....	.....	.....	42.74	.....	200.74
38-S1	755.75	35.66	.....	.....	647.83	.....	1,439.24
70-S16	8,136.04	276.25	6,947.15	3,420.52	4,388.80	.....	23,168.76
Totals	$ 14,947.10	$ 779.70	$ 8,250.42	$ 6,086.91	$ 10,967.64	$ 1.60	$ 41,033.37

PULASKI COUNTY

County General	.....	.....	.....	$ 168.53	.....	.....	$ 168.53
F. A. P. 2	$ 14.00	$ 7.68	$ 212.71	.....	15.75	.....	250.14
5-S1	533.20	8.52	495.98	.....	79.90	.....	1,117.60
10-S7	663.48	12.40	.....	.....	441.03	.....	1,116.91
10-S8	1,490.75	2.94	.....	1,242.10	1,272.70	.....	4,008.49
30-S1	893.20	15.75	46.84	.....	319.98	.....	1,275.77
65-S11	1,119.50	27.56	427.30	.....	162.42	.....	1,736.78
65-S12	803.80	11.81	341.87	.....	99.51	.....	1,256.99
67-S10	656.85	6.47	259.29	.....	28.32	.....	950.93
70-S12	692.30	175.89	708.26	15.65	245.97	.....	1,838.07
70-S13	274.75	.....	223.45	.....	79.43	.....	577.63
113-S2	29.50	.....	.....	.....	.....	.....	29.50
167-S13	2,237.71	11.52	659.52	135.49	949.70	.....	3,993.94
Totals	$ 9,409.04	$ 280.54	$ 3,375.22	$ 1,561.77	$ 3,694.71	.....	$ 18,321.28

SALINE COUNTY

9-S5	$ 2,356.55	$ 184.69	$ 3.60	.....	$ 1,511.28	.....	$ 4,056.12
35-S1	507.50	3.70	6.20	.....	320.62	.....	838.02
67-S9	2,012.13	228.27	39.65	.....	1,789.05	.....	4,069.10
70-S10	1,006.40	42.38	295.15	.....	363.50	.....	1,707.43
70-S11	890.05	13.61	651.55	.....	278.47	.....	1,833.68
167-S12	1,783.80	338.67	32.84	.....	1,013.07	.....	3,168.38
Totals	$ 8,556.43	$ 811.32	$ 1,028.99	.....	$ 5,275.99	.....	$ 15,672.73

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 6—(Continued)

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Faulkner	$ 9,058.54	$ 1,377.83	$ 3,971.74	$ 3,970.78	$ 5,543.53	$ 1.64		$ 23,924.06
Garland	8,508.94	93.00	309.65	7,005.40	6,095.34	22.00		22,034.33
Grant	15,827.06	3,591.82	1,195.89	5,606.92	10,376.92			36,598.61
Hot Spring	11,506.56	2,761.32	215.62	1,501.53	6,053.41			22,038.44
Lonoke	18,513.52	2,795.35	17,208.55	9,255.64	11,778.79	37.85		59,589.70
Prairie	14,947.10	779.70	8,250.42	6,086.91	10,967.64	1.60		41,033.37
Pulaski	9,409.04	280.54	3,375.22	1,561.77	3,694.71			18,321.28
Saline	8,556.43	811.32	1,028.99		5,275.99			15,672.73
District General							16,363.58	16,363.58
Totals	$ 96,327.19	$ 12,490.88	$ 35,556.08	$ 34,988.95	$ 59,786.33	$ 63.09	$ 16,363.58	$255.576.10

DISTRICT No. 7

BRADLEY COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
4-S12	$ 1,158.15	$ 104.44	$ 37.90		$ 438.35		$ 1,738.84
4-S13	1,289.92	353.49			569.31		2,212.72
8-S11	719.00	53.10		1,902.25	349.36		3,023.71
8-S12	191.00			4.75	125.19		320.94
15-S3	1,863.75	58.30		1,910.92	680.00		4,512.97
15-S4	885.00		19.72	676.02	199.31		1,780.05
Totals	$ 6,106.82	$ 569.33	$ 57.62	$ 4,493.94	$ 2,361.52		$ 13,589.23

CALHOUN COUNTY

4-S10	$ 2,199.00	$ 83.18	$ 52.45		$ 759.71		$ 3,094.34
4-S11	949.50	23.63	5.00	504.00	682.74		2,164.87
8-S9					69.90		69.90
115-S3	1,611.85		31.40		652.38		2,295.63
167-S5	2,735.28	956.98	80.85		1,292.30		5,065.41
Totals	$ 7,495.63	$ 1,063.79	$ 169.70	$ 504.00	$ 3,457.03		$ 12,690.15

CLEVELAND COUNTY

3-S5	$ 2,338.88	$ 55.28	$ 42.68	$ 61.67	$ 850.61		$ 3,349.12
3-S6	4,142.43	1,601.93	366.92	215.60	1,709.68		8,036.56
8-S10	1,124.35	135.11	3.00	4.50	170.14		1,437.10
11-S1	463.35	30.36	9.30	645.64	160.44		1,309.09
15-S5	2,011.67	61.22	96.40	1,850.10	640.37		4,659.76
15-S6	326.50	84.03		645.63	192.73		1,248.89
35-S5	3,026.37	231.98	1,520.90	1,843.85	1,286.07	28.71	7,937.88
35-S6	248.30	3.43			215.29		467.02
167-S8					12.05		12.05
Totals	$ 13,681.85	$ 2,203.34	$ 2,039.20	$ 5,266.99	$ 5,237.38	$ 28.71	$ 28,457.47

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 7—(Continued)

COLUMBIA COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
2-S3	$ 2,341.75	$ 70.63	$ 137.78	$ 271.41	$ 1,496.72	$ 161.50	$ 4,479.79
2-S4	1,615.45	31.04	.....	.....	1,203.19	.....	2,849.68
3-S1	269.50	.....	1.00	.....	47.40	.....	317.90
3-S2	3,750.11	2.73	3,638.61	543.07	957.26	.....	8,891.78
19-S1	1,140.73	.....	27.00	.....	600.87	.....	1,768.60
19-S2	502.50	.....	.....	.....	34.16	.....	536.66
57-S2	189.30	.....	.....	.....	84.87	.....	274.17
133-S1	2,427.26	2.03	17.65	5,846.00	858.10	20.00	9,171.04
Totals	$ 12,236.60	$ 106.43	$ 3,822.04	$ 6,660.48	$ 5,282.57	$ 181.50	$ 28,289.62

DALLAS COUNTY

3-S4	$ 467.50	$ 1,354.96	$ 12.60	.....	$ 346.50	.....	$ 2,181.56
7-S2	2,724.36	156.49	24.50	599.11	1,533.49	.....	5,037.95
8-S6	3,311.15	5,928.66	46.63	621.31	1,363.97	.....	11,271.72
8-S7	1,896.48	13.90	11.20	1,198.21	821.10	.....	3,940.89
8-S8	105.00	.....	1.50	.....	47.62	.....	154.12
9-S2	716.25	3.05	3.50	6.33	475.34	.....	1,204.47
9-S3	4,336.43	233.82	196.04	.....	1,471.97	.....	6,238.26
46-S1	53.00	3.89	.....	359.00	151.12	.....	567.01
48-S1	2,526.58	241.76	90.00	363.47	1,112.51	.....	4,334.32
167-S6	1,142.08	327.30	153.94	.....	328.19	.....	1,951.51
167-S7	12.00	.....	.....	3,878.22	70.00	.....	3,960.22
167-S9	58.75	.....	.....	.....	26.70	.....	85.45
Totals	$ 17,349.58	$ 8,263.83	$ 539.91	$ 7,025.65	$ 7,748.51	.....	$ 40,927.48

OUACHITA COUNTY

3-S3	$ 2,929.59	$ 224.77	$ 711.31	$ 342.41	$ 1,257.62	.....	$ 5,465.70
4-S8	600.20	.....	.....	.....	249.14	.....	849.34
4-S9	1,191.10	11.80	.....	.....	506.72	.....	1,709.62
7-S1	772.08	.....	.....	.....	332.88	.....	1,104.96
9-S1	930.90	.....	5.00	6.32	432.27	.....	1,374.49
24-S6	1,559.34	.....	228.95	.....	831.20	.....	2,619.49
57-S1	63.77	.85	.....	.....	67.64	.....	132.26
167-S3	4,212.33	527.69	454.38	37.81	2,219.36	.....	7,451.57
167-S4	6,696.32	1,236.81	775.09	33.61	2,923.66	.....	11,665.49
Totals	$ 18,955.63	$ 2,001.92	$ 2,174.73	$ 420.15	$ 8,820.49	.....	$ 32,372.92

UNION COUNTY

2-S5	$ 1,505.79	$ 5.84	$ 19.72	$ 720.77	$ 590.32	.....	$ 2,842.44
2-S6	2,303.08	15.22	50.97	599.10	551.04	.....	3,519.41
2-S7	1,147.00	29.31	.....	599.11	1,498.17	.....	3,273.59
15-S1	1,640.87	675.87	36.26	.....	493.74	.....	2,846.74
15-S2	2,555.20	120.30	.....	.....	678.40	.....	3,353.90
57-S3	457.25	.....	.....	.....	152.59	.....	609.84
113-S1	1,053.35	.....	140.85	.....	517.38	.....	1,711.58
129-S1	133.25	.....	.....	.....	238.08	.....	371.33
167-S1	5,930.56	233.85	16,726.50	.....	3,501.62	11.00	26,403.62
167-S2	1,754.52	6.43	76.73	66.54	736.89	.....	2,641.11
Totals	$ 18,480.87	$ 1,086.82	$ 17,051.12	$ 1,985.52	$ 8,958.23	$ 11.00	$ 47,573.56

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 7—(Continued)

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Bradley	$ 6,106.82	$ 569.33	$ 57.62	$ 4,493.94	$ 2,361.52			$ 13,589.23
Calhoun	7,495.63	1,063.79	169.70	504.00	3,457.03			12,690.15
Cleveland	13,681.85	2,203.34	2,039.20	5,266.99	5,237.38	28.71		28,457.47
Columbia	12,236.60	106.43	3,822.04	6,660.48	5,282.57	181.50		28,289.62
Dallas	17,349.58	8,263.83	539.91	7,025.65	7,748.51			40,927.48
Ouachita	18,955.63	2,001.92	2,174.73	420.15	8,820.49			32,372.92
Union	18,480.87	1,086.82	17,051.12	1,985.52	8,958.23	11.00		47,573.56
District General							28,995.00	28,995.00
Totals	$ 94,306.98	$ 15,295.46	$ 25,854.32	$ 26,356.73	$ 41,865.73	$ 221.21	$ 28,995.00	$232,895.43

DISTRICT No. 8

CONWAY COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
County General				$ 659.20	$ 479.97		$ 1,139.17
9-S7	$ 1,212.85	$ 5.60			564.62		1,783.07
9-S8	4,996.05	27.63	40.65	1,158.68	2,506.85		8,729.86
64-S7	5,089.67	414.70	667.04	392.05	3,148.23	42.55	9,754.24
92-S1	2,168.85	20.17	150.49		627.78		2,967.29
95-S1	4,081.12	834.39	672.16		726.96		6,314.63
Totals	$ 17,548.54	$ 1,302.49	$ 1,530.34	$ 2,209.93	$ 8,054.41	$ 42.55	$ 30,688.26

JOHNSON COUNTY

21-S1	$ 2,587.70	$ 180.72			$ 608.25		$ 3,376.67
64-S4	5,804.77	155.52		3.68	1,137.02		7,100.99
64-S5	4,689.28	73.43	3,034.21	147.60	2,297.00		10,241.52
123-S2	654.50				482.64		1,137.14
123-S3	2,010.62	71.47		2,837.42	449.69		5,369.20
Totals	$ 15,746.87	$ 481.14	$ 3,034.21	$ 2,988.70	$ 4,974.60		$ 27,225.52

LOGAN COUNTY

County General				$ 2,000.00	$ 55.40		$ 2,055.40
10-S2	$ 2,947.75	$ 15.00		2,586.28	917.81		6,466.84
22-S3	3,187.25			74.67	1,623.34		4,885.26
22-S4	3,492.10			27.34	1,510.89		5,030.63
23-S2	1,407.15	58.12			158.58		1,623.85
109-S2	2,612.45	263.50			880.51		3,756.46
116-S1	1,005.05	39.96	14.95		748.54	5.90	1,814.40
Totals	$ 14,651.75	$ 376.58	$ 14.95	$ 4,688.29	$ 5,895.07	$ 5.90	$ 25,632.54

PERRY COUNTY

7-S8					$ 16.90		$ 16.90
9-S6	2,688.55	6.45		1,155.48	865.97		4,716.45
10-S5	2,755.85	23.90		5,130.56	1,449.17		9,359.48
10-S6	276.75	23.89			95.70		396.34
60-S1	1,094.60	67.03			622.28		1,783.91
76-S2	180.00						180.00
113-S3	1,016.40				106.77		1,123.17
Totals	$ 8,012.15	$ 121.27		$ 6,286.04	$ 3,156.79		$ 17,576.25

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 8—(Continued)

POPE COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
County General					$ 68.11		$ 68.11
7-S11	1,983.70		101.10		740.73		2,825.53
7-S12	1,652.20	18.30	87.13		786.70		2,544.33
7-S13	1,162.10			2,557.50	384.43		4,104.03
16-S8	727.90				120.25		848.15
27-S11	1,989.05	299.62		6.59	463.92		2,759.18
27-S12	930.45				481.69		1,412.14
64-S6	5,270.50		821.41	338.43	1,623.31		8,053.65
105-S1	1,609.70			3,703.01	483.68		5,796.39
124-S1	513.00				163.61		676.61
Totals	$ 15,838.60	$ 317.92	$ 1,009.64	$ 6,605.53	$ 5,316.43		$ 29,088.12

VAN BUREN COUNTY

County General				$ 310.80	$ 10.80		$ 321.60
9-S9	1,827.65	549.92	7.50		684.67		3,069.74
9-S10	2,527.85	153.35			347.91		3,029.11
16-S9	171.20				10.45		181.65
16-S10	50.40						50.40
65-S7	2,449.50	67.50		6,299.40	1,009.76		9,826.16
65-S8	2,350.20	59.60		2,650.86	843.79		5,904.45
95-S2	3,336.35	634.46	12.00		532.08		4,514.89
134-S1	62.05				15.13		77.18
Totals	$ 12,775.20	$ 1,464.83	$ 19.50	$ 9,261.06	$ 3,454.59		$ 26,975.18

YELL COUNTY

County Gen.	$ 75.00						$ 75.00
7-S9	132.45						132.45
7-S10	1,941.05	264.99	28.88	809.93	1,076.14		4,120.99
10-S3	2,212.30	16.88			602.35		2,831.53
10-S4	1,670.55	25.00		9.20	480.34		2,185.09
22-S5	1,525.30			497.95	716.60		2,739.85
27-S8	1,019.05	437.77			40.41		1,497.23
27-S9	430.55				4.00		434.55
27-S10	2,291.30	174.06			618.97		3,084.33
28-S3	1,868.12	462.24			812.17		3,142.53
28-S4	1,554.70				802.22		2,356.92
76-S1	305.35						305.35
Totals	$ 15,025.72	$ 1,380.94	$ 28.88	$ 1,317.08	$ 5,153.20		$ 22,905.82

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Expenses Supplies and	Misc'l.	District General	Total
Conway	$ 17,548.54	$ 1,302.49	$ 1,530.34	$ 2,209.93	$ 8,054.41	42.55		30,688.26
Johnson	15,746.87	481.14	3,034.21	2,988.70	4,974.60			27,225.52
Logan	14,651.75	376.58	14.95	4,688.29	5,895.07	5.90		25,632.54
Perry	8,012.15	121.27		6,286.04	3,156.79			17,576.25
Pope	15,838.60	317.92	1,009.64	6,605.53	5,316.43			29,088.12
Van Buren	12,775.20	1,464.83	19.50	9,261.06	3,454.59			26,975.18
Yell	15,025.72	1,380.94	28.88	1,317.08	5,153.20			22,905.82
District General							16,507.37	16,507.37
Totals	$ 99,598.83	$ 5,445.17	$ 5,637.52	$ 33,356.63	$ 36,005.09	$ 48.45	$ 16,507.37	$196,599.06

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 9

BAXTER COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
5-S8	$ 1,205.55			$ 1,889.06	$ 254.69		$ 3,349.30
5-S9	284.55			1,889.07	37.62		2,211.24
12-S11	2,736.25	76.75	19.29	305.68	1,426.14		4,564.11
12-S12	2,843.35	11.70		266.11	987.82		4,108.98
14-S5	1,408.85	14.43	14.00		170.16		1,607.44
126-S1	2,588.40				303.14		2,891.54
Totals	$ 11,066.95	$ 102.88	$ 33.29	$ 4,349.92	$ 3,179.57		$ 18,732.61

BOONE COUNTY

7-S16	$ 985.64			$ 1,111.88	$ 626.59		$ 2,724.11
12-S7	2,123.75	63.21		20.74	813.39	75.00	3,096.09
12-S8	1,398.10				657.56		2,055.66
14-S1	665.60	7.50			24.58		697.68
43-S2	903.70	15.74		2,143.65	323.54		3,386.63
43-S3	1,394.00			2,067.43	539.86		4,001.29
65-S1	4,182.60	197.54		444.73	2,092.78		6,917.65
65-S2	962.90	110.65		17.72	553.60		1,644.87
Totals	$ 12,616.29	$ 394.64		$ 5,806.15	$ 5,631.90	$ 75.00	$ 24,523.98

CARROLL COUNTY

12-S5	$ 1,902.20	$ 77.80			$ 737.16		$ 2,717.16
12-S6	3,811.40	34.85		2,597.20	1,567.99		8,011.44
21-S5	3,079.60	104.88			1,146.59		4,331.07
21-S6	1,715.20			7.19	567.43		2,289.82
23-S7	1,637.20		5.00		247.08		1,889.28
23-S8	699.05						699.05
72-S3	2,952.15	4.85		610.10	643.94		4,211.04
103-S2	608.70	17.16			257.30		883.16
Totals	$ 16,405.50	$ 239.54	$ 5.00	$ 3,214.49	$ 5,167.49		$ 25,032.02

MADISON COUNTY

16-S4	$ 64.50			$ 1,671.41	$ 1.01		$ 1,736.92
16-S5	906.65	9.10					915.75
21-S4	1,178.35	137.80			335.92		1,652.07
23-S5	2,782.13	63.23	2.00	1,678.62	216.84		4,742.82
23-S6	3,318.70	44.26	4.00	2.26	786.78		4,156.00
45-S6	1,412.35	88.90	19.92		669.32		2,190.49
68-S2	2,671.65	23.15	12.33		821.26		3,528.39
68-S3	1,948.75	84.32			477.45		2,510.52
Totals	$ 14,283.08	$ 450.76	$ 38.25	$ 3,352.29	$ 3,308.58		$ 21,432.96

MARION COUNTY

County General					$ 7.29		$ 7.29
12-S9	$ 2,588.83	$ 48.00		241.89	1,181.56		$ 4,060.28
12-S10	3,771.42	157.17	132.34	1,629.41	871.53		6,561.87
14-S2	1,140.20	164.63	20.00	1,077.12	229.85		2,631.80
14-S3	1,408.11	145.00		1,045.15	409.33		3,007.59
101-S2	2,480.65				451.42		2,932.07
125-S1	1,196.00	154.04			56.61		1,406.65
Totals	$ 12,585.21	$ 668.84	$ 152.34	$ 3,993.57	$ 3,207.59		$ 20,607.55

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 9—(Continued)

NEWTON COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
7-S14	$ 2,106.40	.....	.....	$ 3,153.68	$ 820.58	.....	$ 6,080.66
7-S15	6,004.75	529.42	1.60	1,305.68	746.04	.....	8,587.49
16-S6	.....	.....	.....	.....	2.66	.....	2.66
16-S7	508.20	.....	.....	.....	6.07	.....	514.27
21-S2	1,293.95	.....	.....	39.15	84.13	.....	1,417.23
21-S3	1,480.30	32.32	.....	.....	4.95	.....	1,517.57
43-S1	865.00	35.19	.....	.....	250.64	.....	1,150.83
65-S3	767.75	118.64	.....	.....	251.77	.....	1,138.16
103-S1	3,724.55	121.90	.....	844.75	1,098.91	15.00	5,805.11
Totals	$ 16,750.90	$ 837.47	$ 1.60	$ 5,343.26	$ 3,265.75	$ 15.00	$ 26,213.98

SEARCY COUNTY

14-S4	$ 1,073.91	$ 154.81	.....	.....	$ 152.54	.....	$ 1,381.26
27-S13	2,431.75	14.49	.....	.....	223.45	.....	2,669.69
27-S14	347.60	.....	.....	.....	108.26	.....	455.86
65-S4	1,789.40	20.82	.....	806.27	569.65	.....	3,186.14
65-S5	2,859.75	28.64	.....	1,684.46	1,406.38	.....	5,979.23
65-S6	1,700.70	168.84	.....	1,691.27	638.07	.....	4,198.88
Totals	$ 10,203.11	$ 387.60	.....	$ 4,182.00	$ 3,098.35	.....	$ 17,871.06

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Baxter	$ 11,066.95	$ 102.88	$ 33.29	$ 4,349.92	$ 3,179.57	.....	.....	$ 18,732.61
Boone	12,616.29	394.64	.....	5,806.15	5,631.90	75.00	.....	24,523.98
Carroll	16,405.50	239.54	5.00	3,214.49	5,167.49	.....	.....	25,032.02
Madison	14,283.08	450.76	38.25	3,352.29	3,308.58	.....	.....	21,432.96
Marion	12,585.21	668.84	152.34	3,993.57	3,207.59	.....	.....	20,607.55
Newton	16,750.90	837.47	1.60	5,343.26	3,265.75	15.00	.....	26,213.98
Searcy	10,203.11	387.60	.....	4,182.00	3,098.35	.....	.....	17,871.06
District General	.....	.....	.....	.....	.....	.....	20,880.77	20,880.77
Totals	$ 93,911.04	$ 3,081.73	$ 230.48	$ 30,241.68	$ 26,859.23	$ 90.00	$ 20,880.77	$175,294.93

DISTRICT No. 10

CLAY COUNTY

1-S21	$ 1,400.87	.....	$ 82.46	$ 599.10	$ 601.14	$ 37.85	$ 2,721.42
34-S4	621.50	.....	.....	.....	333.80	5.50	960.80
34-S5	1,920.17	17.38	7.49	609.31	1,264.23	.....	3,818.58
34-S6	533.42	48.02	.....	.....	382.06	.....	963.50
39-S1	1,580.38	374.12	48.36	599.10	868.57	.....	3,470.53
39-S2	2,558.81	612.97	272.47	795.50	1,156.54	6.60	5,402.89
67-S22	2,512.80	318.75	599.43	.....	1,282.33	44.27	4,757.58
90-S1	998.20	156.05	4.70	.....	726.69	3.55	1,889.19
Totals	$ 12,126.15	$ 1,527.29	$ 1,014.91	$ 2,603.01	$ 6,615.36	$ 97.77	$ 23,984.49

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 10—(Continued)

CRAIGHEAD COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
1-S17	$ 1,186.95	$ 74.48	$ 28.27	$ 599.10	$ 641.36	$ 1.00	$ 2,531.16
1-S18	1,824.90	16.50	32.65	599.11	1,421.95	11.70	3,906.81
18-S3	2,529.20	36.00	6,119.38	1,198.21	2,561.43	10.50	12,454.72
18-S4	1,817.10	223.70	118.67	.....	998.70	6.35	3,164.52
63-S5	2,359.65	331.17	284.00	599.10	1,777.46	9.50	5,360.88
63-S6	627.48	96.58	62.40	599.11	515.05	.....	1,900.62
79-S1	.....	.....	.....	57.52	81.89	.....	139.41
79-S2	.....	.....	.....	41.28	19.42	.....	60.70
91-S2	198.50	45.72	1.00	.....	1.92	.....	247.14
Totals	$ 10,543.78	$ 824.15	$ 6,646.37	$ 3,693.43	$ 8,019.18	$ 39.05	$ 29,765.96

GREENE COUNTY

1-S19	$ 1,319.30	$ 70.53	$ 131.47	.....	$ 1,493.16	$ 2.50	$ 3,016.96
1-S20	2,057.95	24.10	63.70	.....	1,628.30	12.00	3,786.05
25-S8	1,728.65	28.60	82.49	200.00	1,871.00	12.00	3,922.74
25-S9	2,141.91	105.91	229.77	225.35	1,749.43	21.75	4,474.12
34-S3	.....	.....	.....	.....	3.27	.....	3.27
39-S3	2,270.30	64.32	169.92	107.30	1,853.66	19.85	4,917.35
135-S2	.....	.....	.....	.....	1.90	.....	1.90
Totals	$ 9,950.11	$ 293.46	$ 677.35	$ 532.65	$ 8,600.72	$ 68.10	$ 20,122.39

LAWRENCE COUNTY

25-S6	$ 217.25	$ 10.50	.....	$ 2,910.95	$ 552.20	$ 9.50	$ 3,700.40
25-S7	3,168.13	254.84	3,284.25	599.11	1,952.39	62.07	9,320.79
34-S1	74.35	.....	.....	.....	45.66	.....	120.01
63-S3	2,503.00	115.41	120.00	615.46	2,189.62	60.10	5,603.59
63-S4	2,908.90	249.22	720.75	599.10	2,086.66	18.41	6,583.04
67-S18	4,405.77	240.92	1,223.46	599.10	2,328.68	56.43	8,854.36
67-S19	1,356.08	378.86	580.10	6.27	1,309.00	16.19	3,646.50
79-S3	519.65	1,091.64	240.00	.....	366.56	.....	2,217.85
79-S4	931.70	.....	.....	.....	663.56	12.25	1,607.51
91-S1	571.00	54.48	60.00	.....	528.93	.....	1,214.41
97-S1	249.50	.....	.....	.....	9.21	.....	258.71
117-S1	508.95	.....	.....	.....	66.88	.....	575.43
117-S2	230.90	.....	.....	.....	70.47	.....	301.37
Totals	$ 17,645.18	$ 2,395.87	$ 6,228.56	5,329.99	$ 12,169.82	$ 234.95	$ 44,004.57

MISSISSIPPI COUNTY

18-S5	$ 1,714.20	$ 34.40	$ 2,076.82	.....	$ 1,681.79	.....	$ 5,507.21
18-S6	1,538.79	361.67	367.14	561.25	830.12	16.35	3,675.32
18-S7	514.05	.....	.....	2,650.86	261.46	.....	3,426.37
40-S2	1,307.62	30.23	383.92	.....	787.43	.....	2,509.20
61-S2	1,694.20	131.54	1,047.51	668.47	1,376.46	9.10	4,927.28
61-S3	1,115.50	78.40	1,044.75	630.81	526.75	.....	3,396.21
77-S1	1,353.64	.....	3,416.31	.....	1,237.80	5.00	6,012.75
77-S2	1,653.20	149.79	240.00	.....	695.81	7.05	2,745.85
118-S1	997.95	19.20	.....	.....	82.89	.....	1,100.04
119-S1	589.30	1.50	87.00	.....	24.01	.....	701.81
120-S1	747.00	.....	10.61	.....	41.77	.....	799.38
Totals	$ 13,225.45	$ 806.73	$ 8,674.06	$ 4,511.39	$ 7,546.29	$ 37.50	$ 34,801.42

Expenditures for Maintenance from March 1, 1929, to February 28, 1930—(Continued)

DISTRICT No. 10—(Continued)

POINSETT COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
1-S15	$ 437.25				$ 196.06	$ 10.89	$ 644.20
1-S16	855.83	8.19	32.51		849.72		1,746.25
14-S13	1,294.10			1,240.14	873.27		3,407.51
14-S14	1,272.05	319.20	40.80	2,666.42	1,083.44	1.00	5,382.91
18-S2	886.90				337.81		1,224.71
39-S5				599.11			599.11
40-S1	1,466.48	26.38	132.30		1,272.16	3.30	2,900.62
63-S7	6,395.71	307.50	9,573.23	270.00	4,032.82	22.95	20,602.21
63-S8	715.15		1,122.99		321.09		2,159.23
Totals	$ 13,323.47	$ 661.27	$ 10,901.83	$ 4,775.67	$ 8,966.37	$ 38.14	$ 38,666.75

RANDOLPH COUNTY

County General						$ 9.65	$ 9.65
34-S2					41.09		41.09
62-S3	2,061.50	89.80			1,198.23		3,349.53
62-S4	1,690.25	258.36			370.68		2,319.29
67-S20	3,057.49	3,124.33	35.48	295.29	1,555.79	41.25	8,109.63
67-S21	2,541.70			279.55	770.61	47.25	3,639.11
79-S1	2,555.00	20.62	120.00	599.10	441.73		3,736.45
79-S2	1,946.55		209.40	599.11	923.72	19.00	3,697.78
93-S1	55.35	15.26			2.00		72.61
Totals	$ 13,907.84	$ 3,508.37	$ 364.88	$ 1,773.05	$ 5,303.85	$ 117.15	$ 24,975.14

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Clay	$ 12,126.15	$ 1,527.29	$ 1,014.91	$ 2,603.01	$ 6,615.36	$ 97.77		$ 23,984.49
Craighead	10,543.78	824.15	6,646.37	3,693.43	8,019.18	39.05		29,765.96
Greene	9,950.11	293.46	677.35	532.65	8,600.72	68.10		20,122.39
Lawrence	17,645.18	2,395.87	6,228.56	5,329.99	12,169.82	234.95		44,004.37
Mississippi	13,225.45	806.73	8,674.06	4,511.39	7,546.29	37.50		34,801.42
Poinsett	13,323.47	661.27	10,901.83	4,775.67	8,966.37	38.14		38,666.75
Randolph	13,907.84	3,508.37	364.88	1,773.05	5,303.85	117.15		24,975.14
District General							26,980.38	26,980.38
Totals	$ 90,721.98	$ 10,017.14	$ 34,507.96	$ 23,219.19	$ 57,221.59	$ 632.66	$ 26,980.38	$243,300.90

CONSOLIDATED STATEMENT OF DISTRICT EXPENDITURES FOR MAINTENANCE FROM MARCH 1, 1929, TO FEBRUARY 28, 1930.

DISTRICT	Labor	Bridge Materials	Road Materials	Equipment	Supplies and Expenses	Miscellaneous	District General	TOTAL
District 1	$ 90,365.16	$ 9,076.67	$ 33,695.50	$ 25,292.19	$ 49,273.01	$ 95.50	$ 40,478.97	$ 248,277.00
District 2	94,614.48	18,282.24	63.924.71	24,294.55	60,823.78	613.77	28,508.53	291,062.06
District 3	101,041.61	10,945.35	5,058.04	33,973.32	49,016.49	3,668.08	53,911.24	257.614.13
District 4	160,871.24	11,002.15	23,443.19	24,705.32	63,087.91	4,023.72	32,466.39	319,599.92
District 5	101,134.41	5,286.36	24,088.98	43,888.22	36,913.05	176.79	38,618.32	250,106.13
District 6	96,327.19	12,490.88	35,556.08	34,988.95	59,786.33	63.09	16,363.58	255,576.10
District 7	94,306.98	15,295.46	25,854.32	26,356.73	41,865.73	221.21	28,995.00	232.895.43
District 8	99,598.83	5,445.17	5,637.52	33,356.63	36,005.09	48.45	16,507.37	196,599.06
District 9	93,911.04	3,081.73	230.48	30,241.68	26,859.23	90.00	20,880.77	175,294.93
District 10	90,721.98	10,017.14	34,507.96	23,219.19	57,221.59	632.66	26,980.38	243,300.90
Totals	$1,022,892.92	$ 100,923.15	$ 251,996.78	$ 300,316.78	$ 480,852.21	$ 9,633.27	$ 303,710.55	$2,470,325.66

STATEMENT OF GENERAL EXPENSES FROM MARCH 1, 1929, TO FEBRUARY 28, 1930

DISTRICT	District Engineers Salaries	Assistant Engineers Salaries	Clerical Help	Mechanics	Supervisor	Communi-cation	Rent	Operating Supplies and Exp	Undistributed Equipment	Traveling and Misc. Expense	Traffic Census	TOTAL
District 1	$ 1,425.00	$ 3,000.00	$ 3,201.00	$ 3,663.50	$ 2,700.00	$ 73.45	$ 290.00	$ 8,959.39	$ 15,097.55	$ 1,791.88	$ 277.20	$ 40,478.97
District 2	1,425.00	1,125.00	4,064.00	5,761.65	1,928.25	598.64	1,257.98	5,126.46	5,571.95	1,649.60	....	28,508.53
District 3	1,425.00	413.75	1,635.00	1,959.50	4,934.50	343.33	215.00	5,782.39	34,504.03	1,573.24	1,125.50	53,911.24
District 4	1,425.00	.....	4,215.26	3,479.05	1,980.00	28.63	732.35	4,347.06	15,754.94	504.10	.....	32,466.39
District 5	1,425.00	.....	5,036.97	5,631.35	3,600.00	101.50	434.87	7,412.98	13,416.46	1,559.19	.....	38,618.32
District 6	1,425.00	1,912.50	2,662.50	.....	900.00	257.99	30.00	2,163.86	4,948.73	2,063.00	.....	16,363.58
District 7	1,425.00	.....	1,084.00	4,850.30	4,620.00	274.53	562.00	5,357.41	8,469.53	908.90	1,443.33	28,995.00
District 8	1,425.00	.....	2,416.00	2,482.25	2,362.50	237.98	424.00	2,915.00	3,631.32	613.32	.....	16,507.37
District 9	1,425.00	2,015.00	2,785.75	4,041.38	655.00	673.56	.....	5,491.23	2,902.07	769.28	122.50	20,880.77
District 10	1,425.00	2,425.00	3,472.50	6,007.82	2,640.00	466.31	640.00	3,011.26	5,162.03	651.41	1,079.05	26,980.38
Totals	$ 14,250.00	$ 10,891.25	$ 30,572.98	$ 37,876.80	$ 26,320.25	$ 3,055.92	$ 4,586.20	$ 50,567.04	$109,458.61	$ 12,083.92	$ 4,047.58	$303,710.55

Expenditures for Maintenance from March 1, 1930, to August 31, 1930

DISTRICT No. 1

CRITTENDEN COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
3-S18	$ 3,091.20	$ 175.85	$ 281.29	$ 233.86	$ 2,204.27	.....	$ 5,986.47
16-S20	2,136.95	145.27	732.47	.....	1,712.34	.....	4,727.03
50-S2	.....	36.99	.....	.....	42.07	.....	79.06
50-S4	1,729.40	.....	2,677.26	.....	7.50	.....	4,414.16
61-S1	1,284.76	86.86	179.95	.....	651.31	.....	2,202.88
63-S9	425.12	.....	.....	.....	93.28	.....	518.40
70-S20	4,436.13	25.50	4,941.30	.....	118.28	.....	9,521.21
75-S3	1,099.00	153.31	431.49	.....	474.41	.....	2,158.21
Totals	$ 14,202.56	$ 623.78	$ 9,243.76	$ 233.86	$ 5,303.46	.....	$ 29,607.42

CROSS COUNTY

1-S13	$ 205.50	$ 141.40	.....	.....	$ 69.96	.....	$ 416.86
1-S14	1,147.00	121.40	11.00	.....	374.95	.....	1,654.35
16-S18	2,487.25	183.53	8.00	.....	2,230.16	.....	4,908.94
16-S19	2,442.85	1,650.44	261.56	.....	948.05	.....	5,302.90
42-S2	.....	.....	.....	.....	27.73	.....	27.73
42-S3	420.75	18.72	5.00	.....	343.99	.....	788.46
75-S2	282.25	499.73	96.85	.....	42.16	.....	920.99
Totals	$ 6,985.60	$ 2,615.22	$ 382.41	.....	$ 4,437.00	.....	$ 14,020.23

LEE COUNTY

1-S9	$ 1,111.65	$ 103.05	$ 355.04	.....	$ 700.47	.....	$ 2,270.21
1-S10	1,018.40	137.25	11.50	.....	405.39	.....	1,572.54
3-S15	1,007.29	77.29	253.04	.....	740.80	.....	2,078.42
3-S16	8,083.54	841.48	561.68	.....	745.57	.....	10,232.27
78-S2	1,090.30	156.28	154.14	.....	564.50	.....	1,965.22
121-S1	874.50	8.40	.....	.....	98.81	.....	981.71
131-S1	275.92	8.40	.....	.....	89.20	.....	373.52
Totals	$ 13,461.60	$ 1,332.15	$ 1,335.40	.....	$ 3,344.74	.....	$ 19,473.89

MONROE COUNTY

3-S13	$ 636.25	.....	.....	.....	$ 242.28	.....	$ 878.53
3-S14	837.05	93.36	.....	.....	340.03	.....	1,270.44
17-S1	995.30	74.40	79.62	.....	687.53	.....	1,836.85
17-S2	716.50	50.00	253.66	.....	285.76	.....	1,305.92
17-S3	506.00	7.20	142.61	.....	498.55	.....	1,154.36
20-S1	823.75	109.32	99.99	.....	560.31	.....	1,593.37
33-S1	252.25	.....	.....	.....	67.53	.....	319.78
70-S17	1,736.40	316.90	781.88	.....	1,065.83	.....	3,901.01
Totals	$ 6,503.50	$ 651.18	$ 1,357.76	.....	$ 3,747.82	.....	$ 12,260.26

PHILLIPS COUNTY

1-S7	$ 136.90	.....	.....	.....	$ 24.80	.....	161.70
1-S8	507.13	14.89	249.30	.....	306.14	.....	1,077.46
20-S2	1,303.65	60.00	879.10	.....	188.96	.....	2,431.71
20-S3	326.50	4.72	.....	.....	96.00	.....	427.22
20-S4	496.13	849.52	68.38	.....	323.89	.....	1,737.92
44-S2	1,447.35	150.85	11.60	.....	340.91	.....	1,950.71
44-S3	858.50	50.00	79.62	.....	45.11	.....	1,033.23
49-S1	758.70	1,414.99	.....	.....	989.29	.....	3,162.98
85-S1	188.50	66.87	23.20	.....	.....	.....	278.57
Totals	$ 6,023.36	$ 2,611.84	$ 1,311.20	.....	$ 2,315.10	.....	$ 12,261.50

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 1—(Continued)

ST. FRANCIS COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
1-S11	$ 592.19	$ 25.27	$ 38.85	$ 2,063.60	$ 597.19	.....	$ 3,317.10
1-S12	1,553.49	37.92	40.35	2,063.60	582.98	.....	4,278.34
3-S17	531.00	269.61	311.78	.....	355.67	.....	1,468.06
50-S1	1,462.80	28.24	318.76	2,063.60	1,423.35	.....	5,296.75
50-S3	87.50	.....	.....	.....	.....	.....	87.50
70-S18	2,056.10	338.35	649.54	.....	1,238.93	.....	4,282.92
70-S19	2,013.15	614.88	261.74	372.70	1,699.08	.....	4,961.55
75-S1	188.75	46.13	59.53	.....	66.67	.....	361.08
78-S1	.....	.....	157.80	.....	85.09	.....	242.89
Totals	$ 8,484.98	$ 1,360.40	$ 1,838.35	$ 6,563.50	$ 6,048.96	.....	$ 24,296.19

WOODRUFF COUNTY

16-S16	$ 480.50	$ 244.57	$ 126.90	.....	$ 376.75	.....	$ 1,228.72
16-S17	814.50	911.52	48.91	.....	165.60	.....	1,940.53
17-S4	1,374.00	.....	264.18	.....	831.82	.....	2,470.00
33-S4	1,167.91	405.87	875.16	.....	727.66	.....	3,176.60
33-S5	392.00	60.00	64.03	.....	209.23	.....	725.26
38-S2	568.50	117.22	109.13	.....	412.23	.....	1,207.08
Totals	$ 4,797.41	$ 1,739.18	$ 1,488.31	.....	$ 2,723.29	.....	$ 10,748.19

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Crittenden	$ 14,202.56	$ 623.78	$ 9,243.76	$ 233.86	$ 5,303.46	.....	.....	$ 29,607.42
Cross	6,985.60	2,615.22	382.41	.....	4,037.00	.....	.....	14,020.23
Lee	13,461.60	1,332.15	1,335.40	.....	3,344.74	.....	.....	19,473.89
Monroe	6,503.50	651.18	1,357.76	.....	3,747.82	.....	.....	12,260.26
Phillips	6,023.36	2,611.84	1,311.20	.....	2,315.10	.....	.....	12,261.50
St. Francis	8,484.98	1,360.40	1,838.35	6,563.50	6,048.96	.....	.....	24,296.19
Woodruff	4,797.41	1,739.18	1,488.31	.....	2,723.29	.....	.....	10,748.19
District General	.....	.....	.....	.....	.....	.....	17,188.89	17,188.89
Totals	$ 60,459.01	$ 10,933.75	$ 16,957.19	$ 6,797.36	$ 27,520.37	.....	$ 17,188.89	$139,856.57

DISTRICT No. 2

ARKANSAS COUNTY

1-S3	$ 461.00	$ 358.39	.....	.....	$ 395.45	.....	$ 1,214.84
1-S4	606.35	.....	254.96	.....	306.45	.....	1,167.76
1-S5	1,727.35	451.21	2,069.87	.....	523.08	.....	4,771.51
3-S10	1,171.25	1,099.21	253.82	.....	914.50	.....	3,438.78
3-S11	762.75	1.75	98.51	.....	372.19	.....	1,235.20
11-S6	1,321.50	47.16	348.11	.....	395.75	.....	2,112.52
11-S7	288.20	.....	.....	.....	154.40	.....	442.60
30-S5	469.95	.....	100.00	.....	288.39	.....	858.34
30-S6	1,410.40	262.32	68.48	.....	392.49	.....	2,133.69
44-S1	838 50	7.60	3.27	.....	216.84	.....	1,066.21
82-S1	470.00	.....	.....	.....	402.25	.....	872.25
Totals	$ 9,527.25	$ 2,227.64	$ 3,197.02	.....	$ 4,361.79	.....	$ 19,313.70

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 2—(Continued)

ASHLEY COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
2-S8	$ 581.10	$ 63.90	$ 158.46	.....	$ 616.21	.....	$ 1,419.67
2-S9	12,007.19	719.40	4,700.73	.....	1,972.02	61.55	19,460.89
8-S14	3,055.70	2,180.16	785.80	.....	741.66	1.00	6,764.32
8-S15	52.50	.....	.....	.....	56.39	.....	108.89
13-S1	1,767.50	.....	.....	.....	517.80	.....	2,285.30
13-S2	606.00	.....	.....	.....	469.88	.....	1,075.88
52-S1	1,188.50	.....	1,559.73	.....	68.33	.....	2,816.56
52-S2	.....	.....	.....	.....	28.64	.....	28.64
133-S1	238.50	.....	74.98	.....	166.24	.....	479.72
165-S1	3,634.90	61.45	3,534.56	469.30	2,159.95	67.40	9,927.56
Totals	$ 23,131.89	$ 3,024.91	$ 10,814.26	$ 469.30	$ 6,797.12	$ 129.95	$ 44,367.43

CHICOT COUNTY

2-S10	$ 4,762.95	$ 403.96	$ 6,489.68	$ 3,316.66	$ 3,148.77	$ 7.00	$ 18,129.02
8-S16	320.00	.....	.....	.....	57.03	.....	377.03
35-S9	423.00	.....	.....	.....	190.37	.....	613.37
35-S11	1,129.50	1,577.67	42.89	.....	367.36	.....	3,117.42
59-S1	844.75	.....	.....	.....	430.68	.....	1,275.43
65-S20	1,253.75	34.92	508.73	.....	708.38	.....	2,505.78
65-S21	1,061.60	29.00	289.12	.....	1,371.96	.....	2,751.68
65-S22	1,587.25	14.40	128.59	.....	326.83	.....	2,057.07
165-S3	695.83	.....	405.00	.....	297.57	.....	1,398.40
Totals	$ 12,078.63	$ 2,059.95	$ 7,864.01	$ 3,316.66	$ 6,898.95	$ 7.00	$ 32,225.20

DESHA COUNTY

1-S1	$ 1,850.25	$ 20.13	$ 1,699.99	.....	$ 934.17	.....	$ 4,504.54
1-S2	60.00	.....	.....	.....	36.91	.....	96.91
4-S16	2,678.00	2,832.84	107.17	.....	848.51	.....	6,466.52
35-S10	57.00	.....	.....	.....	.....	.....	57.00
54-S1	1,056.00	13.34	.....	.....	494.88	.....	1,564.22
65-S17	594.90	93.27	.....	.....	547.82	2.60	1,238.59
65-S19	322.00	8.66	.....	400.00	441.82	.....	1,172.48
165-S4	763.17	9.00	.....	.....	635.60	7.36	1,415.13
Totals	$ 7,381.32	$ 2,977.24	$ 1,807.16	$ 400.00	$ 3,939.71	$ 9.96	$ 16,515.39

DREW COUNTY

4-S14	$ 3,428.00	$ 188.92	$ 42.05	.....	$ 575.63	$ 5.97	$ 4,240.57
4-S15	2,754.85	717.41	15.10	.....	1,058.68	17.45	4,563.49
13-S3	894.65	13.44	.....	722.68	522.43	.....	2,153.20
13-S4	676.75	.....	7.50	722.69	673.10	.....	2,080.04
35-S7	56.25	.....	.....	.....	34.28	.....	90.53
35-S8	592.63	30.74	269.68	.....	698.36	.....	1,591.41
65-S18	340.00	.....	330.00	.....	94.19	.....	764.19
165-S2	.....	.....	.....	.....	57.35	.....	57.35
Totals	$ 8,743.13	$ 950.51	$ 664.33	$ 1,445.37	$ 3,714.02	$ 23.42	$ 15,540.78

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 2—(Continued)

JEFFERSON COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
3-S7	$ 25,408.10	$ 3,574.99	$ 1,440.98	.....	$ 3,069.24	.....	$ 33,493.31
3-S8	1,904.84	184.77	2,407.33	.....	626.10	.....	5,123.04
3-S9	1,002.00	.....	.....	239.60	404.00	4.60	1,650.20
6-S10	538.05	.....	.....	.....	419.40	.....	957.45
11-S5	525.00	152.90	372.76	.....	236.88	.....	1,287.54
13-S7	680.75	.....	199.17	.....	767.76	.....	1,647.68
15-S7	828.39	1.00	415.79	766.00	714.52	.....	2,725.70
15-S8	1,216.92	8.40	1,167.86	.....	690.00	.....	3,083.18
31-S1	215.50	.....	.....	436.53	406.46	.....	1,058.49
65-S14	947.95	.....	34.50	.....	619.66	.....	1,602.11
65-S15	281.45	.....	.....	.....	148.18	.....	429.63
104-S1	263.20	.....	.....	.....	141.39	.....	404.59
Totals	$ 33,812.15	$ 3,922.06	$ 6,038.39	$ 1,442.13	$ 8,243.59	$ 4.60	$ 53,462.92

LINCOLN COUNTY

11-S2	$ 816.15	$ 20.00	$ 98.80	.....	$ 583.14	.....	$ 1,518.09
11-S3	2,318.55	349.09	576.20	.....	1,112.19	.....	4,356.03
11-S4	.....	.....	.....	.....	17.50	.....	17.50
13-S5	1,306.75	348.47	36.00	.....	1,757.02	.....	3,448.24
13-S6	1,347.40	43.07	.....	.....	1,438.33	.....	2,828.80
65-S16	315.50	13.19	509.58	3.95	201.40	.....	1,043.62
114-S1	421.50	89.97	.....	.....	813.91	.....	1,325.38
114-S2	411.50	574.65	.....	.....	97.56	.....	1,083.71
Totals	$ 6,937.35	$ 1,438.44	$ 1,220.58	$ 3.95	$ 6,021.05	.....	$ 15,621.37

PRAIRIE COUNTY

11-S8	$ 730.50	.....	$ 121.88	.....	$ 23.80	.....	$ 876.18
Totals	$ 730.50	.....	$ 121.88	.....	$ 23.80	.....	$ 876.18

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Arkansas	$ 9,527.25	$ 2,227.64	$ 3,197.02	.....	$ 4,361.79	.....	.....	$ 19,313.70
Ashley	23,131.89	3,024.91	10,814.26	469.30	6,797.12	129.95	.....	44,367.43
Chicot	12,078.63	2,059.95	7,864.01	3,316.66	6,898.95	7.00	.....	32,225.20
Desha	7,381.32	2,977.24	1,807.16	400.00	3,939.71	9.96	.....	16,515.39
Drew	8,743.13	950.51	664.33	1,445.37	3,714.02	23.42	.....	15,540.78
Jefferson	33,812.15	3,922.06	6,038.39	1,442.13	8,243.59	4.60	.....	53,462.92
Lincoln	6,937.35	1,438.44	1,220.58	3.95	6,021.05	.....	.....	15,621.37
Prairie	730.50	.....	121.88	.....	23.80	.....	.....	876.18
District General	.....	.....	.....	.....	.....	.....	16,840.08	16,840.08
Totals	$102,342.22	$ 16,600.75	$ 31,727.63	$ 7,077.41	$ 40,000.03	$ 174.93	$ 16,840.08	$214,763.05

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 3

CLARK COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
County General						$ 5.05	$ 5.05
7-S3	542.72				352.18		894.90
7-S4	9,739.05	62.10		946.87	2,780.02		13,528.04
8-S5	1,125.32	77.14	1.50		168.30		1,372.26
26-S4	838.37				135.26		973.63
51-S1	2,638.80	72.91	27.85	343.80	1,110.66		4,194.02
51-S2	219.25				48.54		267.79
53-S1	861.64	252.47			382.18		1,496.29
67-S4	488.80		3.20		235.01		727.01
67-S5	688.88	35.78	1.85		324.35	10.00	1,060.86
67-S6	541.82	41.40	4.00		461.73		1,048.95
Totals	$ 17,684.65	$ 541.80	$ 38.40	$ 1,290.67	$ 5,998.23	$ 15.05	$ 25,568.80

HEMPSTEAD COUNTY

4-S5	$ 2,439.24	$ 1,730.60	$ 66.53		$ 1,307.18		$ 5,543.55
4-S6	580.26	918.00			290.85		1,789.11
24-S3	475.35		6.20		47.03		528.58
27-S3	83.00				113.91		196.91
29-S3	890.79	3.90	6.10	688.50	687.98		2,277.27
32-S4					132.75		132.75
55-S2	3,087.08	110.94	4,739.72	526.62	422.19	32.50	8,919.05
67-S2	3,882.03	1,899.88	938.70	757.03	1,479.84		8,957.48
73-S2	798.58	209.70			359.07		1,367.35
Totals	$ 12,236.33	$ 4,873.02	$ 5,757.25	$ 1,972.15	$ 4,840.80	$ 32.50	$ 29,712.05

HOWARD COUNTY

County General						$ 7.54	$ 7.54
4-S4	1,853.21	996.34			794.06		3,643.61
24-S2	757.00	32.43	1.60		405.52		1,196.55
27-S2	1,696.84	135.89	4.10		996.77		2,833.60
55-S1	539.10			526.63	315.61		1,381.34
70-S3	1,036.75	243.74			236.04	10.00	1,526.53
73-S1	4,894.87	493.02			270.17	37.50	5,695.56
128-S1	2,648.70	37.20			202.22		2,888.12
Totals	$ 13,426.47	$ 1,938.62	$ 5.70	$ 526.63	$ 3,220.39	$ 55.04	$ 19,172.85

LAFAYETTE COUNTY

2-S2	$ 4,854.19	$ 24.63	$ 260.66		$ 578.84		$ 5,718.32
29-S1	2,568.35	521.06	62.86	497.35	948.71	3.50	4,601.83
29-S2	790.55	106.21	8.10		340.35		1,245.21
Totals	$ 8,213.09	$ 651.90	$ 331.62	$ 497.35	$ 1,867.90	$ 3.50	$ 11,565.36

LITTLE RIVER COUNTY

32-S1	$ 381.40		$ 12.60		$ 318.40		$ 712.40
32-S2	15,583.68		1,205.65		489.13		17,277.86
32-S3	4.16				94.34		98.50
41-S2	912.00	132.67			278.29		1,322.96
41-S3	208.00	30.83			203.98		442.81
71-S4	3,421.06	552.60	649.99		733.22		5,356.87
Totals	$ 20,510.30	$ 716.10	$ 1,867.64		$ 2,117.36		$ 25,211.40

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 3—(Continued)

MILLER COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
2-S1	$ 2,134.75	$ 1.12	$ 529.58	$ 259.80	$ 760.03	.....	$ 3,685.28
67-S1	1,402.27	37.88	282.96	.....	456.87	.....	2,179.98
71-S1	1,289.31	132.08	3,863.79	.....	388.76	.....	5,673.94
71-S2	1,790.94	110.94	25.00	.....	410.64	255.00	2,592.52
71-S3	82.00	.....	.....	.....	49.44	.....	131.44
Totals	$ 6,699.27	$ 282.02	$ 4,701.33	$ 259.80	$ 2,065.74	$ 255.00	$ 14,263.16

MONTGOMERY COUNTY

70-S6	$ 50.80	.....	.....	.....	$ 30.65	.....	$ 81.45
Total	$ 50.80	.....	.....	.....	$ 30.65	.....	$ 81.45

NEVADA COUNTY

County General	.....	.....	.....	.....	.....	5.05	$ 5.05
4-S7	$ 18.07	$ 8.24	.....	.....	.....	.....	26.31
19-S3	1,757.39	.....	.....	.....	665.85	.....	2,423.24
24-S4	331.35	.....	.....	.....	288.93	.....	620.28
24-S5	3,658.99	1,019.44	66.20	259.80	1,392.78	.....	6,397.21
53-S2	16.30	52.50	.....	.....	98.81	.....	167.61
53-S3	181.99	.....	.....	.....	.....	.....	181.99
67-S3	3,179.50	452.86	.....	526.63	805.58	.....	4,964.57
Totals	$ 9,143.59	$ 1,533.04	$ 66.20	$ 786.43	$ 3,251.95	$ 5.05	$ 14,786.26

PIKE COUNTY

County General	.....	.....	.....	.....	.....	5.05	5.05
8-S4	$ 565.79	$ 183.40	.....	.....	290.07	.....	1,039.26
26-S3	654.21	$ 113.77	.....	343.80	388.54	.....	1,500.32
27-S4	1,126.82	1,254.74	.....	.....	543.44	.....	2,925.00
27-S5	1,039.65	.60	.....	467.80	409.83	.....	1,917.88
70-S4	933.39	268.18	.....	.....	457.39	10.00	1,668.96
70-S5	1,006.32	.....	1.50	308.80	553.09	.....	1,869.71
84-S1	411.79	.....	.....	.....	286.82	.....	698.61
Totals	$ 5,737.97	$ 1,820.69	$ 1.50	$ 1,120.40	$ 2,929.18	$ 15.05	$ 11,624.79

SEVIER COUNTY

24-S1	$ 2,605.91	$ 119.17	$ 46.75	.....	$ 211.76	.....	$ 2,983.59
27-S1	429.02	7.25	.....	.....	197.40	.....	633.67
41-S1	715.95	459.47	7.00	237.60	433.84	.....	1,853.86
70-S1	395.22	10.00	6.64	.....	300.68	.....	712.54
70-S2	650.86	14.36	6.38	.....	422.17	.....	1,093.77
71-S5	9,096.75	1,662.92	3,226.13	6,243.92	2,103.63	54.63	22,387.98
71-S6	1,265.87	70.34	.....	.....	213.77	.....	1,549.98
71-S7	565.79	4.40	.....	.....	292.02	.....	862.21
Totals	$ 15,725.37	$ 2,347.91	$ 3,292.90	$ 6,481.52	$ 4,175.27	$ 54.63	$ 32,077.60

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 3—(Continued)

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Clark	$ 17,684.65	$ 541.80	$ 38.40	$ 1,290.67	$ 5,998.23	$ 15.05		$ 25,568.80
Hempstead	12,236.33	4,873.02	5,757.25	1,972.15	4,840.80	32.50		29,712.05
Howard	13,426.47	1,938.62	5.70	526.63	3,220.39	55.04		19,172.85
Lafayette	8,213.09	651.90	331.62	497.35	1,867.90	3.50		11,565.36
Little River	20,510.30	716.10	1,867.64		2,117.36			25,211.40
Miller	6,699.27	282.02	4,701.33	259.80	2,065.74	255.00		14,263.16
Montgomery	50.80				30.65			81.45
Nevada	9,143.59	1,533.04	66.20	786.43	3,251.95	5.05		14,786.26
Pike	5,737.97	1,820.69	1.50	1,120.40	2,929.18	15.05		11,624.79
Sevier	15,725.37	2,347.91	3,292.90	6,481.52	4,175.27	54.63		32,077.60
District General							31,607.02	31,607.02
Totals	$109,427.84	$ 14,705.10	$ 16,062.54	$ 12,934.95	$ 30,497.47	$ 435.82	$ 31,607.02	$215,670.74

DISTRICT No. 4

BENTON COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
12-S1	$ 4,550.09	$ 340.13	$ 14.20	$ 1,301.93	$ 1,099.12		$ 7,305.47
12-S2	1,231.20	5.40	39.00		278.38		1,553.98
12-S3	2,192.85	488.34	639.02	1,301.93	893.12		5,515.26
16-S1	654.75				248.99		903.74
47-S1	1,563.90	1.20	17.50		771.31		2,353.91
71-S18	1,224.95	27.72	2.70		766.54		2,021.91
71-S19	1,132.50	8.90			948.69		2,090.09
72-S1	702.45				238.16		940.61
72-S2	253.90				95.80		349.70
94-S1	300.35		1.80		64.08		366.23
99-S2	324.00		1,419.88		177.89		1,921.77
100-S1	1,264.50	928.95	145.62		238.74		2,577.81
102-S1	578.88		7.00		240.50		826.38
102-S2	141.05						141.05
107-S1	4,967.39	819.67	725.87		949.71		7,462.64
F. A. P. 108	354.75				113.60		468.35
Totals	$ 21,437.51	$ 2,620.31	$ 3,012.59	$ 2,603.86	$ 7,124.63		$ 36,798.90

CRAWFORD COUNTY

45-S2	$ 2,602.90	$ 165.11			$ 1,123.77		$ 3,891.78
64-S2	1,163.40		1.25		324.99		1,489.64
71-S15	964.94				682.65		1,647.59
Totals	$ 4,731.24	$ 165.11	$ 1.25		$ 2,131.41		$ 7,029.01

FRANKLIN COUNTY

12-S2	$ 889.90				$ 268.78		$ 1,158.68
23-S3	926.15	$ 23.82			324.03		1,274.00
23-S4	11,858.56	783.54	1,661.71	1,819.54	1,703.73		17,827.08
64-S3	1,485.80	5.04	131.85		403.85		2,026.54
Totals	$ 15,160.41	$ 812.40	$ 1,793.56	$ 1,819.54	$ 2,700.39		$ 22,286.30

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 4—(Continued)

MONTGOMERY COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
6-S2	$ 1,128.10	$ 14.40			$ 464.70		$ 1,607.20
6-S3	979.90				355.99		1,335.89
8-S3	791.55	398.94			620.83		1,811.32
27-S6	136.50				106.07		242.57
27-S7	700.60	22.14			161.37		884.11
70-S6					4.15		4.15
Totals	$ 3,736.65	$ 435.48			$ 1,713.11		$ 5,885.24

POLK COUNTY

4-S1	$ 833.85				$ 280.41		$ 1,114.26
8-S1	841.75				273.11		1,114.86
8-S2	1,419.35				277.47		1,696.82
71-S8	7,085.42		647.91		1,250.29		8,983.62
71-S9	4,469.81	54.28	8,337.16		1,601.30		14,462.55
71-S10	726.59			2,404.12	400.50		3,531.21
88-S0	4,529.45	2,476.08			1,087.05		8,092.58
Totals	$ 19,906.22	$ 2,530.36	$ 8,985.07	$ 2,404.12	$ 5,170.13		$ 38,995.90

SCOTT COUNTY

6-S1	$ 876.20	$ 33.48			$ 262.82		$ 1,172.50
28-S1	730.40	25.34			257.29		1,013.03
28-S2	379.50				17.60		397.10
71-S11	3,411.19	16.57		1,301.93	666.90		5,396.59
71-S12	1,347.70	384.75			381.94		2,114.39
Totals	$ 6,744.99	$ 460.14		$ 1,301.93	$ 1,586.55		$ 10,093.61

SEBASTIAN COUNTY

10-S1	$ 517.60				$ 180.20		$ 697.80
22-S1	847.45	384.75	26.00		367.75		1,625.95
23-S0	724.80	51.24			226.90		1,002.94
45-S1	1,646.35	31.11	2.64	240.64	189.52		2,110.26
64-S1	8.00						8.00
71-S13	147.50				74.27		221.77
71-S14	1,019.10				63.15		1,082.25
96-S1	356.10				172.61		528.71
Totals	$ 5,266.90	$ 467.10	$ 28.64	$ 240.64	$ 1,274.40		$ 7,277.68

WASHINGTON COUNTY

16-S2	$ 1,191.15		$ 25.25		$ 490.03		$ 1,706.43
16-S3	720.25				326.87		1,047.12
45-S3	987.78	208.66			424.26		1,620.70
45-S4	899.80	17.80		206.00	503.52		1,627.12
45-S5	3,885.85				921.06		4,806.91
68-S1	956.35	388.08	27.60		401.20		1,773.23
71-S16	533.80				158.04		691.84
71-S17	1,721.42	6.72	43.90		813.94		2,585.98
74-S1	24.50						24.50
80-S1	1,160.90				309.51	175.00	1,645.41
99-S0	568.30	99.44			282.42		950.16
99-S1	2,689.55	523.80			708.79		3,922.14
112-S1			390.00				390.00
Totals	$ 15,339.65	$ 1,244.50	$ 486.75	$ 206.00	$ 5,339.64	$ 175.00	$ 22,791.54

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 4—(Continued)

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Benton	$ 21,437.51	$ 2,620.31	$ 3,012.59	$ 2,603.86	$ 7,124.63			36,798.90
Crawford	4,731.24	165.11	1,25		2,131.41			7,029.01
Franklin	15,160.41	812.40	1,793.56	1,819.54	2,700.39			22,286.30
Montgomery	3,736.65	435.48			1,713.11			5,885.24
Polk	19,906.22	2,530.36	8,985.07	2,404.12	5,170.13			38,995.90
Scott	6,744.99	460.14		1,301.93	1,586.55			10,093.61
Sebastian	5,266.90	467.10	28.64	240.64	1,274.40			7,277.68
Washington	15,339.65	1,244.50	486.75	206.00	5,339.64	175.00		22,791.54
District General							20,266.52	20,266.52
Totals	$ 92,323.57	$ 8,735.40	$ 14,307.86	$ 8,576.09	$ 27,040.26	$ 175.00	$ 20,266.52	$171,424.70

DISTRICT No. 5

CLEBURNE COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
5-S5	$ 204.00						$ 204.00
16-S11	1,579.10	754.81			931.50		3,265.41
16-12	526.50				349.66		876.16
25-S2	664.00				246.35		910.35
25-S3	817.82	37.78			557.20		1,412.80
Totals	$ 3,791.42	$ 792.59			$ 2,084.71		$ 6,668.72

FULTON COUNTY

9-S14	$ 8,755.67	$ 25.15	$ 356.49	$ 239.60	$ 752.34		$ 10,129.25
9-S15	9,215.40	19.40	511.35	405.11	1,452.80		11,604.06
12-S13	856.80				221.03		1,077.83
12-S14	199.84				61.05		260.89
63-S1	2,169.10	352.34		236.30	867.83		3,625.57
Totals	$ 21,196.81	$ 396.89	$ 867.84	$ 881.01	$ 3,355.05		$ 26,697.60

INDEPENDENCE COUNTY

11-S14	$ 1,045.70	$ 2.25			$ 414.45		$ 1,462.40
11-S15	1,094.10	211.30			240.12		1,545.52
14-S8	1,721.35	31.15			280.14		2,032.64
14-S9	1,173.15	336.30	715.66		502.80		2,727.91
14-S10	675.25	160.69			257.35		1,093.29
25-S4	630.95	23.00			294.31		948.26
25-S5	751.85	278.79			210.61		1,241.25
67-S15	26.50				70.98		97.48
69-S2	953.00	.70	15.40		248.02		1,217.12
Totals	$ 8,071.85	$ 1,044.18	$ 731.06		$ 2,518.78		$ 12,365.87

IZARD COUNTY

5-S7	$ 313.40				$ 161.90		$ 475.30
9-S12	1,499.20	6.40	5.50		533.24		2,044.34
9-S13	592.90	12.00	34.45		492.05		1,131.40
56-S1	813.60	122.80	3.30		256.54		1,196.24
56-S2	441.35				70.79		512.14
58-S1	168.30				4.20		172.50
69-S1	562.60				213.96		776.56
Totals	$ 4,391.35	$ 141.20	$ 43.25		$ 1,732.68		$ 6,308.48

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 5—(Continued)

JACKSON COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
County General						$ 60.00	$ 60.00
14-S11	$ 65.40		$ 258.75				324.15
14-S12	1,437.75	422.82	91.91		456.87		2,409.35
17-S6	1,009.65	4.47	62.61		496.05		1,572.78
18-S1	4,665.85	1,778.47	1,566.00		543.98		8,554.30
37-S2	426.30		90.95		98.73		615.98
67-S14	507.25		10.00		366.73		883.98
67-S16	675.75	18.30	22.50		200.37		916.92
67-S17	1,113.01	8.96			738.33		1,860.30
87-S1	655.15	138.30			173.15		966.60
Totals	$ 10,556.11	$ 2,371.32	$ 2,102.72		$ 3,074.21	$ 60.00	$ 18,164.36

SHARP COUNTY

11-S16	$ 1,977.89	$ 434.43			$ 448.22		$ 2,860.54
11-S17	359.32				153.57		512.89
12-S15	21.00						21.00
56-S3	212.00						212.00
58-S2	1,185.45	349.61			84.26		1,619.32
63-S2	1,860.15	38.15	22.87		448.47		2,369.64
79-S5	542.10				70.61		612.71
Totals	$ 6,157.91	$ 822.19	$ 22.87		$ 1,205.13		$ 8,208.10

STONE COUNTY

County Gen.	$ 785.00				$ 112.61		$ 897.61
5-S6	596.50				26.35		622.85
9-S11	3,269.44	446.60	3,672.10		917.79		8,305.93
14-S6	1,020.15				70.87		1,091.02
14-S7	1,640.30	221.36			441.16		2,302.82
66-S2	891.65				371.76		1,263.41
Totals	$ 8,203.04	$ 667.96	$ 3,672.10		$ 1,940.54		$ 14,483.64

WHITE COUNTY

5-S4	$ 583.00						$ 583.00
11-S11	604.70				208.15		812.85
11-S13	507.00	82.64			58.40		648.04
16-S13	1,644.95	30.40	629.64		412.32		2,717.31
16-S14	573.75	80.00			383.98		1,037.73
31-S4	289.25	32.40	473.93		192.93		988.51
36-S3	936.25				251.57		1,187.82
60-S4	583.00	29.33			436.68	94.75	1,143.76
67-S12	1,524.00		277.44	233.86	884.47		2,919.77
E67-S12	525.00	28.60			147.65		701.25
W67-S12	145.00				35.25		180.25
67-S13	1,424.00	50.15			817.53		2,291.68
E67-S13	498.00				81.90		579.90
W67-S13	269.50	312.40			192.86		774.76
87-S2	189.92	40.60			91.40		321.92
Totals	$ 10,297.32	$ 686.52	$ 1,381.01	$ 233.86	$ 4,195.09	$ 94.75	$ 16,888.15

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 5—(Continued)

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Cleburne	$ 3,791.42	$ 792.59			$ 2,084.71			$ 6,668.72
Fulton	21,196.81	396.89	867.84	881.01	3,355.05			26,697.60
Independence	8,071.85	1,044.18	731.06		2,518.78			12,365.87
Izard	4,391.35	141.20	43.25		1,732.68			6,308.48
Jackson	10,556.11	2,371.32	2,102.72		3,074.21	60.00		18,164.36
Sharp	6,157.91	822.19	22.87		1,205.13			8,208.10
Stone	8,203.04	667.96	3,672.10		1,940.54			14,483.64
White	10,297.32	686.52	1,381.01	233.86	4,195.03	94.75		16,888.55
District General							20,462.06	20,462.06
Totals	$ 72,665.81	$ 6,922.85	$ 8,820.85	$ 1,114.87	$ 20,106.19	$ 154.75	$ 20,462.06	$130,247.38

DISTRICT No. 6

FAULKNER COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
25-S1	$ 512.00				$ 325.18		$ 837.18
60-S2	581.52		235.82		151.02		968.36
60-S3	1,376.90	620.53	1,171.32		588.44		3,757.19
64-S8	140.85	94.20			6.50		241.55
65-S9	6,880.74	1,210.14	1,421.82		1,890.72		11,403.42
65-S10	1,660.30	49.08	805.52		489.90		3,004.80
County General				244.71			244.71
Totals	$ 11,152.31	$ 1,973.95	$ 3,634.48	$ 244.71	$ 3,451.76		$ 20,457.21

GARLAND COUNTY

6-S4	$ 931.30	$ 21.15			$ 384.21		$ 1,336.66
6-S5	1,255.66	39.90	99.18		760.40		2,155.14
7-S6	21.00				200.82		221.82
7-S7	2,257.63	243.37	11.50	380.90	916.16		3,809.56
70-S8	1,606.44				1,353.58		2,960.02
70-S9	657.50		142.08		212.58	22.70	1,034.86
County General				244.71			244.71
Totals	$ 6,729.53	$ 304.42	$ 252.76	$ 625.61	$ 3,827.75	$ 22.70	$ 11,762.77

GRANT COUNTY

6-S8	$ 15,864.00	$ 2,427.62	$ 1,268.57		$ 2,470.49	$ 91.45	$ 22,122.13
6-S9	1,275.70	730.62	23.00		816.93		2,846.25
35-S2	1,894.70	103.80	25.50		661.06		2,685.06
35-S3	1,113.70		14.30		907.94		2,035.94
46-S2	476.55		26.50		19.65		522.70
65-S13	267.00						267.00
113-S1	2,247.45	1,266.15	66.00		1,049.47		4,629.07
167-S10	10,125.43		1,323.70		2,473.63		13,922.76
167-S11	9,513.78	44.00	1,786.86		2,420.95	82.60	13,848.19
County General				244.71			244.71
Totals	$ 42,778.31	$ 4,572.19	$ 4,534.43	$ 244.71	$ 10,820.12	$ 174.05	$ 63,123.81

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 6—(Continued)

HOT SPRING COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
6-S6	$ 571.75				$ 236.18		$ 807.93
6-S7	376.00			233.86	185.83		795.69
7-S5	332.35				296.23		628.58
9-S4	492.20				240.03		732.23
51-S3	530.40				373.31		903.71
67-S7	1,617.10	17.92	44.32		635.53	121.50	2,436.37
67-S8	288.00			1,346.35	606.64		2,240.99
84-S3	2,432.05	914.08	13.25		750.42		4,109.80
County General				244.71			244.71
Totals	$ 6,639.85	$ 932.00	$ 57.57	$ 1,824.92	$ 3,324.17	$ 121.50	$ 12,900.01

LONOKE COUNTY

15-S9	$ 169.55		$ 195.22		$ 113.63		$ 478.40
30-S2	955.17	8.08	705.80		1,500.30		3,169.35
30-S3	6,052.92	199.34	22,085.41	515.50	2,459.92		31,313.09
31-S2	1,340.90	494.82	27.13		1,074.24		2,937.09
31-S3	963.25	52.13	119.84		258.91		1,394.13
67-S11	986.74	5.76	406.29		837.88		2,236.67
70-S14	792.30	1.60	1,132.57		165.93		2,092.40
70-S15	1,270.50	24.50	623.36		430.77		2,349.13
89-S1	344.00				142.00		486.00
County General				244.72			244.72
Totals	$ 12,875.33	$ 786.23	$ 25,295.62	$ 760.22	$ 6,983.58		$ 46,700.98

PRAIRIE COUNTY

3-S12	$ 168.75		$ 59.40		$ 14.88		$ 243.03
11-S8	765.75		735.00		831.03		2,331.78
11-S9	1,051.83		50.19	335.05	785.41		2,222.48
11-S10	1,105.08	6.30			476.55		1,587.93
30-S4	192.25		934.83				1,127.08
33-S2	591.50	99.18			314.92		1,005.60
33-S3	321.40				85.45		406.85
38-S1	464.10				728.35		1,192.45
70-S16	3,008.90	271.71	1,626.65		2,254.80		7,162.06
County General				244.72			244.72
Totals	$ 7,669.56	$ 377.19	$ 3,406.07	$ 579.77	$ 5,491.39		$ 17,523.98

PULASKI COUNTY

F. A. P. No. 2	$ 290.10	$ 43.00			$ 33.50		$ 366.60
5-S1	333.00	101.52	176.32		130.99		741.83
10-S7	534.00	1.72			452.88		988.60
10-S8	827.25				616.79		1,444.04
30-S1	1,002.50				108.23		1,110.73
65-S11	665.00	12.25	243.17		100.58		1,021.00
65-S12	2,345.25	78.88	24.90		286.29		2,735.32
67-S10	506.90				47.80		554.70
70-S12	669.25		383.23		134.73		1,187.21
70-S13	185.60		265.91		60.45		511.96
113-S2	83.50				60.63		144.13
167-S13	321.90		145.44		435.57		902.91
County General			850.00	244.72	9.00		1,103.72
Totals	$ 7,764.25	$ 237.37	$ 2,088.97	$ 244.72	$ 2,477.44		$ 12,812.75

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 6—(Continued)

SALINE COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
9-S5	$ 2,130.25	$ 388.04	$ 3.50	.....	$ 1,283.70	.....	$ 3,805.49
35-S1	386.00	104.28	.....	.....	241.96	.....	732.24
67-S9	505.55	.....	7.55	1,346.36	467.45	.....	2,326.91
70-S10	864.55	14.78	892.31	.....	364.02	15.00	2,150.66
70-S11	494.40	29.12	281.45	.....	85.66	.....	890.63
167-S12	160.00	.....	15.00	.....	289.89	.....	464.89
County General	.....	.....	.....	244.72	.....	.....	244.72
Totals	$ 4,540.75	$ 536.22	$ 1,199.81	$ 1,591.08	$ 2,732.68	$ 15.00	$ 10,615.54

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Faulkner	$ 11,152.31	$ 1,973.95	$ 3,634.48	$ 244.71	$ 3,451.76	.....	.....	$ 20,457.21
Garland	6,729.53	304.42	252.76	625.61	3,827.75	22.70	.....	11,762.77
Grant	42,778.31	4,572.19	4,534.43	244.71	10,820.12	174.05	.....	63,123.81
Hot Spring	6,639.85	932.00	57.57	1,824.92	3,324.17	121.50	.....	12,900.01
Lonoke	12,875.33	786.23	25,295.62	760.22	6,983.58	.....	.....	46,700.98
Prairie	7,669.56	377.19	3,406.07	579.77	5,491.39	.....	.....	17,523.98
Pulaski	7,764.25	237.37	2,088.97	244.72	2,477.44	.....	.....	12,812.75
Saline	4,540.75	536.22	1,199.81	1,591.08	2,732.68	15.00	.....	10,615.54
District General	.....	.....	.....	.....	.....	.....	10,280.72	10,280.72
Totals	$100,149.89	$ 9,719.57	$ 40,469.71	$ 6,115.74	$ 39,108.89	$ 333.25	$ 10,280.72	$206,177.77

DISTRICT No. 7

BRADLEY COUNTY

4-S12	$ 1,843.25	$ 37.34	.....	.....	$ 805.55	.....	$ 2,686.14
4-S13	1,111.55	8.00	.....	.....	395.29	.....	1,514.84
8-S11	139.50	.....	.....	.....	.....	.....	139.50
15-S3	1,252.60	.....	3.00	.....	636.73	.....	1,892.33
15-S4	1,082.30	.....	.....	.....	427.60	.....	1,509.90
Totals	$ 5,429.20	$ 45.34	$ 3.00	.....	$ 2,265.17	.....	$ 7,742.71

CALHOUN COUNTY

4-S10	$ 2,391.49	$ 379.30	$ 5.50	.....	$ 552.03	.....	$ 3,328.32
4-S11	964.80	11.94	45.20	.....	524.74	.....	1,546.68
115-S2	12.33	.....	.....	.....	1.80	.....	14.13
115-S3	3,327.56	.....	27.80	.....	334.19	.....	3,689.55
167-S5	1,726.75	123.95	66.20	.....	448.61	.....	2,365.51
Totals	$ 8,422.93	$ 515.19	$ 144.70	.....	$ 1,861.37	.....	$ 10,944.19

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 7—(Continued)

CLEVELAND COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
3-S5	$ 4,382.82	$ 3,480.35	$ 349.60		$ 866.47		$ 9,079.24
3-S6	1,781.22	279.41	24.70		467.96		2,553.29
8-S10	270.00	40.25			65.83		376.08
11-S1	400.65	3.00			136.14		539.79
15-S5	4,806.35		68.58		385.61		5,260.54
15-S6	189.50	19.83			119.01		328.34
35-S4					63.62		63.62
35-S5	1,067.00	54.93	14.25		814.18		1,950.36
35-S6	20.25				23.73		43.98
167-S8	989.75		7.86		102.81		1,100.42
Totals	$ 13,907.54	$ 3,877.77	$ 464.99		$ 3,045.36		$ 21,295.66

COLUMBIA COUNTY

2-S3	$ 2,598.01	$ 192.91	$ 71.82	$ 319.62	$ 761.07		$ 3,943.43
2-S4	1,017.40	83.39		319.62	539.88		1,960.29
3-S1	6.00				.80		6.80
3-S2	1,230.34	183.27		319.61	691.86		2,425.08
19-S1	1,129.40	6.39	109.44		473.16		1,718.39
19-S2	160.00				23.73		183.73
57-S2	393.90		25.93		175.16		594.99
132-S1	3,073.67	116.81	1,974.64		1,047.21		6,212.33
Totals	$ 9,608.72	$ 582.77	$ 2,181.83	$ 958.85	$ 3,712.87		$ 17,045.04

DALLAS COUNTY

3-S4	$ 649.30	$ 314.15	$ 3.00		$ 383.90		$ 1,350.35
7-S2	1,169.80	34.86	2.85		674.01		1,881.52
8-S6	2,154.79	862.26	185.86		659.36		3,862.27
8-S7	1,218.15		2.00		581.38		1,801.53
8-S8	71.25				23.73		94.98
9-S2	943.16		4.30		360.86		1,308.32
9-S3	1,192.95		69.80		545.53		1,808.28
46-S1	206.37		420.48		63.52		690.37
48-S1	1,269.03	618.49	243.20		486.11		2,616.83
167-S6	257.50	8.85			200.76		467.11
167-S7	465.83		32.22		194.29		692.34
167-S9	48.67	111.60			72.57		232.84
Totals	$ 9,646.80	$ 1,950.21	$ 963.71		$ 4,246.02		$ 16,806.74

OUACHITA COUNTY

3-S3	$ 3,090.03	$ 1,147.45	$ 282.03		$ 1,032.54		$ 5,552.05
4-S8	285.90				.45		286.35
4-S9	639.60	70.00	50.00		414.78		1,174.38
7-S1	127.50				80.47		207.97
9-S1	842.05	7.25			231.88		1,081.18
24-S6	1,337.42	63.36	82.08		734.76		2,217.62
57-S1	166.05	62.50			135.82		364.37
167-S3	4,599.98	325.58	2,317.90		1,631.18	4.98	8,879.62
167-S4	5,210.72	341.21	1,821.65		1,651.78		9,025.36
Totals	$ 16,299.25	$ 2,017.35	$ 4,553.66		$ 5,913.66	$ 4.98	$ 28,788.90

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 7—(Continued)

UNION COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
2-S5	$ 1,033.80	$ 6.77	$ 44.00	.....	$ 105.52	.....	$ 1,190.09
2-S6	1,029.75	.93	.....	208.30	629.30	.....	1,868.28
2-S7	.....	.....	.....	.....	.50	.....	.50
15-S1	944.00	208.57	82.08	.....	321.64	.....	1,556.29
15-S2	1,357.75	.....	97.53	322.34	593.06	.....	2,370.68
57-S3	422.20	.....	.....	.....	128.26	.....	550.46
115-S1	834.25	.....	66.40	.....	194.50	.....	1,095.15
129-S1	655.50	1.04	.....	.....	539.46	.....	1,196.00
167-S1	1,910.35	89.93	.....	.....	1,023.64	.....	3,023.92
167-S2	1,854.07	3.64	32.00	.....	640.79	.....	2,530.50
Totals	$ 10,041.67	$ 310.88	$ 322.01	$ 530.64	$ 4,176.67	.....	$ 15,381.87

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Bradley	$ 5,429.20	$ 45.34	$ 3.00	.....	$ 2,265.17	.....	.....	$ 7,742.71
Calhoun	8,422.93	515.19	144.70	.....	1,861.37	.....	.....	10,944.19
Cleveland	13,907.54	3,877.77	464.99	.....	3,045.36	.....	.....	21,295.66
Columbia	9,608.72	582.77	2,181.83	958.85	3,712.87	.....	.....	17,045.04
Dallas	9,646.80	1,950.21	963.71	.....	4,246.02	.....	.....	16,806.74
Ouachita	16,299.25	2,017.35	4,553.66	.....	5,913.66	4.98	.....	28,788.90
Union	10,041.67	310.88	322.01	530.64	4,176.67	.....	.....	15,381.87
District General	.....	.....	.....	.....	.....	.....	14,876.64	14,876.64
Totals	$ 73,356.11	$ 9,299.51	$ 8,633.90	$ 1,489.49	$ 25,221.12	$ 4.98	$ 14,876.64	$132,881.75

DISTRICT No. 8

CONWAY COUNTY

9-S7	$ 1,016.65	$ 5.00	.....	.....	$ 360.62	.....	$ 1,382.27
9-S8	6,208.95	32.65	50.15	659.00	2,142.71	.....	9,093.46
64-S7	3,071.85	68.75	618.77	308.15	981.65	.....	5,049.17
92-S1	866.21	.....	.....	206.75	327.97	.....	1,400.93
95-S1	2,561.80	9.28	1,310.05	.....	863.90	.....	4,745.03
County General	.....	.....	.....	.....	229.48	.....	229.48
Totals	$ 13,725.46	$ 115.68	$ 1,978.97	$ 1,173.90	$ 4,906.33	.....	$ 21,900.34

JOHNSON COUNTY

21-S1	$ 1,614.45	$ 106.70	.....	.....	$ 807.35	.....	$ 2,528.50
64-S4	2,393.10	107.77	92.30	270.90	583.16	.....	3,447.23
64-S5	2,548.70	26.10	357.76	.....	585.64	.....	3,518.20
123-S2	4,463.15	66.97	.....	.....	618.59	.....	5,148.71
123-S3	1,118.45	239.12	12.00	.....	282.34	.....	1,651.91
Totals	$ 12,137.85	$ 546.66	$ 462.06	$ 270.90	$ 2,877.08	.....	$ 16,294.55

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 8—(Continued)

LOGAN COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
10-S2	$ 1,510.50	$ 134.34	.....	$ 510.03	$ 534.29	$ 7.55	$ 2,696.71
22-S3	1,759.93	56.75	.....	.....	675.43	.....	2,492.11
22-S4	2,490.80	27.10	.....	.....	635.97	.....	3,153.87
23-S2	1,755.80	753.35	.....	.....	388.79	.....	2,897.94
109-S2	2,864.90	1,190.92	19.10	.....	870.92	65.45	5,011.29
116-S1	356.65	.....	.....	.....	78.66	.....	435.31
Totals	$ 10,738.58	$ 2,162.46	$ 19.10	$ 510.03	$ 3,184.06	$ 73.00	$ 16,687.23

PERRY COUNTY

7-S8	.....	.....	.....	$ 3,928.28	$ 14.02	.....	$ 3,942.30
9-S6	1,841.75	326.01	8.00	.....	753.30	.....	2,929.06
10-S5	1,115.50	.....	43.99	.....	316.82	.....	1,476.31
10-S6	29.40	.....	.....	.....	13.92	.....	43.32
60-S1	921.65	10.00	.....	.....	427.01	.....	1,358.66
113-S3	1,072.40	.....	.....	.....	187.66	.....	1,260.06
County General	.....	.....	.....	.....	5.53	.....	5.53
Totals	$ 4,980.70	$ 336.01	$ 51.99	$ 3,928.28	$ 1,718.26	.....	$ 11,015.24

POPE COUNTY

7-S11	$ 570.15	$ 34.18	$ 5.00	.....	$ 137.06	.....	$ 746.39
7-S12	1,199.85	.....	90.98	200.53	433.10	.....	1,924.46
7-S13	1,093.95	.....	.....	.....	352.98	.....	1,446.93
16-S8	359.35	.....	.....	.....	178.95	.....	538.30
27-S11	1,041.05	.....	.....	.....	305.23	.....	1,346.28
27-S12	921.05	.....	.....	.....	207.65	.....	1,128.70
64-S6	2,334.55	18.70	1,237.88	.....	557.59	.....	4,148.72
105-S1	635.50	56.53	2.00	.....	227.27	.....	921.30
124-S1	1,386.10	.....	.....	.....	164.64	.....	1,550.74
Totals	$ 9,541.55	$ 109.41	$ 1,335.86	$ 200.53	$ 2,564.47	.....	$ 13,751.82

VAN BUREN COUNTY

9-S9	$ 1,241.60	$ 269.81	.....	.....	$ 346.55	.....	$ 1,857.96
9-S10	1,361.60	355.08	.....	.....	354.76	.....	2,071.44
16-S9	307.10	.....	.....	.....	32.53	.....	339.63
16-S10	1,971.00	356.10	.....	.....	450.91	.....	2,778.01
65-S7	1,079.15	.....	.....	.....	419.41	.....	1,498.56
65-S8	819.00	.....	.....	.....	353.96	.....	1,172.96
95-S2	1,391.90	316.07	.....	.....	371.01	.....	2,078.98
134-S1	317.55	.....	.....	.....	82.05	.....	399.60
Totals	$ 8,488.90	$ 1,297.06	.....	.....	$ 2,411.18	.....	$ 12,197.14

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 8—(Continued)

YELL COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
7-S9	.....	.....	.....	.....	$ 9.45	.....	$ 9.45
7-S10	1,664.97	203.44	.....	.....	649.48	7.50	2,525.39
10-S3	1,591.30	158.77	.....	.....	552.08	5.50	2,307.65
10-S4	627.70	8.20	.....	.....	208.06	.....	843.96
22-S5	566.85	.....	.....	.....	173.21	.....	740.06
27-S8	396.05	48.33	.....	.....	49.02	.....	493.40
27-S9	2,218.00	.....	.....	.....	292.05	.....	2,510.05
27-S10	4,118.68	669.21	1,308.38	520.00	839.18	.....	7,455.45
28-S3	2,703.60	.80	.....	.....	510.47	.....	3,214.87
28-S4	549.55	13.46	15.75	.....	325.00	.....	903.76
76-S1	60.50	.....	.....	.....	16.00	.....	76.50
County General	.....	.....	.....	.....	37.50	.....	37.50
Totals	$ 14,497.20	$ 1,102.21	$ 1,324.13	$ 520.00	$ 3,661.50	$ 13.00	$ 21,118.04

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Conway	$ 13,725.46	$ 115.68	$ 1,978.97	$ 1,173.90	$ 4,906.33	.....	.....	$ 21,900.34
Johnson	12,137.85	546.66	462.06	270.90	2,877.08	.....	.....	16,294.55
Logan	10,738.58	2,162.46	19.10	510.03	3,184.06	73.00	.....	16,687.23
Perry	4,980.70	336.01	51.99	3,928.28	1,718.26	.....	.....	11,015.24
Pope	9,541.55	109.41	1,335.86	200.53	2,564.47	.....	.....	13,751.82
Van Buren	8,488.90	1,297.06	.....	.....	2,411.18	.....	.....	12,197.14
Yell	14,497.20	1,102.21	1,324.13	520.00	3,661.50	13.00	.....	21,118.04
District General	.....	.....	.....	.....	.....	.....	14,256.96	14,256.96
Totals	$ 74,110.24	$ 5,669.49	$ 5,172.11	$ 6,603.64	$ 21,322.88	$ 86.00	$ 14,256.96	$127,221.32

DISTRICT No. 9

BAXTER COUNTY

5-S8	$ 1,295.00	.....	.....	.....	$ 734.38	.....	$ 2,029.38
5-S9	419.40	.....	.....	.....	97.94	.....	517.34
12-S11	1,144.80	12.83	.....	.....	743.44	.....	1,901.07
12-S12	713.20	.....	.....	733.75	551.05	.....	1,998.00
14-S5	368.13	.....	.....	.....	7.10	.....	375.23
101-S1	462.80	.....	.....	.....	.....	.....	462.80
126-S1	240.10	.....	.....	.....	128.50	.....	368.60
Totals	$ 4,643.43	$ 12.83	.....	$ 733.75	$ 2,262.41	.....	$ 7,652.42

BOONE COUNTY

7-S16	$ 1,768.80	$ 60.72	.....	$ 469.53	$ 602.90	.....	$ 2,901.95
12-S7	547.65	3.00	.....	.....	548.68	.....	1,099.33
12-S8	1,438.20	.....	.....	.....	525.57	.....	1,963.77
14-S1	5,318.70	265.06	.....	.....	2,227.26	.....	7,811.02
43-S2	624.45	.....	.....	.....	289.53	.....	913.98
43-S3	4,810.79	33.84	217.90	.....	826.94	.....	5,889.47
65-S1	687.85	.....	.....	.....	525.81	.....	1,213.66
65-S2	677.90	29.85	.....	.....	375.17	.....	1,082.92
Totals	$ 15,874.34	$ 392.47	$ 217.90	$ 469.53	$ 5,921.86	.....	$ 22,876.10

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 9—(Continued)

CARROLL COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
12-S5	$ 1,425.90	$ 123.31	.....	.....	$ 213.44	.....	$ 1,762.65
12-S6	1,053.70	7.60	.....	.....	575.02	.....	1,636.32
21-S5	1,105.10	149.97	.....	.....	578.45	.....	1,833.52
21-S6	1,276.80	11.43	.....	648.20	287.69	.....	2,224.12
23-S7	753.45	.....	.....	.....	93.30	.....	846.75
23-S8	1,978.65	1,070.19	.....	.....	847.80	.....	3,896.64
72-S3	1,791.00	.....	.....	.....	443.83	.....	2,234.83
103-S2	362.60	9.00	.....	.....	138.44	.....	510.04
Totals	$ 9,747.20	$ 1,371.50	.....	$ 648.20	$ 3,177.97	.....	$ 14,944.87

MADISON COUNTY

12-S4	$ 617.50	.....	.....	.....	$ 14.25	.....	$ 631.75
16-S4	584.30	15.24	.....	.....	336.71	.....	936.25
16-S5	350.88	.....	.....	.....	191.87	.....	542.75
21-S4	456.20	36.15	.....	.....	77.14	.....	569.49
23-S5	757.80	.....	.....	.....	150.77	.....	908.57
23-S6	1,265.60	73.34	.....	.....	296.39	.....	1,635.33
45-S6	1,073.90	92.35	.....	.....	199.52	.....	1,365.77
68-S2	943.65	9.30	.....	.....	120.60	.....	1,073.55
68-S3	825.30	7.20	.....	.....	238.94	.....	1,071.44
127-S1	.....	4.64	.....	.....	.....	.....	4.64
Totals	$ 6,875.13	$ 238.22	.....	.....	1,626.19	.....	8,739.54

MARION COUNTY

12-S9	$ 1,915.44	$ 19.22	.....	.....	$ 1,009.15	.....	$ 2,943.81
12-S10	1,722.70	.....	.....	.....	588.59	.....	2,311.29
14-S2	1,604.10	37.76	.....	469.53	200.64	.....	2,312.03
14-S3	63.60	.....	.....	.....	.....	.....	63.60
101-S2	3,439.80	.....	.....	.....	234.34	.....	3,674.14
Totals	$ 8,745.64	$ 56.98	.....	$ 469.53	$ 2,032.72	.....	$ 11,304.87

NEWTON COUNTY

7-S14	$ 1,779.40	.....	.....	.....	$ 444.71	.....	$ 2,224.11
7-S15	1,449.12	.....	.....	469.53	1,080.39	.....	2,999.04
16-S7	289.25	.....	.....	.....	133.75	.....	423.00
21-S2	842.25	.....	.....	.....	191.51	.....	1,033.76
21-S3	562.60	.....	.....	.....	75.30	.....	637.90
43-S1	576.90	15.12	.....	.....	18.36	.....	610.38
65-S3	.....	.....	.....	.....	16.21	.....	16.21
103-S1	2,987.30	849.17	.....	750.00	793.55	.....	5,380.02
Totals	$ 8,486.82	$ 864.29	.....	$ 1,219.53	$ 2,753.78	.....	$ 13,324.42

SEARCY COUNTY

14-S4	$ 408.45	.....	.....	.....	$ 199.96	.....	$ 608.41
27-S13	1,419.90	29.07	.....	.....	35.17	.....	1,484.14
27-S14	2,545.60	801.40	.....	.....	487.83	.....	3,834.83
65-S4	547.30	.....	.....	264.23	194.67	.....	1,006.20
65-S5	1,144.30	.....	.....	456.23	1,065.89	.....	2,666.42
65-S6	1,393.00	9.61	.....	.....	376.67	.....	1,779.28
Totals	$ 7,458.55	$ 840.08	.....	$ 720.46	$ 2,360.19	.....	$ 11,379.28

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 9—(Continued)

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Baxter	$ 4,643.43	$ 12.83		$ 733.75	$ 2,262.41			$ 7,652 42
Boone	15,874.34	392.47	217.90	469.53	5,921.86			22,876.10
Carroll	9,747.20	1,371.50		648.20	3,177.97			14,944.87
Madison	6,875.13	238.22			1,626.19			8,739.54
Marion	8,745.64	56.98		469.53	2,032.72			11,304.87
Newton	8,486.82	864.29		1,219.53	2,753.78			13,324.42
Searcy	7,458.55	840.08		720.46	2,360.19			11,379.28
District General							11,967.56	11,967.56
Totals	$ 61,831.11	$ 3,776.37	$ 217.90	$ 4,261.00	$ 20,135.12		$ 11,967.56	$102,189.06

DISTRICT No. 10

CLAY COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
1-S21	$ 3,074.75	$ 140.72	$ 71.40	$ 240.61	$ 256.46	$ 9.75	$ 3,793.69
34-S4	1,212.60			1,482.92	605.81		3,301.33
34-S5	1,178.80	102.57	7.70	1,482.92	749.66		3,521.65
34-S6	407.05				163.51		570.56
39-S1	641.12	9.74	11.10		316.26	2.00	980.22
39-S2	722.17	89.13	57.80		416.55	2.65	1,288.30
67-S22	1,176.08		101.14		614.31	8.75	1,900.28
90-S1	844.75	232.35	93.87		470.65		1,641.62
Totals	$ 9,257.32	$ 574.51	$ 343.01	$ 3,206.45	$ 3,593.21	$ 23.15	$ 16,997.65

CRAIGHEAD COUNTY

1-S17	$ 758.00	$ 106.11	$ 10.00		$ 526.94		$ 1,401.05
1-S18	687.70	16.86	2.50		908.78		1,615.84
18-S3	1,067.36			253.44	545.88		1,866.68
18-S4	1,524.00	465.18			1,119.36		3,108.54
39-S4	29.00				22.86		51.86
63-S5	7,272.09	637.10	1,814.45		4,443.79	27.50	14,194.93
63-S6	664.10	14.88	112.79		169.45		961.22
91-S2	164.00		3.10		77.99	43.20	288.29
135-S1	134.25				78.25		212.50
Totals	$ 12,300.50	$ 1,240.13	$ 1,942.84	$ 253.44	$ 7,893.30	$ 70.70	$ 23,700.91

GREENE COUNTY

1-S19	$ 1,018.70	$ 117.05	$ 76.87		$ 727.33	$ 5.00	$ 1,944.95
1-S20	971.50	3.75	4.90	1,688.92	476.51		3,145 58
25-S8	898.10	101.64	44.59		728.52	2.00	1,774.85
25-S9	531.95	366.04	5.15		328.39	2.00	1,233.53
34-S3	1,440.00			1,482.92	535.13	27.00	3,485.05
39-S3	1,172.30	83.37	16.35		504.82		1,776.84
62-S5					5.28		5.28
135-S2	79.50		2.85		185.32		267.67
Totals	$ 6,112.05	$ 671.85	$ 150.71	$ 3,171.84	$ 3,491.30	$ 36.00	$ 13,633.75

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 10—(Continued)

LAWRENCE COUNTY

Road and Section	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Miscellaneous	Total
25-S6	$ 277.60	$ 90.60	.....	.....	$ 209.10	$ 19.50	$ 596.80
25-S7	586.50	.....	.....	.....	610.87	.....	1,197.37
34-S1	1,561.70	.....	3,826.00	341.84	1,190.34	5.50	6,925.38
63-S3	1,095.40	.....	.....	.....	842.56	.....	1,937.96
63-S4	2,764.83	1,268.75	.....	.....	1,225.82	33.00	5,292.40
67-S18	1,805.90	56.22	.....	.....	690.14	13.00	2,565.26
67-S19	735.00	.....	.....	.....	469.04	12.00	1,216.04
79-S3	103.00	.....	.....	.....	3.61	.....	106.61
79-S4	1,014.70	14.40	.....	.....	538.16	.....	1,567.26
91-S1	553.45	10.08	.....	.....	205.03	21.50	790.06
97-S1	117.50	.....	.....	.....	1.18	.....	118.68
117-S1	.....	289.03	.....	.....	22.20	.....	311.23
117-S2	90.25	.....	.....	.....	8.97	.....	99.22
Totals	$ 10,705.83	$ 1,729.08	$ 3,826.00	$ 341.84	$ 6,017.02	$ 104.50	$ 22,724.27

MISSISSIPPI COUNTY

18-S5	$ 797.00	$ 51.20	.....	.....	$ 244.42	6.50	$ 1,099.12
18-S6	1,306.07	131.40	153.93	.....	512.67	.....	2,104.07
18-S7	572.40	.....	.....	.....	288.90	.....	861.30
40-S2	1,307.45	.....	404.57	.....	720.84	.....	2,432.86
61-S2	990.20	.....	270.79	.....	673.91	.....	1,934.90
61-S3	616.03	.....	.....	.....	214.52	.....	830.55
77-S1	243.85	65.80	.....	.....	203.75	2.35	555.75
77-S2	1,443.95	252.60	.....	.....	499.93	2.00	2,198.48
118-S1	161.50	.....	.....	.....	3.20	.....	164.70
119-S1	233.40	.....	183.20	.....	51.25	.....	467.85
120-S1	427.20	.....	.....	.....	.....	.....	427.20
136-S2	100.00	.....	.....	.....	34.53	.....	134.53
Totals	$ 8,199.05	$ 501.00	$ 1,012.49	.....	$ 3,447.92	$ 10.85	$ 13,171.31

POINSETT COUNTY

1-S15	$ 393.40	.....	.....	.....	$ 255.13	$ 14.81	$ 663.34
1-S16	551.25	90.60	9.25	268.10	505.45	.....	1,424.65
Bay Road No. 14	2,136.64	.....	.....	.....	.....	.....	2,136.64
14-S13	661.20	.....	.....	.....	479.67	.....	1,140.87
14-S14	7,087.80	139.29	899.40	.....	4,486.73	36.85	12,650.07
18-S2	560.65	.....	.....	.....	415.18	.....	975.83
39-S5	12.00	.....	.....	.....	1.54	.....	13.54
40-S1	836.50	18.84	221.62	.....	502.86	.....	1,579.82
63-S7	5,240.91	125.14	195.70	248.95	1,742.68	5.80	7,559.18
63-S8	611.22	.....	202.29	.....	319.52	.....	1,133.03
Totals	$ 18,091.57	$ 373.87	$ 1,528.26	$ 517.05	$ 8,708.76	$ 57.46	$ 29,276.97

RANDOLPH COUNTY

34-S2	$ 167.00	$ 77.52	.....	.....	$ 118.71	.....	$ 363.23
62-S3	1,806.80	$ 102.00	.....	286.12	627.20	11.00	2,833.12
62-S4	1,121.60	730.24	.....	.....	441.88	.....	2,293.72
67-S20	1,435.90	1,249.40	.....	.....	312.55	.....	2,997.85
67-S21	2,520.45	.....	.....	.....	654.15	.....	3,174.60
79-S1	1,017.20	57.00	.....	.....	577.54	.....	1,651.74
79-S2	1,410.75	.....	17.70	.....	475.05	.....	1,903.50
93-S1	285.25	.....	.....	.....	13.10	.....	298.35
Totals	$ 9,764.95	$ 2,216.16	$ 17.70	$ 286.12	$ 3,220.18	$ 11.00	$ 15,516.11

Expenditures for Maintenance from March 1, 1930, to August 31, 1930—(Continued)

DISTRICT No. 10—(Continued)

RECAPITULATION

County	Labor	Bridge Material	Road Material	Equipment	Supplies and Expenses	Misc'l.	District General	Total
Clay	$ 9,257.32	$ 574.51	$ 343.01	$ 3,206.45	$ 3,593.21	$ 23.15		$ 16,99[illegible] 6[illegible]
Craighead	12,300.50	1,240.13	1,942.84	253.44	7,893.30	70.70		23,700.9[illegible]
Greene	6,112.05	671.85	150.71	3,171.84	3,491.30	36.00		13,633.7[illegible]
Lawrence	10,705.83	1,729.08	3,826.00	341.84	6,017.02	104.50		22,724.2[illegible]
Mississippi	8,199.05	501.00	1,012.49		3,447.92	10.85		13,171.3[illegible]
Poinsett	18,091.57	373.87	1,528.26	517.05	8,708.76	57.46		29,276.9[illegible]
Randolph	9,764.95	2,216.16	17.70	286.12	3,220.18	11.00		15,516.1[illegible]
District General							17,394.69	17,394.6[illegible]
Totals	$ 74,431.27	$ 7,306.60	$ 8,821.01	$ 7,776.74	$ 36,371.69	$ 313.66	$ 17,394.69	$152,415.6[illegible]

CONSOLIDATED STATEMENT OF DISTRICT EXPENDITURES FOR MAINTENANCE FROM MARCH 1, 1930, TO AUGUST 31, 1930.

DISTRICT	Labor	Bridge Materials	Road Materials	Equipment	Supplies and Expenses	Miscellaneous	District General	TOTAL
District 1	$ 60,459.01	$ 10,933.75	$ 16,957.19	$ 6,797.36	$ 27,520.37	.....	$ 17,188.89	$ 139,856.57
District 2	102,342.22	16,600.75	31,727.63	7,077.41	40,000.03	174.93	16,840.08	214,763.05
District 3	109,427.84	14,705.10	16,062.54	12,934.95	30,497.47	435.82	31,607.02	215,670.74
District 4	92,323.57	8,735.40	14,307.86	8,576.09	27,040.26	175.00	20,266.52	171,424.70
District 5	72,665.81	6,922.85	8,820.85	1,114.87	20,106.19	154.75	20,462.06	130,247.38
District 6	100,149.89	9,719.57	40,469.71	6,115.74	39,108.89	333.25	10,280.72	206,177.77
District 7	73,356.11	9,299.51	8,633.90	1,489.49	25,221.12	4.98	14,876.64	132,881.75
District 8	74,110.24	5,669.49	5,172.11	6,603.64	21,322.88	86.00	14,256.96	127,221.32
District 9	61,831.11	3,776.37	217.90	4,261.00	20,135.12	.....	11,967.56	102,189.06
District 10	74,431.27	7,306.60	8,821.01	7,776.74	36,371.69	313.66	17,394.69	152,415.66
Totals	$ 821,097.07	$ 93,669.39	$ 151,190.70	$ 62,747.29	$ 287.324.02	$ 1,678.39	$ 175,141.14	$1,592,848.00

STATEMENT OF GENERAL EXPENSES FROM MARCH 1, 1930 TO AUGUST 31, 1930.

DISTRICT	District Engineers Salaries	Assistant Engineers Salaries	Clerical Help	Mechanics	Supervisor	Communication	Rent	Undistributed Supplies and Expenses	Undistributed Equipment	Engineers Traveling Expenses	Traffic Census	TOTAL
District 1	$ 600.00	$ 1,500.00	$ 1,621.50	$ 1,605.50	$ 1,350.00	$ 88.03	$ 150.00	$ 4,009.13	$ 6,092.13	$ 172.60	.....	$ 17,188.89
District 2	600.00	1,500.00	2,257.50	3,697.00	187.50	468.50	332.24	3,577.47	3,122.48	1,097.39	.....	16,840.08
District 3	600.00	.....	975.00	3,388.00	2,565.00	800.16	150.00	4,032.45	17,935.50	1,160.91	.....	31,607.02
District 4	600.00	.....	2,010.00	2,120.00	1,240.00	125.67	390.00	3,371.49	10,339.61	269.75	.....	20,266.52
District 5	600.00	.....	2,763.79	822.50	1,500.00	98.28	.....	1,063.65.	13,095.75	518.12	.....	20,462.06
District 6	600.00	1,350.00	1,662.50	2,082.50	100.00	172.79	.....	2,295.33	765.13	1,252.72	.....	10,280.72
District 7	600.00	.....	260.00	3,793.80	2,360.00	339.31	270.00	3,074.96	2,748.51	437.06	993.00	14,876.64
District 8	600.00	1,125.00	1,107.00	1,911.25	225.00	200.36	295.00	1,949.01	6,456.31	388.03	.....	14,256.96
District 9	600.00	1,460.00	1,265.00	1,920.00	.....	277.09	240.00	3,385.77	2,552.89	266.81	.....	11,967.56
District 10	600.00	1,500.00	2,024.00	3,306.30	1,290.00	213.39	330.00	2,499.29	5,277.20	354.51	.....	17,394.69
Totals	$ 6,000.00	$ 8,435.00	$ 15,946.29	$ 24,646.60	$ 10,617.50	$ 2,783.58	$ 2,157.24	$ 29,258.55	$ 68,385.48	$ 5,917.90	$ 993.00	$175,141.14

SUMMARY OF EXPENDITURES IN CONSTRUCTION FROM MARCH 1, 1927, TO AUGUST 31, 1930

DISTRICT EXPENDITURES—			
Contractors Estimates Paid	$40,388,312.84		
Labor	5,264,331.13		
Material	5,921,770.41		
Resident Engineers Salaries and Expenses	2,311,682.41		
Preliminary Expense	395,381.86		
General Operating Supplies, Expenses & Equipment	2,167,482.06		
Right-of-Way	63,608.34		
Miscellaneous Expense	53,684.28		
		$56,566,253.33	
DISTRICT GENERAL EXPENSE—			
Engineers Salaries and Expenses	315,705.94		
Clerical Help	72,535.87		
Mechanics Salaries	54,668.58		
Undistributed Operating Supplies and Expenses	116,926.96		
Undistributed Equipment	96,257.93		
Postage, Telephone and Telegraph	18,940.17		
Rent, Lights, Water and Gas	18,817.05		
		693,852.50	
Total District Expenditures			$57,260,105.83
ADMINISTRATIVE OVERHEAD—			
Engineers Salaries		$ 229,759.79	
Draftsmen Salaries		65,562.98	
Stenographers Salaries		10,037.50	
Right-of-Way Engineers Salaries & Expenses		18,606.73	
Estimators Salaries		2,536.67	
Specification Clerks Salaries		11,150.00	
Statistician Salary		8,517.49	
Inspectors Salaries		23,194.50	
Consulting Engineers Salaries		15,833.27	
Engineers Traveling Expenses		14,735.28	
General Expense		72,249.88	
Office Equipment		2,971.14	
Injured Employes Settlement		16,500.00	
Drafting Supplies and Equipment		13,892.85	
Engineers Building and Equipment		28,954.43	
General Equipment		19,894.63	
Engineering Equipment		6,711.02	
Leases and Right-of-Ways		5,514.48	
Flood Relief Salaries and Expenses		12,756.66	
State Aid Engineers Traveling Expense		1,853.27	
Night Watchman		150.00	
Bond Sales Expense		102,927.39	
Clerks Salaries		1,360.00	
Lights, Water and Gas		8,149.29	
			693,719.25

SUMMARY OF EXPENDITURES IN CONSTRUCTION FROM MARCH 1, 1927, TO AUGUST 31, 1930

(CONTINUED)

MATERIALS AND TEST DIVISION—		
Engineers Salary	$ 6,700.00	
Assistant Engineers Salaries	32,434.48	
Clerks Salaries	11,635.00	
Stenographers Salaries	2,850.00	
Equipment	10,763.12	
Timber Inspectors Salary and Expenses	16,488.56	
Engineers Traveling Expenses	17,364.41	
General Expense	2,452.01	
Van Trump Testing Laboratory	137,886.97	
Inspectors Salaries	14,619.51	
Core Drill Operators Salary	1,875.00	
Engineers Equipment	1,435.90	
Office Equipment	330.95	
Miscellaneous Expense	5,840.81	
		$ 262.676.72
DIVISION CONSTRUCTION OFFICE—		
Division Engineers Salaries	28,166.47	
Assistant Division Engineers Salaries	94,583.84	
Division Stenographer Salary	11,650.00	
Division Clerks Salaries	14,471.65	
Division Engineers Traveling Expenses	25,885.61	
General Office Expense	5,743.21	
Engineers Equipment	14,663.34	
Engineering Equipment	444.11	
Office Equipment	3,894.13	
		198,502.36
Grand Total Construction Expenditures		$58,415,004.16

ARKANSAS COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
1-S3	$ 2,445.70	$ 8,637.50	$ 2,227.92	$ 1,240.06	$ 3.00	$ 110.31	.....	$ 14,664.49	$ 23,518.50	$ 38,182.99	
1-S4	.....	111.00	.....	.....	.....	.....	.....	111.00	.....	111.00	
1-S5	.....	4,178.40	1,329.04	2.00	4.00	42.70	.....	5,556.14	2,539.11	8,095.25	
3-S10	.....	.....	363.73	.....	.....	.....	.....	363.73	.....	363.73	
3-S11	27,042.13	2,530.00	24,612.97	2,432.68	1,014.50	289.90	41.86	57,964.04	.....	57,964.04	
11-S6	1,070.73	1,730.26	8,329.18	250.00	.....	845.64	.....	12,225.81	.....	12,225.81	
11-S7	.....	.....	50.67	.....	.....	.....	.....	50.67	.....	50.67	
30-S5	.....	.....	135.40	.....	.....	.....	.....	135.40	.....	135.40	
30-S6	198.00	1,768.00	3,730.04	165.50	46.53	435.13	.....	6,343.20	.....	6,343.20	
44-S1	.....	28,495.79	6,775.45	503.50	.....	60.87	19.95	35,855.56	.....	35,855.56	
165-S4	.....	261.75	136.98	.....	.....	.....	.....	398.73	.....	398.73	
Totals	$ 30,756.56	$ 47,712.70	$ 47,691.38	$ 4,593.74	$ 1,068.03	$ 1,784.55	$ 61.81	$ 133,668.77	$ 26,057.61		$ 159,726.38

ASHLEY COUNTY

8-S8	$ 53,541.25	$ 13,305.18	$ 1,673.58	$ 4,827.16	$ 900.45	$ 1,105.37	$ 262.39	$ 75,615.38	$ 62,774.41	$ 138,389.79	
2-S9	2,815.32	14,355.45	5,324.35	700.67	6.00	4,058.32	.....	27,260.11	.....	27,260.11	
8-S14	3,992.10	4,761.25	9,355.70	50.00	.....	1,089.37	.....	19,248.42	.....	19,248.42	
8-S15	.....	1,105.20	751.69	50.00	.....	277.83	87.40	2,272.12	.....	2,272.12	
13-S1	133,993.23	4,012.55	68,991.40	3,923.91	6,358.53	1,054.84	1,355.63	219,690.09	.....	219,690.09	
13-S2	135,017.62	5,614.81	5,462.11	7,044.38	806.38	645.52	2,247.86	156,838.68	.....	156,838.68	
52-S2	.....	628.50	.....	.....	.....	6.00	.....	634.50	.....	634.50	
133-S1	54,560.47	1,412.23	23,519.03	5,709.80	215.21	453.86	683.23	86,553.83	.....	86,553.83	
165-S1	.....	455.50	1,134.30	.....	.....	.....	11.40	1,601.20	.....	1,601.20	
Totals	$ 383,919.99	$ 45,650.67	$ 116,212.16	$ 22,305.92	$ 8,286.57	$ 8,691.11	$ 4,647.91	$ 589,714.33	$ 62,774.41		$ 652,488.74

BAXTER COUNTY

5-S8	$ 147,210.04	$ 23,283.09	$ 7,431.17	$ 13,257.62	$ 889.80	$ 10,903.74	$ 92.90	$ 203,018.36	$ 7,729.98	$ 210,748.34	
5-S9	150,666.26	2,942.81	374.67	8,753.65	139.28	2,408.98	89.97	165,375.62	.....	165,375.62	
12-S11	.....	7,752.95	.....	216.25	23.55	.....	9.00	8,001.75	.....	8,001.75	
12-S12	19,741.19	14,586.06	4,223.25	2,220.27	624.10	10,634.98	25.00	52,054.85	5,179.14	57,233.99	
101-S1	.....	.....	.....	654.75	150.27	4,486.41	.....	5,291.43	.....	5,291.43	
126-S1	.....	221.15	937.96	387.95	59.80	3,223.54	.....	4,830.40	.....	4,830.40	
Totals	$ 317,617.49	$ 48,736.06	$ 12,967.05	$ 25,490.49	$ 1,886.80	$ 31,657.65	$ 216.87	$ 438,572.41	$ 12,909.12		$ 451,481.53

Summarized Expenditures on Road Construction for the Period March 1, 1927 to August 31, 1930—(Continued)

BENTON COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
12-S1	.....	$ 687.30	.....	.....	$ 280.15	$ 674.01	.....	$ 1,641.46	.....	$ 1,641.46	
12-S2	.....	.....	.....	22.94	.....	21.16	.....	44.10	.....	44.10	
12-S3	.....	3,293.95	271.97	219.55	5.68	906.68	.....	4,697.83	.....	4,697.83	
16-S1	.....	116.25	.....	.....	.....	59.28	.....	175.53	.....	175.53	
47-S1	.....	3,421.93	23.30	570.62	38.00	1,408.85	.....	5,462.70	2,279.96	7,742.66	
47-S2	.....	.....	.....	.....	.....	53.22	.....	53.22	.....	53.22	
68-S0	.....	.....	.....	308.75	41.22	23.67	.....	373.64	17,924.24	18,297.88	
71-S18	318,362.52	3,248.15	59,496.57	11,444.25	420.70	2,360.57	1,397.30	396.730.06	25,701.62	422,431.68	
71-S19	18,360.97	480.40	600.86	1,292.34	21.75	244.58	.....	21,000.90	6,382.42	27,383.32	
72-S1	.....	1,553.00	53.38	.....	.....	240.03	.....	1,846.41	.....	1,846.41	
72-S2	6,747.33	17,972.70	2,795.10	357.54	59.73	9,151.28	25.00	37,108.68	2,910.88	40,019.56	
99-S2	12,570.52	1,135.75	1,704.60	.....	629.63	2,296.61	1,388.60	19,725.71	.....	19,725.71	
100-S1	.....	4,053.16	4,919.07	.....	8.20	5,281.44	.....	14,261.87	.....	14,261.87	
102-S2	2,891.55	6,273.93	665.83	18.00	43.22	20,352.64	.....	30,245.17	.....	30,245.17	
107-S1	37,111.46	81.10	.....	1,799.91	589.41	148.11	40.55	39,770.54	.....	39,770.54	
Totals	$ 396,044.35	$ 42,317.62	$ 70,530.68	$ 16,033.90	$ 2,137.69	$ 43,222.13	$ 2,851.45	$ 573,137.82	$ 55,199.12		$ 628,336.94

BOONE COUNTY

7-S16	.....	$ 8,701.62	.....	$ 200.00	.....	$ 1,124.74	$ .80	$ 10,027.16	.....	$ 10,027.16	
12-S7	41,907.13	11,224.83	325.10	3,411.75	489.07	5,370.18	6.00	62,734.06	19,332.93	82,066.99	
12-S8	2,856.71	6,625.95	551.45	132.36	.....	2,191.85	10.55	12,368.87	.....	12,368.87	
14-S1	23,235.01	548.80	71.36	3,101.90	881.96	114.88	440.38	28,394.29	19,412.37	47,806.66	
43-S2	.....	.....	.....	339.67	.60	168.80	.....	509.07	.....	509.07	
43-S3	99,213.12	1,849.35	.....	6,572.99	521.51	1,553.19	.....	109,710.16	18,813.63	128,523.79	
43-S4	.....	208.58	.....	359.07	166.70	60.55	.....	794.90	.....	794.90	
65-S1	347,987.83	8,424.35	6,141.08	7,767.58	693.44	7,338.91	42.62	378,395.81	.....	378,395.81	
65-S2	164,965.29	2,647.42	188.57	11,124.99	1,955.09	3,464.63	105.64	184,451.63	69,201.25	253,652.88	
125-S1	.....	.....	.....	169.50	140.30	45.75	.....	355.55	.....	355.55	
Totals	$ 680,165.09	$ 40,230.90	$ 7,277.56	$ 33,179.81	$ 4,848.67	$ 21,433.48	$ 605.99	$ 787,741.50	$ 126,760.18		$ 914,501.68

BRADLEY COUNTY

4-S12	$ 140,347.73	$ 1,984.47	$ 3,454.57	$ 10,018.59	$ 373.57	$ 2,896.85	$ 279.38	$ 159,355.16	.....	$ 159,355.16	
4-S13	26,389.52	18,788.88	9,196.70	521.33	5.00	1,918.72	228.77	57,048.92	.....	57,048.92	
4-S14	11,875.22	4,031.68	.....	.....	.....	510.45	.....	16,417.35	.....	16,417.35	
8-S11	11,609.39	3,634.18	1,796.47	2,425.55	352.80	5,730.18	1,247.50	26,796.07	33,366.84	60,162.91	
8-S12	.....	.....	.....	.....	18.80	.....	.....	18.80	.....	18.80	
15-S3	117,446.80	8,382.92	29,624.54	7,233.12	967.78	20,316.47	186.41	184,158.04	56,714.94	240.872.98	
15-S4	255,927.85	9,906.52	2,280.54	7,416.88	972.28	1,563.36	63.88	278,131.31	5,981.84	284,113.15	
Totals	$ 563,596.51	$ 46,728.65	$ 46,352.82	$ 27,615.47	$ 2,690.23	$ 32,936.03	$ 2,005.94	$ 721,925.65	$ 96,063.62		$ 817,989.27

CALHOUN COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
4-S10	$ 72,831.86	$ 4,109.80	$ 3,230.28	$ 2,046.19	$ 120.50	$ 1,216.84	.....	$ 83,555.47	.....	$ 83,555.47	
4-S11	92,979.03	3,538.16	2,785.49	5,740.10	855.17	1,249.54	279.76	107,427.25	.....	107,427.25	
8-S9	.....	.....	.....	124.70	66.75	.....	.....	191.45	.....	191.45	
115-S2	95,509.03	1,049.11	1,054.79	7,351.03	727.67	1,219.92	951.05	107,862.60	105,663.17	213,525.77	
115-S3	149,774.52	6,115.50	4,085.66	5,767.44	673.53	7,117.40	142.29	173,676.34	.....	173,676.34	
167-S5	.....	.....	.....	1,070.17	249.45	50.86	.....	1,370.48	2,247.58	3,618.06	
Totals	$ 411,094.44	$ 14,812.57	$ 11,156.22	$ 22,099.63	$ 2,693.07	$ 10,854.56	$ 1,373.10	$ 474,083.59	$ 107,910.75		$ 581,994.34

CARROLL COUNTY

12-S4	$ 7,287.11	.....	$ 16.95	$ 700.73	$ 206.80	.....	.....	$ 8,211.59	.....	$ 8,211.59	
12-S5	3,331.25	126.50	.....	4,421.88	2,100.97	173.13	.....	10,153.73	123,660.36	133,814.09	
12-S6	202,754.81	335.72	777.62	15,612.79	1,250.17	1,289.33	132.30	222,152.74	50,100.83	272,253.57	
21-S5	.....	.....	.....	.....	.....	82.31	.....	82.31	.....	82.31	
21-S6	.....	.....	.....	.....	.....	9.20	.....	9.20	.....	9.20	
23-S7	.....	.....	.....	.....	.....	18.40	.....	18.40	.....	18.40	
23-S8	.....	18,662.68	300.64	2,243.64	1,463.69	9,209.53	.....	31,880.18	.....	31,880.18	
72-S3	1,335.00	71,392.49	9,565.95	6,014.68	169.64	32,431.47	25.20	120,934.43	2,727.06	123,661.49	
Eureka Sprgs. Pav.	.....	.....	.....	802.42	.....	2.07	.....	804.49	.....	804.49	
Totals	$ 214,708.17	$ 10,661.16	$ 23,798.14	$ 5,191.27	$ 43,215.44	$ 43,215.44	$ 157.50	$ 394,247.07	$ 176,488.25		$ 570,735.32

CHICOT COUNTY

2-S10	.....	$ 28,900.40	$ 29,821.15	$ 495.32	$ 422.36	$ 1,089.83	$ 4,977.61	$ 65,706.67	.....	5 65,706.67	
8-S16	1,588.80	9,444.05	6,076.46	477.98	124.68	3,073.65	54.90	20,840.52	6,161.35	27,001.87	
8-S17	1,242.72	4,194.39	1,850.12	12.20	19.00	740.67	.....	8,059.10	.....	8,059.10	
35-S8	.....	.....	1,940.82	.....	.....	44.04	.....	1,984.86	.....	1,984.86	
35-S9	.....	1,688.70	1,594.66	30.00	6.92	.....	.....	3,320.28	5,502.60	8,822.88	
35-S10	.....	3,324.67	770.73	.....	.....	47.16	230.65	4,373.21	.....	4,373.21	
35-S11	.....	.....	206.00	.....	.....	341.88	.....	547.88	.....	547.88	
59-S1	14,523.28	1,723.05	37,675.65	3,318.13	.....	1,146.07	.....	58,386.18	.....	58,386.18	
65-S20	18,311.40	6,820.38	24,174.05	2,132.34	91.37	521.15	21.25	52,071.94	3,209.14	55,281.08	
65-S21	2,163.00	7,077.70	18,499.69	392.50	.....	889.49	.....	29,022.38	357.97	29,380.35	
65-S22	2,179.10	3,924.70	16,533.34	172.55	.....	253.90	.....	23,063.59	8,275.12	31,338.71	
65-S23	.....	.....	1,119.58	.....	.....	51.49	.....	1,171.07	.....	1,171.07	
165-S3	1,251.30	3,150.89	13,357.73	116.67	.....	275.22	.....	18,151.81	3,649.96	21,801.77	
Totals	$ 41,259.60	$ 70,248.93	$ 153,619.98	$ 7,147.69	$ 664.33	$ 8,474.55	$ 5,284.41	$ 286,699.49	$ 27,156.14		$ 313,855.63

Summarized Expenditures on Road Construction for the Period March 1, 1927, to August 31, 1930—(Continued)

CLARK COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
7-S3	.....	$ 433.16	$ 981.76	$ 390.54	$ 620.17	.....	.....	$ 2,425.63	.....	$ 2,425.63	
7-S4	107,135.45	5,688.44	5,018.58	14,214.39	690.52	2,320.01	80.30	135,147.69	2,493.95	137,641.64	
8-S5	120,754.45	56,254.36	19,819.44	10,541.14	1,377.06	19,014.02	167.74	227,928.21	.....	227,928.21	
26-S4	15,141.35	36,021.48	8,468.67	2,903.69	765.77	8,511.23	30.50	71,842.69	.....	71,842.69	
51-S1	154,299.95	6,331.33	873.10	18,611.70	4,124.42	1,573.93	3,542.39	189,356.82	.....	189,356.82	
51-S2	103,681.43	2,639.26	819.50	4,554.33	1,383.18	262.09	14.70	113,354.49	30,474.22	143,828.71	
53-S1	19,120.54	2,970.06	4,690.85	3,666.11	478.71	292.34	23.88	31,242.49	.....	31,242.49	
67-S4	18,092.77	17,638.56	9,376.32	3,511.79	633.84	3,549.84	32.75	52,835.87	155,272.14	208,108.01	
67-S5	.....	.....	.....	49.13	.....	5.65	.....	54.78	.....	54.78	
67-S6	.....	254.00	.....	536.81	.....	.....	.....	790.81	.....	790.81	
City Paving	.....	.....	.....	.....	.....	.....	20.00	20.00	.....	20.00	
Clark General	.....	.....	.....	4.20	.....	3.20	.....	7.40	.....	7.40	
Totals	$ 538,225.94	$ 128,230.65	$ 50,048.22	$ 58,983.83	$ 10,073.67	$ 35,532.31	$ 3,912.26	$ 825,006.88	$ 188,240.31		$1,013,247.19

CLAY COUNTY

1-S21	$ 177,908.40	$ 6,271.92	$ 34,408.53	$ 7,333.99	$ 313.71	$ 1,852.98	$ 73.65	$ 228,163.18	.....	$ 228,163.18	
11-S16	.....	.....	.....	84.87	.....	.....	.....	84.87	.....	84.87	
34-S4	81,240.22	3,397.25	45,724.74	2,710.94	1,587.88	1,113.63	50.36	135,825.02	.....	135,825.02	
34-S5	187,235.32	13,400.01	41,377.00	12,059.29	595.86	2,096.55	162.25	256,926.28	.....	256,926.28	
34-S6	.....	19,744.32	2,700.91	1,550.25	964.16	1,794.23	16.40	26,770.27	19,366.55	46,136.82	
39-S1	13,367.98	18,721.94	2,690.34	3,954.75	344.13	10,639.26	52.95	49,771.35	18,337.61	68,108.96	
39-S2	7,922.30	7,566.15	3,180.01	2,193.50	605.50	6,798.61	2.05	28,268.12	18,337.61	46,605.73	
67-S22	317,755.98	7,209.80	3,153.92	7,129.29	906.76	3,423.86	156.16	339,735.77	.....	339,735.77	
90-S1	118,977.05	5,303.61	5,106.45	3,551.03	549.50	1,918.53	158.54	135,564.71	12,735.22	148,299.93	
90-S2	475.00	10,885.64	190.56	2,485.80	990.59	6,396.77	1,433.28	22,857.64	19,333.34	42,190.98	
Totals	$ 904,882.25	$ 92,500.64	$ 138,532.46	$ 43,053.71	$ 6,858.09	$ 36,034.42	$ 2,105.64	$1,223,967.21	$ 88,110.33		$1,312,077.54

CLEBURNE COUNTY

5-S5	.....	.....	.....	$ 951.68	$ 403.04	.....	.....	$ 1,354.72	.....	$ 1,354.72	
16-S11	180,840.55	10,155.33	48,133.12	9,127.86	2,601.06	6,848.65	184.92	257,891.49	.....	257,891.49	
16-S12	22,407.95	20,053.66	38,294.23	2,432.90	246.10	2,619.22	54.05	86,108.11	.....	86,108.11	
25-S2	190,062.17	11,136.49	889.06	8,284.72	2,763.98	3,784.82	241.53	217,162.77	.....	217,162.77	
25-S3	4,112.27	17,486.79	4,636.78	3,596.21	1,338.01	9,079.25	27.45	40,346.76	23,754.41	64,101.17	
Totals	$ 397,422.94	$ 58,832.27	$ 91,953.19	$ 24,393.37	$ 7,352.19	$ 22,331.94	$ 577.95	$ 602,863.85	$ 23,754.41		$ 626,618.26

CLEVELAND COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
3-S5	$ 147,344.64	$ 7,107.83	$ 652.30	$ 3,112.09	$ 3,686.64	$ 1,334.18	$ 58.05	$ 163,295.73	.....	$ 163,295.73	
3-S6	.....	.....	.....	77.33	44.50	11.16	.....	132.99	.....	132.99	
8-S10	.....	1,266.10	96.62	949.60	416.25	646.86	2.50	3,377.93	.....	3,377.93	
11-S1	7,539.78	518.27	425.77	596.15	302.50	390.73	16.05	9,789.25	.....	9,789.25	
15-S5	128,975.73	7,816.27	1,034.30	6,843.72	1,502.65	1,678.14	601.42	148,452.23	3,499.83	151,952.06	
15-S6	106,136.03	954.62	6,733.85	11,698.92	1,959.51	1,121.82	883.33	129,488.08	.....	129,488.08	
35-S4	.....	7,568.22	465.35	.....	.....	689.42	.....	8,722.99	.....	8,722.99	
35-S5	39,551.65	2,763.58	1,021.16	1,860.40	1,038.99	1,538.60	10.11	47,784.49	.....	47,784.49	
167-S8	92,464.25	3,569.16	262.80	7,456.54	1,167.85	176.03	35.45	105,132.08	18,454.47	123,586.55	
35-S6	.....	.....	.....	.....	.....	.....	.....	.....	9,749.86	9,749.86	
Totals	$ 522,012.08	$ 31,564.05	$ 10,692.15	$ 32,594.75	$ 10,118.89	$ 7,586.94	$ 1,606.91	$ 616,175.77	$ 31,704.16		$ 647,879.93

COLUMBIA COUNTY

2-S3	.....	$ 26,639.23	$ 10,869.24	$ 1,029.42	$ 217.70	$ 1,241.07	$ 34.38	$ 40,031.04	$ 66,289.50	$ 106,320.54	
2-S4	125,515.13	9,629.34	44,883.95	1,235.18	221.80	11,891.72	36.61	193,413.73	5,440.13	198,853.86	
3-S1	.....	8,531.15	2,772.81	3,939.03	750.13	11,762.22	12.50	27,767.84	30,964.01	58,731.85	
3-S2	65,640.87	19,878.81	17,450.82	4,193.03	1,588.41	1,917.73	23.19	110,692.86	59,074.58	169,767.44	
19-S1	143,410.26	3,906.77	74,913.95	10,419.32	2,787.97	19,224.16	582.05	255,244.48	.....	255,244.48	
19-S2	43,393.60	1,408.91	19,981.11	3,492.86	922.43	51.30	33.13	69,283.34	.....	69,283.34	
57-S2	70,753.64	947.70	19,526.03	4,563.89	1,889.29	1,252.80	169.69	99,103.04	.....	99,103.04	
132-S1	232,607.60	7,946.74	14,169.01	11,888.00	7,250.84	2,034.31	1,017.17	276,913.67	.....	276,913.67	
Totals	$ 681,321.10	$ 78,888.65	$ 204,566.92	$ 40,760.73	$ 15,628.57	$ 49,375.31	$ 1,908.72	$1,072,450.00	$ 161,768.22		$1,234,218.22

CONWAY COUNTY

9-S7	$ 14,914.90	$ 18,942.47	$ 849.11	$ 437.70	$ 134.70	$ 3,846.15	$ 4.67	$ 39,129.70	.....	$ 39,129.70	
9-S8	5,615.26	10,945.95	2,257.92	66.28	.....	8,072.94	.94	26,959.29	.....	26,959.29	
64-S7	151,128.67	6,750.33	3,243.78	11,423.32	1,118.52	1,022.59	34.55	174,721.76	.....	174,721.76	
92-S1	9,426.95	532.05	620.47	.....	16.68	.....	.....	10,596.15	.....	10,596.15	
95-S1	.....	662.50	1,071.34	.....	.....	.....	.....	1,733.84	.....	1,733.84	
124-S2	.....	.....	.....	.....	2.50	.....	.....	2.50	.....	2.50	
Totals	$ 181,085.78	$ 37,833.30	$ 8,042.62	$ 11,927.30	$ 1,272.40	$ 12,941.68	$ 40.16	$ 253,143.24	.....		$ 253,143.24

Summarized Expenditures on Road Construction for the Period March 1, 1927, to August 31, 1930—(Continued)

CRAIGHEAD COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
1-S17	.....	$ 33,741.14	$ 8,058.00	$ 1,344.65	$ 134.26	$ 8,769.82	$ 42.69	$ 52,090.56	.....	$ 52,090.56	
1-S18	79,610.14	36,166.40	7,820.30	4,436.46	1,053.39	8,374.68	304.92	137,766.29	.....	137,766.29	
18-S3	47,030.78	4,241.64	24,004.75	3,339.61	285.88	1,640.29	3.80	80,546.75	.....	80,546.75	
18-S4	69,198.48	17,417.05	47,987.00	4,505.98	303.60	4,954.77	351.67	144,718.55	251,084.50	395,803.05	
39-S4	79,593.62	15,897.04	2,738.20	6,251.04	1,486.62	3,551.67	1,309.70	110,827.89	22,285.14	133,113.03	
63-S5	13,397.01	12,730.72	15,241.92	1,393.77	555.11	654.46	10.00	43,982.99	1,280.08	45,263.07	
63-S6	153,712.01	11,652.25	23,634.56	5,349.54	363.26	3,811.95	81.15	198,604.72	60,887.81	259,492.53	
91-S2	81,861.62	3,274.90	2,152.74	9,576.40	1,035.91	1,066.66	1,527.35	100 495.58	8,267.54	108,763.12	
135-S1	.....	34,372.65	11,013.13	2,267.64	129.25	14,844.34	25.50	62,652.51	.....	62,652.51	
137-S1	.....	856.75	.....	.....	.....	15.50	.....	872.25	.....	872.25	
139-S1	.....	.....	.....	570.00	100.75	29.25	.....	700.00	425.00	1,125.00	
141-S1	270.52	5,462.88	1,367.80	289.50	.75	796.03	.....	8,187.48	12,562.51	20,749.99	
143-S1	.....	1,199.65	61.50	280.00	41.00	2,395.60	.....	3,977.75	7,023.58	11,001.33	
Totals	$ 524,674.18	$ 177,013.07	$ 144,079.90	$ 39,604.59	$ 5,489.78	$ 50,905.02	$ 3,656.78	$ 945,423.32	$ 363,816.16		$1,309,239.48

CRAWFORD COUNTY

45-S2	$ 8,685.30	$ 78,820.20	$ 30,877.79	$ 41.04	$ 3.00	$ 38,206.66	.....	$ 156,633.99	.....	$ 156,633.99	
64-S2	573,772.20	18,120.44	32,645.51	13,312.17	2,520.65	11,609.44	40.50	652,020.91	8,117.96	660,138.87	
71-S15	486,688.72	60,016.72	48,763.25	12,892.51	2,062.34	51,098.03	1,072.28	662,593.85	195,138.99	857,732.84	
Totals	$1,069,146.22	$ 156,957.36	$ 112,286.55	$ 26,245.72	$ 4,585.99	$ 100,914.13	$ 1,112.78	$1,471,248.75	$ 203.256.95		$1,674,505.70

CRITTENDEN COUNTY

3-S18	$ 22,466.43	$ 2,171.04	$ 50,681.11	$ 1,570.03	.....	$ 891.66	$ 56.25	$ 77,836.52	.....	$ 77,836.52	
16-S20	26,350.00	3,696.73	8,528.05	699.20	.....	1,255.08	40.50	40,569.56	.....	40,569.56	
50-S2	10,601.27	.....	19,552 98	.....	.....	.....	22.00	30,176.25	.....	30,176.25	
50-S3	.....	960.72	4,004.02	301.95	.....	.....	.....	5,266.69	.....	5,266.69	
50-S4	.....	2,526.54	11,700.40	93.00	316.25	363.84	70.50	15,070.53	.....	15,070.53	
61-S1	311,083.07	50,172.42	110,784.98	11,960.92	214.30	5,208.59	43.00	489,467.28	860.86	490,328.14	
63-S9	47,202.27	905.93	643.30	3,059.64	46.46	357.73	26.15	52,241.48	8,623.54	60,865.02	
70-S20	1,670,048.46	50,760.35	109,972.90	212,230.57	3,630.79	71,120.52	645.04	2,118,408.63	351,937.45	2,470,346.08*	
75-S3	.....	12,363.07	18,933.07	1,554.28	27.10	3,030.10	.....	35,907.62	.....	35,907.62	
Totals	$2,087,751.50	$ 123,556.80	$ 334,800.81	$ 231,469.59	$ 4,234.90	$ 82,227.52	$ 903.44	$2,864,944.56	$ 361,421.85		$3,226,366.41

* Includes Also Figures on Harahan Viaduct.

CROSS COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
1-S13	.....	$ 618.20	$ 525.99	$ 30.90	.....	$ 188.05	.....	$ 1,363.14	.....	5 1,363.14	
1-S14	86,904.26	32,797.64	8,015.05	7,165.88	463.73	2,572.16	50.25	137,968.97	33,099.19	171,068.16	
16-S18	194,507.64	8,074.23	40,279.20	9,992.28	1,460.19	5,926.57	46.45	260,286.56	.....	260,286.56	
16-S19	9,908.50	18,939.09	16,652.65	1,214.00	540.50	782.00	.....	48,036.74	.....	48,036.74	
42-S2	.....	7,921.73	1,184.32	3,557.55	966.00	2,003.70	.....	15,633.30	11,822.63	27,455.93	
42-S3	.....	55,822.59	6,355.80	3,051.98	279.12	16,121.23	27.35	81,658.07	.....	81,658.07	
75-S2	.....	4,129.39	6,736.19	211.45	.....	334.89	.....	11,411.92	.....	11,411.92	
Job 143	.....	.....	.....	539.00	56.99	.....	.....	595.99	.....	595.99	
Totals	$ 291,320.40	$ 128,302.87	$ 79,749.20	$ 25,763.04	$ 3,766.53	$ 27,928.60	$ 124.05	$ 556,954.69	$ 44,921.82		$ 601,876.51

DALLAS COUNTY

7-S2	.....	$ 17,005.22	$ 1,944.42	$ 1,361.35	$ 494.67	$ 1,150.11	.....	$ 21,955.77	.....	$ 21,955.77	
8-S6	.....	7,978.09	.....	.....	.....	475.50	.....	8,453.59	.....	8,453.59	
8-S7	.....	.....	.....	.....	.....	4.72	.....	4.72	.....	4.72	
9-S2	143,225.72	4,468.86	3,201.12	8,349.40	2,469.70	3,944.89	19.00	165,678.69	.....	165,678.69	
48-S1	.....	44.19	.....	.....	.....	.80	.....	44.99	.....	44.99	
167-S6	.....	109.20	.....	.....	.....	22.93	.....	132.13	1,232.75	1,364.88	
167-S7	94,880.44	5,235.63	1,308.60	7,039.11	446.08	1,907.74	179.95	110,997.55	8,777.39	119,774.94	
167-S9	17,423.12	1,946.61	705.58	781.48	139.93	787.90	15.54	21,800.16	5,386.46	27,186.62	
City Paving	.....	165.00	.....	.....	.....	91.25	.....	256.25	.....	256.25	
Totals	$ 255,529.28	$ 36,952.80	$ 7,159.72	$ 17,531.34	$ 3,550.38	$ 8,385.84	$ 214.49	$ 329,323.85	$ 15,396.60		$ 344,720.45

DESHA COUNTY

1-S1	$ 149,621.38	$ 2,412.25	$ 114,822.39	$ 17,110.62	$ 761.02	$ 9,415.69	$ 181.75	$ 294,325.10	.....	$ 294,325.10	
1-S2	8,964.70	20,026.35	23,443.53	1,636.20	972.96	8,725.42	7.70	63,776.86	28,127.46	91,904.32	
4-S16	12,265.66	5,483.60	10,204.83	1,981.22	19.00	1,977.22	1.90	31,933.43	2,088.68	34,022.11	
35-S9	.....	4,561.34	.....	.....	.....	119.65	.....	4,680.99	.....	4,680.99	
35-S10	.....	.....	2,622.62	.....	.....	.....	.....	2,622.62	.....	2,622.62	
54-S1	.....	30,649.15	32,082.51	2,413.53	101.92	5,697.94	72.54	71,017.59	.....	71,017.59	
65-S17	2,733.15	12,512.92	12,342.91	1,279.28	192.56	1,735.26	.....	30,796.08	9,028.70	39,824.78	
65-S19	2,271.30	25,090.47	33,676.43	2,267.09	476.50	803.92	.....	64,585.71	6,096.38	70,682.09	
85-S2	9,803.02	10.00	99.84	1,631.02	.....	.....	.....	11,543.88	19,783.88	31,327.76	
85-S3	1,436.73	.....	860.13	1,521.73	80.81	.....	.....	3,899.40	.....	3,899.40	
138-S1	.....	237.80	.....	372.99	.....	2,688.05	.....	3,298.84	2,984.47	6,283.31	
140-S1	.....	7,020.50	1,980.53	215.00	816.87	716.44	.....	10,749.34	15,213.32	25,962.66	
165-S4	11,646.80	11,267.45	10,254.91	967.77	300.45	1,782.98	364.63	36,584.99	1,379.98	37,964.97	
Totals	$ 198,742.74	$ 119,271.83	$ 242,390.63	$ 31,396.45	$ 3,722.09	$ 33,662.57	$ 628.52	$ 629,814.83	$ 84,702.87		$ 714,517.70

Summarized Expenditures on Road Construction for the Period March 1, 1927, to August 31, 1930—(Continued)

DREW COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
4-S14	$ 80,146.76	$ 16,614.99	$ 8,955.74	$ 8,391.83	$ 1,055.52	$ 3,368.03	$ 1,444.56	$ 119,977.43	.....	$ 119,977.43	
4-S15	24,407.63	26,594.28	1,252.86	2,736.60	151.54	168.96	.....	55,311.87	7,916.86	63,228.73	
13-S3	241,434.33	6,978.46	4,702.89	4,566.41	4,283.77	632.25	2,365.21	264,963.32	.....	264,963.32	
13-S4	.....	.....	.....	.....	.....	.....	10.90	10.90	.....	10.90	
35-S7	1,516.43	136.86	.....	3,094.50	18.75	100.17	.....	4,866.71	77,429.55	82,296.26	
35-S8	163,739.34	10,546.15	58,030.49	13,526.57	1,061.13	989.05	64.70	247,957.43	12,072.17	260,029.60	
65-S18	817.20	1,044.95	2,615.15	238.24	8.11	378.85	.....	5,102.50	.....	5,102.50	
83-S1	38,222.36	1,876.55	1,379.04	1,592.78	299.01	852.42	.....	44,222.16	.....	44,222.16	
138-S2	1,184.00	9,895.55	207.01	1,533.75	390.75	11,819.09	1,579.20	26,609.35	55,163.16	81,772.51	
165-S2	.....	447.58	2,793.45	116.67	.....	77.35	.....	3,435.05	1,564.73	4,999.78	
Totals	$ 551,468.05	$ 74,135.37	$ 79,936.63	$ 35,797.35	$ 7,268.58	$ 18,386.17	$ 5,464.57	$ 772,456.72	$ 154,146.47		$ 926,603.19

FAULKNER COUNTY

5-S2	.....	$ 12.00	.....	$ 2,313.38	$ 426.58	$ 608.07	.....	$ 3,360.03	.....	$ 3,360.03	
25-S1	200,701.85	5,131.26	1,087.60	10,692.64	1,423.04	1,563.06	21.50	220.620.95	.....	220.620.95	
36-S1	.....	44,913.62	6,644.09	224.71	75.40	24,723.10	166.15	76,747.07	25,408.72	102,155.79	
60-S2	.....	189.70	.....	.....	.....	.....	.....	189.70	.....	189.70	
60-S3	.....	157.05	.....	.....	.....	.....	.....	157.05	.....	157.05	
64-S8	144,451.63	4,547.18	16,626.96	4,568.09	325.52	1,328.51	26.25	171,874.14	.....	171,874.14	
65-S9	17,069.91	8,605.13	2,311.21	311.30	88.97	1,093.40	26.25	29,506.17	.....	29,506.17	
65-S10	.....	140.25	.....	626.10	53.30	.....	.....	819.65	.....	819.65	
Enola Road	.....	3,204.20	250.22	.....	.....	729.66	.....	4,184.08	.....	4,184.08	
Gre'nbrier-Rosebud	.....	1,938.80	.....	428.50	16.90	684.84	.....	3,069.04	3,072.24	6,141.28	
Totals	$ 362,223.39	$ 68,839.19	$ 26,920.08	$ 19,164.72	$ 2,409.71	$ 30,730.64	$ 240.15	$ 510,527.88	$ 28,480.96		$ 539,008.84

FRANKLIN COUNTY

22-S2	$ 253,946.81	$ 4,070.32	$ 2,120.73	$ 6,391.40	$ 680.33	$ 2,624.62	$ 584.08	$ 270,418.29	.....	$ 270,418.29	
23-S3	5,817.55	460.83	107.35	2,696.57	175.39	7,663.03	385.00	17,305.72	75,265.26	92,570.98	
23-S4	3,924.50	65,734.99	34,910.20	.....	73.48	36,044.73	.....	140,687.90	600.00	141,287.90	
64-S3	336,416.03	939.03	231.99	16,073.80	2,446.68	1,914.43	927.70	358,949.66	285,594.39	644,544.05	
98-S1	.....	9.60	.....	.....	.....	.....	.....	9.60	.....	9.60	
Totals	$ 600,104.89	$ 71,214.77	$ 37,370.27	$ 25,161.77	$ 3,375.88	$ 48,246.81	$ 1,896.78	$ 787,371.17	$ 361,459.65		$1,148,830.82

Summarized Expenditures on Road Construction for the Period March 1, 1927, to August 31, 1930—(Continued)

FULTON COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
9-S15	.....	$ 50.00	.....	.....	.....	.....	.....	$ 50.00	.....	$ 50.00	
11-S17	.....	1,419.70	168.96	.....	.....	865.49	.....	2,454.15	.....	2,454.15	
12-S13	.....	42,100.76	7,961.86	.....	80.05	9,643.52	234.07	60,020.26	.....	60,020.26	
12-S14	57,141.96	222.87	.....	10,361.98	784.15	145.84	102.43	68,759.23	28,101.10	96,860.33	
63-S1	.....	3,913.90	1,060.34	1,444.88	141.92	349.47	.....	6,910.51	.....	6,910.51	
Totals	$ 57,141.96	$ 47,707.23	$ 9,191.16	$ 11,806.86	$ 1,006.12	$ 11,004.32	$ 336.50	$ 138,194.15	$ 28,101.10		$ 166,295.25

GARLAND COUNTY

6-S4	$ 156,235.29	$ 8,411.50	$ 2,238.22	$ 11,529.04	$ 1,650.44	$ 4,440.54	$ 142.45	$ 184,647.48	$ 203,832.10	$ 388,479.58	
6-S5	84,230.69	5,483.10	12.75	2,888.99	211.77	201.50	.....	93,028.80	.....	93,028.80	
7-S6	410,467.83	4,659.00	2,980.76	10,181.34	6,984.65	1,422.16	223.00	436,918.74	1,780.22	438,698.96	
7-S7	.....	5,337.62	506.30	3,048.28	303.50	648.55	48.00	9,892.25	.....	9,892.25	
70-S8	532,317.62	8,373.40	7,242.27	10,991.37	4,936.89	6,837.50	464.80	571,163.85	14,369.27	585,533.12	
70-S9	.....	2,035.25	.....	134.62	20.00	.....	48.00	2,237.87	.....	2,237.87	
Garland Bridges	100,155.06	.....	.....	2,609.98	.....	.....	.....	102,765.04	.....	102,765.04	
Totals	$1,283,406.49	$ 34,299.87	$ 12,980.30	$ 41,383.62	$ 14,107.25	$ 13,550.25	$ 926.25	$1,400,654.03	$ 219,981.59		$1,620,635.62

GRANT COUNTY

6-S8	.....	$ 4,991.45	$ 3,611.24	$ 18.50	$ 8.47	$ 503.78	.....	$ 9,133.44	.....	$ 9,133.44	
6-S9	.....	2,038.60	645.88	3.50	.....	339.75	.....	3,027.73	.....	3,027.73	
35-S2	.....	112.50	38.96	.....	.....	59.63	.....	211.09	.....	211.09	
35-S3	154,007.88	4,033.70	5,727.42	4,265.08	264.65	2,958.65	60.40	171,317.78	.....	171,317.78	
46-S2	67,370.97	4,713.20	1,444.23	2,477.44	378.20	2,704.05	54.00	79,142.09	.....	79,142.09	
65-S13	78,031.51	287.18	23.77	510.18	1,049.01	.....	12.05	79,913.70	.....	79,913.70	
113-S1	.....	1,625.25	789.48	601.17	.....	68.37	.....	3,084.27	.....	3,084.27	
167-S10	.....	3,967.02	1,271.92	1,305.50	439.50	156.27	.....	7,140.21	56,947.53	64,087.74	
167-S11	.....	4,645.83	3,684.81	388.51	35.65	2,305.45	.....	11,060.25	95,900.00	106,960.25	
Totals	$ 299,410.36	$ 26,414.73	$ 17,237.71	$ 9,569.88	$ 2,175.48	$ 9,095.95	$ 126.45	$ 364,030.56	$ 152,847.53		$ 516,878.09

Summarized Expenditures on Road Construction for the Period March 1, 1927, to August 31, 1930—(Continued)

GREENE COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
1-S19	.....	.....	$ 1,798.32	$ 362.00	$ 47.55	$ 20.52	.....	$ 2,228.39	.....	$ 2,228.39	
1-S20	181,849.04	5,432.75	4,394.56	8,673.61	1,270.01	1,581.66	331.67	203,533.30	.....	203,533.30	
25-S8	196,334.85	7,208.74	1,218.43	5,543.07	357.48	4,512.42	35.35	215,210.34	.....	215,210.34	
25-S9	61,437.69	34,729.47	8,341.25	7,493.73	226.33	5,321.90	.....	117,550.37	156,467.61	274,017.98	
34-S3	81,335.16	2,590.55	59,938.92	4,725.62	3,035.73	950.86	200.35	152,777.19	.....	152,777.19	
39-S3	138,501.57	14,663.47	3,588.76	8,304.84	415.01	3,568.25	30.00	169,071.90	26,295.58	195,367.48	
62-S5	.....	8,491.18	2,741.43	1,622.65	1,340.19	8,929.96	.....	23,125.41	83,626.29	106,751.70	
91-S1	9,488.41	.....	.....	400.00	356.70	6.95	20.51	10,272.57	17,448.00	27,720.57	
135-S2	.....	20,800.72	4,909.03	1,835.11	182.78	3,788.38	.....	31,516.02	.....	31,516.02	
Totals	$ 668.946.72	$ 93,916.88	$ 86,930.70	$ 38,960.63	$ 7,231.78	$ 28,680.90	$ 617.88	$ 925,285.49	$ 283,837.48		$1,209,122.97

HEMPSTEAD COUNTY

4-S5	$ 103,372.00	$ 4,040.92	$ 41,801.07	$ 6,967.31	$ 730.49	$ 1,379.98	$ 153.20	$ 158,444.97	.....	$ 158,444.97	
4-S6	8,820.22	16,603.10	14,535.77	693.39	66.33	3,857.79	34.50	44,611.10	.....	44,611.10	
24-S3	.....	36,422.13	10,520.76	4,174.43	1,011.51	16,769.36	32.00	68,930.19	7,252.66	76,182.85	
27-S3	18,582.03	1,328.55	474.55	2,353.53	266.04	539.65	386.30	23,930.65	.....	23,930.65	
29-S3	88,240.26	8,223.04	3,879.54	6,159.27	883.54	1,738.30	62.90	109,186.85	.....	109,186.85	
29-S4	.....	73.00	.....	1,244.97	.....	2.90	.....	1,320.87	.....	1,320.87	
67-S2	194,250.28	823.42	67,017.60	19,748.26	3,027.48	1,842.40	3,836.92	290,546.36	620.97	291.167.33	
73-S2	.....	.....	.....	41.13	107.60	22.80	.....	171.53	.....	171.53	
Totals	$ 413,264.79	$ 67,514.16	$ 138,229.29	$ 41,382.29	$ 6,092.99	$ 26,153.18	$ 4,505.82	$ 697,142.52	$ 7,873.63		$ 705,016.15

HOT SPRING COUNTY

6-S6	$ 191,313.36	$ 4,587.05	$ 1,070.94	$ 7,610.71	$ 1,238.65	$ 6,741.71	$ 39.95	$ 212,602.37	.....	$ 212,602.37	
6-S7	34,343.36	2,467.46	569.03	900.51	55.15	1,136.98	36.75	39,509.24	.....	39,509.24	
7-S5	265,303.45	4,563.10	2,814.09	12,386.78	2,077.78	1,353.76	127.20	288,626.16	.....	288,626.16	
9-S4	114,285.80	3,622.77	2,136.99	4,987.26	471.57	2,586.39	162.45	128,253.23	.....	128,253.23	
51-S3	234,221.49	9,011.02	4,584.50	12,178.03	2,786.41	725.59	203.05	263,710.09	.....	263,710.09	
67-S7	277,149.81	12,812.67	1,355.84	8,954.98	802.94	5,086.79	45.25	306,208.28	.....	306,208.28	
67-S8	62,933.95	2,415.09	3,844.31	2,925.59	1,154.58	2,062.54	330.85	75,666.91	19,479.61	95,146.52	
70-S7	112,995.76	1,655.55	1,261.87	860.74	897.44	2,252.61	49.72	119,973.69	.....	119,973.69	
84-S3	.....	9,947.35	724.74	427.27	70.05	7,303.05	.85	18,473.31	.....	18,473.31	
Totals	$1,292,546.98	$ 51,082.06	$ 18,362.31	$ 51,231.87	$ 9,554.57	$ 29,249.42	$ 996.07	$1,453,023.28	$ 19,479.61		$1,472,502.89

HOWARD COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
4-S3	.....	.....	.....	.....	$ 11.29	$ 18.29	$ 3.75	$ 33.33	.....	$ 33.33	
4-S4	10,332.37	918.70	518.86	3,109.56	166.50	586.48	5.52	15,637.99	.....	15,637.99	
24-S2	228,795.46	16,557.57	2,564.91	6,828.71	1,534.66	3,233.10	137.36	259,651.77	7,252.66	266,904.43	
27-S2	109,800.06	9,169.64	635.85	6,039.03	717.04	3,134.78	86.87	129,583.27	27,818.69	157,401.96	
70-S3	15,919.69	11,153.25	1,451.55	991.65	594.27	2,906.87	.....	33,017.28	.....	33,017.28	
73-S1	.....	.....	.....	1,416.54	278.00	4.54	.....	1,699.08	.....	1,699.08	
128-S1	.....	6,942.91	993.81	1,397.35	33.46	1,506.78	7.40	10,881.71	.....	10,881.71	
Howard General	.....	.....	.....	37.50	.....	.....	.....	37.50	.....	37.50	
Totals	$ 364,847.58	$ 44,742.07	$ 6,164.98	$ 19,820.34	$ 3,335.22	$ 11,390.84	$ 240.90	$ 450,541.93	$ 35,071.35		$ 485,613.28

INDEPENDENCE COUNTY

11-S14	$ 522,085.17	$ 8,848.79	$ 16,775.40	$ 11,668.89	$ 2,193.32	$ 7,965.64	$ 94.82	$ 569,632.03	.....	$ 569,632.03	
11-S15	.....	6,801.83	.....	.....	.....	165.71	.....	6,967.54	.....	6,967.54	
14-S8	79,184.75	1,563.21	1,169.16	4,601.83	649.68	363.11	39.75	87,571.49	1,262.43	88,833.92	
14-S9	10,683.34	48,646.17	5,394.73	164.46	455.09	3,953.72	4.50	69,302.01	.....	69,302.01	
14-S10	.....	7,447.05	674.40	462.26	44.45	267.33	.....	8,895.49	.....	8,895.49	
25-S4	468,764.04	1,110.85	6,243.66	7,679.35	35.50	2,640.27	28.25	486,501.92	.....	486,501.92	
25-S5	.....	7,029.80	1,734.22	1,686.81	462.52	4,723.87	.....	15,637.22	3,944.67	19,581.89	
67-S15	.....	988.05	1,160.54	.....	.....	94.47	.....	2,243.06	.....	2,243.06	
69-S2	.....	.....	.....	175.00	.....	.....	.....	175.00	.....	175.00	
122-S1	.....	6,033.95	1,250.31	1,270.46	340.27	167.38	.....	9,062.37	.....	9,062.37	
White River Bridge	.....	.....	.....	.....	.....	16,482.89	.....	16,482.89	.....	16,482.89	
Totals	$1,080,717.30	$ 88,469.70	$ 34,402.42	$ 27,709.06	$ 4,180.83	$ 36,824.39	$ 167.32	$1,272,471.02	$ 5,207.10		$1,277,678.12

IZARD COUNTY

5-S7	$ 55,824.76	$ 1,786.86	$ 66.24	$ 4,687.23	$ 482.48	$ 122.19	.....	$ 62,969.76	.....	$ 62,969.76	
9-S12	281,388.72	5,261.76	144.33	19,503.23	1,244.32	2,897.25	.....	310,439.61	.....	310,439.61	
9-S13	.....	.....	.....	.....	.....	.....	32.80	32.80	.....	32.80	
56-S2	.....	26,000.95	4,881.59	1,094.56	262.26	3,139.44	.....	35,378.80	11,413.73	46,792.53	
58-S1	.....	.....	2.50	596.21	242.91	552.02	.....	1,393.64	.....	1,393.64	
69-S1	.....	.....	.....	.....	.....	429.57	32.80	462.37	.....	462.37	
Totals	$ 337,213.48	$ 33,049.57	$ 5,094.66	$ 25,881.23	$ 2,231.97	$ 7,140.47	$ 65.60	$ 410,676.98	$ 11,413.73		$ 422,090.71

Summarized Expenditures on Road Construction for the Period March 1, 1927, to August 31, 1930—(Continued)

JACKSON COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
14-S11	.....	$ 2,216.90	$ 269.48	.....	.....	$ 184.29	.....	$ 2,670.67	.....	$ 2,670.67	
14-S12	102,080.99	1,305.00	28,960.70	2,248.31	114.70	3,149.45	.....	137,859.15	.....	137,859.15	
17-S6	89,362.57	3,926.39	50,992.65	7,471.98	684.64	1,064.41	28.25	153,530.89	10,130.95	163.661.84	
18-S1	14,195.26	1,247.90	571.47	82.65	55.41	1,205.56	62.55	17,420.80	.....	17,420.80	
37-S2	3,413.32	225.20	2,092.23	460.56	41.98	357.07	.....	6,590.36	.....	6,590.36	
42-S1	.....	.....	.....	267.71	42.48	.....	.....	310.19	.....	310.19	
67-S14	.....	16,227.55	2,098.52	.....	.....	573.45	.....	18,899.52	.....	18,899.52	
67-S16	.....	10,503.26	21,685.30	1,092.39	253.80	3,448.26	29.00	37,012.01	2,674.41	39,686.42	
67-S17	78,590.16	5,007.74	77,060.37	14,142.93	741.31	2,669.44	.....	178,211.95	6,789.01	185,000.96	
87-S1	.....	13,192.09	198.86	410.02	.....	1,768.89	.....	15,569.86	.....	15,569.86	
87-S3	23,094.94	1,578.64	1,210.40	195.16	106.47	695.25	43.38	26,924.24	.....	26,924.24	
R. I. D. 2	8,353.10	268.49	5,230.36	.....	68.15	.....	7.50	13,927.60	.....	13,927.60	
Totals	$ 319,090.34	$ 55,699.16	$ 190,370.34	$ 26,371.71	$ 2,108.94	$ 15,116.07	$ 170.68	$ 608,927.24	$ 19,594.37		$ 628,521.61

JEFFERSON COUNTY

3-S7	.....	$ 6,311.30	$ 2,127.50	$ 1,178.73	$ 116.98	$ 1,172.74	.....	$ 10,907.25	$ 8,516.61	$ 19,423.86	
3-S8	279,878.30	10,958.28	44,409.79	18,903.44	2,832.75	3,667.96	511.79	361,162.31	8,674.92	369,837.23	
3-S9	30,441.39	13,848.50	40,174.79	2,882.13	508.94	2,111.81	18.00	89,985.56	16,269.43	106,254.99	
6-S10	8,326.50	2,054.68	6,059.35	87.50	.....	2,163.20	7.50	18,698.73	.....	18,698.73	
11-S5	4,675.97	20,593.89	7,844.39	993.01	2,960.02	8,475.36	.....	45,542.64	23,224.56	68,767.20	
13-S7	58,274.41	3,750.61	27,226.47	3,797.89	526.53	2,014.55	23.38	95,613.84	.....	95,613.84	
15-S7	1,158.54	9,347.50	3,114.11	2,952.93	103.93	4,554.31	283.24	21,514.56	21,908.90	43,423.46	
15-S8	32,286.76	2,793.12	1,250.63	2,616.08	360.06	129.87	.84	39,437.36	.....	39,437.36	
31-S1	11,686.90	4,881.10	23,583.42	255.65	31.43	147.20	1,995.30	42,581.00	....	42,581.00	
65-S14	470.126,04	16,412.11	6,352.88	34,715.97	3,721.45	7,225.66	408.30	538,962.41	46,664 86	585,627.27	
65-S15	322,334.63	12,754.30	136,170.09	18,935.17	1,061.39	5,036.78	2,817.10	499,109.46	62,57J.07	561,688.53	
Totals	$1,219,189.44	$ 103,705.39	$ 298,313.42	$ 87,318.50	$ 12,223.48	$ 36,699.44	$ 6,065.45	$1,763,515.12	$ 187,838.35		$1,951,353.47

JOHNSON COUNTY

21-S1	$ 6,380.70	$ 14,203.74	$ 4,393.86	$ 1,038.24	$ 71.00	$ 11,352.71	$ 45.83	$ 37,486.08	$ 34,453.61	$ 71,939.69	
64-S4	296,729.68	14,464.70	1,787.92	14,192.14	1,517.53	2,320.88	50.75	331,063.60	125,428.46	456,492.06	
64-S5	71,146.12	1,033.75	609.67	7,408.30	785.98	453.18	301.75	81,738.75	101,545.32	183,284.07	
123-S2	102,822.51	15,685.80	5,418.16	4,114.60	1,197.61	11,682.83	7.50	140,929.01	.....	140,929.01	
123-S3	.....	17,331.70	4,513.49	1,932.42	430.03	4,499.64	1.25	28,708.53	.....	28,708.53	
Totals	$ 477,079.01	$ 62,719.69	$ 16,723.10	$ 28,685.70	$ 4,002.15	$ 30,309.24	$ 407.08	$ 619,925.97	$ 261,427.39		$ 881,353.36

LAFAYETTE COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
2-S2	$ 12,123.44	$ 1,469.22	$ 2,161.89	$ 3,031.98	$ 314.24	$ 545.19	$ 655.15	$ 20,301.11	$ 33,516.45	$ 53,817.56	
29-S1	79,751.82	17,286.02	64,069.43	4,116.27	1,028.38	2,447.32	49.25	168,748.49	.....	168,748.49	
29-S2	66,139.38	4,698.24	686.38	1,467.16	5.75	2,574.47	25.00	75,596.38	.....	75,596.38	
53-S5	2,273.17	677.25	3,008.99	701.45	96.60	61.28	.....	6,818.74	.....	6,818.74	
Totals	$ 160,287.81	$ 24,130.73	$ 69,926.69	$ 9,316.86	$ 1,444.97	$ 5,628.26	$ 729.40	$ 271,464.72	$ 33,516.45		$ 304,981.17

LAWRENCE COUNTY

25-S6	$ 224.25	$ 54,350.83	$ 14,657.92	$ 4,316.65	$ 728.20	$ 24,471.37	$ 174.00	$ 98,923.22	$ 37,835.56	$ 136,758.78	
25-S7	20,508.46	992.20	4,210.50	437.30	.....	231.80	.....	26,380.26	.....	26,380.26	
34-S1	18,897.23	1,239.00	11,890.32	2,051.21	212.18	238.80	20.99	34,549.73	.....	34,549.73	
63-S3	181,603.77	34,233.27	48,126.31	8,279.98	1,219.51	16,018.87	5.65	289,487.36	10,277.57	299,764.93	
63-S4	.....	15,728.50	11,201.79	694.78	133.25	2,118.06	1.25	29,877.63	.....	29,877.63	
67-S18	179,376.29	4,647.80	84,465.18	11,633.14	3,240.83	2,965.72	2,001.70	288,330.66	27,638.81	315,969.47	
67-S19	5,350.32	77.38	.....	609.15	39.30	34.97	.....	6,111.12	.....	6,111.12	
79-S3	.....	.....	670.82	4.70	.....	.....	.....	675.52	.....	675.52	
79-S4	.....	1,739.45	26.28	.....	.....	109.47	22.64	1,897.84	.....	1,897.84	
91-S1	41,370.62	1,985.20	3,306.49	2,759.77	605.65	389.07	118.01	50,534.81	25,760.97	76,295.78	
97-S1	.....	5,567.30	7,448.04	.....	.....	518.12	.....	13,533.46	.....	13,533.46	
117-S1	.....	5,353.37	386.82	910.15	43.75	1,459.51	.....	8,153.60	15,402.49	23,556.09	
117-S2	.....	10,813.91	4,145.33	166.50	79.38	2,349.04	25.00	17,579.16	.....	17,579.16	
Totals	$ 447,330.94	$ 136,728.21	$ 190,535.80	$ 31,863.33	$ 6,302.05	$ 50,904.80	$ 2,369.24	$ 866,034.37	$ 116,915.40		$ 982,949.77

LEE COUNTY

1-S9	$ 6,722.75	$ 147.50	$ 57.12	.....	.....	$ 85.65	.....	$ 7,013.06	.....	$ 7,013.06	
1-S10	8,211.38	1,967.25	258.71	317.77	.....	255.05	.....	11,010.16	.....	11,010.16	
3-S15	72,532.69	2,340.15	43,793.11	6,733.80	2,398.92	1,100.25	45.65	128,944.57	.....	128,944.57	
3-S16	261,975.54	14,672.64	8,268.94	3,464.04	1,247.51	5,182.52	1,820.41	296,631.60	.....	296,631.60	
78-S2	7,472.75	1,141.39	458.14	82.40	.....	306.34	30.00	9,491.02	.....	9,491.02	
121-S1	20,485.40	29,926.07	36,935.37	557.50	34.10	5,024.35	.....	92,962.79	.....	92,962.79	
122-S1	.....	10,397.27	405.10	4,030.98	391.20	11,787.15	75.00	27,086.70	31,790.49	58,877.19	
122-S2	.....	22.00	1,784.39	.....	178.28	715.99	.....	2,700.66	31,790.49	34,491.15	
131-S1	63,671.80	2,575.25	29,794.23	4,272.63	86.97	2,732.52	.....	103,133.40	.....	103,133.40	
501-S1	24,884.36	33,228.91	148.35	.....	1,600.86	823.48	192.53	60,878.49	.....	60,878.49	
504-S1	31,641.02	312.34	.....	1,446.67	80.28	337.92	95.63	33,913.86	.....	33,913.86	
Totals	$ 497,597.73	$ 96,730.77	$ 121,903.46	$ 20,905.79	$ 6,018.12	$ 28,351.22	$ 2,259.22	$ 773,766.31	$ 63,580.98		$ 837,347.29

Summarized Expenditures on Road Construction for the Period March 1, 1927, to August 31, 1930—(Continued)

LINCOLN COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
11-S3	.....	$ 15,886.92	$ 23,515.95	$ 259 63	$ 1.50	$ 2,471.94	$ 5.40	$ 42,141.34	.....	$ 42,141.34	
13-S5	.....	.....	.....	.....	.....	11.80	.....	11.80	.....	11.80	
13-S6	93,990.24	3,376.22	2,314.65	4,960.22	1,081.31	1,670.03	7.50	107,400.17	.....	107,400.17	
65-S16	19,729.05	1,369.05	1,610.81	650.31	23.00	109.84	27.88	23,519.94	44,419.50	67,939.44	
114-S1	94,193.33	2,590.97	2,258.90	4,445.63	616.77	1,684.33	.....	105,789.93	.....	105,789.93	
114-S2	.....	2,089.99	3,278.43	.....	150.00	326.25	.....	5,844.67	.....	5,844.67	
140-S2	.....	8,670.30	3,611.55	244.18	166.75	3,132.34	40.00	15,865.12	37,890.22	53,755.34	
Totals	$ 207,912.62	$ 33,983.45	$ 36,590.29	$ 10,559.97	$ 2,039.33	$ 9,406.53	$ 80.78	$ 300,572.97	$ 82,309.72		$ 382,882.69

LITTLE RIVER COUNTY

4-S1	.....	$ 156.45	$ 856.01	.....	.....	$ 100.00	.....	$ 1,112.46	.....	$ 1,112.46	
71-S4	19,026.56	2,116.85	8,662.38	82.14	.....	1,181.98	.....	31,069.91	.....	31,069.91	
Totals	$ 19,026.56	$ 2,273.30	$ 9,513.39	$ 82.14	.....	$ 1,281.98	.....	$ 32,182.37	.....		$ 32,182.37

LOGAN COUNTY

10-S2	$ 185,738.52	$ 2,281.10	$ 38,538.09	$ 12,383.73	$ 1,411.65	$ 743.90	$ 532.78	$ 241,629.77	$ 58,012.28	$ 299,642.05	
22-S3	652,852.57	11,963.98	36,953.90	15,039.56	1,452.86	5,424.48	138.63	723,825.98	.....	723,825.98	
22-S4	441,990.13	8,899.82	51,372.54	12,777.82	1,517.27	1,642.43	151.51	518,351.52	.....	518,351.52	
23-S2	.....	81.29	.....	2,459.02	287.67	158.43	44.86	3,031.27	.....	3,031.27	
109-S2	.....	101.05	133.77	.....	.....	47.66	.....	282.48	.....	282.48	
116-S1	104,795.60	5,407.25	11,908.79	2,909.95	411.75	1,366.84	41.91	126,842.09	1,022.37	127,864.46	
116-S2	.....	1,337.21	.....	.....	.....	.....	.....	1,337.21	.....	1,337.21	
Totals	$1,385,376.82	$ 30,071.70	$ 138,907.09	$ 45,570.08	$ 5,081.20	$ 9,383.74	$ 909.69	$1,615,300.32	$ 59,034.65		$1,674,334.97

LONOKE COUNTY

5-S3	.....	$ 272.00	.....	.....	.....	.....	.....	$ 272.00	.....	$ 272.00	
15-S9	46,604.57	70.75	889.50	.....	266.02	34.42	.....	47,865.26	.....	47,865.26	
30-S2	39,459.15	2,454.00	855.45	4,677.11	614.83	2,355.89	1,952.94	52,369.37	14,420.98	66,790.35	
30-S3	.....	7,218.16	13,279.15	855.89	103.90	2,169.25	182.50	23,808.85	.....	23,808.85	
31-S2	.....	6,341.50	4,504.03	.....	.....	1,162.19	21.00	12,028.72	.....	12,028.72	
31-S3	129,340.40	5,995.98	70,102.03	4,552.12	406.09	1,257.26	18.90	211,672.78	.....	211,672.78	
67-S11	100,368.92	513.95	5,331.86	9,146.45	2,659.26	475.01	1,627.04	120,122.49	24,728.67	144,851.16	
70-S14	5,389.29	747.43	528.58	2,697.25	76.71	16,183.10	31.50	25,653.86	69,534.97	95,188.83	
70-S15	22,098.07	3,995.75	3,169.09	3,623.68	652.47	1,292.93	7.00	34,838.99	70,874.54	105,713.53	
89-S1	.....	4,133.44	441.04	1,940.75	64.54	2,893.50	42.00	9,515.27	.....	9,515.27	
Totals	$ 343,260.40	$ 31,742.96	$ 99,100.73	$ 27,493.25	$ 4,843.82	$ 27,823.55	$ 3,882.88	$ 538,147.59	$ 179,559.16		$ 717,706.75

Summarized Expenditures on Road Construction for the Period March 1, 1927, to August 31, 1930—(Continued)

MADISON COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
16-S4	$ 215,463.61	$ 4,870.93	$ 838.92	$ 9,621.42	$ 1,922.94	$ 2,617.38	$ 36.89	$ 235,372.09	.....	$ 235,372.09	
16-S5	.....	37,585.77	69.15	6,405.15	464.45	10,071.48	.....	54,596.00	.....	54,596.00	
21-S4	25,334.90	92.00	.....	1,683.35	170.29	.....	252.81	27,533.35	.....	27,533.35	
23-S5	33,388.54	68,897.70	3,120.44	6,693.49	1,479.46	30,855.67	90.90	144,526.20	68,561.92	213,088.12	
23-S6	5,037.28	6,453.33	2,276.15	3,201.71	86.96	31.08	.....	17,086.51	.....	17,086.51	
45-S6	19,708.11	209.25	.....	636.21	218.40	.....	37.05	20,809.02	.....	20,809.02	
68-S2	3,831.65	274.50	.....	93.69	.....	.....	.....	4,199.84	.....	4,199.84	
68-S3	2,096.04	.....	.....	65.30	.....	.....	.....	2,161.34	.....	2,161.34	
Totals	$ 304,860.13	$ 118,383.48	$ 6,304.66	$ 28,400.32	$ 4,342.50	$ 43,575.61	$ 417.65	$ 506,284.35	$ 68,561.92		$ 574,846.27

MARION COUNTY

12-S9	$ 18,038.02	$ 52,036.12	$ 2,518.43	$ 1,475.58	$ 1,329.09	$ 16,711.39	$ 2,235.00	$ 94,343.63	$ 50,912.27	$ 145,255.90	
12-S10	28,989.34	18,469.40	638.68	5,465.65	420.47	2,745.37	313.84	57,042.75	.....	57,042.75	
14-S2	108,637.98	56,801.48	9,239.07	5,560.21	931.00	27,605.59	64.20	208,839.53	18,630.54	227,470.07	
14-S3	226,524.34	5,296.17	.....	13,259.18	841.03	678.97	43.35	246,643.04	.....	246,643.04	
101-S2	49,449.34	24,853.16	2,057.14	547.10	665.41	15,602.25	.....	93,174.40	.....	93,174.40	
126-S3	30,059.53	.....	.....	2,282.09	187.34	184.38	25.75	32,739.09	.....	32,739.09	
Totals	$ 461,698.55	$ 157,456.33	$ 14,453.32	$ 28,589.81	$ 4,374.34	$ 63,527.95	$ 2,682.14	$ 732,782.44	$ 69,542.81		$ 802,325.25

MILLER COUNTY

2-S1	$ 70,763.04	$ 26,073.24	$ 80,839.82	$ 7,255.76	$ 1,703.47	$ 12,334.36	$ 85.92	$ 199,055.61	$ 2,032.04	$ 201,087.65	
67-S1	478,446.66	1,236.17	593.50	21,565.55	21,400.30	2,575.01	1,327.00	527,144.19	.....	527,144.19	
71-S1	189,823.41	5,956.02	34,996.25	11,102.35	2,567.57	2,839.85	132.09	247,417.54	121,053.27	368,470.81	
71-S2	177,675.44	5,845.98	3,121.12	10,267.34	1,684.17	2,536.65	198.56	201,329.26	.....	201,329.26	
134-S1	8,045.67	.....	.....	31.69	.....	.....	.....	8,077.36	27,428.86	35,506.22	
136-S1	.....	271.75	4,692.28	2,985.58	54.52	638.97	.....	8,643.10	.....	8,643.10	
Totals	$ 924,754.22	$ 39,383.16	$ 124,242.97	$ 53,208.27	$ 27,410.03	$ 20,924.84	$ 1,743.57	$1,191,667.06	$ 150,514.17		$1,342,181.23

Summarized Expenditures on Road Construction for the Period March 1 1927 to, August 31, 1930—(Continued)

MISSISSIPPI COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
18-S5	$ 39,644.03	$ 4,434.58	$ 2,396.16	$ 1,607.51	$ 229.93	$ 355.83	$ 73.00	$ 48,591.04	.....	$ 48,591.04	
18-S6	.....	6,039.55	688.36	18.00	.....	350.99	.....	7,096.90	.....	7,096.90	
18-S7	8,064.88	28,434.13	44,107.29	1,632.95	842.25	16,133.40	.....	99,214.90	.....	99,214.90	
40-S2	100,000.00	16,424.45	22,229.25	3,232.31	19.09	314.98	.....	142,220.08	.....	142,220.08	
61-S2	.....	151.00	.....	6.55	4.00	.....	.....	161.55	.....	161.55	
61-S3	.....	382.60	.....	65.92	4.00	.....	.....	452.52	.....	452.52	
77-S2	.....	5,434.28	7,629.00	.....	6.00	341.43	.....	13,410.71	3,285.56	16,696.27	
118-S1	6,958.72	2,511.73	6,177.31	897.20	.....	2,049.18	.....	18,594.14	4,236.90	22,831.04	
119-S1	.....	206.75	.....	.....	.....	.....	.....	206.75	.....	206.75	
120-S1	.....	7,861.26	13,510.50	1,285.00	371.38	7,741.83	.....	30,769.97	.....	30,769.97	
136-S2	.....	11,689.42	9,235.04	222.50	105.49	1,705.96	30.00	23,138.41	.....	23,138.41	
137-S1	.....	2,054.26	2,424.28	539.00	4.50	3,707.19	.....	8,729.23	.....	8,729.23	
Totals	$ 154,667.63	$ 85,624.01	$ 108,397.19	$ 9,506.94	$ 1,586.64	$ 32,700.79	$ 103.00	$ 392,586.20	$ 7,522.46		$ 400,108.66

MONROE COUNTY

1-S6	$ 3,320.93	.....	.....	$ 1,946.00	$ 455.05	$ 2,400.79	$ 10.00	$ 8,132.77	$ 920.14	$ 9,052.91	
3-S13	50,503.17	536.75	17,402.84	570.88	51.36	.....	179.70	69,244.70	.....	69,244.70	
3-S14	38,213.33	10,333.73	27,893.43	6,758.72	1,786.42	2,862.16	128.90	87,976.69	.....	87,976.69	
17-S1	10,729.42	57,986.10	65,786.51	1,934.13	405.91	9,763.36	.....	146,605.43	.....	146,605.43	
17-S2	4,412.18	1,517.02	5,361.04	.....	2.25	1,528.70	.....	12,821.19	.....	12,821.19	
17-S3	.....	1,521.61	1,016.14	338.34	2.79	125.00	.....	3,003.88	.....	3,003.88	
20-S1	1,594.88	9,628.75	8,743.01	.....	.....	1,059.66	.....	21,026.30	.....	21,026.30	
33-S1	.....	.....	505.33	.....	.....	.....	.....	505.33	.....	505.33	
70-S17	135,683.69	9,119.59	12,781.01	14,155.93	2,087.86	6,694.67	73.00	180,595.75	395,879.68	576,475.43	
Totals	$ 244,457.60	$ 90,643.55	$ 139,489.31	$ 25,704.00	$ 4,791.64	$ 24,434.34	$ 391.60	$ 529,912.04	$ 396,799.82		$ 926,711.86

MONTGOMERY COUNTY

6-S2	$ 230,814.13	$ 17,387.08	$ 6,483.29	$ 18,151.08	$ 2,096.14	$ 7,468.88	$ 150.25	$ 282,550.85	.....	$ 282,550.85	
6-S3	4,171.60	.....	244.60	720.48	8.75	46.94	.....	5,192.37	.....	5,192.37	
8-S3	33,611.00	4,894.50	3,707.09	3,538.94	306.41	2,929.34	220.42	49,207.70	16,056.95	65,264.65	
27-S6	101,771.23	1,934.76	.96	5,965.33	183.55	245.70	19.60	110,121.13	.....	110,121.13	
70-S6	73,366.60	1,067.55	22,135.24	751.87	1,349.72	1,482.24	43.74	100,196.96	4,677.92	104,874.88	
Totals	$ 443,734.56	$ 25,283.89	$ 32,571.18	$ 29,127.70	$ 3,944.57	$ 12,173.10	$ 434.01	$ 547,269.01	$ 20,734.87		$ 568,003.88

NEVADA COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
4-S7	.....	$ 34,370.62	$ 8,363.84	$ 3,201.33	$ 1,069.35	$ 8,527.85	.....	$ 55,532.99	.....	$ 55,532.99	
19-S3	166,582.44	57,133.84	34,233.64	8,527.65	2,513.67	12,822.21	37.75	281,851.20	.....	281,851.20	
19-S4	.....	299.50	.....	.....	.....	.....	.....	299.50	.....	299.50	
24-S4	.....	246.10	.....	.....	.....	205.03	.....	451.13	.....	451.13	
24-S5	149,314.49	13,226.04	17,986.32	6,806.45	1,224.92	3,547.41	.....	192,105.63	.....	192,105.63	
53-S2	22,283.09	2,320.75	5,350.70	1,277.41	304.16	507.26	25.97	32,069.34	.....	32,069.34	
53-S3	.....	34,599.94	8,320.34	2,761.81	26.80	10,158.45	10.00	55,877.34	5,801.34	61,678.68	
67-S3	83,495.30	18,225.02	17,801.94	8,576.11	2,326.64	1,552.20	26.50	132,003.71	75,711.92	207,715.63	
Totals	$ 421,675.32	$ 160,421.81	$ 92,056.78	$ 31,150.76	$ 7,465.54	$ 37,320.41	$ 100.22	$ 750,190.84	$ 81,513.26		$ 831,704.10

NEWTON COUNTY

7-S14	.....	$ 34,376.37	$ 32.70	.....	$ 78.71	$ 18,494.41	.....	$ 52,982.19	.....	$ 52,982.19	
7-S15	19,580.46	82,621.90	5,668.03	159.05	1,382.55	50,466.82	202.42	160,081.23	43,018.91	203,100.14	
16-S6	.....	16,321.61	.....	761.29	12.15	8,127.72	19.89	25,242.66	.....	25,242.66	
16-S7	.....	25,351.38	3.22	326.16	301.52	9,036.75	45.00	35,064.03	173.23	35,237.26	
21-S3	.....	.....	.....	631.81	93.63	83.69	.....	869.13	.....	869.13	
43-S1	.....	.....	.....	298.60	.....	.....	.....	298.60	.....	298.60	
65-S3	30,093.09	19.00	.....	795.08	271.38	89.60	13.38	31,281.53	.....	31,281.53	
103-S1	'10,402.45	281.76	.....	676.00	20.14	159.09	36.00	11,575.44	.....	11,575.44	
Totals	$ 60,076.00	$ 158,972.02	$ 5,703.95	$ 3,707.99	$ 2,160.08	$ 86,458.08	$ 316.69	$ 317,394.81	$ 43,192.14		$ 360,586.95

OUACHITA COUNTY

3-S3	$ 57,154.36	$ 5,045.81	$ 16,298.51	$ 3,778.82	$ 1,062.34	$ 776.59	$ 25.11	$ 84,141.54	.....	$ 84,141.54	
4-S8	10,062.15	' 570.15	302.33	3,408.82	133.79	960.93	223.49	15,661.66	50,683.72	66,345.38	
4-S9	37,077.19	1,650.09	827.46	2,859.94	871.37	4,419.56	227.65	47,933.26	.....	47,933.26	
7-S1	.....	5.00	200.01	172.34	1.00	9.92	.....	388.27	.....	388.27	
9-S1	70,728.60	2,826.56	4,113.57	6,630.28	1,806.11	3,961.34	54.01	90,120.47	.....	90,120.47	
24-S6	162,467.85	10,088.00	53,957.83	8,716.69	2,480.19	5,803.29	249.01	243,762.86	.....	243,762.86	
57-S1	21,082.66	497.90	7,277.06	2,092.96	476.62	758.50	593.13	32,778.83	.....	32,778.83	
167-S3	425,891.52	18,360.79	2,618.80	18,891.78	3,490.77	7,513.01	409.91	477,176.58	32,955.43	510,132.01	
167-S4	352,353.22	18,116.54	3,184.31	10,214.98	3,437.04	4,189.26	596.12	392,091.47	.....	392,091.47	
Totals	$1,136,817.55	$ 57,160.84	$ 88,779.88	$ 56,766.61	$ 13,759.23	$ 28,392.40	$ 2,378.43	$1,384,054.94	$ 83,639.15		$1,467,694.09

Summarized Expenditures on Road Construction for the Period March 1, 1927, to August 31, 1930—(Continued)

PERRY COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
7-S8	$ 111,488.21	$ 3,441.20	$ 1,398.83	$ 14,235.21	$ 1,926.92	$ 5,465.52	$ 5.00	$ 137,960.89	$ 10,608.62	$ 148,569.51	
9-S6	186,907.79	2,375.18	412.51	14,374.86	1,676.53	818.32	75.00	206,640.19	.....	206,640.19	
10-S5	185,196.55	2,701.84	40,390.82	11,293.69	1,045.72	1,645.83	125.80	242,400.25	.....	242,400.25	
10-S6	22,168.33	.....	256.70	795.33	.....	.....	.....	23,220.36	.....	23,220.36	
60-S1	.....	259.18	.....	.....	.....	.....	.....	259.18	.....	259.18	
113-S3	3,636.37	11,842.10	11,233.53	575.33	872.62	16,867.12	.....	45,027.07	.....	45,027.07	
Totals	$ 509,397.25	$ 20,619.50	$ 53,692.39	$ 41,274.42	$ 5,521.79	$ 24,796.79	$ 205.80	$ 655,507.94	$ 10,608.62		$ 666,116.56

PHILLIPS COUNTY

1-S8	$ 34,234.34	$ 8,702.61	$ 34,811.39	$ 1,717.00	$ 134.71	$ 1,970.22	.....	$ 81,570.27	.....	$ 81,570.27	
20-S2	.....	551.50	.....	.....	.....	687.98	.....	1,239.48	.....	1,239.48	
20-S3	.....	.....	.....	369.75	.....	.....	.....	369.75	.....	369.75	
20-S4	.....	142.50	.....	.....	9.00	.....	.....	151.50	.....	151.50	
44-S2	.....	499.50	2,135.48	.....	.....	31.42	.....	2,666.40	.....	2,666.40	
44-S3	.....	319.75	61.59	.....	.....	.....	.....	381.34	.....	381.34	
49-S1	.....	62.87	.....	50.00	18.71	.....	.....	131.58	.....	131.58	
85-S1	.....	193.25	.....	.....	.....	.....	.....	193.25	.....	193.25	
Totals	$ 34,234.34	$ 10,471.98	$ 37,008.46	$ 2,136.75	$ 162.42	$ 2,689.62	.....	$ 86,703.57	.....		$ 86,703.57

PIKE COUNTY

8-S4	$ 6,528.92	$ 20,322.66	$ 10,284.09	$ 2,877.82	$ 137.03	$ 4,428.11	.....	$ 44,578.63	.....	$ 44,578.63	
26-S3	37,505.16	24,680.66	7,179.64	150.78	30.33	5,306.33	4.40	74,857.30	.....	74,857.30	
27-S4	3,761.45	1,414.54	431.53	2,673.22	649.25	873.99	54.50	9,858.48	68,996.74	78,855.22	
27-S5	273,581.03	10,021.47	843.28	9,213.63	1,151.50	3,393.40	26.01	298,230.32	.....	298,230.32	
70-S4	57,992.70	7,919.22	262.40	5,217.08	664.08	3,346.98	.....	75,402.46	4,135.90	79,538.36	
70-S5	197,904.02	24,310.00	46,399.31	8,171.23	817.13	1,311.91	57.75	278,971.35	.....	278,971.35	
84-S1	26,171.32	25,096.90	8,915.55	1,999.52	45.19	5,308.53	23.00	67,560.01	.....	67,560.01	
128-S2	.....	.....	.....	.....	80.75	.....	.....	80.75	.....	80.75	
Totals	$ 603,444.60	$ 113,765.45	$ 74,315.80	$ 30,303.28	$ 3,575.26	$ 23,969.25	$ 165.66	$ 849,539.30	$ 73,132.64		$ 922,671.94

POINSETT COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
1-S15	$ 77,332.08	$ 4,408.65	$ 3,305.42	$ 6,205.84	$ 855.31	$ 2,343.13	$ 330.00	$ 94,780.43	.....	$ 94,780.43	
1-S16	.....	44,237.74	8,525.69	1,524.52	269.81	8,999.77	2,159.42	65,716.95	.....	65,716.95	
14-S13	255,358.50	8,572.71	2,933.66	6,479.09	803.47	2,449.47	11.38	276,608.28	3,160.59	279,768.87	
14-S14	50,288.49	20,714.00	4,619.29	675.82	719.79	1,389.63	10.45	78,417.47	.....	78,417.47	
18-S2	26,533.06	5,112.85	22,168.34	892.73	115.95	894.13	.....	55,717.06	.....	55,717.06	
39-S5	78,546.47	4,856.61	4,032.92	8,262.51	3,146.70	2,212.45	3,318.32	104,375.98	15,545.53	119,921.51	
40-S1	.....	31,554.61	45,439.19	193.93	25.55	3,595.38	4.55	80,813.21	.....	80,813.21	
63-S7	143,996.68	15,674.48	14,456.42	232.61	1,958.45	5,760.29	255.00	182,333.93	.....	182,333.93	
63-S8	47,979.91	1,525.50	1,235.71	1,853.96	113.44	44.69	.....	52,753.21	.....	52,753.21	
136-S1	.....	1,525.34	6,035.59	1,811.43	199.86	208.03	.....	9,780.25	.....	9,780.25	
Totals	$ 680,035.19	$ 138,182.49	$ 112,752.23	$ 28,132.44	$ 8,208.33	$ 27,896.97	$ 6,089.12	$1,001,296.77	$ 18,706.12		$1,020,002.89

POLK COUNTY

8-S1	$ 176,458.79	$ 2,639.73	$ 628.16	$ 8,542.33	$ 124.63	$ 3,888.14	$ 223.69	$ 192,505.47	$ 23,509.90	$ 216,015.37	
8-S2	24,658.98	67,439.60	16,513.42	207.09	197.15	17,811.86	.....	126,828.10	.....	126,828.10	
71-S9	4,606.01	94.50	.....	351.34	451.07	3.75	41.05	5,547.72	.....	5,547.72	
71-S10	92,319.72	17,294.30	620.46	3,206.38	1,314.40	14,825.31	56.60	129,637.17	20,944.48	150,581.65	
88-S1	.....	.....	395.18	.....	.....	.....	.....	395.18	.....	395.18	
Totals	$ 298,043.50	$ 87,468.13	$ 18,157.22	$ 12,307.14	$ 2,087.25	$ 36,529.06	$ 321.34	$ 454,913.64	$ 44,454.38		$ 499,368.02

POPE COUNTY

7-S11	$ 13,944.92	$ 573.20	$ 1,200.18	$ 1,375.90	$ 3.75	$ 199.46	.....	$ 17,297.41	$ 34,121.12	$ 51,418.53	
7-S12	.....	72.00	40.00	273.05	8.90	4,872.34	.....	5,266.29	.....	5,266.29	
7-S13	.....	56,396.91	10,428.65	5,443.30	410.16	34,815.13	47.60	107,541.75	.....	107,541.75	
16-S8	.....	.....	.....	.....	94.05	.....	.....	94.05	.....	94.05	
27-S11	18,445.87	217.05	824.20	142.16	335.07	18.70	12.72	19,995.77	.....	19,995.77	
27-S12	.....	11,478.89	3,974.88	55.65	67.24	17,710.42	.82	33,287.90	.....	33,287.90	
34-S6	.....	227.00	391.99	1,805.79	146.15	112.38	.....	2,683.31	48,435.13	51,118.44	
105-S1	216,772.04	6,271.05	15,228.87	8,296.89	923.02	2,284.20	136.06	249,912.13	.....	249,912.13	
124-S1	25,419.48	39,919.18	8,774.86	1,995.43	302.17	23,736.41	31.90	100,179.43	.....	100,179.43	
Totals	$ 274,582.31	$ 115,155.28	$ 40,863.63	$ 19,388.17	$ 2,290.51	$ 83,749.04	$ 229.10	$ 536,258.04	$ 82,556.25		$ 618,814.29

Summarized Expenditures on Road Construction for the Period March 1, 1927 to, August 31, 1930—(Continued)

PRAIRIE COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
3-S12	$ 29,616.28	$ 564.45	$ 19,795.40	$ 2,698.43	$ 30.85	$ 306.46	.....	$ 53,011.87	.....	$ 53,011.87	
11-S8	23,740.68	2,285.20	34,704.91	21.00	1.20	1,679.16	18.00	62,450.15	.....	62,450.15	
11-S9	143,514.46	7,477.24	108,724.25	6,384.69	343.24	535.06	14.25	266,993.19	.....	266,993.19	
11-S10	14,009.08	2,641.52	.....	183.06	15.00	722.01	.....	17,570.67	.....	17,570.67	
30-S4	.....	290.00	109.75	.....	.....	21.09	.....	420.84	.....	420.84	
33-S2	.....	1,436.25	332.33	62.30	.....	4.60	.....	1,835.48	.....	1,835.48	
33-S3	.....	1,975.45	1,360.86	.....	30.60	75.61	.....	3,442.52	.....	3,442.52	
28-S1	101,066.14	9,526.81	44,066.94	6,684.01	513.74	2,458.67	39.85	164,356.16	.....	164,356.16	
70-S16	18,877.01	10,213.88	23,120.55	8,421.39	2,334.49	2,050.68	385.65	65,403.65	113,202.19	178,605.84	
Totals	$ 330,823.65	$ 36,410.80	$ 232,214.99	$ 24,454.88	$ 3,269.12	$ 7,853.34	$ 457.75	$ 635,484.53	$ 113,202.19		$ 748,686.72

PULASKI COUNTY

5-S1	$ 53,856.41	$ 541.50	.....	$ 4,603.44	$ 1,722.34	$ 423.62	$ 1,114.46	$ 62,261.77	$ 105,608.03	$ 167,869.80	
10-S7	135,897.46	2,530.00	499.08	7,921.48	2,079.42	484.56	433.50	149,845.50	44,649.46	194,494.96	
10-S8	22,605.04	1,248.65	.....	333.50	3.00	2,484.80	64.75	26,739.74	.....	26,739.74	
30-S1	38,880.00	1,076.60	.....	1,204.30	.....	.....	75.00	41,235.90	.....	41,235.90	
65-S11	.....	629.15	.....	.....	.....	30.00	64.75	723.90	.....	723.90	
65-S12	.....	16.00	.....	.....	.....	.....	.....	16.00	.....	16.00	
67-S10	.....	715.20	336.73	106.00	7.50	329.88	.....	1,495.31	.....	1,495.31	
70-S12	.....	47.00	713.00	.....	.....	.....	67.75	827.75	.....	827.75	
70-S13	.....	71.50	713.46	.....	88.40	.....	.....	873.36	.....	873.36	
167-S13	3,501.06	15,102.88	25,140.96	1,008.80	24.57	7,559.80	1,406.90	53,744.97	.....	53,744.97	
Rosedale Road	.....	4,495.78	2,110.55	323.60	31.36	960.77	.....	7,922.06	.....	7,922.06	
State Aid	.....	.....	.....	70.75	3.20	.....	.....	73.95	.....	73.95	
Totals	$ 254.739.97	$ 26,474.26	$ 29,513.78	$ 15,571.87	$ 3,959.79	$ 12,273.43	$ 3,227.11	$ 345,760.21	$ 150,257.49		$ 496,017.70

RANDOLPH COUNTY

34-S2	$ 15,085.23	$ 562.67	$ 13,642.56	$ 512.57	$ 499.48	$ 408.81	$ 13.75	$ 30,725.07	.....	$ 30,725.07	
62-S3	.....	3,521.70	1,039.98	2,027.94	355.05	110.93	.....	7,055.60	.....	7,055.60	
62-S4	.....	4,614.06	3,523.23	688.75	10.00	1,184.35	.....	10,020.39	.....	10,020.39	
67-S20	9,196.48	2,796.70	5,291.97	3,361.11	465.72	104.78	5.00	21,221.76	.....	21,221.76	
67-S21	576,965.17	11,357.32	42,086.90	16,865.29	3,951.05	6,232.98	686.04	658,144.75	125,722.58	783,867.33	
79-S1	66,414.55	4,920.30	367.15	8,433.82	645.24	1,383.86	458.00	82,622.92	26,199.67	108,822.59	
79-S2	.....	2,247.45	1,068.93	260.00	23.25	1.55	.....	3,601.18	.....	3,601.18	
Totals	$ 667,661.43	$ 30,020.20	$ 67,020.72	$ 32,149.48	$ 5,949.79	$ 9,427.26	$ 1,162.79	$ 813,391.67	$ 151,922.25		$ 965,313.92

SALINE COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
9-S5	.....	$ 1,780.40	.....	$ 1,176.29	.....	.....	.....	$ 2,956.69	.....	$ 2,956.69	
35-S1	78,790.20	3,990.45	2,253.55	4,095.43	129.85	104.90	.....	89,364.38	.....	89,364.38	
67-S9	250,116.69	4,381.88	242.18	10,062.13	2,847.08	1,612.59	728.50	269,991.05	18,977.65	288,968.70	
70-S10	46,752.04	11,984.15	539.65	3,359.76	12.80	24.41	20.60	62,693.41	.....	62,693.41	
70-S11	.....	907.65	.....	199.50	.....	.....	.....	1,107.15	.....	1,107.15	
167-S12	9,508.07	19,341.46	17,956.04	1,649.18	128.43	13,744.71	100.00	62,427.89	.....	62,427.89	
Totals	$ 385,167.00	$ 42,385.99	$ 20,991.42	$ 20,542.29	$ 3,118.16	$ 15,486.61	$ 849.10	$ 488,540.57	$ 18,977.65		$ 507,518.22

SCOTT COUNTY

6-S1	$ 19,452.25	$ 79,993.34	$ 31,810.73	$ 1,011.06	$ 264.44	$ 31,989.14	$ 16.20	$ 164,537.16	$ 523.00	$ 165,060.16	
23-S1	.....	.....	.....	28.10	7.91	.....	.....	36.01	.....	36.01	
28-S1	.....	452.25	.....	.....	.....	.....	.....	452.25	.....	452.25	
28-S2	.....	7,887.96	2,313.76	2,035.62	407.15	1,584.21	.....	14,228.70	12,985.14	27,213.84	
71-S11	257,628.60	19,355.49	4,155.53	5,398.34	1,173.68	12,682.46	384.30	300,778.40	.....	300,778.40	
71-S12	402,678.07	5,455.29	16,917.84	6,407.93	915.17	6,346.84	67.20	438,788.34	.....	438,788.34	
Totals	$ 679,758.92	$ 113,144.33	$ 55,197.86	$ 14,881.05	$ 2,768.35	$ 52,602.65	$ 467.70	$ 918,820.86	$ 13,508.14		$ 932,329.00

SEARCY COUNTY

14-S4	$ 67,735.86	$ 1,804.25	$ 391.92	$ 6,669.43	$ 335.76	$ 1,810.42	$ 391.29	$ 79,138.93	.....	$ 79,138.93	
27-S13	.....	1,800.60	94.76	83.00	34.00	597.93	.....	2,610.29	.....	2,610.29	
27-S14	.....	.....	.....	396.12	.....	55.20	.....	451.32	.....	451.32	
65-S4	20,624.84	16,286.99	805.69	1,166.34	235.10	12,656.10	6.50	51,781.56	42,032.98	93,814.54	
65-S5	142,671.46	18,698.42	401.11	7,649.02	2,480.84	9,493.93	84.50	181,479.28	1,085.21	182,564.49	
65-S6	228,351.04	6,379.27	1,486.36	13,362.47	724.07	2,691.97	8,072.97	261,068.15	.....	261,068.15	
66-S1	30,763.37	.....	.....	3,062.74	127.17	151.96	.....	34,105.24	.....	34,105.24	
Totals	$ 490,146.57	$ 44,969.53	$ 3,179.84	$ 32,289.12	$ 3,936.94	$ 27,457.51	$ 8,555.26	$ 610,634.77	$ 43,118.19		$ 653,752.96

SEBASTIAN COUNTY

10-S1	$ 150,932.89	$ 4,665.55	$ 1,764.33	$ 6,662.80	$ 458.58	$ 3,314.14	$ 59.60	$ 167,857.89	$ 15,357.13	$ 183,215.02	
22-S1	551,719.71	12,610.55	22,080.72	9,786.12	1,621.67	$ 7,398.74	1,626.42	606,843.93	.....	606,843.93	
23-S0	2,416.00	.....	.....	.....	.....	.....	.....	2,416.00	.....	2,416.00	
45-S1	59,540.04	23,278.59	18,562.34	616.92	332.44	15,614.25	720.52	118,665.10	5,885.34	124,550.44	
64-S1	105,405.56	4,557.05	1,146.55	526.55	2.18	1,174.11	171.45	112,983.45	.....	112,983.45	
71-S13	140,854.23	340.80	52,511.95	5,764.31	329.89	1,010.44	531.50	201,343.12	54,024.66	255,367.78	
71-S14	412,169.69	8,573.38	41,835.08	9,393.92	1,212.64	8,954.23	398.92	482,537.86	.....	482,537.86	
96-S1	550.40	35,969.40	11,731.76	412.74	1,582.90	15,237.22	92.50	65,576.92	64,373.01	129,949.93	
96-S2	.....	881.08	36.78	620.50	47.50	887.02	.....	2,472.88	.....	2,472.88	
Totals	$1,423,588.52	$ 90,876.40	$ 149,669.51	$ 33,783.86	$ 5,587.80	$ 53,590.15	$ 3,600.91	$1,760,697.15	$ 139,640.14		$1,900,337.29

Summarized Expenditures on Road Construction for the Period March 1, 1927, to August 31, 1930—(Continued)

SEVIER COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
24-S1	$ 49,407.21	$ 23,542.27	$ 3,336.15	$ 2,477.45	$ 490.12	$ 7,217.79	$ 130.88	$ 86,601.87	.....	$ 86,601.87	
27-S1	.....	.....	.....	.....	.....	6.69	.....	6.69	.....	6.69	
41-S1	.....	156.45	951.35	.....	.....	2.58	.....	1,110.38	.....	1,110.38	
70-S2	.....	8,072.33	289.00	503.41	264.61	2,724.85	.....	11,854.20	.....	11,854.20	
71-S5	27,718.41	1,955.20	100.78	149.37	6.05	1,673.40	.....	31,603.21	.....	31,603.21	
71-S6	.....	.....	.....	1,109.15	536.67	6.11	.....	1,651.93	.....	1,651.93	
Totals	$ 77,125.62	$ 33,726.25	$ 4,677.28	$ 4,239.38	$ 1,297.45	$ 11,631.42	$ 130.88	$ 132,828.28	.....		$ 132,828.28

SHARP COUNTY

11-S16	$ 135,697.49	$ 15,441.40	.....	$ 6,703.64	$ 1,239.29	$ 292.08	$ 5.00	$ 159,378.90	.....	$ 159,378.90	
11-S17	65,242.99	40,572.33	3,114.08	2,921.33	267.96	8,332.95	.50	120,452.14	.....	120,452.14	
12-S15	46,806.31	.....	.....	994.47	493.72	.....	14.62	48,309.12	.....	48,309.12	
56-S3	.....	575.40	.....	69.78	16.64	189.29	.....	851.11	.....	851.11	
58-S2	.....	.....	3.00	798.01	155.00	58.37	.....	1,014.38	.....	1,014.38	
63-S2	121,178.59	31,438.73	8,735.10	11,963.33	1,435.92	12,679.23	270.55	187,701.45	9,096.10	196,797.55	
79-S5	.....	15,891.80	2,110.66	422.58	4.00	14,215.65	.....	32,644.69	23,085.97	55,730.66	
Totals	$ 368,925.38	$ 103,919.66	$ 13,962.84	$ 23,873.14	$ 3,612.53	$ 35,767.57	$ 290.67	$ 550,351.79	$ 32,182.07		$ 582,533.86

ST. FRANCIS COUNTY

1-S11	.....	$ 1,462.77	$ 29.10	.....	.....	$ 40.54	.....	$ 1,532.41	.....	$ 1,532.41	
1-S12	.....	2,013.16	77.65	.....	.....	140.56	.....	2,231.37	.....	2,231.37	
3-S17	21,894.76	4,586.53	23,971.74	2,347.90	27.95	64.50	.....	52,893.38	.....	52,893.38	
50-S1	46,159.78	9,913.48	23,577.38	2,033.72	220.87	2,055.61	22.00	83,982.84	.....	83,982.84	
50-S3	5,066.96	.....	4,949.38	473.05	.....	.....	.....	10,489.39	.....	10,489.39	
70-S18	27,974.92	5,782.71	763.13	8,127.82	1,402.97	1,753.77	454.49	46,259.81	162,965.51	209,225.32	
70-S19	230,184.12	14,927.51	86,250.05	19,426.46	4,513.59	2,217.81	906.59	358,426.13	159,937.90	518,364.03	
75-S1	.....	146.42	282.96	.....	.....	.....	.....	429.38	.....	429.38	
78-S1	7,982.39	467.50	5,991.81	7.37	725.00	427.97	.....	15,602.04	.....	15,602.04	
Totals	$ 339,262.93	$ 39,300.09	$ 145,897.20	$ 32,416.32	$ 6,890.38	$ 6,700.76	$ 1,383.08	$ 571,346.75	$ 322,903.41		$ 894,750.16

STONE COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
5-S6	$ 31,155.97	$ 2,429.19	$ 162.35	$ 2,865.00	$ 636.41	$ 310.30	$ 6.67	$ 37,565.89	.....	$ 37,565.89	
9-S11	.....	4,036.11	425.11	3,552.64	658.75	549.90	.....	9,222.51	.....	9,222.51	
14-S6	.....	.....	39.74	.....	.....	.....	.....	39.74	.....	39.74	
14-S7	155,887.78	27,590.91	3,846.67	10,640.23	2,980.86	10,036.92	278.55	211,261.92	2,009.68	213,271.60	
66-S2	115,341.07	14,479.87	2,559.55	9,601.82	1,961.80	7,331.02	57.60	151,332.73	.....	151,332.73	
87-S1	.....	.....	.....	.....	.....	37.56	.....	37.56	.....	37.56	
Totals	$ 302,384.82	$ 48,536.08	$ 7,033.42	$ 2,665.69	$ 6,237.82	$ 18,265.70	$ 342.82	$ 409,460.35	$ 2,009.68		$ 411,470.03

UNION COUNTY

2-S5	$ 526,137.46	$ 7,648.24	$ 1,759.07	$ 10,382.02	$ 1,348.17	$ 7,536.47	$ 496.42	$ 555,307.85	$ 8,265.41	$ 563,573.26	
2-S6	22,324.47	2,691.50	21,222.54	774.34	.....	3,849.73	1.60	50,864.18	.....	50,864.18	
2-S7	133,810.70	1,657.00	17,523.33	8,177.29	1,115.90	1,424.20	939.49	164,647.91	318,158.33	482,806.24	
15-S1	31,436.37	660.00	8,412.43	9,159.32	1,601.00	892.38	1,525.94	53,687.44	167,890.39	221,577.83	
15-S2	102,480.87	11,024.71	17,387.14	9,508.60	2,642.60	2,556.39	370.92	145,971.23	.....	145,971.23	
57-S3	67,429.45	1,262.15	17,366.95	4,050.18	1,235.10	861.61	386.14	92,591.58	.....	92,591.58	
115-S1	210,907.04	15,808.55	5,441.48	2,254.52	1,198.30	5,237.56	28.35	240,875.80	39,032.24	279,908.04	
129-S1	12,713.33	.....	14,198.58	1,862.30	199.19	244.65	1.68	29,219.73	.....	29,219.73	
167-S1	36,087.58	1,496.81	1,036.75	217.94	1,342.52	242.82	315.00	40,739.42	104,993.83	145,733.25	
167-S2	602,649.69	12,707.54	5,116.19	6,847.90	775.50	11,983.91	445.43	640,526.16	.....	640,526.16	
State Aid	.....	12.00	.....	.....	.....	10.40	.....	22.40	.....	22.40	
Totals	$1,745,976.96	$ 54,968.50	$ 109,464.46	$ 53,234.41	$ 11,458.28	$ 34,840.12	$ 4,510.97	$2,014,453.70	$ 638,340.20		$2,652,793.90

VAN BUREN COUNTY

9-S9	.....	$ 71.41	$ 1,433.70	$ 794.51	.....	$ 69.67	.....	$ 2,369.29	.....	$ 2,369.29	
9-S10	.....	5,390.25	3,720.10	.....	27.84	922.95	.....	10,061.14	.....	10,061.14	
16-S9	.....	15,004.26	1,624.44	2,066.48	318.68	15,551.60	25.39	34,590.85	.....	34,590.85	
16-S10	6,232.35	9,392.04	20,714.69	1,997.51	289.31	8,237.86	.....	46,863.76	8,549.37	55,413.13	
65-S7	274,736.08	4,603.77	929.76	11,875.17	1,874.89	2,125.51	151.34	296,296.52	.....	296,296.52	
65-S8	291,041.31	3,982.97	1,108.18	12,764.51	2,006.97	1,981.55	157.62	313,043.11	.....	313,043.11	
110-S1	.....	552.46	.....	214.02	.....	.....	.....	766.48	.....	766.48	
110-S3	.....	325.07	.....	.....	6.25	87.20	.....	418.52	.....	418.52	
134-S1	1,000.00	5,196.92	2,015.86	83.25	754.37	3,895.89	14.00	12,960.29	.....	12,960.29	
Totals	$ 573,009.74	$ 44,519.15	$ 31,546.73	$ 29,795.45	$ 5,278.31	$ 32,872.23	$ 348.35	$ 717,369.96	$ 8,549.37		$ 725,919.33

Summarized Expenditures on Road Construction for the Period March 1, 1927 to, August 31, 1930—(Continued)

WASHINGTON COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense & Salaries	Preliminary Expenses	Equipment Costs	Property Damage & Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
16-S2	$ 3,675.26	.....	.....	$ 66.50	.....	$ 26.73	.....	$ 3,768.49	.....	$ 3,768.49	
16-S3	202,846.19	890.74	971.32	10,940.55	2,295.75	1,641.31	563.79	220,149.65	.....	220.149.65	
45-S3	34,736.37	29,753.93	20,295.28	4,567.83	582.38	20,903.65	50.26	110.889.70	.....	110,889.70	
45-S4	71,479.17	15,953.56	25.890.55	3,337.27	177.20	5,060.83	.....	121,898.58	11,353.59	133,252.17	
68-S1	.....	3,510.80	5,358.47	1,002.10	51.88	2,896.75	.....	12,820.00	17,974.24	30,794.24	
71-S16	437,634.87	16,193.88	1,812.90	22,807.16	4,374.00	4,076.11	2,273.68	489,172.60	70,856.31	560,028.91	
71-S17	256,205.82	2,649.53	42,188.17	9,400.54	1,090.62	2,166.22	1,175.29	314,876.19	14,107.94	328,984.13	
80-S1	69,367.85	1,982.07	29,027.75	5,896.11	591.40	2,133.25	437.46	109,435.89	14,676.09	124,111.98	
99-S0	2,178.68	14,941.66	5,794.31	561.14	86.99	3,144.66	.....	26,707.44	.....	26,707.44	
112-S1	.....	5,396.10	227.04	.....	.....	61.80	.....	5,684.94	.....	5,684.94	
Totals	$1,078,124.21	$ 91,272.27	$ 131,565.79	$ 58,579.20	$ 9,250.22	$ 42,111.31	$ 4,500.48	$1,415,403.48	$ 128,968.17		$1,544,371.65

WHITE COUNTY

5-S4	.....	$ 2,003.50	$ 2,803.18	$ 3,541.02	$ 849.78	$ 158.41	.....	$ 9,355.89	.....	$ 9,355.89	
11-S13	.....	45.00	.....	.....	.....	.....	.70	45.70	.....	45.70	
16-S13	75,723.18	35,086.43	51,366.13	4,808.77	1,193.10	10,132.34	.....	178,309.95	.....	178,309.95	
16-S14	50,148.44	2,099.92	.....	2,678.14	62.04	354.64	603.16	55,946.34	39,097.35	95,043.69	
16-S15	.....	835.40	932.86	645.24	255.32	.....	.....	2,668.82	.....	2,668.82	
36-S3	3,360.80	21,037.74	25,169.87	1,334.54	361.58	7,971.46	4.50	59,240.49	2,751.57	61,992.06	
36-S4	.....	.....	6,000.00	.....	.....	.....	.....	6,000.00	.....	6,000.00	
60-S4	85,366.68	24,794.64	7,470.02	4,778.09	673.22	3,258.98	.....	126,341.63	.....	126,341.63	
67-S12	104,197.73	6,623.47	95,025.89	10,400.96	1,543.79	11,717.12	2,075.92	231,584.88	281,054.66	512,639.54	
67-S13	44,188.71	6,158.01	47,873.26	8,899.30	991.20	5,654.16	971.39	114,736.03	101,292.73	216,028.76	
81-S12	13,222.90	.....	1,911.56	372.20	.....	81.44	.....	15,588.10	.....	15,588.10	
87-S2	9,788.80	13,401.38	927.28	1,028.19	332.98	3,133.87	21.68	28,634.18	.....	28,634.18	
87-S4	13,306.14	189.90	1,036.58	122.10	228.62	2,801.47	21.69	17,706.50	.....	17,706.50	
Totals	$ 399,303.38	$ 112,275.39	$ 240,516.63	$ 38,608.55	$ 6,491.63	$ 45,263.59	$ 3,699.04	$ 846,158.51	$ 424,196.31		$1,270,354.82

Summarized Expenditures on Road Construction for the Period March 1, 1927 to, August 31, 1930—(Continued)

WOODRUFF COUNTY

Road and Section	Contractors Estimates	Day Labor	Materials	Construction Engineers Expense and Salaries	Preliminary Expenses	Equipment Costs	Property Damage and Sundry Charges	Total Expended	Amount Committed Necessary to Complete	Total Chargeable to Road	COUNTY TOTALS
16-S15	$ 36,896.63	2,443.62	2,478.90	$ 3,024.90	$ 31.01	$ 626.23	$ 194.60	$ 40,773.37	$ 75,324.76	$ 116,098.13	
16-S16	42,004.75	6,339.73	43,569.25	1,744.01	229.63	2,182.17	60.50	51,143.58	5,308.08	56,451.66	
16-S17	24,605.08	744.00	2.60	1,020.09	489.00	747.45	20.50	76,791.09	.....	76,791.09	
17-S4	.....	1,057.95	.....	513.97	.....	169.27	.....	1,429.84	.....	1,429.84	
17-S5	7,334.66	922.20	.....	.....	.....	49.35	23.25	8,465.21	.....	8,465.21	
33-S4	.....	104.50	661.57	712.50	.....	168.65	.....	2,464.92	.....	2,464.92	
35-S5	.....	608.35	.....	.....	.....	.....	.....	104.50	.....	104.50	
37-S1	43,249.17	11,050.71	29,676.39	3,688.14	200.51	987.67	39.00	78,449.23	.....	78,449.23	
38-S2	.....	195.00	4,173.94	818.33	132.75	349.06	.....	16,524.79	105.10	16,629.89	
106-S1	.....	.....	.....	.....	2.76	.....	.....	197.76	.....	197.76	
Totals	$ 154,090.29	$ 23,466.05	$ 80,562.65	$ 11,521.94	$ 1,085.66	$ 5,279.85	$ 337.85	$ 276,344.29	$ 80,737.94		$ 357,082.23

YELL COUNTY

7-S9	$ 13,126.00	$ 9,426.89	$ 5,778.10	$ 2,144.64	$ 978.10	$ 11,415.55	$ 7.98	$ 42,877.26	$ 13,345.31	$ 56,222.57	
7-S10	780,039.45	5,839.09	4,662.13	6,958.30	4,834.65	13,406.51	43.92	815,784.05	9,445.25	825,229.30	
10-S3	204,864.46	2,700.90	66,900.80	17,782.07	1,718.29	863.46	1,142.05	295,972.03	70,240.52	366,212.55	
10-S4	99,446.66	8,482.59	12,789.91	6,800.67	821.12	6,088.36	61.05	134,490.36	.....	134,490.36	
22-S5	280,582.83	5,179.15	86.53	5,953.80	385.79	1,854.91	30.84	294,073.85	.....	294,073.85	
27-S8	.....	111.80	225.00	742.88	4.30	4.95	.....	1,088.93	.....	1,088.93	
27-S10	.....	.....	.....	574.70	314.34	563.03	.....	1,452.07	.....	1,452.07	
28-S3	963.87	2,609.46	3,693.39	2,176.64	739.98	8,155.57	.....	18,338.91	21,302.95	39,641.86	
28-S4	59,557.05	18,688.65	10,353.26	5,320.38	531.35	9,026.19	83.05	103,559.93	.....	103,559.93	
76-S1	48,444.11	5.00	.....	2,798.94	27.00	87.53	25.25	51,387.83	14,223.77	65,611.60	
Totals	$1,487,024.43	$ 53,043.53	$ 104,489.12	$ 51,253.02	$ 10,354.92	$ 51,466.06	$ 1,394.14	$1,759,025.22	$ 128,557.80		$1,887,583.02
Grand Totals	**$40,388,312.84**	**$5,264,331.18**	**$5,921,770.41**	**$2,311,682.41**	**$ 395,381.86**	**$2,167,482.06**	**$ 117,292.62**	**$56,566,253.33**	**$8,118,689.16**		**$64,684,892.49**

STATEMENT OF EXPENDITURES FROM HIGHWAY FUNDS FOR ACCOUNT VARIOUS STATE DEPARTMENTS, FROM MARCH 1, 1927, TO AUGUST 31, 1930

REVENUE DEPARTMENT—		
Salaries—		
Commissioner and Chief Deputy	$ 10,499.84	
Two Deputy Collectors	7,000.00	
Six Auditors	18,500.00	
Refund Clerk	2,450.00	
Eight Inspectors	18,600.00	
Eight Clerks	16,725.00	
Two Stenographers	3,500.00	
		$ 77,274.84
Traveling Expenses		43,614.79
Postage, Telegraph and Telephone		27,278.50
Office Maintenance and Expenses		69,877.93
Total Operating Cost of Revenue Department Paid from Highway Funds		218,046.06
Refunds on Gasoline Used for Commercial and Agricultural Purposes		1,330,413.68
		$1,548,459.74
BUS DIVISION OF RAILROAD COMMISSION—		
Salaries—		
Inspector	10,250.00	
Deputy	6,150.00	
Clerk	6,150.00	
Office Maintenance	8,101.81	
Total Bus Division Expenses Charged to Highway Fund		30,651.81
ATTORNEY GENERAL'S OFFICE—		
Salary Assistant Attorney General	11,400.00	
Salary Stenographer	5,100.00	
Total Expenses Attorney General's Office Charged to Highway Fund		16,500.00
LEGISLATIVE APPROPRIATIONS—		
Highway Commissions Problems—1925	3,543.00	
General Deficiency Claims—Act 297, 1927	7,893.63	
W. A. Fish, Claims—Act 324, 1929	2,338.76	
Gas and Oil Refunds—Act 324, 1929	356.67	
Deficiency Claims, Administrative—Act 324, 1929	622.69	
Deficiency Claims, Road Maintenance—Act 324, 1929	1,687.49	
Deficiency Claims, Road Construction—Act 324, 1929	6,254.01	
Expense Special Legislative	9,481.70	
Total Legislative Appropriations Paid Out of Highway Funds		32,177.95

STATEMENT OF EXPENDITURES FROM HIGHWAY FUNDS FOR ACCOUNT VARIOUS STATE DEPARTMENTS, FROM MARCH 1, 1927, TO AUGUST 31, 1930

(CONTINUED)

REPAIRS CAPITAL DRIVES		
Total Paid For Capital Drives Out of Highway Funds		47,869.22
LAND OFFICE SPECIAL—		
Clerks Salaries	5,000.00	
Records For Land Office—	1,600.00	
Total Land Office Special Paid Out of Highway Funds		6,600.00
PENITENTIARY FUNDS—		
Total Penitentiary Loan Paid Out of Highway Funds		100,000.00
INTEREST HIGHWAY NOTES—		
Interest Paid 1927	292,500.00	
Interest Paid 1928	861,250.00	
Interest Paid 1929	2,376,092.59	
Interest Paid 1930	1,143,750.00	
Total Interest Paid on Highway Notes Out of Highway Funds		4,673,592.59
BAD CHECKS—		
Checks Returned and Charged Back to Highway Funds		44,847.14

RETURNS TO COUNTY HIGHWAY FUND FROM 1927 TO 1930

Counties	1927	1928	Special 1928	1929	1930	Grand Total
Arkansas	.....	$ 9,195.75	$ 3,536.82	$ 14,713.20	$ 14,713.20	$ 42,158.97
Ashley	10,020.00	10,020.00	3,853.84	16,032.00	16,032.00	55,957.84
Baxter	4,372.50	4,372.50	1,681.73	6,996.00	6,996.00	24,418.73
Benton	6,207.00	15,577.50	5,968.26	24,828.00	24,828.00	77,348.76
Boone	20,668.50	20,668.50	7,949.42	23,110.03	23,110.03	95,506.48
Bradley	27,342.00	27,342.00	10,516.15	30,596.12	30,596.12	126,392.39
Calhoun	20,211.00	20,211.00	7,773.46	23,465.12	23,465.12	95,125.70
Carroll	15,226.50	15,226.50	5,856.35	16,854.07	16,854.07	70,017.49
Chicot	.....	9,309.00	3,580.38	14,894.40	14,894.40	42,678.18
Clark	10,971.00	10,971.00	4,219.62	17,553.60	17,553.60	61,268.82
Clay	46,701.00	46,701.00	17,961.92	49,955.12	49,955.12	211,274.16
Cleburne	21,738.00	21,738.00	8,360.77	24,992.12	24,992.12	101,821.01
Cleveland	10,495.50	10,495.50	4,036.73	12,123.07	12,123.07	49,273.87
Columbia	26,056.80	26,056.80	10,021.85	27,850.06	27,850.06	117,835.57
Conway	.....	9,663.00	3,716.54	15,460.80	15,460.80	44,301.14
Craighead	19,281.60	19,281.60	7,416.00	22,535.72	22,535.72	91,050.64
Crawford	44,067.00	44,067.00	16,948.84	47,321.12	47,321.12	199,725.08
Crittenden	.....	12,544.50	4,824.81	20,071.20	20,071.20	57,511.71
Cross	15,904.50	15,904.50	6,117.12	17,532.07	17,532.07	72,990.26
Dallas	12,348.00	12,348.00	4,749.23	15,602.12	15,602.12	60,649.47
Desha	8,688.00	8,688.00	3,341.54	13,900.80	13,900.80	48,519.14
Drew	28,021.50	28,021.50	10,777.50	30,463.03	30,463.03	127,746.56
Faulkner	11,848.50	11,848.50	4,557.12	18,957.60	18,957.60	66,169.32
Franklin	24,864.75	24,864.75	9,563.37	27,306.28	27,306.28	113,905.43
Fulton	7,658.40	7,658.40	2,945.54	8,959.61	8,959.61	36,181.56
Garland	33,111.00	33,111.00	12,735.00	35,552.53	35,552.53	150,062.06
Grant	.....	4,584.00	1,763.08	7,838.12	7,838.12	22,023.32
Greene	44,694.00	44,694.00	17,190.00	47,948.12	47,948.12	202,474.24
Hempstead	27,052.50	27,052.50	10,404.81	28,680.06	28,680.06	121,869.93
Hot Spring	30,450.00	30,450.00	11,711.54	33,704.12	33,704.12	140,019.78
Howard	15,892.50	15,892.50	6,112.50	17,520.06	17,520.06	72,937.62
Independence	20,524.50	20,524.50	7,894.04	22,152.06	22,152.06	93,247.16
Izard	5,937.00	5,937.00	2,283.46	9,499.20	9,499.20	33,155.86
Jackson	4,356.60	10,891.50	4,189.04	17,426.40	17,426.40	54,289.94
Jefferson	25,823.25	25,823.25	9,932.02	41,317.20	41,317.20	144,212.92
Johnson	9,015.00	9,015.00	3,467.31	14,424.00	14,424.00	50,345.31
Lafayette	13,312.50	13,312.50	5,120.19	14,940.07	14,940.07	61,625.35
Lawrence	3,783.60	9,459.00	3,638.08	15,134.40	15,134.40	47,149.48
Lee	49,398.00	49,398.00	18,999.23	52,652.12	52,652.12	223,099.47
Lincoln	8,035.50	8,035.50	3,090.58	12,856.80	12,856.80	44,875.18
Little River	.....	6,977.25	2,683.56	11,163.60	11,163.60	31,988.01
Logan	39,857.40	39,857.40	15,329.77	42,776.92	42,776.92	180,598.41
Lonoke	14,295.75	14,295.75	5,498.37	22,873.20	22,873.20	79,836.27
Madison	6,385.50	6,385.50	2,455.96	10,216.80	10,216.80	35,660.56
Marion	17,385.00	17,385.00	6,686.54	20,639.12	20,639.12	82,734.78
Miller	20,563.50	20,563.50	7,909.04	23,817.62	23,817.62	96,671.28
Mississippi	20,253.75	20,253.75	7,789.90	32,406.00	32,406.00	113,109.40
Monroe	9,246.00	9,246.00	3,556.15	14,793.60	14,793.60	51,635.35
Montgomery	14,269.50	14,269.50	5,488.27	16,711.03	16,711.03	67,449.33
Nevada	34,554.00	34,554.00	13,290.00	37,808.12	37,808.12	158,014.24
Newton	9,586.50	9,586.50	3,687.12	11,214.07	11,214.07	45,288.26

RETURNS TO COUNTY HIGHWAY FUND FROM 1927 TO 1930

(CONTINUED)

Counties	1927	1928	Special 1928	1929	1930	Grand Total
Ouachita	35,328.00	35,328.00	13,587.69	38,582.12	38,582.12	161,407.93
Perry	12,719.25	12,719.25	4,892.02	15,161.28	15,161.28	60,653.08
Phillips	.....	19,059.75	7,330.67	30,494.80	30,494.80	87,380.02
Pike	21,225.00	21,225.00	8,163.46	24,479.12	24,479.12	99,571.70
Poinsett	.....	8,923.50	3,432.12	14,277.60	14,277.60	40,910.82
Polk	7,024.50	7,024.50	2,701.73	11,239.20	11,239.20	39,229.13
Pope	4,648.80	11,622.00	4,470.00	18,595.20	18,595.20	57,931.20
Prairie	.....	7,467.75	2,872.21	11,948.40	11,948.40	34,236.76
Pulaski	18,741.60	46,850.00	18,019.23	74,960.00	74,960.00	233,530.83
Randolph	22,745.25	22,745.25	8,748.17	25,186.78	25,186.78	104,612.23
Saline	14,365.50	14,365.50	5,525.19	15,993.07	15,993.07	66,242.33
Scott	22,653.00	22,653.00	8,712.69	25,907.12	25,907.12	105,832.93
Searcy	6,245.25	6,245.25	2,402.02	9,992.40	9,992.40	34,877.32
Sebastian	97,143.00	97,143.00	37,362.69	100,397.12	100,397.12	432,442.93
Sevier	.....	7,833.00	3,012.69	12,532.80	12,532.80	35,911.29
Sharp	15,247.20	15,247.20	5,864.31	18,501.32	18,501.32	73,361.35
St. Francis	.....	12,150.00	4,673.08	19,440.00	19,440.00	55,703.08
Stone	7,515.00	7,515.00	2,890.38	9,142.57	9,142.57	36,205.52
Union	50,832.00	50,832.00	19,550.77	54,086.12	54,086.12	229,387.01
Van Buren	.....	5,849.25	2,249.71	9,358.80	9,358.80	26,816.56
Washington	30,363.00	30,363.00	11,678.08	31,990.56	31,990.56	136,385.20
White	29,622.00	29,622.00	11,393.08	31,249.56	31,249.56	133,136.20
Woodruff	.....	9,222.75	3,547.21	14,756.40	14,756.40	42,282.76
Yell	21,961.50	21,961.50	8,446.73	23,589.06	23,589.06	99,547.85
Totals	$1,288,854.75	$1,468,236.65	$ 564,706.40	$1,800,000.00	$1,800,000.00	$6,921,797.80

RECORD OF STATE AID IMPROVEMENT CONTRACTS AWARDED NOVEMBER 15, 1930

Job No.	City or Town	County	Local Name of Project	Route No.	Lgth. in Ft.	Nature of Work	Name of Contractor	Name of Engineer	Approved for Certification	Amt. of State Aid	Est Amt St. Aid
SA-100	Brinkley	Monroe	Paving Imp. Dist. No. 1	17 & 70	5306	Grading, Drainage & Concrete Pavement	Forcum-James Co.	Lund Engr. Co.	Sept. 18, 1929	$ 32,352.00	
SA-101	Wynne	Cross	Paving Imp. Dist. No. 2	1 & 64	6610	Grading, Drainage & Concrete Pavement	Carey Read Const. Co.	Lund Engr. Co.	Nov. 20, 1929	36,252.00	
SA-103	West Helena	Phillips	Paving Imp. Dist. No. 3	20	2877	Grading, Drainage & Asphalt Pavement	Hogan Const. Co.	Parnelle & Newman	June 17, 1930	12,230.00	
SA-104	Forrest City	St. Francis	Paving Imp. Dist. No. 1	70	3695	Grading, Drainage & Concrete Pavement	Hogan Const. Co.	Ford & MacCrea	May 27, 1930	20,906.00	
SA-105	Forrest City	St. Francis	Paving Imp. Dist. No. 2	70	770	Grading, Drainage & Concrete Pavement	Hogan Const. Co.	Ford & MacCrea	May 27, 1930	4,500.00	
SA-106	Earle	Crittenden	Street Imp. Dist. No. 7	64 & 75	4585	Grading, Drainage & Concrete Pavement	Carl Garms	Dickinson & White	July 16, 1930	19,493.00	
SA-107	Helena	Phillips	Helendale Imp. Dist. No. 1	20	1829	Grading, Drainage & Concrete Pavement	Hogan Const. Co.	Parnelle & Newman	Aug. 14, 1930	8,275.00	
SA-109	Wynne	Cross	Street Imp. Dist. No. 4	1	1976	Grading, Drainage & Concrete Pavement	Walsh & Thomas	Lund Engr. Co.	Aug. 14, 1930	10,476.00	
SA-110	Forrest Ctiy	St. Francis	Washington St. Imp. Dist. No. 1	1	8195	Grading, Drainage & Asphalt Pavement	Hogan Const. Co.	Frank H. Pritchett			53,000.00
SA-112	McCrory	Woodruff	Edmonds Avenue	17	3140	Grading, Drainage & Asphalt Pavement	R. B. Tyler & Co.	Virgil P. Knott			4,000.00
SA-200	McGehee	Desha	Street Imp. Dist. No. 1	65	3900	Grading, Drainage & Concrete Pavement	H. E. Monk	Elson Hale	Dec. 14, 1928	18,329.00	
SA-201	Pine Bluff	Jefferson	Paving Imp. Dist. No. 101	15 & 65	2760	Grading, Drainage & Asphalt Pavement	Philpot Const. Co.	Elson Hale	Feb. 28. 1929	7,847.00	
SA-202	Monticello	Drew	Paving Imp. Dist. No. 4	14 & 35	4844	Grading, Drainage & Asphalt Pavement	Hogan Const. Co.	Wm. Crooks Engr. Corp.	Mar. 21, 1929	18,361.00	
SA-203	Monticello	Drew	Paving Imp. Dist. No. 5	13	2850	Grading, Drainage & Concrete Pavement	Hogan Const. Co.	Wm. Crooks Engr. Corp.	Mar. 21, 1929	5,521.00	
SA-204	Monticello	Drew	Paving Imp. Dist. No. 5-Annex	13	700	Grading, Drainage & Concrete Pavement	Hogan Const. Co.	Wm. Crooks Engr. Corp.	Apr. 8. 1929	1,332.00	
SA-207	Dermott	Chicot	Street Imp. Dist. No. 1	165	4200	Grading, Drainage & Asphalt Pavement	T. J. Johnson	Ford & MacCrea	Apr. 3, 1930	17,764.00	
SA-209	Pine Bluff	Jefferson	Paving Imp. Dist. No. 105	65	16400	Grading, Drainage & Concrete Pavement	Fry Bros. Const. Co.	Hugh R. Carter			80,000.00
SA-210	Pine Bluff	Jefferson	Paving Imp. Dist. No. 106	15 & 65	3805	Grading, Drainage & Concrete Pavement	Fry Bros. Const. Co.	Elson Hale			23,000.00
SA-300	Arkadelphia	Clark	Paving Imp. Dist. No. 4	7, 8, 51, 67	5400	Grading, Drainage & Concrete Pavement	Phoenix Const. Co.	Frank A. Gerig	Dec. 14, 1928	24,238.00	
SA-301	Arkadelphia	Clark	Paving Imp. Dist. No. 5	7, 8 & 67	2584	Grading, Drainage & Concrete Pavement	Harvey Brown Const. Co.	Frank A. Gerig	June 20, 1929	9,803.00	
SA-302	Prescott	Nevada	Paving Imp. Dist. No. 3	19	2300	Grading, Drainage & Curb & Gutter	Otto Yerglin	Frank A. Gerig	Feb. 28. 1929	1,127.00	
SA-303	Prescott	Nevada	Street Imp. Dist. No. 4	19	2300	Grading, Drainage & Concrete Pavement	Otto Yerglin	Frank A. Gerig	Feb. 28. 1929	7,135.00	
SA-304	Prescott	Nevada	Street Imp. Dist. No. 5	24	3600	Grading, Drainage & Concrete Pavement	Otto Yerglin	E. F. Peterson	July 18, 1929	12.158.00	
SA-305	Nashville	Howard	Paving Imp. Dist. No. 2	4, 24 & 27	10237	Grading, Drainage & Concrete Pavement	Phoenix Const. Co.	J. W. Dawson	May 15, 1929	41,502.00	
SA-309	DeQueen	Sevier	Paving Imp. Dist. No. 1	70 & 71	9812	Grading, Drainage & Concrete Pavement	Otto Yerglin	J. W. Dawson	Sept. 18, 1930	48,309.00	
SA-311	Hope	Hempstead	Street Imp. Dist. No. 7	29	4000	Grading, Drainage & Curb & Gutter	C. S. Constant & Co.	J. W. Dawson	Oct. 30, 1929	12,389.00	
SA-311	Hope	Hempstead	Street Imp. Dist. No. 7-Annex	29	792	Grading, Drainage & Curb & Gutter	C. S. Constant & Co.	J. W. Dawson	Oct. 30, 1929	1,721.00	
SA-311	Hope	Hempstead	Street Imp. Dist. No. 11	29	4000	Grading & Asphalt Pavement	C. S. Constant & Co.	J. W. Dawson	Oct. 30, 1929	11.064.00	
SA-311	Hope	Hempstead	Street Imp. Dist. No. 11-Annex	29	792	Grading & Asphalt Pavement	C. S. Constant & Co.	J. W. Dawson	Oct. 30, 1929	1,731.00	

RECORD OF STATE AID IMPROVEMENT CONTRACTS AWARDED NOVEMBER 15, 1930—(Continued)

Job No.	City or Town	County	Local Name of Project	Route No.	Lgth. in Ft.	Nature of Work	Name of Contractor	Name of Engineer	Approved for Certification	Amt. of State Aid	Est Amt St. Aid
SA-312	Glenwood	Pike	Street Imp. Dist. No. 1	70	5097	Grading, Drainage & Asphalt Pavement	Johnson Team & Dray Co.	Ford & MacCrea			18,000.00
SA-313	Hope	Hempstead	Curb and Gutter No. 5	4 & 67	2384	Grading, Drainage & Curb & Gutter	C. S. Constant & Co.	Richardson Ayers	Mar. 1, 1930	4.594.00	
SA-313	Hope	Hempstead	Street Imp. Dist. No. 9	4 & 67	2384	Grading & Asphalt Surface	C. S. Constant & Co.	Richardson Ayers	Mar. 1, 1930	4,509.00	
SA-315	Hope	Hempstead	Curb and Gutter Dist. No. 2	67	1500	Grading, Drainage, Curb & Gutter	Kane Paving Co.	W. Terry Field	July 17, 1930	5,437.00	
SA-315	Hope	Hempstead	Street Imp. Dist. No. 6	67	1500	Grading & Asphalt Surface	Kane Paving Co.	W. Terry Field	July 17, 1930	3,624.00	
SA-400	Fort Smith	Sebastian	Pav. Imp. Dis. No. A-B-C	22. 64 & 71	16300	Grading, Drainage & Concrete Pavement	M. Hyman	W. L. Winters	Feb. 28. 1929	112,828.00	
SA-401	Springdale	Washington	Paving Imp. Dist. No. 5	68	1300	Grading, Drainage & Concrete Pavement	E. H. Locker Co.	Black & Veatch	Mar. 21, 1929	4.907.00	
SA-402	Siloam Springs	Benton	Paving Imp. Dist. No. 5	12 & 99	2473	Grading, Drainage & Concrete Pavement	A. M. Allen Co.	W. L. Winters	Sept. 18, 1929	9,170.00	
SA-403	Bentonville	Benton	Paving Imp. Dist. No. 7	71 & 100	9800	Grading, Drainage & Concrete Pavement	Altman & Rodgers	Black & Veatch	May 16, 1930	34.404.00	
SA-404	Rogers	Benton	Paving Imp. Dist. No. 15	47	1300	Grading, Drainage & Concrete Pavement	J. E. Gould	W. L. Winters	May 15. 1929	4,983.00	
SA-406	Springdale	Washington	Paving Imp. Dist. No. 10	71	2621	Grading, Drainage & Concrete Pavement	McEachin & Luke	Frank A. Pritchett	Aug. 14, 1930	17,928.00	
SA-407	Fayetteville	Washington	Paving Imp. Dist. No. 42	71	817	Grading, Drainage & Concrete Pavement	C. E. Pierce	E. M. Ratliff	July 16, 1930	4,580.00	
SA-410	Ozark	Franklin	Street Imp. Dist. No. 1	64	4743	Grading, Drainage & Concrete Pavement	Merrill Engr. Co.	Lund Engr. Co.			35,000.00
SA-500	Searcy	White	Paving Imp. Dist. No. 11	11 & 16	3525	Grading, Drainage & Concrete Pavement	Hogan Const. Co.	Ford & MacCrea	Jan. 10, 1929	15,456.00	
SA-501	Searcy	White	Street Imp. Dist. No. 13	36	4785	Grading, Drainage & Concrete Pavement	Hogan Const. Co.	Ford & MacCrea	June 20. 1929	16,920.00	
SA-502	Searcy	White	Curb and Gutter Dist. No. 17	16 & 67	3284	Grading, Drainage, Curb & Gutter	Hogan Const. Co.	Ford & MacCrea	Nov. 20, 1929	7,186.00	
SA-502	Searcy	White	Street Imp. Dist. No. 18	16 & 67	3284	Grading & Concrete Surface	Hogan Const. Co.	Ford & MacCrea	Nov. 20. 1929	7,466.00	
SA-505	Batesville	Independence	Paving Imp. Dist. No. 6	69	3158	Grading, Drainage & Asphalt Pavement	Hogan Const. Co.	Hugh R. Carter	Sept. 18, 1929	15,892.00	
SA-506	Batesville	Independence	Curb, Gutter. Stm. Swr. Dis No 4-An	11. 14 & 25	7580	Grading, Drainage & Curb & Gutter	Hogan Const. Co.	Hugh R. Carter			19.000.00
SA-506	Batesville	Independence	Paving Imp. Dist. No. 4-Annex	11. 14 & 25	7580	Grading & Asphalt	Hogan Const. Co.	Hugh R. Carter			21,000.00
SA-507	Batesville	Independence	Bridge Imp. Dist. No. 1	69	600	Reinforced Concrete Bridge	Luten Bridge Co.	Hugh R. Carter			55.000.00
SA-508	Newport	Jackson	Street Imp. Dist. No. 14	14 & 67	3210	Grading, Drainage & Concrete Pavement	James Stanton Const. Co.	A. M. Lund			25.000.00
SA-509	Batesville	Independence	Paving Imp. Dist. No. 4	69	1063	Grading, Drainage & Concrete Pavement	Hogan Const. Co.	Hugh R. Carter	Oct. 30. 1930	3,452.00	
SA-600	Benton	Saline	Street Imp. Dist. No. 1	67	2743	Grading, Drainage & Concrete Pavement	F. D. Harvey & Co.	Lund Engr. Co.	July 18. 1930	9,889.00	
SA-601	Malvern	Hot Spring	Paving Imp. Dist. No. 7	9	3041	Grading, Drainage & Concrete Pavement	Geo. W. Nichols & Son	Lund Engr. Co.	Sept. 18. 1929	12,158.00	
SA-603	Little Rock	Pulaski	Paving Imp. Dist. No. 508	10	23882	Reinforced Concrete Viaduct	Luten Bridge Co.	Frank A. Pritchett			80.000.00
SA-603	Little Rock	Pulaski	Paving Imp. Dist. No. 508	10	954	Grading, Drainage & Concrete Pavement	Hogan Const. Co.	Frank A. Pritchett			170.000.00
SA-604	Malvern	Hot Spring	Paving Imp. Dist No. 9	6 & 67	7933	Grading, Drainage & Concrete Pavement	Hartman-Clark Bros. Co.	E. E. Bonewits	May 16, 1930	33,683.00	
SA-605	Benton	Saline	Street Imp. Dist. No. 3	35	5487	Grading, Drainage & Concrete Pavement	Phoenix Const. Co.	Lung Engr. Co.	Apr. 21. 1930	16.349.00	

RECORD OF STATE AID IMPROVEMENT CONTRACTS AWARDED NOVEMBER 15, 1930—(Continued)

Job No.	City or Town	County	Local Name of Project	Route No.	Lgth. in Ft.	Nature of Work	Name of Contractor	Name of Engineer	Approved for Certification	Amt. of State Aid	Est Amt St. Aid
SA-606	Benton	Saline	Street Imp. Dist. No. 2	70	1725	Grading, Drainage & Concrete Pavement	Phoenix Const. Co.	Lung Engr. Co.	Apr. 21. 1930	3,811.00	
SA-607	Conway	Faulkner	Street Imp. Dist. No. 17	60	3700	Grading, Drainage & Asphalt Pavement	Hogan Const. Co.	Ford & MacCrea	May 16, 1930	15,848.00	
SA-608	Conway	Faulkner	Street Imp. Dist. No. 18	65	10385	Grading, Drainage & Asphalt Pavement	Hogan Const. Co.	Ford & MacCrea			55,000.00
SA-700	Fordyce	Dallas	Street Imp. Dist. No. 4	3 & 167	11173	Grading, Drainage & Concrete Pavement	Turk Const. Co.	E. G. Hampton	Dec. 14, 1928	57,702.00	
SA-702	Warren	Bradley	Street Imp. Dist. No. 5	15	1000	Grading, Drainage & Concrete Pavement	Lawrence Const. Co.	E. F. Peterson	Dec. 14, 1928	3,765.00	
SA-703	Warren	Bradley	Street Imp. Dist. No. 6	4	3100	Grading, Drainage & Concrete Pavement	Lawrence Const. Co.	E. F. Peterson	Dec. 14, 1928	12,584.00	
SA-704	Magnolia	Columbia	Street Imp. Dist. No. 1	2	3500	Grading, Drainage & Concrete Pavement	McGuire & Cavender	E. T. Archer & Co.	Mar. 21, 1929	16,695.00	
SA-705	Magnolia	Columbia	Street Imp. Dist. No. 2	3	3100	Grading, Drainage & Concrete Pavement	McGuire & Cavender	J. W. Haynes	May 15. 1929	14,511.00	
SA-706	Magnolia	Columbia	Street Imp. Dist. No. 3	19	2100	Grading, Drainage & Concrete Pavement	McGuire & Cavender	E. T. Archer & Co.	Mar. 21. 1929	9,323.00	
SA-707	Magnolia	Columbia	Street Imp. Dist. No. 4	2	3700	Grading, Drainage & Concrete Pavement	McGuire & Cavender	E. T. Archer & Co.	Mar. 21. 1929	18,198.00	
SA-708	Camden	Ouachita	East Wash. St. Imp. Dist. No. 1	3, 167 & 4	3665	Grading & Drainage	Horton & Price	J. W. Haynes			15,804.00
SA-708	Camden	Ouachita	East. Wash. St. Imp. Dist. No. 1	3, 167 & 4	3665	Concreet Pavement	C. L. Bessler	J. W. Haynes			17,000.00
SA-709	El Dorado	Union	Paving Imp. Dist. No. 31	15	1841	Grading, Drainage & Concrete Pavement	Philpot Const. Co.	Frank H. Burnside	July 18. 1929	10,492.00	
SA-711	El Dorado	Union	Paving Imp. Dist. No. 25	115	2500	Grading, Drainage & Concrete Pavement	Phoenix Const. Co.	Eby Engr. Co.	July 18. 1929	9,752.00	
SA-713	El Dorado	Union	Paving Imp. Dist. No. 32	2 & 167	3275	Grading, Drainage & Concrete Pavement	Walsh & Thomas	Frank H. Burnside	Apr. 21. 1930	15,496.00	
SA-714	El Dorado	Union	Paving Imp. Dist. No. 33	167	3200	Grading, Drainage & Asphalt Surface	Southern Roads Co.	Hugh R. Carter	Apr. 22, 1930	15,508.00	
SA-715	El Dorado	Union	Paving Imp. Dist. No. 34	167	2304	Grading, Drainage & Concrete Pavement	W. B. Smith	Hugh R. Carter	June 17, 1930	6,364.00	
SA-717	Magnolia	Columbia	Street Imp. Dist. No. 6	2 & 3	513	Grading, Drainage & Concrete Pavement	Hartman-Clark Bros. Co.	E. T. Archer & Co.			2,600.00
SA-718	El Dorado	Union	Paving Imp. Dist. No. 36	15	4825	Grading, Drainage & Asphalt Surface	Southern Roads Co.	Frank H. Burnside			23,000.00
SA-719	Camden	Ouachita	Paving Imp. Dist. No. 12	167	3085	Grading, Drainage & Concrete Surface	Grady Garms	J. W. Haynes			22,000.00
SA-720	El Dorado	Union	Paving Imp. Dist. No. 35	2	2351	Grading, Drainage & Asphalt Surface	Southern Roads Co.	Frank H. Burnside	Sept. 18. 1930	12,601.00	
SA-721	Magnolia	Columbia	Street Imp. Dist. No. 7	132	1994	Grading, Drainage & Concrete Surface	Hartman-Clark Bros.	E. T. Archer & Co.			7,200.00
SA-722	Magnolia	Columbia	Street Imp. Dist. No. 8	2	701	Grading, Drainage & Concrete Surface	Hartman-Clark Bros.	E. T. Archer & Co.			3,000.00
SA-800	Paris	Logan	Street Imp. Dist. No. 1	22 & 109	3900	Grading, Drainage & Concrete Surface	Grady Garms	Ford & MacCrea	Dec. 14. 1928	31,190.00	
SA-801	Paris	Logan	Street Imp. Dist. No. 2	22 & 109	4000	Grading, Drainage & Concrete Surface	Grady Garms	Ford & MacCrea	Feb. 28. 1929	13,006.00	
SA-802	Dardanelle	Yell	Street Imp. Dist. No. 2	7	8000	Grading, Drainage & Concrete Surface	Mobley Const Co.	S. G. Davies	Mar. 21. 1929	25,153.00	
SA-803	Dardanelle	Yell	Street Imp. Dist. No. 2-Annex	7	450	Grading, Drainage & Concrete Surface	Mobley Const. Co	S. G. Davies	Sept. 18. 1929	3,824.00	
SA-806	Danville	Yell	Paving Imp. Dist. No. 1	10 & 27	3435	Grading, Drainage & Concrete Surface	Grady Garms	Hugh R. Carter	Mar. 1. 1930	12,987.00	
SA-807	Booneville	Logan	Paving Imp. Dist. No. 2	10 & 23	4050	Grading, Drainage & Concrete Surface	Dick & Co.	Dickinson & White			40,000.00

RECORD OF STATE AID IMPROVEMENT CONTRACTS AWARDED NOVEMBER 15, 1930—(Continued)

Job No.	City or Town	County	Local Name of Project	Route No.	Lgth. in Ft.	Nature of Work	Name of Contractor	Name of Engineer	Approved for Certification	Amt. of State Aid	Est Amt St. Aid
SA-809	Morrilton	Conway	Paving Imp. Dist. No. 4-An. No. 2	9	3716	Grading, Drainage & Concrete Surface	Mobley Const. Co.	S. G. Davies	Sept. 18, 1930	14,981.00	
SA-810	Russellville	Pope	Street Imp. Dist. No. 11	64	6200	Grading, Drainage & Concrete Surface	Mobley Const. Co.	S. G. Davies			
SA-900	Harrison	Boone	Paving Imp. Dist. No. 6	7 & 12	3793	Grading, Drainage & Concrete Surface	Turk Const. Co.	Frank A. Pritchett	Oct. 16 1929	20,027.00	
SA-901	Eureka Springs	Carroll	Paving Imp. Dist. No. 1	23 & 72	24788	Grading, Drainage & Concrete Surface	Altman-Rodgers	Frank A. Pritchett	Oct. 16. 1929	85,286.00	
SA-1000	Jonesboro	Craighead	Street Imp. Dist. No. 30	18 & 63	3502	Grading, Drainage & Concrete Surface	Phoenix Const. Co.	Guy W. Cobb	Sept. 18, 1929	13.903.00	
10137	Pocahontas	Randolph	Paving Imp. Dist. No. 1	67	3379	Grading, Drainage & Concrete Surface	McEachin & Luke	Guy W. Cobb	Apr. 7, 1930	11,354.78	
SA-1001	Pocahontas	Randolph	Paving Imp. Dist. No. 1	62	5978	Grading, Drainage & Concrete Surface	McEachin & Luke	Guy W. Cobb	Apr. 3. 1930	20.055.00	
SA-1003	Jonesboro	Craighead	Street Imp. Dist. No. 30-Annex	39	1813	Grading, Drainage & Concrete Surface	Phoenix Const. Co.	Guy W. Cobb			7,000.00

AMOUNT PAID INTO STATE BY ROAD IMPROVEMENT DISTRICTS ON HIGHWAYS, UNDER ACT 112, AS OF ACTS 1927 LEGISLATURE

County	District	Date Paid	Amount Paid	District Totals	County Total
Arkansas	R. I. D. No. 1	May 16, 1927	$ 2,977.90		
Arkansas	R. I. D. No. 1	Feb. 13, 1930	299.02	3,276.92	
Arkansas	R. I. D. No. 5	Dec. 7, 1928	15,762.49	15,762.49	
Arkansas	Stuttgart Western R. I. D.	Nov. 19, 1928	1,078.88		
Arkansas	Stuttgart Western R. I. D.	March 1, 1929	115.63		
Arkansas	Stuttgart Western R. I. D.	April 3, 1930	643.38	1,837.89	$ 20,877.30
Ashley	Wilmot R. I. D.	Oct. 27, 1928	9,218.90	9,218.90	
Ashley	Arkansas-Louisiana R. I. D.	July 2, 1927	11,912.22		
Ashley	Ark-La. R. I. D.	July 6, 1927	7,919.74	19,831.96	$ 29,050.86
Benton	R. I. D. No. 1	Aug. 1, 1927	56.87	56.87	
Benton	R. I. D. No. 4	June 9, 1927	1,725.39	1,725.39	
Benton	R. I. D. No. 5	June 9, 1927	6,984.29	6,984.29	
Benton	R. I. D. No. 6	June 9, 1927	2,419.55	2,419.55	$ 11,186.10
Boone	R. I. D. No. 1	April 19, 1929	8,057.08	8,057.08	$ 8,057.08
Carroll	R. I. D. No. 2	Dec. 29, 1928	3,020.59	3,020.59	
Carroll	R. I. D. No. 3	April 8, 1927	14.25		
Carroll	R. I. D. No. 3	Oct. 28, 1929	4.84		
Carroll	R. I. D. No. 3	Feb. 1, 1930	8.94	28.03	$ 3,048.62
Chicot	Lake Route R. I. D. No. 2	March 5, 1928	1,605.01		
Chicot	Lake Route R. I. D. No. 2	Feb. 20, 1929	2,062.77	3,667.78	
Chicot	Gaines Landing	April 6, 1927	286.57		
Chicot	Gaines Landing	March 22, 1930	245.12	531.69	$ 4,199.47
Clark	R. I. D. No. 1	March 4, 1929	1,195.75	1,195.75	
Clark	R. I. D. No. 2	March 21, 1929	22.38	22.38	$ 1,218.13
Cleveland	R. I. D. No. 1	April 8, 1929	281.53	281.53	
Cleveland	R. I. D. No. 3	May 2, 1927	1,905.33	1,905.33	
Cleveland	R. I. D. No. 4	Sept. 20, 1928	14.36	14.36	$ 2,201.22
Columbia	Magnolia-Waldo No. 2	Jan. 10, 1929	2,185.24	2,185.24	$ 2,185.24
Conway	R. I. D. No. 1	March 21, 1927	7,492.54		
Conway	R. I. D. No. 1	May 6, 1929	330.08	7,822.62	
Conway	R. I. D. No. 2	Aug. 5, 1927	10,666.39	10,666.39	
Conway	R. I. D. No. 5	April 16, 1927	1,533.93		
Conway	R. I. D. No. 5	March 7, 1929	759.97	2,293.90	$ 20,782.91
Craighead	Lake City-Nettleton & Bay Rd. 1	March 14, 1930	2,386.90	2,386.90	
Craighead	Jonesboro & Egypt R. I. D. No. 2	Oct. 15, 1928	4,204.63	4,204.63	$ 6,591.53
Cross	R. I. D. No. 4	April 24, 1929	2,384.47	2,384.47	$ 2,384.47
Faulkner	Conway-Damascus R. I. D.	Nov. 17, 1928	114.50		
Faulkner	Conway-Damascus R. I. D.	May 28, 1929	524.57		
Faulkner	Conway-Damascus R. I. D.	April 4, 1930	314.63	953.70	
Faulkner	Conway-Vilonia R. I. D.	Nov. 17, 1928	5,335.92		
Faulkner	Conway-Vilonia R. I. D.	April 4, 1930	36.80	5,372.72	
Faulkner	Conway-Palarm R. I. D.	Nov. 17, 1928	1,616.13		
Faulkner	Conway-Palarm R. I. D.	May 28, 1929	508.40		
Faulkner	Conway-Palarm R. I. D.	April 4, 1930	20.43	2,144.96	$ 8,471.38

AMOUNT PAID INTO STATE BY ROAD IMPROVEMENT DISTRICTS ON HIGHWAYS, UNDER ACT 112, AS OF ACTS 1927 LEGISLATURE—(Continued)

County	District	Date Paid	Amount Paid	District Totals	County Total
Grant	R. I. D. No. 1	Oct. 6, 1927	2,774.01		
Grant	R. I. D. No. 1	March 21, 1928	14,712.20		
Grant	R. I. D. No. 1	Jan. 12, 1929	843.48		
Grant	R. I. D. No. 1	Aug. 23, 1930	55.06	18,384.75	
Grant	R. I. D. No. 2	Aug. 26, 1927	200.80		
Grant	R. I. D. No. 2	Jan. 12, 1929	374.37		
Grant	R. I. D. No. 2	Aug. 23, 1930	12.42	587.59	
Grant	R. I. D. No. 4	Nov. 20, 1928	736.58	736.58	
Grant	R. I. D. No. 5	Nov. 24, 1928	16.39		
Grant	R. I. D. No. 5	Jan. 12, 1929	162.77	179.16	
Grant	R. I. D. No. 6	Oct. 6, 1927	4,758.78		
Grant	R. I. D. No. 6	Jan. 12, 1929	145.05	4,903.83	
Grant	R. I. D. No. 7	Oct. 6, 1927	405.96	405.96	$ 25,197.87
Hempstead	Hope, Fulton & Emmett R. I. D.	Oct. 15, 1928	2,490.63		
Hempstead	Hope, Fulton & Emmett R. I. D.	Jan. 22, 1930	271.42	2,762.05	
Hempstead	Cross Roads R. I. D.	April 13, 1927	683.37	683.37	
Hempstead	Prescott-Blevins R. I. D.	Oct. 4, 1928	5,756.38	5,756.38	
Hempstead	Hope Dist. R. I. D.	June 15, 1929	11.18		
Hempstead	Hope Dist. R. I. D.	Jan. 22, 1930	9.52	20.70	$ 9,222.50
Izard	R. I. D. No. 1	May 12, 1927	1,603.04	1,603.04	$ 1,603.04
Jackson	R. I. D. No. 1	Oct. 6, 1928	4,000.00	4,000.00	
Jackson	R. I. D. No. 2	Sept. 12, 1928	116.13		
Jackson	R. I. D. No. 2	May 8, 1929	67.00	183.13	
Jackson	R. I. D. No. 7	April 28, 1927	341.83		
Jackson	R. I. D. No. 7	April 19, 1929	432.80	774.63	$ 4,957.76
Jefferson	R. I. D. No. 15	Oct. 6, 1927	12,786.40	12,786.40	
Jefferson	R. I. D. No. 22	Feb. 15, 1929	5,362.26	5,362.26	$ 18,148.66
Lafayette	R. I. D. No. 2	Sept. 8, 1928	2,287.27	2,287.27	$ 2,287.27
Lawrence	R. I. D. No. 2	Dec. 24, 1928	69.44	69.44	
Lawrence	R. I. D. No. 6	March 29, 1929	271.73	271.73	
Lawrence	R. I. D. No. 7	Sept. 5, 1928	103.12		
Lawrence	R. I. D. No. 7	Feb. 28, 1929	588.47	691.59	
Lawrence	R. I. D. No. 8	Oct. 22, 1930	1,097.20	1,097.20	
Lawrence	Western Lawrence R. I. D.	July 27, 1927	750.18	750.18	$ 2,880.14
Lee	R. I. D. No. 3	Sept. 12, 1928	315.08		
Lee	R. I. D. No. 3	June 4, 1929	183.07	498.15	
Lee	R. I. D. No. 4	Sept. 13, 1928	157.81		
Lee	R. I. D. No. 4	June 4, 1929	129.12	286.93	$ 785.08
Lincoln	R. I. D. No. 1	Dec. 27, 1928	247.49		
Lincoln	R. I. D. No. 1	March 10, 1930	11.76	259.25	
Lincoln	R. I. D. No. 2	May 8, 1927	2,193.18		
Lincoln	R. I. D. No. 2	Dec. 17, 1928	1,216.19		
Lincoln	R. I. D. No. 2	Jan. 1, 1930	34.79	3,444.16	
Lincoln	R. I. D. No. 3	Dec. 7, 1928	115.75	115.75	
Lincoln	R. I. D. No. 4	May 12, 1927	125.62		
Lincoln	R. I. D. No. 4	Dec. 3, 1928	19.33	144.95	$ 3,964.11
Little River	R. I. D. No. 7	March 19, 1929	265.65		
Little River	R. I. D. No. 7	Jan. 9, 1930	2,498.27	2,763.92	
Little River	R. I. D. No. 8	Oct. 18, 1928	742.20	742.20	$ 3,506.12

AMOUNT PAID INTO STATE BY ROAD IMPROVEMENT DISTRICTS ON HIGHWAYS, UNDER ACT 112, AS OF ACTS 1927 LEGISLATURE—(Continued)

County	District	Date Paid	Amount Paid	District Totals	County Total
Logan	R. I. D. No. 1	July 26, 1927	5,288.98	5,288.98	$ 5,288.98
Lonoke	R. I. D. No. 1	Sept. 17, 1929	21.19		
Lonoke	R. I. D. No. 1	June 18, 1930	56.20	77.39	
Lonoke	R. I. D. No. 2	Aug. 17, 1929	42.97		
Lonoke	R. I. D. No. 2	April 8, 1930	133.00	175.97	
Lonoke	R. I. D. No. 4	Sept. 17, 1929	77.71		
Lonoke	R. I. D. No. 4	April 9, 1930	238.33	316.04	
Lonoke	R. I. D. No. 8	April 11, 1930	20.28	20.28	
Lonoke	R. I. D. No. 9	April 11, 1930	58.32	58.32	
Lonoke	R. I. D. No. 10	Sept. 28, 1928	2,057.75		
Lonoke	R. I. D. No. 10	April 26, 1929	550.24	2,607.99	
Lonoke	Arkansas-Missouri R. I. D. No. 12	Sept. 17, 1928	5,799.67	5,799.67	
Lonoke	Pulaski R. I. D. No. 10	June 1, 1927	15,955.25		
Lonoke	Pulaski R. I. D. No. 10	Jan. 20, 1930	677.47		
Lonoke	Pulaski R. I. D. No. 10	Jan. 20, 1930	875.00	17,507.72	$ 26,563.38
Miller	Miller Co. Highways & Bridges	Nov. 3, 1927	4,879.92	4,879.92	$ 4,879.92
Mississippi	R. I. D. No. 1	July 6. 1928	41,702.71		
Mississippi	R. I. D. No. 1	Oct. 1, 1930	2,887.48	44,590.19	
Mississippi	Bassett & Wardell No. 3	April 15, 1927	2,165.40	2,165.40	
Mississippi	Blytheville, Manilla & Leachville	April 6, 1929	36,232.50	36,232.50	$ 82,988.09
Monroe	R. I. D. No. 1	Sept. 8, 1928	1,252.78	1,252.78	
Monroe	Blackton to Phillips Co. Line	May 8, 1929	2,006.41		
Monroe	Blackton to Phillips Co. Line	Jan. 28, 1930	44.34	2,050.75	
Monroe	Thru Clarendon to Blackton	May 18, 1927	1,686.34		
Monroe	Thru Clarendon to Blackton	Dec. 19, 1929	47.55	1,733.89	
Monroe	R. I. D. No. 4	Nov. 2, 1928	1,146.87	1,146.87	$ 6,184.29
Montgomery	R. I. D. No. 5	Sept. 2, 1928	76.53		
Montgomery	R. I. D. No. 5	Feb. 28, 1929	37.70	114.23	$ 114.23
Newton	R. I. D. No. 1	April 22, 1927	231.66	231.66	
Newton	R. I. D. No. 2	March 16, 1929	180.83	180.83	
Newton	R. I. D. No. 3	May 24, 1927	1,129.57		
Newton	Marshall-Witt Springs	Oct. 13, 1927	82.48	82.48	$ 1,624.54
Perry	R. I. D. No. 1	Nov. 27, 1928	156.08	156.08	$ 156.08
Phillips	Helena-West Helena R. I. D. No. 2	Jan. 1, 1929	2,125.57		
Phillips	Helena-West Helena R. I. D. No. 2	Aug. 31, 1929	380.52		
Phillips	Helena-West Helena R. I. D. No. 2	Jan. 1, 1930	42.35	2,548.44	
Phillips	Helena-Old Helena	Sept. 10, 1928	104.86		
Phillips	Helena-Old Helena	Sept. 22, 1928	819.08	923.94	
Phillips	West Helena-Marvell R. I. D.	April 11, 1927	6,541.44		
Phillips	West Helena-Marvell R. I. D.	March 1, 1928	468.65		
Phillips	West Helena-Marvell R. I. D.	Dec. 6, 1928	695.29		
Phillips	West Helena-Marvell R. I. D.	Dec. 19, 1929	136.03	7,841.41	
Phillips	Helena-Ferguson R. I. D.	March 14, 1929	2,746.69	2,746.69	$ 14.060.48
Poinsett	R. I. D. No. 5	June 23, 1927	3,632.83		
Poinsett	R. I. D. No. 5	April 5, 1930	641.40	4,274.23	$ 4,274.23
Polk	R. I. D. No. 3	April 9, 1927	3.90	3.90	$ 3.90

AMOUNT PAID INTO STATE BY ROAD IMPROVEMENT DISTRICTS ON HIGHWAYS, UNDER ACT 112, AS OF ACTS 1927 LEGISLATURE—(Continued)

County	District	Date Paid	Amount Paid	District Totals	County Total
Pope	R. I. D. No. 3	Sept. 8, 1928	591.14		
Pope	R. I. D. No. 3	Jan. 26, 1929	136.93		
Pope	R. I. D. No. 3	Jan. 11, 1930	25.22	753.29	$ 753.29
Prairie	R. I. D. No. 1	Feb. 9, 1928	6,872.14		
Prairie	R. I. D. No. 1	Jan. 5, 1929	3,293.90		
Prairie	R. I. D. No. 1	Oct. 4, 1930	14.85	10,180.89	
Prairie	R. I. D. No. 3	Aug. 3, 1927	816.74		
Prairie	R. I. D. No. 3	Jan. 9, 1929	2,301.08	3,117.82	
Prairie	R. I. D. No. 5	Oct. 5, 1927	7,070.59		
Prairie	R. I. D. No. 5	Dec. 27, 1928	14.53	7,085.12	
Prairie	Des Arc-Hazen R. I. D. No. 7	Feb. 27, 1928	5,040.09	5,040.09	
Prairie	Hazen, LaGrue & Slovak	Jan. 9, 1929	12,304.29	12,304.29	
Prairie	R. I. D. No. 11	Sept. 22, 1928	3,475.50	3,475.50	$ 41,203.71
Pulaski	Arkansas-Missouri R. I. D.	Sept. 12, 1928	28,479.64		
Pulaski	Arkansas-Missouri R. I. D.	Jan. 29, 1930	743.63	29,223.27	$ 29,223.27
Randolph	R. I. D. No. 3	Feb. 21, 1929	4,462.06	4,462.06	
Randolph	Western Randolph	April 8, 1927	339.43		
Randolph	Western Randolph	Jan. 4, 1929	132.50	471.93	$ 4,933.99
Saline	R. I. D. No. 4	June 7, 1929	71.67		
Saline	R. I. D. No. 4	April 4, 1927	570.92	642.59	$ 642.59
Searcy	R. I. D. No. 1	April 12, 1927	1,612.22	1,612.22	$ 1,612.22
Sevier	R. I. D. No. 1	April 13, 1927	5,121.69		
Sevier	R. I. D. No. 1	April 29, 1929	535.71		
Sevier	R. I. D. No. 1	March 6, 1930	63.00	5,720.40	
Sevier	R. I. D. No. 2	April 6, 1927	13.27		
Sevier	R. I. D. No. 2	Dec. 17, 1928	254.79		
Sevier	R. I. D. No. 2	June 8, 1930	91.38	359.44	
Sevier	R. I. D. No. 3	Nov. 6, 1928	7,788.94		
Sevier	R. I. D. No. 3	Aug. 31, 1929	2,205.13	9,994.07	
Sevier	R. I. D. No. 7	April 11, 1927	1,347.09		
Sevier	R. I. D. No. 7	Jan. 10, 1929	467.47		
Sevier	R. I. D. No. 7	Jan. 11, 1930	160.76	1,975.32	
Sevier	R. I. D. No. 11	Jan. 13, 1930	13.28	13.28	$ 18,062.51
Sharp	R. I. D. No. 1	Sept. 10, 1928	3,882.28	3,882.28	$ 3,882.28
Stone	R. I. D. No. 2	March 12, 1928	4,411.17	4,411.17	$ 4,411.17
St. Francis	R. I. D. No. 1	Feb. 19, 1929	493.07	493.07	$ 493.07
Van Buren	R. I. D. No. 2	Sept. 14, 1928	4.63	4.63	
Van Buren	R. I. D. No. 3	March 11, 1929	1,600.00	1,600.00	$ 1,604.63
Washington	R. I. D. No. 1	Nov. 9, 1928	1,200.80	1,200.80	
Washington	R. I. D. No. 2	April 25, 1928	2,308.05		
Washington	R. I. D. No. 2	Feb. 22, 1929	1,043.30		
Washington	R. I. D. No. 2	Dec. 23, 1929	972.91	4,324.26	
Washington	R. I. D. No. 10	Sept. 8, 1928	4,317.07	4,317.07	$ 3,338.13

AMOUNT PAID INTO STATE BY ROAD IMPROVEMENT DISTRICTS ON HIGHWAYS, UNDER ACT 112, AS OF ACTS 1927 LEGISLATURE—(Continued)

County	District	Date Paid	Amount Paid	District Totals	County Total
White	North Arkansas R. I. D. No. 1	Sept. 14, 1928	24,621.29		
White	North Arkansas R. I. D. No. 1	March 25, 1928	22.45		
White	North Arkansas R. I. D. No. 1	Jan. 30, 1930	57.27	24,701.01	
White	Higginson-Kensett-Judsonia	April 8, 1927	98.54	98.54	$ 24,799.55
Woodruff	R. I. D. No. 3	April 6, 1927	1,027.82		
Woodruff	R. I. D. No. 3	April 3, 1929	55.43	1,083.25	
Woodruff	R. I. D. No. 12	April 20, 1929	4,091.82	4,091.82	
Woodruff	R. I. D. No. 15 & 1	May 2, 1929	571.56	571.56	
Woodruff	R. I. D. No. 16	May 2, 1929	133.33	133.33	$ 5,879.96
Yell	R. I. D. No. 1	Oct. 3, 1927	1,052.78	1,052.78	$ 1,052.78
	Grand Total				$487,338.13

STATEMENT OF CLAIMS PAID UNDER KIRBY DECISION AND ACT 153 AND AMOUNTS REFUNDED BY IMPROVEMENT DISTRICTS AS PROVIDED FOR IN ACT 112.

From January 1, 1927 To November 14, 1930

Counties	Act No. 11 Kirby Claims	Act No. 153	Total Paid	Act No. 112 Credits
Arkansas	$ 29,301.50	$	$ 29,301.50	$ 20,377.29
Ashley	11,168.19	19,627.68	30,795.87	29,050.86
Baxter	4,999.63	17,247.68	22,247.31	
Benton	4,361.88	126,891.33	131,253.21	11,186.10
Boone				8,057.08
Bradley	2,500.00	4,360.22	6,860.22	
Calhoun				
Carroll	886.87		886.87	3,048.62
Chicot		1,555.29	1,555.29	4,199.47
Clark				1,218.13
Clay				
Cleburne				
Cleveland	4,884.34		4,884.34	2,201.22
Columbia				18,685.24
Conway	3,250.67	4,864.60	8,115.27	20,782.89
Craighead	20,448.20	33,551.25	53,999.45	6,591.53
Crawford		7,142.34	7,142.34	
Crittenden				
Cross	7,028.61		7,028.61	2,384.47
Dallas	527.09		527.09	
Desha		2,090.49	2,090.49	
Drew				
Faulkner	185.46		185.46	8,471.38
Franklin				
Fulton	28,343.42	9,305.16	37,648.58	
Garland	13,451.01		13,451.01	
Grant				25,197.87
Greene		24,535.35	24,535.35	
Hempstead	1,275.60		1,275.60	9,241.54
Hot Spring				
Howard	3,477.50		3,477.50	
Independence	552.70		552.70	
Izard				1,603.04
Jackson				4,957.76
Jefferson	1,154.28	8,980.10	10,134.38	18,148.66
Johnson				
Lafayette				2,287.27
Lawrence	14.38		14.38	8,236.62
Lee				855.08
Lincoln				3,963.87
Little River	1,999.95		1,999.95	3,506.12
Logan				5,288.98
Lonoke	2,330.41		2,330.41	28,095.77
Madison				

STATEMENT OF CLAIMS PAID UNDER KIRBY DECISION AND ACT 153 AND AMOUNTS REFUNDED BY IMPROVEMENT DISTRICTS AS PROVIDED FOR IN ACT 112.

From January 1, 1927 To November 14, 1930

(CONTINUED)

Counties	Act No. 11 Kirby Claims	Act No. 153	Total Paid	Act No. 112 Credits
Marion	----------	----------	----------	----------
Miller	----------	----------	----------	4,879.92
Mississippi	805.30	----------	805.30	82,988.09
Monroe	3,320.00	----------	3,320.00	6,184.29
Montgomery	----------	8,168.32	8,168.32	114.23
Nevada	3,894.40	----------	3,894.40	----------
Newton	1,681.75	2,906.06	4,587.81	1,624.54
Ouachita	----------	----------	----------	----------
Perry	----------	----------	----------	156.08
Phillips	----------	2,770.91	2,770.91	14,060.48
Pike	----------	----------	----------	----------
Poinsett	16,917.64	----------	16,917.64	4,274.23
Polk	----------	----------	----------	3.90
Pope	----------	----------	----------	753.29
Prairie	6,152.14	61,580.79	67,732.93	41,203.71
Pulaski	----------	9,698.50	9,698.50	29,223.27
Randolph	----------	----------	----------	4,933.99
Saline	12,221.10	----------	12,221.10	642.59
Scott	----------	----------	----------	----------
Searcy	400.00	----------	400.00	1,612.22
Sebastian	----------	----------	----------	----------
Sevier	460.63	----------	460.63	18,062.51
Sharp	----------	----------	----------	3,882.28
St. Francis	----------	----------	----------	493.07
Stone	----------	----------	----------	4,411.17
Union	----------	----------	----------	----------
Van Buren	----------	1,729.86	1,729.86	1,604.63
Washington	----------	11,944.48	11,944.48	9,838.13
White	----------	----------	----------	24,799.55
Woodruff	20,671.74	----------	20,671.74	5,879.96
Yell	----------	----------	----------	1,052.78
Totals	$208,666.39	$358,950.41	$567,616.80	$510,315.77

AMOUNT OF CLAIMS PAID UNDER SUPREME COURT CASE, KIRBY VS. SALINE COUNTY ROAD IMPROVEMENT DISTRICT

County	District	Name of Claimant	Nature of Claim	V'ch'r. No.	Date Paid	Total	County Total
Arkansas	Northern Road Imp. District	Peoples Nat. Bank, Stuttgart, Ark.	Interest on Certificate of Indebtedness	353	July 27, 1928	400.00	
Arkansas	Northern Road Imp. District	Messrs. J. B. & J. L. Oakleaf	Certificate of Indebtedness	356	August 4, 1928	18,001.50	
Arkansas	Northern Road Imp. District	Mrs. E. D. Epperson, Berkley, Cal.	Certificate of Indebtedness	379	August 24, 1928	5,400.00	
Arkansas	Northern Road Imp. District	Peoples Nat. Bank, Stuttgart, Ark.	Certificate of Indebtedness	145	July 24, 1929	300.00	
Arkansas	Northern Road Imp. District	Peoples Nat. Bank, Stuttgart, Ark.	Certificate of Indebtedness	44	March 25, 1930	5,200.00	$ 29,301.50
Ashley	Jerome R. I. D.	Gregory & Wilson, Assignee, Levinson Construction Co., Little Rock, Ark.	Certificate of Indebtedness	303	April 11, 1928	8,371.09	
Ashley	Jerome R. I. D.	W. R. Compton Co., St. Louis, Mo.	Interest Coupons	304	April 12, 1928	253.19	
Ashley	Jerome R. I. D.	L. E. Anderson & Co., St. Louis, Mo.	Interest Coupons	305	April 12, 1928	2,543.91	$ 11,168.19
Baxter	R. I. D. No. 3	H. J. Denton, Recorder, Cotter, Ark.	Judgment	69	April 12, 1927	272.30	
Baxter	R. I. D. No. 4	H. J. Denton, Recorder, Cotter, Ark.	Judgment	70	April 12, 1927	4,727.33	$ 4,999.63
Benton	R. I. D. No. 2	Otis & Company	Compromise Legal Fees, Defaulted Bonds	42	March 7, 1930	2,486.88	
Benton	R. I. D. No. 3	Otis & Company	Compromise Legal Fees, Defaulted Bonds	43	March 7, 1930	1 875.00	$ 4,361.88
Bradley	R. I. D. No. 1 & 2	R. E. Wilson, Attorney	Judgment	292	January 10, 1930	2,500.00	$ 2,500.00
Carroll	R. I. D. No. 4	Reeves Construction Co.	Balance Due on Certificate of Indebtedness	253	February 9, 1928	870.07	
Carroll	R. I. D. No. 4	Albert L. Bell, Berryville, Ark.	Court Costs	352	July 26, 1928	16.80	$ 886.87
Cleveland	R. I. D. No. 1	Bank of Rison, Rison Ark.	Certificate of Indebtedness	281	February 28, 1928	1,100.84	
Cleveland	R. I. D. No. 1	Bank of Rison, Rison Ark.	Certificate of Indebtedness	282	February 28, 1928	3,223.50	
Cleveland	R. I. D. No. 4	Rowell & Alexander, Attorneys	Legal Services	409	December 17, 1928	560.00	$ 4,884.34
Conway	R. I. D. No. 4	Rose, Hemingway, Cantrell & Loughborough, Little Rock, Ark.	Compromise on Legal Fees	283	February 29, 1928	2,500.00	
Conway	R. I. D. No. 4	Mercantile Trust Co., St. Louis	Compromise on Legal Fees	284	February 29, 1928	750.67	$ 3,250.67
Craighead	Lake City-Nettleton-Bay Road Imp. Dist.	Home Accident Ins. Co., Little Rock	Judgment	172	August 8, 1929	20,448.20	$ 20,448.20
Cross	R. I. D. No. 1	Cross County Road Improvement District Commissioners	To Refund Amount Paid By Commissioners	212	November 7, 1929	545.61	

AMOUNT OF CLAIMS PAID UNDER SUPREME COURT CASE, KIRBY VS. SALINE COUNTY ROAD IMPROVEMENT DISTRICT—(Continued)

County	District	Name of Claimant	Nature of Claim	V'ch'r. No.	Date Paid	Total	County Total
Cross	R. I. D. No. 1	First National Bank, Wynne, Ark.	Payment of Note	406	December 16, 1928	1,369.62	
Cross	R. I. D. No. 1	Cross Co. Road Imp. District	Payment of Note	174	September 4, 1929	2,265.83	
Cross	R. I. D. No. 1	Cross County Bank, Wynne, Ark.	Payment of Note	407	December 16, 1928	2,847.55	$ 7,028.61
Dallas	R. I. D. No. 1	Simmons National Bank, Pine Bluff	Legal Fees on Defaulted Bonds	288	February 29, 1928	527.09	$ 527.09
Faulkner	R. I. D. No. 5	Joe Hall, Conway, Ark.	Payment of Note .			185.46	$ 185.46
Fulton	North Ark R. I. D.	S. M. Casey	Payment of Cert. of Indebtedness	244	December 26, 1929	2 874.25	
Fulton	North Ark. R. I. D. No. 2	Peoples Bank, Mammoth Springs	Payment of Cert. of Indebtedness	248	February 7, 1928	5,347.58	
Fulton	North Ark. R. I. D. No. 2	Dr. Protho, Little Rock, Ark.	Payment of Cert. of Indebtedness	249	February 7, 1928	6,281.29	
Fulton	North Ark. R. I. D. No. 2	Davis Const. Co., Little Rock, Ark.	Payment of Cert. of Indebtedness	250	February 7, 1928	6,791.33	
Fulton	North Ark. R. I. D. No. 2	Walter H. Dennison, Cushman, Ark.	Payment of Cert. of Indebtedness	378	August 18, 1928	670.40	
Fulton	North Ark. R. I. D. No. 2	H. A. Northcott, Salem, Ark.	Payment of Cert. of Indebtedness	391	September 28, 1928	4,000.00	
Fulton	North Ark. R. I. D. No. 2	I. J. Matheny, Batesville, Ark.	Payment of Note	393	October 1, 1928	50.00	
Fulton	North Ark. R. I. D. No. 2	Batesville Water & Light Co.	Payment of Note	394	October 1, 1928	33.78	
Fulton	North Ark. R. I. D. No. 2	W. L. Adams, Leslie, Ark.	Payment of Note	395	October 12, 1928	50.00	
Fulton	North Ark. R. I. D. No. 2	The First Nat. Bank, Batesville	Payment of Note	415	January 12, 1929	2,064.40	
Fulton	North Ark. R. I. D. No. 2	The First Nat. Bank, Batesville	Balance Interest Due on Note	461	February 18, 1929	180.39	$ 28,343.42
Garland	R. I. D. No. 2	Geo. P. Leatherman & Trager Freeman, Hot Springs, Ark.	Payment of Cert. of Indebtedness	199	January 5, 1928	3,172.50	
Garland	R. I. D. No. 2	W. H. Watson, Hot Springs, Ark.	Payment of Cert. of Indebtedness	200	January 5, 1928	24.85	
Garland	R. I. D. No. 2	Democrat Printing & Litho. Co.	Payment of Cert. of Indebtedness	201	January 5, 1928	358.69	
Garland	R. I. D. No. 2	W. P. Sadler, Little Rock, Ark.	Payment of Cert. of Indebtedness	202	January 5, 1928	12.13	
Garland	R. I. D. No. 2	Garland Van Sickle, Sheriff Garland County, Hot Springs, Ark.	Payment of Cert. of Indebtedness	203	January 5, 1928	1.91	
Garland	R. I. D. No. 2	Steigler Bros., Hot Springs, Ark.	Payment of Cert. of Indebtedness	204	January 5, 1928	4.49	

AMOUNT OF CLAIMS PAID UNDER SUPREME COURT CASE, KIRBY VS. SALINE COUNTY ROAD IMPROVEMENT DISTRICT—(Continued)

County	District	Name of Claimant	Nature of Claim	V'ch'r. No.	Date Paid	Total	County Total
Garland	R. I. D. No. 2	Secretary of State of Arkansas	Payment of Cert. of Indebtedness	205	January 5, 1928	4.27	
Garland	R. I. D. No. 2	H. S. Turner, Little Rock, Ark.	Payment of Cert. of Indebtedness	206	January 5, 1928	191.80	
Garland	R. I. D. No. 2	Hot Springs New Era	Payment of Cert. of Indebtedness	207	January 5, 1928	5.23	
Garland	R. I. D. No. 2	Rose, Hemingway, Cantrell & Loughborough	Payment of Cert. of Indebtedness	208	January 5, 1928	1,057.50	
Garland	R. I. D. No. 2	R. A. Jones, Hot Springs, Ark.	Payment of Cert. of Indebtedness	209	January 5, 1928	1,057.50	
Garland	R. I. D. No. 2	Sentinel Record, Hot Springs	Payment of Cert. of Indebtedness	210	January 5, 1928	29.42	
Garland	R. I. D. No. 2	J. W. DeWoody, Hot Springs, Ark.	Payment of Cert. of Indebtedness	211	January 5, 1928	84.60	
Garland	R. I. D. No. 2	S. H. Grandstaff, Hot Springs, Ark.	Payment of Cert. of Indebtedness	212	January 5, 1928	105.75	
Garland	R. I. D. No. 2	R. L. Gilliam, Hot Springs, Ark.	Payment of Cert. of Indebtedness	213	January 5, 1928	52.87	
Garland	R. I. D. No. 2	Martin, Wooten & Martin, Hot Springs, Ark.	Payment of Cert. of Indebtedness	214	January 5, 1928	5,287.50	
Garland	R. I. D. No. 2	Steve Garwood, Little Rock, Ark.	Payment of Cert. of Indebtedness	219	January 5, 1928	2,000.00	$ 13,451.01
Hempstead	Hope R I. D.	First National Bank, Hope, Ark.	Payment of Cert. of Indebtedness	216	January 6, 1928	411.60	
Hempstead	Hope R I. D.	Richardson Ayers, Hope, Ark.	Payment of Cert. of Indebtedness	218	January 6, 1928	864.00	$ 1,275.60
Howard	R. I. D. No. 1	Commissioners Howard Co. R. I. D.	Interest and Coupons	109	July 1, 1929	3,477.50	$ 3,477.50
Independence	R. I. D. No. 1	H. B. Spear & Sons Co., Chicago	Legal Fees Defaulted Bonds	287	February 28, 1928	552.70	$ 552.70
Jefferson	Paving District No. 2	Merchants & Planters Bk., Pine Bluff	Payment of Cert. of Indebtedness	127	July 30, 1927	1,154.28	$ 1,154.28
Lawrence	Western R. I. D.	Central Trust Co., of Illinois, Chicago	Postage & Insurance on Cancelled Coupons	351	July 20, 1928	14.38	$ 14.38
Little River	R. I. D. No. 5	Little River Co. R. I. D. No. 5 Commissioners	Refund Erroneously Remitted	464	April 11, 1929	1,999.95	$ 1,999.95
Lonoke	Lonoke County R. I. D. No. 5	Lonoke County Bank, Lonoke, Ark.	Payment of Cert. of Indebtedness	215	January 5, 1928	2,110.00	
Lonoke	Ark.-Missouri R. I. D. No. 12	A. G. Sexton, Lonoke, Ark.	Refund Erroneously Remitted	12	March 22, 1929	220.41	$ 2,330.41
Mississippi	R. I. D. No. 1	S. Savilla Driver, Osceola, Ark.	Judgment	280	February 25, 1928	805.30	$ 805.30
Monroe	Richland Township	Ross Mathis, Cotton Plant, Ark.	Payment of Cert. of Indebtedness	228	January 18, 1928	3,270.00	

AMOUNT OF CLAIMS PAID UNDER SUPREME COURT CASE, KIRBY VS. SALINE COUNTY ROAD IMPROVEMENT DISTRICT—(Continued)

County	District	Name of Claimant	Nature of Claim	V'ch'r. No.	Date Paid	Total	County Total
Monroe	R. I. D. No. 6	Troy Boyle, County Clerk, Clarendon, Ark.	Certificate of Obligation	293	March 7, 1928	50.00	$ 3,320.00
Nevada	Prescott-Blevins R. I. D. No. 2	Bank of Prescott, Prescott, Ark.	Payment of Note	173	August 15, 1929	3,894.40	$ 3,894.40
Newton	Marshall-Witt Springs	H. B. Speer & Sons Co.	Payment of Legal Fees	285	February 29, 1928	1,431.75	
Newton	Marshall-Witt Springs	J. H. Carmichael, Atty., Little Rock.	Payment of Legal Fees	286	February 29, 1928	250.00	$ 1,681.75
Poinsett	R. I. D. No. 7	Otis & Co., Cleveland, Ohio	Payment of Legal Fees	289	February 29, 1928	5.694.13	
Poinsett	Bay Road & St. Francis River	Drainage Dist. No. 7, Marked Tree, Ark.	Payment of Cert. of Indebtedness	196	January 3, 1928	4.466.75	
Poinsett	Bay Road & St. Francis River	J. D. Black, Paragould, Ark.	Payment of Cert. of Indebtedness	217	January 6, 1928	1,068.33	
Poinsett	Bay Road & St. Francis River	Farmers-Merchants Bank & Trust Co.	Payment of Cert. of Indebtedness	277	February 17, 1928	1,927.19	
Poinsett	Bay Road & St. Francis River	C. A. Blanton, Marked Tree, Ark.	Certificate of Indebtedness	302	March 19, 1928	471.48	
Poinsett	Bay Road & St. Francis River	John E. Baxter, Marked Tree, Ark.	For Services	318	June 19, 1928	650.00	
Poinsett	Bay Road & St. Francis River	Estate W. A. Morrison, Marion, Ark.	Contractors Indebtedness	324	June 28, 1928	1,889.76	
Poinsett	Ozark Trail	Tom W. Campbell, Atty., Little Rock	Claim for Services, E. L. Westbrook	290	January 10, 1930	750.00	$ 16,917.64
Prairie	Hazen, La Grues & Slovak R. I. D.	Commissioners Prairie County Hazen, LaGrue & Slovak	Amount erroneously Paid	120	June 23, 1930	6,152.14	$ 6,152.14
Saline	R. I. D. No. 4	Peoples Bank, Little Rock, Ark.	Payment of Cert. of Indebtedness	193	December 23, 1927	3,666.38	
Saline	R. I. D. No. 4	J. D. Shackleford, Little Rock, Ark.	Payment of Cert. of Indebtedness	194	December 23, 1927	135.65	
Saline	R. I. D. No. 4	Peoples Savings Bank	Payment of Cert. of Indebtedness	338	July 16, 1928	420.00	
Saline	R. I. D. No. 4	J. D. Shackleford, Little Rock, Ark.	Payment of Cert. of Indebtedness	339	July 16, 1928	140.00	
Saline	R. I. D. No. 4	Union Trust Co., Little Rock, Ark.	Payment of Cert. of Indebtedness	347	July 17, 1928	3,360.00	
Saline	R. I. D. No. 4	W. D. Brouse, Benton, Ark.	Payment of Cert. of Indebtedness	355	August 3, 1928	30.00	
Saline	R. I. D. No. 4	Saline County R. I. D. No. 4	Payment of Refund, erronously Paid	439	February 4, 1929	570.92	
Saline	R. I. D. No. 4	Chas. L. Fisher, Little Rock, Ark.	Payment of Cert. of Indebtedness	3	March 6, 1929	115.75	
Saline	R. I. D. No. 4	Chas. L. Fisher, Little Rock, Ark.	Payment of Cert. of Indebtedness	11	March 15, 1929	165.00	

AMOUNT OF CLAIMS PAID UNDER SUPREME COURT CASE, KIRBY VS. SALINE COUNTY ROAD IMPROVEMENT DISTRICT—(Continued)

County	District	Name of Claimant	Nature of Claim	V'ch'r. No.	Date Paid	Total	County Total
Saline	R. I. D. No. 4	E. L. Mendenhall, Kansas City, Mo.	Printing Briefs, Kirby vs. Saline Co.	354	August 2, 1928	9.16	
Saline	R. I. D. No. 4	J. H. Carmichael, Little Rock, Ark.	Payment of Warrant No. 24	122	July 6, 1929	595.90	
Saline	R. I. D. No. 4	A. J. Spackler, Little Rock, Ark.	Payment of Cert. of Indebtedness	136	July 15, 1929	115.75	
Saline	R. I. D. No. 4	G. H. McCright, Little Rock, Ark.	Payment of Cert. of Indebtedness	137	July 15, 1929	106.55	
Saline	R. I. D. No. 4	Central Bank, Little Rock, Ark.	Payment of Cert. of Indebtedness	126½	July 15, 1929	497.83	
Saline	R. I. D. No. 4	American Southern Trust Co., Little Rock, Ark.	Payment of Cert. of Indebtedness	143	July 15, 1929	649.00	
Saline	R. I. D. No. 4	American Southern Trust Co., Little Rock, Ark.	Payment of Cert. of Indebtedness	171	July 15, 1929	265.00	
Saline	R. I. D. No. 4	T. W. Lewis Lumber Co., Benton, Ark.	Payment of Cert. of Indebtedness	126	July 15, 1929	1,378.21	$ 12,221.10
Searcy	R. I. D. No. 3	First State Bank, Marshall, Ark.	Payment of Note	463	February 28, 1929	400.00	$ 400.00
Sevier	R. I. D. No. 4	Rose, Hemingway, Cantrell & Loughborough, Attorneys	Payment of Attorney Fees	13	March 27, 1929	385.63	
Sevier	R. I. D. No. 4	Lake, Lake & Carlton, DeQueen, Ark.	Payment of Attorney Fees	14	March 27, 1929	75.00	$ 460.63
Woodruff	Cotton Plant R. I. D.	Aetna Casualty & Security Co., Assignee, Little Rock, Ark.	Payment of Cert. of Indebtedness	381	August 27, 1928	3,469.91	
Woodruff	R. I. D. No. 12	J. W. House & Ross Mathis, Trustee Little Rock, Ark.	Payment of Cert. of Indebtedness	317	June 18, 1928	17,201.83	$ 20,671.74
Grand Totals							$208,666.39

AMOUNT OF CLAIMS PAID UNDER ACT 153 OF OUR LAST LEGISLATURE, APPROVED MARCH 20, 1929

County	District	Name of Claimant	Nature of Claim	V'ch'r. No.	Date Paid	Total	County Total
Ashley	Wilmot R. I. D.	John M. C. Conley	Construction Work	86	May 15, 1930	1,915.80	
Ashley	Wilmot R. I. D.	Alfred M. Lund, Little Rock, Ark.	Claim of Lund & Hill	294	January 4, 1930	13,099.92	
Ashley	Robinson R. I. D.	P. S. Seamons, McGehee Ark.	Payment of Claim	307	February 15, 1930	2,365.21	
Ashley	Jerome R. I. D.	Rose, Hemingway, Cantrell & Loughborough, Little Rock, Ark.	Payment of Claim	15	February 27, 1930	1,200.00	
Ashley	Jerome R. I. D.	P. S. Seamons, McGehee, Ark.	Payment of Claim	16	February 27, 1930	784.75	
Ashley	Jerome R. I. D.	J. A. Bennett, Dermott, Ark.	Payment of Claim	17	February 27, 1930	227.00	
Ashley	Jerome R. I. D.	Home Insurance Co., Dermott, Ark.	Payment of Claim	18	February 27, 1930	35.00	$ 19,627.68
Baxter	Ozark Forest R. I. D.	J. W. House, Attorney, Account of Con Grable	Judgment	243	December 26, 1929	9,309.32	
Baxter	R. I. D. No. 1	S. L. White, Attorney, Little Rock, Ark.	Judgment	295	January 14, 1930	7,938.36	$ 17,247.68
Benton	Rogers Eastern R. I. D.	John R. Duty, Attorney, Account of Stern Bros., Kansas City	Judgment	245	December 26, 1929	2,793.90	
Benton	Rogers Eastern R. I. D.	John R. Duty, Attorney, Account of Pioneer Const., Co., Kansas City	Judgment	246	December 26, 1929	6,563.93	
Benton	R. I. D. No. 6	Hon. Sam Beasley, Bentonville, Ark.	Judgment	285	January 2, 1930	634.44	
Benton	R. I. D. No. 2	Jno. R. Duty Attorney	Judgment	286	January 2, 1930	102.24	
Benton	R. I. D. No. 2	Tom W. Campbell, Attorney	Judgment	291	January 6, 1930	9,710.84	
Benton	R. I. D. No. 2	W. A. Dickson, Attorney, Bentonville, Ark.	Claim by First National Bank & Farmers State Bank, Rogers, Ark.	302	February 10, 1930	5,694.28	
Benton	R. I. D. No. 2	Allhands & Davis, Account of G. B. Rose	Payment of Claim	109	June 14, 1930	96,397.59	
Benton	R. I. D. No. 2	Williams & Williams, Attorneys	Judgment	124	June 30, 1930	4,410.97	
Benton	Rogers Eastern R. I. D.	James Gould, Account of Harry P. Daily	Judgment	217	September 4, 1930	515.21	$126,823.40
Bradley	R. I. D. No. 1 & 2	R. E. Wiley, Attorney	Judgment	293	January 10, 1930	4,360.22	$ 4,360.22
Chicot	Bennett R. I. D. Drew and Chicot	P. S. Seamons, Receiver, McGehee, Ark.	Payment of Claim	306	February 15, 1930	1,555.29	$ 1,555.29
Conway	R. I. D. No. 4	Peoples Bank & Trust Co.	Payment of Claim	234	October 20, 1930	4,864.60	$ 4,864.60
Craighead	Tri-County R. I. D.	Horace & Sloan, Attorneys, Jonesboro, Ark.	Judgment	216	November 21, 1929	587.79	
Craighead	Tri-County R. I. D.	Horace & Sloan, Attorneys, Jonesboro, Ark.	Judgment	217	November 21, 1929	4,126.20	

AMOUNT OF CLAIMS PAID UNDER ACT NO. 153 OF OU

County	District	Name of Claimant	Nature of Claim	V'ch'r. No.	Date Paid	Total	County Total
Craighead	Tri-County R. I. D.	Horace & Sloan, Attorneys, Jonesboro, Ark.	Judgment	218	November 21, 1929	2,216.72	
Craighead	Tri-County R. I. D.	Horace & Sloan, Attorneys, Jonesboro, Ark.	Judgment	219	November 21, 1929	2,334.11	
Craighead	Tri-County R. I. D.	Horace & Sloan, Attorneys, Jonesboro, Ark.	Judgment	220	November 21, 1929	3,225.17	
Craighead	Tri-County R. I. D.	Horace & Sloan, Attorneys, Jonesboro, Ark.	Judgment	221	November 21, 1929	1,743.41	
Craighead	Tri-County R. I. D.	Horace & Sloan, Attorneys, Jonesboro, Ark.	Judgment	222	November 21, 1929	501.32	
Craighead	Tri-County R. I. D.	Horace & Sloan, Attorneys, Jonesboro, Ark.	Court Costs	223	November 21, 1929	1,065.88	
Craighead	Old Dist. Suit	Hugh R. Carter, Little Rock, Ark.	Judgment	226	December 2, 1929	3,480.01	
Craighead	Old Dist. Suit	John R. Scott, St. Louis, Mo.	Judgment	227	December 2, 1929	10,450.03	
Craighead	Old Dist. Suit	Vincennes Bridge Co., Vincennes, Indiana	Judgment	228	December 2, 1929	3,480.01	
Craighead	Jonesboro-Nettleton R. I. D.	Hon. E. L. Westbrook, Jonesboro Ark.	Payment of Claim	185	August 25, 1930	310.00	$ 33,551.25
Crawford	Southern Crawford Co. R. I. D.	Pritchett & Fry, Little Rock, Ark.	Judgment	283	January 2, 1930	2,747.71	
Crawford	Southern Crawford Co. R. I. D.	C. M. Wofford, Receiver	Judgment	284	January 2, 1930	3,309.69	
Crawford	Georgia Ridge R. I. D.	C. M. Wofford, Attorney	Judgment	289	January 8, 1930	1,084.94	$ 7,142.34
Desha	R. I. D. No. 2	John Baxter, Attorney, Dermott, Ark.	Payment of Claim	93	June 2, 1930	2,090.49	$ 2,090.49
Fulton	North Arkansas R. I. D.	L. B. Pondexter, Attorney	Judgment	282	January 2, 1930	109.31	
Fulton	North Arkansas R. I. D.	Rose, Hemingway, Cantrell, Loughborough	Judgment	287	January 2, 1930	6,124.65	
Fulton	North Arkansas R. I. D. No. 2	Rose, Hemingway, Cantrell, Loughborough	Judgment	288	January 2, 1930	3,071.20	$ 9,305.16
Greene	Beech Grove and Commissary R. I. D.	H. R. Partlow, Attorney, Paragould, Ark.	Judgment	279	January 2, 1930	1,889.68	
Greene	R. I. D.	H. R. Partlow, Attorney, Paragould, Ark.	Judgment	304	February 10, 1930	1,949.79	
Greene	Hazelwood R. I. D. No. 2	Frauenthal, Sherrill & Johnson, Attorneys	Payment of Claim	84	May 15, 1930	3,281.05	
Greene	Paragould & Walcott R. I. D.	Frauenthal, Sherrill & Johnson, Attorneys	Payment of Claim	85	May 15, 1930	1,150.03	
Greene	Beech Grove-Delaplaine R. I. D.	H. R. Partlow, Attorney, Paragould	Payment of Claim	162	July 29, 1930	656.93	

AMOUNT OF CLAIMS PAID UNDER ACT NO. 153 OF OUR LAST LEGISLATURE, APPROVED MARCH 20, 1929—(Continued)

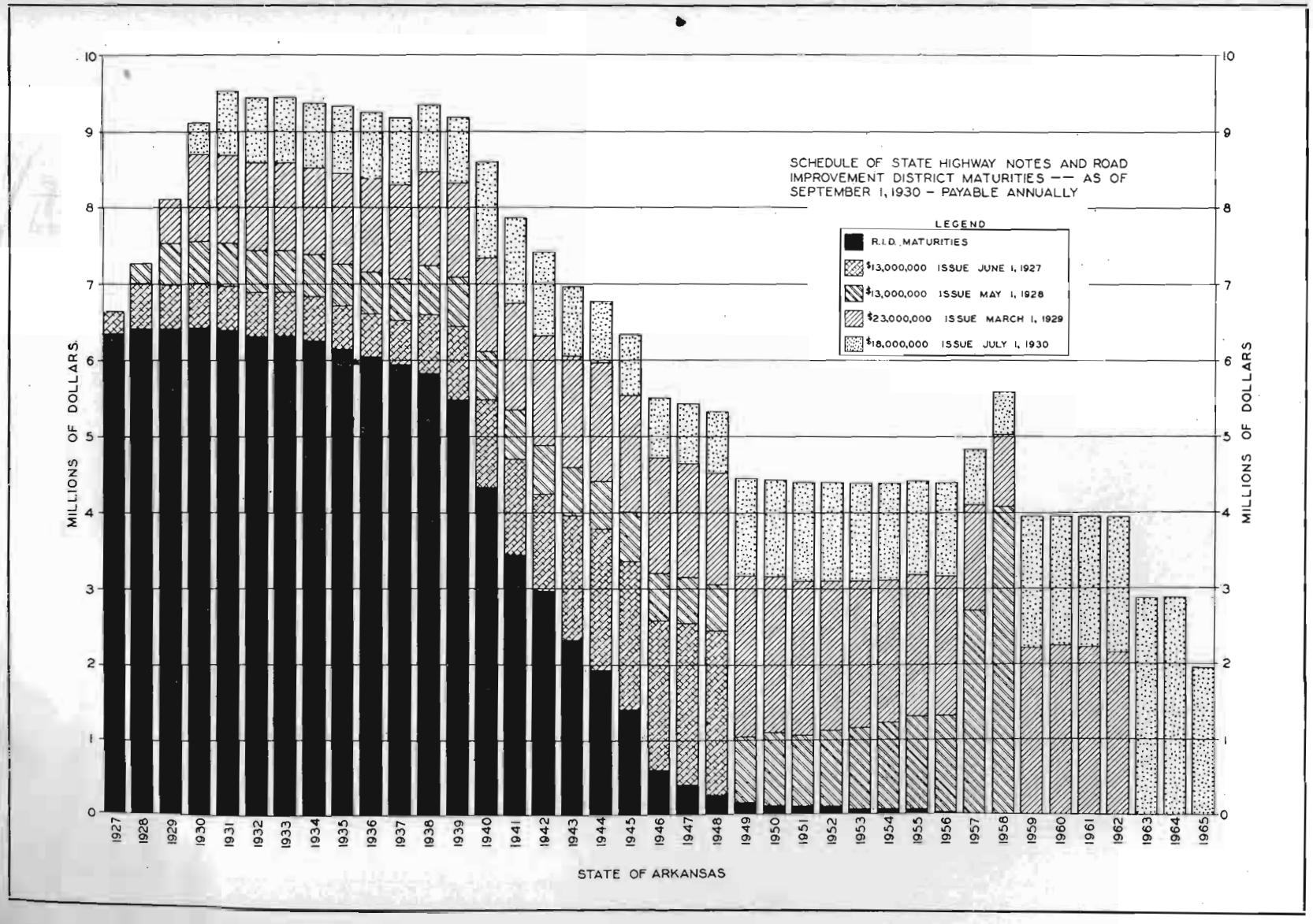
County	District	Name of Claimant	Nature of Claim	V'ch'r. No.	Date Paid	Total	County Total
Greene	Hazelwood R. I. D.	Edgar Seay, Clerk Chancery Court, Paragould, Ark.	Judgment	167	August 6, 1930	15,338.37	
Greene	Paragould & Walcott R. I. D.	Griffin Smith, Attorney, Marianna, Ark.	Payment of Claim	216	September 4, 1930	269.50	$ 24,535.35
Jefferson	R. I. D. No. 22	Rose, Hemingway, Cantrell & Loughborough, Attorneys	Judgment	45	February 24, 1930	8,980.10	$ 8,980.10
Montgomery	R. I. D. No. 5	J. W. House, Attorney	Judgment	242	December 26, 1929	8,168.32	$ 8,168.32
Newton	R. I. D. No. 5	J. C. Smith, Attorney, Harrison, Ark.	Judgment	297	February 1, 1930	2,227.50	
Newton	R. I. D. No. 6	Citizens Bank & Trust Company, Harrison, Ark.	Payment of Note Given by Commissioners	303	February 13, 1930	426.00	
Newton	R. I. D. No. 6	Grand National Bank, St. Louis, Mo.	Payment of Interest Coupons	308	February 17, 1930	252.56	$ 2,906.06
Phillips	R. I. D. No. 1	Merchants & Planters Bank, Helena, Ark.	Payment of Note	280	January 3, 1930	1,782.00	
Phillips	R. I. D. No. 1	J. S. Lambert, Helena, Ark.	Payment of Claim	305	February 11, 1930	988.91	$ 2,770.91
Prairie	Woodruff-Prairie No. 6	Joe House, Attorney, Account of Con Grable	Judgment	224	November 21, 1929	43,459.42	
Prairie	Woodruff-Prairie No. 6	W. H. Mahoney, Chancery Clerk, Little Rock, Ark.	Court Cost	225	November 21, 1929	10.65	
Prairie	Old District Suit	Mobley Construction Co., Little Rock	Judgment	229	December 2, 1929	18,110.72	$ 61,580.79
Pulaski	R. I. D. No. 5	Rose, Hemingway, Cantrell & Loughborough, Attorneys	Payment of Claim	14	February 24, 1930	7,655.19	
Pulaski	R. I. D. No. 5	Rose, Hemingway, Cantrell & Loughborough, Attorneys	Payment of Claim	58	April 5, 1930	1,649.07	
Pulaski	R. I. D. No. 5	Rose, Hemingway, Cantrell & Loughborough, Attorneys	Payment of Claim	90	May 22, 1930	394.24	$ 9,698.50
Van Buren	R. I. D. No. 5 & Shirley Higden R. I. D.	W. H. Cooper, Attorney, Clinton, Ark.	Judgment	214	November 21, 1929	46.45	
Van Buren	R. I. D. No. 5	W. H. Cooper, Attorney, Clinton, Ark.	Judgment	215	November 21, 1929	1,683.41	$ 1,729.86
Washington	R. I. D. No. 3	T. W. Campbell, Atty, Vincennes, Ind.	Judgment	278	January 2, 1930	6,483.75	
Washington	R I. D. No. 5	J. L. Davis, Attorney	Judgment	281	January 2, 1930	4,261.12	
Washington	R. I. D. No. 4	C. D. Atkinson, Attorney, Fayetteville, Ark.	Judgment	296	January 24, 1930	500.00	
Washington	R. I. D. No. 6	Hamilton & Shreve, Fayetteville, Ark.	Judgment	298	February 1, 1930	123.80	

AMOUNT OF CLAIMS PAID UNDER ACT NO. 153 OF OUR LAST LEGISLATURE, APPROVED MARCH 20, 1929—(Continued)

County	District	Name of Claimant	Nature of Claim	V'ch'r. No.	Date Paid	Total	County Total
Washington	R. I. D. No. 6	J. H. McIlroy, Fayetteville, Ark.	Judgment	299	February 1, 1930	531.50	
Washington	R. I. D. No. 6	S. E. Deane, Fayetteville Ark.	Judgment	300	February 1, 1930	38.70	
Washington	R. I. D. No. 6	J. H. Greer, Fayetteville, Ark.	Judgment	301	February 1, 1930	5.61	$ 11,944.48
	Grand Total						$358,882.48

SCHEDULE OF STATE HIGHWAY NOTES AND ROAD IMPROVEMENT DISTRICT OBLIGATIONS AND MATURITIES AS OF SEPTEMBER 1, 1930

Year	Road Improvement District Maturities	Issue $13,000,000.00 June 1st, 1927	Issue $13,900,000.00 May 1st, 1928	Issue $23,000,000.00 March 1st, 1929	Issue $18,000,000.00 July 1st, 1930	Total Annual Maturities
1927	$ 6,367,480.35	$ 292,500.00	----------	----------	----------	$ 6,659,980.35
1928	6,424,896.25	585,000.00	$ 276,250.00	----------	----------	7,286,146.25
1929	6,409,248.75	585,000.00	552,500.00	$ 575,000.00	----------	8,121,748.75
1930	6,420,084.25	585,000.00	552,500.00	1,150,000.00	$ 427,500.00	9,135,084.25
1931	6,398,184.25	585,000.00	552,500.00	1,150,000.00	855,000.00	9,540,684.25
1932	6,314,517.25	585,000.00	552,500.00	1,150,000.00	855,000.00	9,457,017.25
1933	6,315,716.75	585,000.00	552,500.00	1,150,000.00	855,000.00	9,458,216.75
1934	6,256,548.50	585,000.00	552,500.00	1,150,000.00	855,000.00	9,399,048.50
1935	6,144,570.75	585,000.00	552,500.00	1,173,000.00	879,000.00	9,334,070.75
1936	6,040,447.50	585,000.00	552,500.00	1,217,850.00	877,860.00	9,273,657.50
1937	5,947,191.25	585,000.00	552,500.00	1,237,400.00	876,720.00	9,198,811.25
1938	5,829,425.75	780,500.00	650,375.00	1,232,800.00	875,580.00	9,368,680.75
1939	5,487,406.75	967,000.00	646,125.00	1,228,200.00	874,440.00	9,203,171.75
1940	4,327,951.00	1,144,500.00	641,875.00	1,223,600.00	1,273,300.00	8,611,226.00
1941	3,435.865.50	1,264,125.00	637,625.00	1,403,000.00	1,125,160.00	7,865,775.50
1942	2,965,450.50	1,279,250.00	633,375.00	1,458,200.00	1,091,100.00	7,427,375.50
1943	2,334,028.50	1,634,250.00	629,125.00	1,463,950.00	905,990.00	6,967,343.50
1944	1,933,768.50	1,873,500.00	624,875.00	1,560,550.00	797,050.00	6,789,743.50
1945	1,423,695.50	1,952,625.00	620,625.00	1,536,400.00	797,050.00	6,330.395.50
1946	604,229.50	1,976,125.00	616,375.00	1,512,250.00	797,050.00	5,506,029.50
1947	395,493.50	2,141,750.00	612,125.00	1,488,100.00	797,050.00	5,434,518.50
1948	260,225.00	2,198,375.00	607,875.00	1,463,950.00	797,050.00	5,327,475.00
1949	159,882.50	----------	897,250.00	2,129,800.00	1,283,050.00	4,469,982.50
1950	123,720.00	----------	978,125.00	2,071,150.00	1,273,965.00	4,446,960.00
1951	121,235.00	----------	956,875.00	2,035,500.00	1,304,215.00	4,417,825.00
1952	105,120.00	----------	1,033,500.00	1,975,700.00	1,297,900.00	4,412,220.00
1953	68,050.00	----------	1,105,875.00	1,938,900.00	1,280,635.00	4,393,460.00
1954	67,150.00	----------	1,174,000.00	1,900,950.00	1,268,895.00	4,410,995.00
1955	66,150.00	----------	1,237,875.00	1,884,850.00	1,246,395.00	4,435,270.00
1956	22,050.00	----------	1,297,500.00	1,843,450.00	1,239,610.00	4,402,610.00
1957	----------	----------	2,723,125.00	1,386,900.00	729,780.00	4,839,805.00
1958	----------	----------	4,085,000.00	949,900.00	574,750.00	5,609,650.00
1959	----------	----------	----------	2,234,450.00	1,724,750.00	3,959,200.00
1960	----------	----------	----------	2,257,450.00	1,720,125.00	3,977,575.00
1961	----------	----------	----------	2,228,700.00	1,737,125.00	3,965,825.00
1962	----------	----------	----------	2,173,500.00	1,768,610.00	3,942,110.00
1963	----------	----------	----------	----------	2,887,725.00	2,887,725.00
1964	----------	----------	----------	----------	2,896,600.00	2,896,600.00
1965	----------	----------	----------	----------	1,969,300.00	1,969,300.00
Total:	$98,269,783.35	$23,354,500.00	$27,658,250.00	$52,535,450.00	$42,815,330.00	$245,133,313.35


SCHEDULE OF STATE HIGHWAY NOTES AND ROAD IMPROVEMENT DISTRICT MATURITIES -- AS OF SEPTEMBER 1, 1930 - PAYABLE ANNUALLY
LEGEND
R.I.D. MATURITIES
$13,000,000 ISSUE JUNE 1, 1927
$13,000,000 ISSUE MAY 1, 1928
$23,000,000 ISSUE MARCH 1, 1929
$18,000,000 ISSUE JULY 1, 1930
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STATE OF ARKANSAS

Statement of Road Improvement Districts from January 1, 1927 to December 31, 1930

ARKANSAS COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930 Bonds	Interest	Paying Charges	Total	Amt. Bonds Outstanding Jan. 1, 1927
6- 1-1916	Road Imp. Dist. 1	$ 7,500.00	$ 1,500.00	$ 405.00	$ 2.88	$ 1,907.88	$ 11,000.00	$ 3,200.00	$ 21.87	$ 14,221.87	$ 18,500.00
3- 1-1920	Road Imp. Dist. 5	1,099,000.00	101,000.00	60,445.00	277.35	161,722.35	385,000.00	296,656.68	1,222.77	682,879.45	1,484,000.00
11- 1-1921	Road Imp. Dist. 5	219,000.00	19,000.00	13,140.00	56.59	32,196.59	67,000.00	62,989.00	241.20	130,230.20	286,000.00
8- 1-1919	No. Rd. Imp. Dist., 1st Issue	1,028,000 00	98,000.00	51,400.00	251.00	149,651.00	427,000.00	261,087.20	1,184.48	689,271.68	1,455,000.00
8- 1-1921	No. Rd. Imp. Dist., 2nd Issue	249,000.00	.....	14,940.00	37.36	14,977.36	1,000.00	59,980.00	151.19	61,131.19	250,000.00
8- 1-1921	No. Rd. Imp. Dist., 3rd Issue	143,000.00	9,000.00	8,580.00	32.70	17,612.70	32,000.00	39,300.00	137.99	71,437.99	175,000.00
8-15-1919	Stuttgart-Western	43,500.00	3,500.00	2,392.50	10.35	5,902.85	12,500.00	9,790.00	40.07	22,330.07	56,000.00
11- 1-1920	Roberts Rd. Imp. Dist.	45,000.00	4,000.00	2,700.00	11.76	6,711.76	12,000.00	12,600.00	46.50	24,646.50	57,000.00
	Total	$2,834,000.00	$ 236,000.00	$ 154,002.50	$ 679.99	$ 330,682.49	$ 947,500.00	$ 745,602.88	$ 3,046.07	$1,696,148.95	$3,781,500.00

ASHLEY COUNTY

9- 1-1920	Wilmot Road Imp. Dist.	$ 405,000.00	$ 28,000.00	$ 24.300.00	$ 95.76	$ 52,395.76	$ 72,000.00	$ 108,960.00	$ 362.42	$ 181,322.42	$ 477,000.00
2- 7-1922	Jerome Rd. Imp. Dist., 1st Is.	56,500.00	4,000.00	3,390.00	13.48	7,403.48	13,000.00	15,570.00	55.15	28,625.15	69,500.00
9- 1-1922	Jerome Rd. Imp. Dist., 2nd Is.	74,500.00	5,000.00	4,470.00	17.43	9,487.43	18,500.00	20,700.00	74.92	39,274.92	93,000.00
1- 1-1924	Jerome Rd. Imp. Dist.	10,500.00	1,000.00	577.50	2.69	1,580.19	4,000.00	2,860.00	12.18	6,872.18	14,500.00
3-16-1918	Arkansas-Louisiana	1,673,500.00	145,500.00	100,410.00	432.89	46,342.89	509,000.00	414,791.25	1,673.23	925,464.48	2,182,500.00
3- 1-1922	Arkansas-Louisiana	28 000.00	3,000.00	1,680.00	7.95	4,687.95	12,000.00	7,605.00	34.01	19,639.01	40,000.00
2-15-1926	Arkansas-Louisiana	100,000.00	.....	5,000.00	12.50	5,012.50	.....	17,500.00	43.75	17,543.75	100,000.00
	Total	$2,348,000.00	$ 186,500.00	$ 139,827.50	$ 582.70	$ 326,910.20	$ 628,500.00	$ 587,986.25	$ 2,255.66	$1,218,741.91	$2,976,500.00

BAXTER COUNTY

4- 1-1919	Road Imp. Dist. 1	$ 148,000.00	$ 5,000.00	$ 8,140.00	$ 26.61	$ 13,166.61	$ 17,000.00	$ 34,952.50	$ 108.64	$ 52,061.14	$ 165,000.00
6- 1-1922	Big Flat Road Imp. Dist.	5,000.00	1,000.00	300.00	2.01	1,302.01	3,000.00	1,710.00	8.02	4,718.02	8,000.00
	Total	$ 153,000.00	$ 6,000.00	$ 8,440.00	$ 28.62	14,468.62	$ 20,000.00	$ 36,662.50	$ 116.66	$ 56,779.16	$ 173,000.00

BENTON COUNTY

11- 1-1920	Road Imp. Dist. 1	$ 4,500.00	$ 250.00	$ 270.00	$ .99	$ 520.99	$ 1,000.00	1,065.00	$ 3.52	$ 2,068.52	$ 5,500.00
3- 1-1918	Road Imp. Dist. 1	2,500.00	250.00	150.00	.69	400.69	1,000.00	749.45	2.85	1,752.30	3,500.00
5- 1-1919	Road Imp. Dist. 2	400,000.00	21,000.00	22,000.00	81.25	43,081.25	78,000.00	86,151.92	312.85	164,464.77	478,000.00
7- 1-1920	Road Imp. Dist. 2	110,000.00	13,000.00	6,600.00	32.75	19,632.75	44,000.00	28,560.00	126.39	72,686.39	154,000.00
5- 1-1919	Road Imp. Dist. 3	110,500.00	10,000.00	6,077.50	27.68	16,105.18	34,000.00	25,121.25	105.29	59,226.54	144,500.00
7- 1-1920	Road Imp. Dist. 3	128,000.00	7,000.00	7,680.00	27.95	14,707.95	23,000.00	29,730.00	103.07	52,833.07	151,000.00
7- 1-1921	Road Imp. Dist. 3	.....	.....	.....	.....	.....	1,000.00	30.00	1.32	1,031.32	1,000.00
9- 1-1921	Road Imp. Dist. 4	25,500.00	5,500.00	4,410.00	17.91	9,927.91	7,000.00	6,255.00	23.37	13,278.37	32,500.00
9- 1-1920	Road Imp. Dist. 4	73,500.00	2 000.00	1,530.00	6.32	3,536.32	19,500.00	20,670.00	76.07	40,246.07	93,000.00
11- 1-1920	Road Imp. Dist. 5	223,000.00	17,000.00	13,380.00	54.69	30,434.69	60,000.00	62,840.00	232.10	123,072.10	283,000.00
1- 1-1921	Road Imp. Dist. 6	131,500.00	9,000.00	7,890.00	30.97	16,920.97	30,000.00	36,180.00	127.95	66,307.95	161,500.00
	Total	$1,209,000.00	$ 85,000.00	$ 69,987.50	$ 281.20	$ 155,238.70	$ 298,500.00	$ 297,352.62	$ 1,114.78	$ 596,967.40	$1,507,500.00

Statement of Road Improvement Districts from January 1, 1927, to December 31, 1930—(Continued)

BOONE COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930 Bonds	Interest	Paying Charges	Total	Amt. Bonds Outstanding Jan. 1, 1927
2- 1-1919	Road Imp. Dist. 1	$ 55,000.00	$ 5,000.00	$ 3,300.00	$ 14.51	$ 8,314.51	$ 17,000.00	$ 13,680.00	$ 55.45	$ 30,735.45	$ 72,000.00

CARROLL COUNTY

6- 1-1917	Road Imp. Dist. 1	$ 56,500.00	$ 2,000.00	$ 3,107.50	$ 10.28	$ 5,117.78	$ 7,500.00	$ 12,092.50	$ 38.73	$ 19,631.23	$ 64,000.00
8- 1-1919	Road Imp. Dist. 1	6,000.00	500.00	330.00	1.45	831.45	2,000.00	1,375.00	5.93	3,380.93	8,000.00
1- 1-1919	Road Imp. Dist. 2	96,000.00	4,000.00	5,280.00	18.20	9,298.20	13,500.00	20,006.25	66.86	33,573.11	109,500.00
9- 1-1919	Road Imp. Dist. 2	14,000.00	1,000.00	770.00	3.17	1,773.17	4,000.00	3,135.00	12.82	7,147.82	18,000.00
2- 1-1923	Road Imp. Dist. 2	11,000.00	1,000.00	605.00	2.75	1,607.75	2,000.00	2,336.50	8.32	4,344.82	13,000.00
8- 1-1919	Road Imp. Dist. 3	43,500.00	2,000.00	2,175.00	7.94	4,182.94	9,000.00	8,550.26	32.61	17,582.87	52,500.00
6- 2-1919	Road Imp. Dist. 4	28,000.00	2,000.00	1,400.00	6.00	3,406.00	4,000.00	6,100.00	20.24	10,120.24	32,000.00
3- 1-1923	Road Imp. Dist. 4	2,700.00	225.00	162.00	.70	387.70	900.00	675.00	2.84	1,577.84	3,600.00
9- 1-1922	Road Imp. Dist. 5	21,000.00	500.00	1,260.00	3.78	1,763.78	2,000.00	5,504.66	15.84	7,520.50	23,000.00
6- 2-1919	Madison-Carroll Counties	132,000.00	7,000.00	7,100.00	26.51	14,126.51	36,000.00	31,092.75	122.50	67,215.25	168,000.00
3- 1-1921	Madison-Carroll Counties	21,000.00	1,000.00	1,260.00	4.40	2,264.40	4,000.00	5,640.00	19.11	9,659.11	25,000.00
	Total	$ 431,700.00	$ 21,225.00	$ 23,449.50	$ 85.18	$ 44,759.68	$ 84,900.00	$ 96,507.92	$ 345.80	$ 181,753.72	$ 516,600.00

CHICOT COUNTY

4- 1-1926	Eudora-Kilbourne	$ 28,000.00	$ 1,000.00	$ 1,400.00	$ 4.75	$ 2,404.75	$ 5,000.00	$ 5,469.16	$ 19.94	$ 10,489.10	$ 33,000.00
9- 1-1921	Lake Route R. I. D. 2	131,000.00	10,000.00	7,680.00	31.70	17,711.70	34,000.00	31,710.00	121.78	65,831.78	165,000.00
9- 1-1923	Road Imp. Dist. 2	90,500.00	5,000.00	4,977.50	18.69	9,996.19	18,500.00	19,497.50	71.87	38,069.37	109,000.00
11- 1-1922	Gaines Landing Rd. Im. Dis.	70,500.00	4,500.00	3,877.50	15.32	8,392.82	16,000.00	17,776.45	64.52	33,840.97	86,500.00
4- 2-1923	Road Imp. Dist. 5	71,500.00	2,500.00	3,932.50	12.96	6,445.46	6,000.00	16,891.04	50.11	22,941.15	77,500.00
	Total	$ 391,500.00	$ 23,000.00	$ 21,867.50	$ 83.42	$ 44,950.92	$ 79,500.00	$ 91,344.15	$ 328.22	$ 171,172.37	$ 471,000.00

CLARK COUNTY

5- 1-1919	Road Imp. Dist. 1	$ 401,000.00	$ 29,000.00	$ 20,050.00	$ 86.37	$ 49,136.37	$ 119,000.00	$ 83,037.77	$ 356.05	$ 202,393.82	$ 520,000.00
5- 1-1919	Road Imp. Dist. 2						1,000.00	30.00	1.32	1,031.32	1,000.00
	Total	$ 401,000.00	$ 29,000.00	$ 20,050.00	$ 86.37	$ 49,136.37	$ 120,000.00	83,067.77	$ 357.37	$ 203,425.14	$ 521,000.00

CLEVELAND COUNTY

3- 1-1920	Road Imp. Dist. 1	$ 141,000.00	$ 10,000.00	$ 8,460.00	$ 33.66	$ 18,493.66	$ 32,000.00	$ 38,820.00	$ 137.06	$ 70,957.06	$ 173,000.00
12- 1-1919	Road Imp. Dist. 3	93,000.00	4,500.00	5,115.00	18.40	9,633.40	17,000.00	19,845.83	71.25	36,917.08	110,000.00
3- 1-1922	Road Imp. Dist. 3	20,000.00		1,100.00	2.76	1,102.76		3,850.00	9.65	3,859.65	20,000.00
12- 1-1919	Road Imp. Dist. 4	90,500.00	5,000.00	4,977.50	18.69	9,996.19	20,500.00	20,079.28	75.82	40,655.10	111,000.00
3- 1-1926	Road Imp. Dist. 4	5,000.00	500.00	275.00	1.32	776.32	1,000.00	1,045.00	3.77	2,048.77	6,000.00
	Total	$ 349,500.00	$ 20,000.00	$ 19,927.50	$ 74.83	$ 40,002.33	$ 70,500.00	$ 83,640.11	$ 297.55	$ 154,437.66	$ 420,000.00

Statement of Road Improvement Districts from January 1, 1927, to December 31, 1930—(Continued)

COLUMBIA COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930 Bonds	Interest	Paying Charges	Total	Amt. Bonds Outstanding Jan. 1, 1927
9- 1-1921	Magnolia-McNeil R. I. D. 1	$ 31,000.00	$ 10,000.00	$ 1,860.00	$ 17.16	$ 11,877.16	$ 36,000.00	$ 13,020.00	$ 77.54	$ 49,097.54	$ 67,000.00
7- 1-1918	Magnolia-Waldo R. I. D. 2	52,000.00	5,500.00	2,860.00	14.01	8,374.01	19,500.00	12,196.25	54.89	31,751.14	71,500.00
8- 1-1921	Magnolia-Waldo R. I. D. 2	9,500.00	1,000.00	570.00	2.68	1,572.68	3,000.00	2,415.00	9.77	5,424.77	12,500.00
	Total	$ 92,500.00	$ 16,500.00	$ 5,290.00	$ 33.85	$ 21,823.85	$ 58,500.00	$ 27,631.25	$ 142.20	$ 86,273.45	$ 151,000.00

CONWAY COUNTY

2- 1-1919	Road Imp. Dist. 1	$ 58,000.00	$ 5,000.00	$ 3,190.00	$ 14.23	$ 8,204.23	$ 18,500.00	$ 15,424.82	$ 61.73	$ 33,986.55	$ 76,500.00
8- 1-1919	Road Imp. Dist. 1	122,000.00	11,000.00	6,710.00	30.53	17,740.53	38,000.00	32,175.00	127.93	70,302.93	160,000.00
5- 1-1920	Road Imp. Dist. 1	37,000.00	3,000.00	2,220.00	9.31	5,229.31	11,000.00	10,620.00	40.29	21,660.29	48,000.00
8- 1-1919	Road Imp. Dist. 2	76,000.00	9,000.00	3,800.00	20.75	12,820.75	48,000.00	19,285.01	108.17	67,393.18	124,000.00
2- 1-1922	Road Imp. Dist. 2	152,000.00	10,000.00	9,120.00	35.30	19,155.30	34,000.00	36,107.83	132.72	70,240.55	186,000.00
7- 1-1919	Road Imp. Dist. 3	81,500.00	7,500.00	4,482.50	20.59	12,003.09	25,500.00	21,532.50	85.69	47,118.19	107,000.00
8- 1-1925	Road Imp. Dist. 3	19,000.00	1,000.00	1,140.00	4.09	2,144.09	3,000.00	5,100.00	16.49	8,116.49	22,000.00
8- 1-1919	Road Imp. Dist. 4	289,000.00	27,000.00	14,450.00	69.87	41,519.87	143,000.00	76,126.33	368.65	219,494.98	432,000.00
6- 1-1926	Road Imp. Dist. 4	62,500.00	.....	3,125.00	7.80	3,132.80	5,000.00	13,766.16	40.98	18,807.14	67,500.00
8- 1-1919	Road Imp. Dist. 5	147,000.00	15,000.00	7,350.00	37.15	22,387.15	52,000.00	31,125.00	142.76	83,267.76	199,000.00
	Total	$1,044,000.00	$ 88,500.00	$ 55,587.50	$ 249.62	$ 144,337.12	$ 378,000.00	$ 261,262.65	$ 1,125.41	$ 640,388.06	$1,422,000.00

CRAIGHEAD COUNTY

5- 1-1919	Lake City-Nettleton Bay	$ 251,000.00	$ 26,000.00	$ 13,805.00	$ 67.00	39,872.00	89,000.00	58,509.15	257.49	147,766.64	340,000.00
9- 1-1919	Jonesboro-Egypt 2	235,000.00	12,000.00	12,925.00	47.30	24,972.30	42,000.00	50,113.18	178.27	92,291.45	277,000.00
5- 1-1922	Jonesboro-Egypt 2	17,000.00	1 000.00	1,020.00	3.79	2,023.79	2,000.00	3,810.00	13.00	5,823.00	19,000.00
3- 1-1919	Jonesboro-Nettleton 4	56,000.00	13,000.00	3,080.00	23.95	16,103.95	43,000.00	18,590.00	100.23	61,690.23	99,000.00
3- 1-1920	Jonesboro-Nettleton 4	75,000.00	6,000.00	4,500.00	18.74	10,518.74	21,000.00	21,240.00	79.37	42,319.37	96,000.00
	Total	$ 634,000.00	$ 58,000.00	$ 35,330.00	$ 160.78	$ 93,490.78	$ 197,000.00	$ 152,262.33	$ 628.36	$ 349,890.69	$ 831,000.00

CRAWFORD COUNTY

8- 1-1914	Road Imp. Dist. 2	$ 7,000.00	$ 1,500.00	$ 420.00	$ 2.93	$ 1,922.93	$ 6,000.00	$ 2,217.26	$ 13.90	$ 8,231.16	$ 13,000.00

CRITTENDEN COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930				Amt. Bonds Outstanding Jan. 1, 1927
							Bonds	Interest	Paying Charges	Total	
8- 1-1918	Road Imp. Dist. 2	.....	.....	.....	.....	.....	$ 9,000.00	$ 769.00	$ 13.16	$ 9,782.16	$ 9,000.00
7-15-1918	Road Imp. Dist. 4	50,000.00	6,000.00	2,750.00	14.38	8,764.38	19,000.00	13,805.00	58.25	32,863.25	69,000.00
8- 2-1918	Road Imp. Dist. 4	57,000.00	6,000.00	3,420.00	16.06	9,436.06	20,000.00	16,680.00	66.68	36,746.68	77,000.00
8-10-1918	Road Imp. Dist. 4	56,000.00	5,000.00	3,360.00	14.65	8,374.65	19,000.00	16,380.00	64.67	35,444.67	75,000.00
12- 1-1919	Road Imp. Dist. 4	122,000.00	11,000.00	6,710.00	30.53	17,740.53	39,000.00	32,376.67	129.68	71,506.35	161,000.00
4- 2-1923	Road Imp. Dist. 4	111,000.00	6,000.00	6,105.00	22.76	12,127.76	14,000.00	26,895.00	84.72	40,979.72	125,000.00
2- 1-1924	Road Imp. Dist. 4	195,000.00	10,000.00	10,725.00	39.32	20,764.32	51,000.00	50,614.49	190.29	101,804.78	246,000.00
2-15-1919	Road Imp. Dist. 5	127,000.00	13,000.00	6,985.00	33.71	20,018.71	48,000.00	34,705.00	146.76	82,851.76	175,000.00
8- 2-1920	Road Imp. Dist. 5	22,000.00	2,000.00	1,320.00	5.80	3,325.80	5,500.00	6,210.00	22.37	11,732.37	27,500.00
3- 1-1919	Earle Road Imp. Dist 6	525,000.00	30,000.00	31,500.00	116.26	61,616.26	100,000.00	141,582.83	478.93	242,061.76	625,000.00
3- 1-1921	Earle Road Imp. Dist. 6	283,000.00	14,000.00	16,980.00	59.94	31,039.94	47,000.00	75,180.00	246.71	122,426.71	330,000.00
4- 1-1920	Road Imp. Dist. 7	926,000.00	40,000.00	55,560.00	188.90	95,748.90	139,000.00	243,760.00	783.14	383,543.14	1,065,000.00
4- 1-1920	Road Imp. Dist. 8	646,000.00	28,000.00	38,760.00	131.90	66,891.90	96,000.00	169,860.00	544.64	266,404.64	742,000.00
12- 1-1919	Road Imp. Dist. 9	1,235,000.00	58,000.00	61,750.00	226.88	119,976.88	272,000.00	282,535.25	1,040.95	555,576.20	1,507,000.00
	Total	$4,355,000.00	$ 229,000.00	$ 245,925.00	$ 901.09	$ 475,826.09	$ 878,500.00	$1,111,353.24	$ 3,870.95	$1,993,724.19	$5,233,500.00

CROSS COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930				Amt. Bonds Outstanding Jan. 1, 1927
							Bonds	Interest	Paying Charges	Total	
8- 1-1917	Road Imp. Dist. 1	$ 58,000.00	$ 7,000.00	$ 3,190.00	$ 16.73	$ 10,206.73	$ 26,000.00	$ 14,135.00	$ 67.80	$ 40,202.80	$ 84,000.00
5-15-1920	Road Imp. Dist. 1	78,000.00	6,000.00	4,680.00	19.20	10,699.20	22,000.00	22,140.00	82.84	44,222.84	100,000.00
3- 1-1922	Road Imp. Dist. 1	36,000.00	2,000.00	2,160.00	7.90	4,167.90	8,000.00	9,840.00	34.60	17,874.60	44,000.00
7- 2-1923	Road Imp. Dist. 1	5,500.00	1,500.00	330.00	2.69	1,832.69	6,000.00	2,220.00	13.06	8,233.06	11,500.00
7- 1-1920	Road Imp. Dist 4	45,500.00	4,000.00	2,730.00	11.81	6,741.81	14,000.00	13,110.00	50.22	27,160.22	59,500.00
3- 1-1920	Parkin Road Imp. Dist.	425,000.00	33,000.00	25,500.00	104.99	58,604.99	114,000.00	119,580.00	441.43	234,021.43	539,000.00
7- 1-1922	Parkin Road Imp. Dist.	165,000.00	10,000.00	9,900.00	37.24	19,937.24	34,000.00	44,820.00	154.67	78,974.67	199,000.00
3- 1-1920	Tyronza-St. Francis	222,000.00	17,000.00	13,320.00	54.55	30,374.55	62,000.00	63,206.00	238.01	125,444.01	284,000.00
9- 1-1921	Tyronza-St. Francis	53,000.00	3,000.00	3,180.00	11.69	6,191.69	12,000.00	14,520.00	51.30	26,571.30	65,000.00
8- 1-1923	Tyronza-St. Francis	41,000.00	2,000.00	2,460.00	8.66	4,468.66	6,000.00	10,860.00	32.14	16,892.14	47,000.00
	Total	$1,129,000.00	$ 85,500.00	$ 67,450.00	$ 275.46	$ 153,225.46	$ 304,000.00	$ 314,431.00	$ 1,166.07	$ 619,597.07	$1,433,000.00

DALLAS COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930				Amt. Bonds Outstanding Jan. 1, 1927
							Bonds	Interest	Paying Charges	Total	
2- 1-1926	Road Imp. Dist. 1	$ 10,000.00	$ 5,000.00	$ 600.00	$ 7.75	$ 5,607.75	$ 17,000.00	$ 4,230.00	$ 31.78	$ 21,261.78	$ 27,000.00
2- 2-1920	Road Imp. Dist. 1	187,000.00	10,000.00	10,285.00	38.20	20,323.20	38,000.00	40,287.50	148.20	78,435.70	225,000.00
2- 2-1920	Road Imp. Dist. 2	175,500.00	8,500.00	9,652.50	34.76	18,187.26	26,500.00	36,850.00	125.25	63,475.25	202,000.00
5-27-1922	Road Imp. Dist. 2	20,000.00	.....	1,200.00	3.00	1,203.00	.....	4,200.00	10.50	4,210.50	20,000.00
2- 2-1920	Road Imp. Dist. 3	175,500.00	8,500.00	9,652.50	34.76	18,187.26	26,500.00	36,850.00	125.23	63,475.23	202,000.00
	Total	$ 568,000.00	$ 32,000.00	$ 31,390.00	$ 118.47	$ 63,508.47	$ 108,000.00	$ 122,417.50	$ 440.96	$ 230,858.46	$ 676,000.00

Statement of Road Improvement Districts from January 1, 1927, to December 31, 1930—(Continued)

DESHA COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930 Bonds	Interest	Paying Charges	Total	Amt. Bonds Outstanding Jan. 1, 1927
6- 1-1926	McGehee East and West	$ 114,000.00	$ 5,000.00	$ 5,700.00	$ 20.51	$ 10,720.51	$ 23,000.00	$ 22,400.69	$ 84.75	$ 45,485.44	$ 137,000.00
1- 2-1922	Douglas-Gould-Star City	16,500.00	1,500.00	990.00	4.35	2,494.35	5,000.00	4,770.00	18.16	9,788.16	21,500.00
6- 2-1919	Douglas-Gould-Star City	39,000.00	3,500.00	2,145.00	9.73	5,654.73	11,500.00	10,202.50	39.87	21,742.37	50,500.00
	Total	$ 169,500.00	$ 10,000.00	$ 8,835.00	$ 34.59	$ 18,869.59	$ 39,500.00	$ 37,373.19	$ 142.78	$ 77,015.97	$ 209,000.00

FAULKNER COUNTY

6- 1-1920	Conway-Damascus	$ 342,000.00	$ 26,000.00	$ 20,520.00	$ 83.80	$ 46,603.80	$ 89,000.00	$ 95,820.00	$ 350.80	$ 185,170.80	$ 431,000.00
6- 1-1920	Conway-Vilonia	257,000.00	19,000.00	15,420.00	62.31	34,482.31	66,000.00	71,880.00	262.19	138,142.19	323,000.00
6- 1-1920	Conway-Palarm	212,000.00	16,000.00	12,720.00	51.80	28,771.80	56,000.00	59,382.83	218.42	115,601.25	268,000.00
	Total	$ 811,000.00	$ 61,000.00	$ 48,660.00	$ 197.91	$ 109,857.91	$ 211,000.00	$ 227,082.83	$ 831.41	$ 438,914.24	$1,022,000.00

FRANKLIN COUNTY

5- 1-1919	Road Imp. Dist. 1	$ 80,000.00	$ 1,000.00	$ 4,000.00	$ 11.25	$ 5,011.25	$ 55,000.00	$ 23,370.76	$ 127.22	$ 78,497.98	$ 135,000.00
12- 1-1919	Road Imp. Dist. 1	23,000.00	2,000.00	1,150.00	5.38	3,155.38	8,000.00	5,600.00	23.99	13,623.99	31,000.00
8- 1-1921	Road Imp. Dist. 1	41,000.00	4,000.00	2,460.00	11.16	6,471.16	13,000.00	11,880.00	45.94	24,925.94	54,000.00
	Total	$ 144,000.00	$ 7,000.00	$ 7,610.00	$ 27.74	$ 14,637.74	$ 76,000.00	$ 40,850.76	$ 197.15	$ 117,047.91	$ 220,000.00

FULTON COUNTY

3- 1-1922	North Ark. R. I. D. 2	$ 259,000.00	$ 21,000.00	$ 14,245.00	$ 61.87	$ 35,306.87	$ 85,000.00	$ 68,674.53	$ 277.92	$ 153,952.45	$ 344,000.00
1- 1-1926	North Ark. R. I. D. 2	33,000.00	1,000.00	1,650.00	5.37	2,655.37	....	6,600.00	16.48	6,616.48	33,000.00
3- 1-1925	North Ark. R. I. D. 2	33,000.00	5,000.00	1,980.00	11.19	6,991.19	14,000.00	10,140.00	42.84	24,182.84	47,000.00
	Total	$ 325,000.00	$ 27,000.00	$ 17,875.00	$ 78.43	$ 44,953.43	$ 99,000.00	$ 85,414.53	$ 337.24	$ 184,751.77	$ 424,000.00

GARLAND COUNTY

3- 1-1919	Little Rock-Hot Springs	$ 600,000.00	$ 49,000.00	$ 30,000.00	$ 136.25	$ 79,136.25	$ 194,000.00	$ 125,114.98	$ 555.28	$ 319,670.26	$ 794,000.00
9- 1-1920	Little Rock-Hot Springs	64,000.00	5,000.00	3,840.00	15.85	8,855.85	17,000.00	15,570.00	60.19	32,630.19	81,000.00
9- 1-1922	Little Rock-Hot Springs	289,000.00	18,000.00	14,450.00	58.62	32,508.62	62,000.00	65,800.00	241.99	128,041.99	351,000.00
11- 1-1926	Road Imp. Dist. 8	27,000.00	4,000.00	1,350.00	8.38	5,358.38	10,000.00	6,308.34	28.46	16,336.80	37,000.00
9-10-1923	Little Rock-Hot Springs	534,000.00	29,000.00	29,370.00	109.67	58,479.67	103,000.00	114,482.50	414.94	217,897.44	637,000.00
	Total	$1,514,000.00	$ 105,000.00	$ 79,010.00	$ 328.77	$ 184,338.77	$ 386,000.00	$ 327,275.82	$ 1,300.86	$ 714,576.68	$1,900,000.00

Statement of Road Improvement Districts from January 1, 1927, to December 31, 1930—(Continued)

GRANT COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930 Bonds	Interest	Paying Charges	Total	Amt. Bonds Outstanding Jan. 1, 1927
5- 1-1915	Road Imp. Dist. 1	$ 45,000.00	$ 10,000.00	$ 2,200.00	$ 18.00	$ 12,218.00	$ 40,000.00	$ 14,300.00	$ 85.73	$ 54,385.73	$ 85,000.00
3- 1-1917	Road Imp. Dist. 1	18,500.00	2,000.00	1,050.00	5.12	3,055.12	6,500.00	5,265.00	19.39	11,784.39	25,000.00
8- 1-1918	Road Imp. Dist. 2	42,000.00	4,500.00	2,310.00	11.38	6,821.38	15,000.00	11,357.50	47.14	26,404.64	57,000.00
2- 2-1920	Road Imp. Dist. 2	13,000.00	1,500.00	780.00	3.83	2,283.83	4,000.00	3,720.00	14.31	7,734.31	17,000.00
6- 2-1919	Road Imp. Dist. 3	30,000.00	2,500.00	1,650.00	7.24	4,157.24	9,500.00	7,947.50	31.70	17,479.20	39,500.00
1- 1-1920	Road Imp. Dist. 3	6,500.00	500.00	390.00	1.60	891.60	2,000.00	1,860.00	7.12	3,867.12	8,500.00
6- 2-1919	Road Imp. Dist. 4	112,000.00	10,000.00	6,160.00	27.90	16,187.90	36,000.00	29,755.00	119.40	65,874.40	148,000.00
6- 2-1919	Road Imp. Dist. 5	68,000.00	6,000.00	3,740.00	16.86	9,756.86	21,000.00	17,930.00	71.12	39,001.12	89,000.00
6- 2-1919	Road Imp. Dist. 6	55,000.00	5,000.00	3,025.00	13.81	8,038.81	18,000.00	14,685.00	59.20	32,744.20	73,000.00
3- 1-1922	Road Imp. Dist. 6	40,000.00	2,500.00	2,400.00	9.12	4,909.12	10,000.00	11,259.33	40.65	21,299.98	50,000.00
6- 2-1919	Road Imp. Dist. 7	82,000.00	8,000.00	4,510.00	21.28	12,531.28	26,000.00	21,725.00	86.30	47,811.30	108,000.00
12- 1-1919	Road Imp. Dist. 8	39,000.00	3,000.00	2,145.00	9.11	5,154.11	10,000.00	10,109.00	37.77	20,146.77	49,000.00
9- 1-1920	Road Imp. Dist. 9	39,000.00	4,500.00	2,340.00	11.46	6,851.46	17,000.00	11,970.00	51.16	29,021.16	56,000.00
3- 1-1920	Little Rock-Spring Lake	224,000.00	20,000.00	13,440.00	58.60	33,498.60	73,000.00	55,890.00	230.97	129,120.97	297,000.00
9- 1-1923	Little Rock-Spring Lake	154,000.00	9,000.00	7,700.00	30.49	16,730.49	33,000.00	30,406.38	117.23	63,523.61	187,000.00
5- 2-1921	Little Rock-Spring Lake	50,000.00	.....	3,000.00	7.50	3,007.50	.....	10,500.00	26.25	10,526.25	50,000.00
9- 1-1924	Little Rock-Spring Lake	114,000.00	6,500.00	5,700.00	22.36	12,222.36	23,500.00	23,588.90	85.34	47,174.24	137,500.00
3- 1-1922	Jefferson-Grant R. I. D. 1	27,000.00	1,500.00	1,620.00	5.91	3,125.91	6,000.00	7,380.00	25.94	13,405.94	33,000.00
	Total	$1,159,000.00	$ 97,000.00	$ 64,160.00	$ 281.57	$ 161,441.57	$ 350,500.00	$ 289,618.61	$ 1,156.72	$ 641,305.33	$1,509,500.00

GREENE COUNTY

5- 1-1925	Paragould-Hopkins Brdg. 1	$ 58,500.00	$ 3,000.00	$ 3,217.50	$ 11.79	$ 6,229.29	$ 9,500.00	$ 14,217.50	$ 47.42	$ 23,764.92	$ 68,000.00
11- 1-1926	Paragould-Hopkins Brdg. 2	28,000.00	2,000.00	1,400.00	6.00	3,406.00	6,000.00	6,066.24	23.21	12,089.45	34,000.00
	Total	$ 86,500.00	$ 5,000.00	$ 4,617.50	$ 17.79	$ 9,635.29	$ 15,500.00	$ 20 283.74	$ 70.63	$ 35,854.37	$ 102,000.00

HEMPSTEAD COUNTY

11- 1-1919	Hope-Fulton-Emmett	$ 195,000.00	$ 19,000.00	$ 9,800.00	$ 48.25	$ 28,848.25	$ 67,000.00	$ 41,031.67	$ 186.29	$ 108,217.96	$ 262,000.00
7- 1-1919	Saratoga-Fulton-McNab	83,000.00	7,000.00	4,565.00	20.17	11,585.17	26,000.00	18,947.50	79.85	45,027.35	109,000.00
8- 1-1921	Saratoga-Fulton-McNab	17,500.00	1,000.00	1,050.00	3.87	2,053.87	4,000.00	4,155.00	15.39	8,170.39	21,500.00
1- 1-1920	Cross Road Imp. Dist.	61,000.00	6,000.00	3,355.00	15.88	9,370.88	27,000.00	14,888.49	70.98	41,959.47	88,000.00
7-15-1919	Prescott-Blevins	78,000.00	7,000.00	4,290.00	19.47	11,309.47	25,000.00	17,829.17	75.82	42,904.99	103,000.00
12- 1-1919	Washington-Hope-Columbia	88,000.00	8,000.00	4,400.00	21.00	12,421.00	29,000.00	18,375.00	82.18	47,457.18	117,000.00
11- 1-1922	Washington-Hope-Columbia	33,000.00	2,000.00	1,815.00	7.04	3,822.04	7,000.00	7,177.50	26.68	14,204.18	40,000.00
8- 1-1922	Hope Road Imp. Dist	22,500.00	1,500.00	1,237.50	4.95	2,742.45	4,500.00	5,610.00	19.69	10,129.69	27,000.00
	Total	$ 578,000.00	$ 51,500.00	$ 30,512.50	$ 140.63	$ 82,153.13	$ 189,500.00	$ 128,014.33	$ 556.88	$ 318,071.21	$ 767,500.00

Statement of Road Improvement Districts from January 1, 1927, to December 31, 1930—(Continued)

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930 Bonds	Interest	Paying Charges	Total	Amt. Bonds Outstanding Jan. 1, 1927
	HOWARD COUNTY										
12- 2-1918	Road Imp. Dist. 1	$ 80,000.00	$ 6,000.00	$ 4,400.00	$ 18.50	$ 10,418.50	$ 23,000.00	$ 18,000.46	$ 73.75	$ 41,074.21	$ 103,000.00
5- 1-1920	Road Imp. Dist. 1	17,000.00	1,500.00	1,020.00	4.43	2,524.43	4,500.00	4,117.50	15.91	8,633.41	21,500.00
5- 1-1919	Road Imp. Dist. 7	173,000.00	10,000.00	8,650.00	34.12	18,684.12	48,000.00	40,837.50	160.97	88,998.47	221,000.00
5- 1-1921	Road Imp. Dist. 7	101,000.00	5,000.00	6,060.00	21.41	11,081.41	17,000.00	26,880.00	88.45	43,968.45	118,000.00
5- 1-1919	Howard-Sevier	283,000.00	7,000.00	14,150.00	44.13	21,194.13	74,000.00	66,030.94	260.98	140,291.92	357,000.00
9- 1-1921	Howard-Sevier	170,000.00	7,000.00	10,200.00	34.25	17,234.25	25,000.00	44,640.00	142.83	69,782.83	195,000.00
	Total	$ 824,000.00	$ 36,500.00	$ 44,480.00	$ 156.84	$ 81,136.84	$ 191,500.00	$ 200,506.40	$ 742.89	$ 392,749.29	$1,015,500.00
	INDEPENDENCE COUNTY										
6- 1-1920	Road Imp. Dist. 1	$ 58,000.00	$ 4,500.00	$ 3,480.00	$ 14.32	$ 7,994.32	$ 15,000.00	$ 14,040.00	$ 53.83	$ 29,093.83	$ 73,000.00
	IZARD COUNTY										
5- 1-1923	Road Imp. Dist. 1	$ 106,000.00	$ 4,000.00	$ 5,830.00	$ 19.58	$ 9,849.58	$ 10,000.00	$ 21,615.00	$ 66.51	$ 31,681.51	$ 116,000.00
8- 1-1924	Road Imp. Dist. 1	24,000.00	1,000.00	1,320.00	4.55	2,324.55	4,000.00	5,060.03	17.63	9,077.66	28,000.00
	Total	$ 130,000.00	$ 5,000.00	$ 7,150.00	$ 24.13	$ 12,174.13	$ 14,000.00	$ 26,675.03	$ 84.14	$ 40,759.17	$ 144,000.00
	JACKSON COUNTY										
8- 1-1917	Road Imp. Dist. 1	$ 40,000.00	$ 5,000.00	$ 2,200.00	$ 11.75	$ 7,211.75	$ 17,000.00	$ 9,652.50	$ 45.37	$ 26,697.87	$ 57,000.00
4- 1-1919	Road Imp. Dist. 2	134,500.00	26,000.00	7,397.50	51.00	33,448.50	91,000.00	36,273.00	162.57	127,435.57	225,500.00
7- 1-1926	Road Imp. Dist 2	123,000.00	8,000.00	6,150.00	25.38	14,175.38	27,000.00	24,300.00	94.50	51,394.50	150,000.00
8- 1-1919	Road Imp. Dist. 4	173,000.00	16,000.00	9,515.00	43.78	25,558.78	55,000.00	39,545.00	167.62	94,712.62	228,000.00
5- 1-1926	Road Imp. Dist. 8	58,000.00	.....	2,900.00	7.25	2,907.25	.....	11,600.00	29.04	11,629.04	58,000.00
9- 1-1923	Road Imp. Dist. 7	57,000.00	3,000.00	3,135.00	11.59	6,146.59	12,000.00	12,446.50	46.12	24,492.62	69,000.00
	Total	$ 585,500.00	$ 58,000.00	$ 31,297.50	$ 150.75	$ 89,448.25	$ 202,000.00	$ 133,817.00	$ 545.22	$ 336,362.22	$ 787,500.00

Statement of Road Improvement Districts from January 1, 1927, to December 31, 1930—(Continued)

JEFFERSON COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930 Bonds	Interest	Paying Charges	Total	Amt. Bonds Outstanding Jan. 1, 1927
3- 1-1924	Paving R. I. D. 1	$ 102,000.00	$ 8,000.00	$ 5,610.00	$ 24.02	$ 13,634.02	$ 27,500.00	$ 26,317.50	$ 101.15	$ 53,918.65	$ 129,500.00
7- 1-1926	Paving R. I. D. 2	22,300.00	1,400.00	1,226.50	4.81	2,631.31	4,200.00	4,831.75	17.29	9,049.04	26,500.00
12- 1-1914	Road Imp. Dist. 4	2,500.00	2,500.00	137.50	3.46	2,640.96	10,000.00	1,925.00	17.28	11,942.28	12,500.00
2- 1-1919	Road Imp. Dist. 4	3,500.00	1,000.00	210.00	1.77	1,211.77	4,000.00	1,440.00	8.59	5,448.59	7,500.00
9- 1-1913	Road Imp. Dist. 4	.....	.....	.....	.....	.....	28,000.00	1,680.00	39.20	29,719.20	28,000.00
9- 1-1923	Plum Boyou R. I. D.	191,000.00	10,000.00	10,505.00	38.76	20,543.76	36,000.00	47,135.00	162.82	83,297.82	227,000.00
8- 1-1913	Road Imp. Dist. 5	.....	.....	.....	.....	.....	20,000.00	1,200.00	28.00	21,228.00	20,000.00
12- 1-1914	Road Imp. Dist. 5	.....	.....	.....	.....	.....	7,000.00	605.00	10.24	7,615.24	7,000.00
7- 1-1920	Road Imp. Dist. 5	.....	.....	.....	.....	.....	7,000.00	450.00	9.87	7,459.87	7,000.00
10- 1-1915	Road Imp. Dist. 7	8,500.00	8,500.00	467.50	11.80	8,979.30	31,500.00	6,297.50	55.10	37,852.60	40,000.00
8- 1-1916	Road Imp. Dist. 13	6,500.00	1,000.00	390.00	2.23	1,392.23	4,000.00	1,845.00	9.58	5,854.58	10,500.00
5- 1-1917	Road Imp. Dist. 15	176,000.00	11,000.00	8,800.00	.....	19,800.00	41,000.00	35,068.88	1.30	76,070.18	217,000.00
6- 2-1919	Road Imp. Dist. 15	52,500.00	3,500.00	2,625.00	10.93	6,135.93	20,000.00	11,287.50	55.45	31,342.95	72,500.00
7- 2-1917	Road Imp. Dist. 19	34,000.00	5,000.00	1,700.00	10.51	6,710.51	21,000.00	9,470.83	49.90	30,520.73	55,000.00
7- 1-1918	Road Imp. Dist. 19	2,500.00	1,000.00	150.00	1.63	1,151.63	4,500.00	1,062.85	7.64	5,570.49	7,000.00
8- 1-1917	Road Imp Dist. 21	21,000.00	2,500.00	1,050.00	5.74	3,555.74	10,000.00	4,675.00	24.16	14,699.16	31,000.00
9- 1-1920	Road Imp. Dist. 22	90,000.00	7,000.00	5,400.00	22.25	12,422.25	23,000.00	21,750.00	83.12	44,833.12	113,000.00
1- 1-1927	Linden Heights St.-I. D. & 3	43,000.00	3,000.00	2,150.00	9.13	5,159.13	9,000.00	9,083.18	33.96	18,117.14	52,000.00
Total		$ 755,300.00	$ 65,400.00	$ 40,421.50	$ 147.04	$ 105,968.54	$ 307,700.00	$ 186,124.99	$ 714.65	$ 494,539.64	$1,063,000.00

JOHNSON COUNTY

9- 2-1918	Road Imp. Dist. 2	$ 197,000.00	$ 19,000.00	$ 10,835.00	$ 50.83	$ 29,885.83	$ 69,000.00	$ 53,162.08	$ 219.16	$ 122,381.24	$ 266,000.00

LAYAYETTE COUNTY

12- 2-1918	Road Imp. Dist. 1	$ 51,500.00	$ 5,500.00	$ 2,832.50	$ 13.95	$ 8,346.45	$ 19,000.00	$ 12,058.75	$ 53.89	$ 31,112.64	$ 70,500.00
2- 2-1920	Road Imp. Dist 1	35,500.00	2,500.00	2,130.00	8.44	4,638.44	9,000.00	8,595.00	32.71	17,627.71	44,500.00
8- 1-1922	Road Imp. Dist. 2	55,000.00	6,000.00	3,025.00	15.06	9,040.06	21,000.00	12,980.00	58.70	34,038.70	76,000.00
10- 1-1920	Road Imp. Dist. 2	4,000.00	4,000.00	120.00	5.30	4,125.30	11,000.00	2,370.00	19.69	13,389.69	15,000.00
Total		$ 146,000.00	$ 18,000.00	$ 8,107.50	$ 42.75	$ 26,150.25	$ 60,000.00	36,003.75	164.99	96,168.74	206,000.00

Statement of Road Improvement Districts from January 1, 1927, to December 31, 1930—(Continued)

LAWRENCE COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930 Bonds	Interest	Paying Charges	Total	Amt. Bonds Outstanding Jan. 1, 1927
5- 1-1919	Road Imp. Dist 1	$ 40,000.00	$ 6,000.00	$ 2,200.00	$ 13.50	$ 8,413.50	$ 26,500.00	$ 11,151.94	$ 61.06	$ 37,713.00	$ 74,500.00
4- 1-1920	Road Imp. Dist. 1	38,000.00	5,000.00	2,280.00	11.95	7,291.95	19,000.00	10,350.00	49.61	29,399.61	57,000.00
8- 1-1923	Road Imp. Dist. 1	15,500.00	1,000.00	930.00	3.57	1,933.57	3,000.00	3,675.00	12.92	6,687.92	18,500.00
9- 1-1917	Road Imp. Dist. 2	14,000.00	1,500.00	700.00	3.33	2,203.33	6,000.00	3,050.00	15.11	9,065.11	20,000.00
8- 1-1919	Road Imp. Dist. 2	----------	----------	----------	----------	----------	1,000.00	30.00	1.32	1,031.32	1,000.00
2-10-1920	Road Imp. Dist. 4	96,000.00	7,000.00	5,760.00	23.15	12,783.15	25,000.00	26,880.00	89.37	51,969.37	121,000.00
8- 1-1917	Road Imp. Dist 5	38,500.00	4,500.00	2,117.50	10.90	6,628.40	16,500.00	9,267.50	43.77	25,811.27	55,000.00
4- 1-1920	Road Imp. Dist. 5	12,000.00	1,000.00	720.00	3.05	1,723.05	4,000.00	3,000.00	12.52	7,012.52	16,000.00
8- 1-1923	Road Imp. Dist. 5	57,000.00	3,000.00	3,450.00	12.37	6,462.37	11,500.00	13,451.50	47.96	24,999.46	68,500.00
12-15-1917	Road Imp. Dist. 6	39,500.00	5,000.00	2,172.50	11.67	7,184.17	18,000.00	9,693.58	46.90	27,740.48	57,500.00
12- 1-1921	Road Imp. Dist 6	3,000.00	1,000.00	180.00	1.71	1,181.71	2,500.00	915.00	5.40	3,420.40	5,500.00
8- 1-1918	Road Imp. Dist. 7	8,500.00	2,500.00	467.50	4.30	2,971.80	10,000.00	2,736.25	19.33	12,755.58	18,500.00
3- 1-1924	Road Imp. Dist. 7	----------	----------	----------	----------	----------	2,000.00	120.00	2.76	2,122.76	2,000.00
11-15-1917	Road Imp. Dist. 8	28,500.00	2,500.00	1,567.50	7.04	4,074.54	8,500.00	6,462.50	27.02	14,989.52	37,000.00
2- 1-1921	Road Imp. Dist. 8	12,000.00	1,000.00	720.00	3.05	1,723.05	4,000.00	3,000.00	12.52	7,012.52	16,000.00
10- 1-1923	Road Imp. Dist. 8	44,000.00	2,500.00	2,640.00	9.72	5,149.72	6,000.00	10,140.00	32.85	16,172.85	50,000.00
6- 1-1922	Hoxie to Running Water	70,500.00	4,500.00	4,230.00	16.20	8,746.20	14,500.00	16,770.00	60.05	31,330.05	85,000.00
9- 1-1922	Hoxie to Running Water	----------	----------	----------	----------	----------	1,500.00	45.00	1.98	1,546.98	1,500.00
8- 1-1919	Western Road Imp. Dist	297,000.00	24,000.00	17,820.00	74.56	41,894.56	82,000.00	78,551.95	283.78	160,835.73	379,000.00
	Total	$ 822,000.00	$ 72,000.00	$ 48,155.00	$ 210.07	$ 120,365.07	$ 261,500.00	$ 209,290.22	$ 826.23	$ 471,616.45	$1,083,500.00

LEE COUNTY

5- 1-1919	Road Imp. Dist. 1	$ 40,000.00	$ 6,000.00	$ 2,200.00	$ 13.00	$ 8,213.00	$ 22,000.00	$ 10,230.00	$ 51.81	$ 32,281.81	$ 62,000.00
10- 1-1924	Road Imp. Dist. 3	153,000.00	8,000.00	8,797.50	32.00	16,829.50	107,000.00	43,182.50	241.70	150,424.20	260,000.00
11- 1-1924	Road Imp. Dist. 4	75,000.00	4,000.00	4,125.00	15.32	8,140.32	43,000.00	23,320.00	112.05	66,432.05	118,000.00
1- 1-1927	Rondo Rd. Imp. Dist. 5	7,300.00	200.00	438.00	1.35	639.35	2,700.00	1,960.00	8.27	4,668.27	10,000.00
1- 1-1927	Aubrey Rd. Imp. Dist. 6	9,500.00	500.00	570.00	2.04	1,072.04	6,500.00	3,148.00	15.99	9,663.99	16,000.00
	Total	$ 284,800.00	$ 18,700.00	$ 16,130.50	$ 63.71	$ 34,894.21	$ 181,200.00	$ 81,840.50	$ 429.82	$ 263,470.32	$ 466,000.00

LINCOLN COUNTY

3- 2-1914	Road Imp. Dist. 1	$ 18,000.00	$ 5,000.00	$ 930.00	$ 8.58	$ 5,938.58	$ 16,000.00	$ 6,240.00	$ 35.60	$ 22,275.60	$ 34,000.00
10- 1-1914	Road Imp. Dist. 2	35,000.00	9,000.00	1,925.00	16.07	10,941.07	32,000.00	12,265.00	70.65	44,335.65	67,000.00
1- 1-1922	Road Imp. Dist. 2	8,000.00	1,000.00	480.00	2.45	1,482.45	4,000.00	2,520.00	11.30	6,531.30	12,000.00
10- 1-1919	Road Imp. Dist. 3	31,000.00	3,000.00	1,705.00	8.01	4,713.01	11,000.00	8,415.00	34.78	19,449.78	42,000.00
9- 1-1925	Road Imp. Dist. 3	5,000.00	----------	300.00	.75	300.75	----------	1,200.00	3.24	1,203.24	5,000.00
11- 1-1919	Road Imp. Dist. 4	32,000.00	3,000.00	1,760.00	8.15	4,768.15	10,000.00	8,525.00	34.40	18,559.40	42,000.00
8- 1-1920	Grady & Ark. River	84,000.00	6,500.00	5,040.00	20.72	11,560.72	22,500.00	20,445.00	79.22	43,024.22	106,500.00
	Total	$ 213,000.00	$ 27,500.00	$ 12,140.00	$ 64.73	$ 39,704.73	$ 95,500.00	$ 59,610.00	$ 269.19	$ 155,379.19	$ 308,500.00

Statement of Road Improvement Districts from January 1, 1927, to December 31, 1930—(Continued)

LITTLE RIVER COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930				Amt. Bonds Outstanding Jan. 1, 1927
							Bonds	Interest	Paying Charges	Total	
8- 1-1915	Road Imp. Dist. 1	$ 20,000.00	$ 5,000.00	$ 1,050.00	$ 8.87	$ 6,058.87	$ 17,000.00	$ 7,050.00	$ 38.84	$ 24,088.84	$ 37,000.00
4- 1-1919	Road Imp. Dist. 2	9,500.00	1,000.00	570.00	2.67	1,572.67	4,000.00	2,880.00	12.19	6,892.19	13,500.00
12- 1-1920	Road Imp. Dist. 2	23,000.00	4,000.00	1,380.00	8.44	5,388.44	14,000.00	7,740.00	36.84	21,776.84	37,000.00
2- 1-1919	Road Imp. Dist. 5	21,500.00	2,000.00	1,290.00	5.72	3,295.72	8,000.00	5,475.00	23.67	13,498.67	29,500.00
2- 2-1920	Road Imp. Dist. 5	29,000.00	2,000.00	1,740.00	6.86	3,746.86	8,000.00	7,050.00	27.62	15,077.62	37,000.00
6- 1-1922	Road Imp. Dist. 6	105,000.00	6,000.00	6,300.00	23.26	12,323.26	25,000.00	25,424.00	94.81	50,518.81	130,000.00
5- 1-1919	Road Imp. Dist. 7	677,000.00	63,000.00	33,850.00	163.37	97,013.37	227,000.00	147,061.91	695.13	374,757.04	904,000.00
11- 1-1923	Road Imp. Dist. 7	145,000.00	8,000.00	7,250.00	28.12	15,278.12	29,000.00	28,400.00	107.23	57,507.23	174,000.00
7- 1-1919	Road Imp. Dist. 8	165,000.00	10,000.00	8,250.00	33.12	18,283.12	42,000.00	38,522.22	142.44	80,664.66	207,000.00
8-14-1925	Road Imp. Dist 9	21,000.00	1,500.00	1,155.00	4.77	2,659.77	.....	4,620.00	11.54	4,631.54	21,000.00
Total		$1,216,000.00	$ 102,500.00	$ 62,835.00	$ 285.20	$ 165,620.20	$ 374,000.00	$ 274,223.13	$ 1,190.31	$ 649,413.44	$ 159,000.00

LOGAN COUNTY

11- 1-1919	Road Imp. Dist. 1	$ 19,000.00	$ 4,500.00	$ 1,045.00	$ 8.24	$ 5,553.24	$ 16,000.00	$ 5,500.00	$ 33.77	$ 21 533.77	$ 35,000.00

LONOKE COUNTY

8- 1-1913	Road Imp. Dist. 1	.....	.....	.....	.....	.....	$ 7,500.00	$ 945.00	$ 11.73	$ 8,456.73	$ 7,500.00
8- 1-1913	Road Imp. Dist. 2	29,000.00	9,000.00	1,740.00	15.61	10,755.61	30,000.00	9,810.00	.....	39,810.00	59,000.00
8- 1-1913	Road Imp. Dist. 3	23,000.00	6,500.00	1,380.00	11.56	7,891.56	22,000.00	7,560.00	46.39	29,606.39	45,000.00
2- 1-1918	Road Imp. Dist. 3	8,500.00	1,000.00	467.50	2.41	1,469.91	3,500.00	2,062.50	9.52	5,572.02	12,000.00
5- 1-1922	Road Imp. Dist. 3	55,000.00	4,500.00	3,025.00	13.18	7,538.18	16,000.00	14,342.62	55.75	30,398.37	71,000.00
8- 1-1913	Road Imp. Dist. 4	36,000.00	11,000.00	2,160.00	.....	13,160.00	38,000.00	14,460.00	6.00	52,466.00	74,000.00
7- 1-1916	Road Imp. Dist. 4	20,000.00	.....	1,200.00	3.00	1,203.00	.....	4,800.00	12.00	4,812.00	20,000.00
6- 1-1914	Road Imp. Dist. 5	10,000.00	2,500.00	600.00	4.62	3,104.62	8,500.00	3,165.00	18.53	11,683.53	18,500.00
7- 1-1916	Road Imp. Dist. 5	11,000.00	500.00	660.00	2.28	1,162.28	2,000.00	2,550.00	8.85	4,558.85	13,000.00
7- 1-1914	Road Imp. Dist. 6	1,900.00	500.00	114.00	.90	614.90	1,600.00	591.00	3.46	2,194.46	3,500.00
8- 1-1914	Road Imp. Dist. 7	18,500.00	4,000.00	1,110.00	7.78	5,117.78	14,000.00	5,655.00	31.63	19,686.63	32,500.00
8- 1-1915	Road Imp. Dist. 8	9,000.00	1,500.00	540.00	3.13	2,043.13	6,000.00	2,610.00	14.00	8,624.00	15,000.00
8- 1-1916	Road Imp. Dist. 8	4,200.00	700.00	252.00	1.52	953.52	2,200.00	1,158.00	5.63	3,363.63	6,400.00
7- 1-1919	Road Imp. Dist. 9	86,000.00	8,000.00	4,730.00	21.82	12,751.82	27,000.00	19,607.50	82.77	46,690.27	113,000.00
8- 1-1921	Road Imp. isDt. 9	15,500.00	1,500.00	930.00	4.19	2,434.19	4,500.00	3,840.00	15.23	8,355.23	20,000.00
7- 1-1919	Road Imp. Dist. 10	103,000.00	9,000.00	5,665.00	25.41	14,690.41	32,000.00	23,512.50	99.03	55,611.53	135,000.00
11- 1-1922	Road Imp. Dist. 10	14,500.00	1,000.00	797.50	3.25	1,800.75	3,500.00	3,217.50	12.38	6,729.88	18,000.00
4- 1-1920	Arkansas-Missouri R. I. D. 12	115,000.00	9,000.00	6,900.00	28.51	15,928.51	30,000.00	27,870.00	107.16	57,977.16	145,000.00
10- 2-1922	Road Imp. Dist. 13	64,000.00	4,000.00	3,520.00	13.80	7,533.80	11,000.00	13 887.50	48.48	24,935.98	75,000.00
1- 1-1920	Road Imp. Dist. 14	96,000.00	8,000.00	5,760.00	24.40	13,784.40	26,000.00	27,060.00	100.14	53,160.14	122,000.00
8- 1-1921	Road Imp. Dist. 14	62,000.00	4,000.00	3,720.00	14.30	7,734.30	15,000.00	17,220.00	61.74	32,281.74	77,000.00
8- 2-1926	Carlisle-Hamilton	26,000.00	1,000.00	1,300.00	4.51	2,304.51	4,000.00	5,700.00	19.21	9,719.21	30,000.00
11- 1-1922	Pulaski R. I. D., 10-S-A	484,000.00	30,000.00	24,200.00	98.00	54,298.00	108,000.00	95,850.00	374.62	204,224.62	592,000.00
11- 1-1922	Pulaski R. I. D., 10-S-B	57,000.00	4,000.00	2,850.00	12.12	6,862.12	12,000.00	11,175.00	42.95	23,217.95	69,000.00
11- 1-1922	Pulaski R. I. D., 10-S-C	505,000.00	32,000.00	25,250.00	103.12	57,353.12	112,000.00	99,925.00	389.80	212,314.80	617,000.00

Statement of Road Improvement Districts from January 1, 1927, to December 31, 1930—(Continued)

LONOKE COUNTY—(Continued)

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930				Amt. Bonds Outstanding Jan. 1, 1927
							Bonds	Interest	Paying Charges	Total	
11- 1-1922	Pulaski R. I. D., 10-S-D	198,000.00	12,000.00	9,900.00	39.76	21,939.76	44,000.00	39,200.00	152.98	83,352.98	242,000.00
11- 1-1923	Road Imp. Dist. 10	365,000.00	20,000.00	18,250.00	70.62	38,320.62	69,000.00	81,900.00	290.99	151,190.99	434,000.00
9- 1-1923	Pulaski R. I. D. 10	184,000.00	12,000.00	9,200.00	38.00	21,238.00	42,000.00	42,150.00	157.87	84,307.87	226,000.00
	Total	$2,601,100.00	$ 197,200.00	$ 136,221.00	$ 567.80	$ 333,988.80	$ 691,300.00	$ 581,824.12	$ 2,178.84	$1,275,302.96	$3,292 400.00

MILLER COUNTY

11- 1-1916	Miller High. & Brdg. R. I. D.	$ 18,000.00	$ 18,000.00	$ 900.00	$ 24.76	$ 18,924.76	$ 68,000.00	$ 12,100.00	$ 115.25	$ 80,215.25	$ 86,000.00
4- 1-1917	Miller High. & Brdg. R. I. D.	15,000.00	15,000.00	750.00	20.63	15,770.63	55,000.00	10,050.00	93.88	65,143.88	70,000.00
9- 1-1919	Miller High. & Brdg R. I. D.	27,000.00	2,500.00	1,495.00	6.86	4,001.86	8,000.00	7,040.00	27.61	15,067.61	35,000.00
9- 1-1920	Miller High. & Brdg. R. I. D.	46,000.00	3,000.00	2,760.00	10.65	233,941.20	342,000.00	594,987.83	1,914.95	938,902.78	2,600,000.00
7- 1-1924	Garland R. I. D.	16,100.00	1,500.00	966.00	4.29	2,470.29	4,500.00	3,966.00	15.59	8,481.59	20,600.00
2- 1-1922	Miller High. & Brdg. R. I. D.	33,000.00	2,000.00	1,980.00	7.46	3,987.46	7,000.00	9,030.00	31.32	16,061.32	40,000.00
7- 1-1925	Miller High. & Brdg. R. I. D.	35,000.00	.....	1,925.00	4.82	1,929.82	.....	7,700.00	19.22	7,719.22	35,000.00
	Total	$ 190,100.00	$ 42,000.00	$ 10,776.00	$ 79.47	$ 52,855.47	$ 152,500.00	$ 62,546.00	$ 347.03	$ 215,393.03	$ 342,600.00

MISSISSIPPI COUNTY

11- 1-1918	Osceola-Little River	$ 156,500.00	$ 19,000.00	$ 9,390.00	$ 47.23	$ 28,437.23	$ 67,000.00	$ 47,892.50	$ 203.83	$ 115,096.33	$ 223,500.00
10- 1-1925	Osceola-Little River	588,000.00	.....	29,400.00	73.50	29,473.50	12,000.00	119,435.41	312.44	131,747.85	600,000.00
10- 1-1926	Osceola-Little River	194,500.00	5,000.00	9,725.00	30.57	14,755.57	16,000.00	41,100.00	122.76	57,222.76	210,500.00
3- 1-1920	Road Imp. Dist. 1	2,258,000.00	98,000.00	135,480.00	461.20	233,941.20	342,000.00	594,987.83	1,914.95	938,902.78	2,600,000.00
12- 2-1918	Luxora-Little River 2	153,000.00	14,000.00	8,415.00	38.54	22,453.54	47,000.00	40,618.96	159.56	87,778.52	200,000.00
11- 1-1920	Luxora-Little River 2	248,000.00	22,000.00	14,880.00	64.76	36,944.76	74,000.00	70,920.00	269.80	145,189.80	322,000.00
9- 1-1920	Wardell-Whitton 2	111,000.00	7,000.00	6,660.00	25.51	13,685.51	26,000.00	26,550.00	98.85	52,648.85	137,000.00
9- 1-1922	Wardell-Whitton 2	11,000.00	500.00	660.00	2.28	1,162.28	2,000.00	2,550.00	8.77	4,558.77	13,000.00
8- 1-1918	Etowah R. I. D. 2	37,000.00	4,000.00	2,220.00	10.56	6,230.56	13,000.00	9,360.00	39.64	22,399.64	50,000.00
12- 1-1920	Etowah R. I. D. 2	54,000.00	4,000.00	3,240.00	13.10	7,253.10	15,000.00	13,230.00	51.82	28,281.82	69,000.00
12- 2-1918	Road Imp. Dist. 5	87,000.00	7,000.00	5,220.00	21.79	12,241.79	27,000.00	21,660.00	87.88	48,747.88	114,000.00
6- 1-1921	Road Imp. Dist. 5	87,000.00	4,000.00	5,220.00	18.06	9,238.06	13,000.00	19,910.00	76.03	32,986.03	100,000.00
8- 1-1918	Burdette R. I. D. 3	43,000.00	4,500.00	2,580.00	12.08	7,092.08	15,000.00	10,890.00	45.98	25,935.98	58,000.00
7- 1-1921	Burdette R. I. D. 3	31,000.00	3,000.00	1,860.00	8.41	4,868.41	11,000.00	7,920.00	33.56	18,953.56	42,000.00
2-15-1922	Bassett-Wardell 3	59,000.00	4,000.00	3,540.00	13.60	7,553.60	13,000.00	16,170.00	56.14	29,226.14	72,000.00
2- 2-1920	Blytheville-Manila-Leachville	1,179,000.00	55,000.00	65,285.00	231.97	120,516.97	201,000.00	250,262.37	880.64	452,143.01	1,380,000.00
8- 1-1923	Blytheville-Manila-Leachville	410,000.00	20,000.00	22,550.00	81.38	42,631.38	60,000.00	87,462.75	293.67	147,756.42	470,000.00
	Total	$5,707,000.00	$ 271,050.00	$ 326,325.00	$ 1,154.54	$ 598,479.54	$ 954,000.00	$1,380,919.82	$ 4,656.32	$2,339.576.14	$6,661,000.00

Statement of Road Improvement Districts from January 1, 1927, to December 31, 1930—(Continued)

MONROE COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930 Bonds	Interest	Paying Charges	Total	Amt. Bonds Outstanding Jan. 1, 1927
12- 1-1920	Woodruff-Monroe	$ 18,000.00	$ 5,000.00	$ 1,080.00	$ 8.95	$ 6,088.95	$ 2,000.00	$ 4,760.00	$ 14.40	$ 6,774.40	$ 20,000.00
1- 1-1919	Monroe Couny R. I. D.	117,500.00	12,500.00	7,050.00	33.24	19,583.24	43,000.00	29,985.00	128.71	73,113.71	160,500.00
9- 1-1925	Blackton to Phillips Co. Line	21,000.00	2,000.00	1,050.00	5.10	3,055.10	6,500.00	5,018.96	20.68	11,539.64	27,500.00
9- 1-1922	Clarendon to Blackton 3	113,000.00	7,000.00	6,325.00	24.57	13,349.57	25,000.00	28,544.17	102.63	53,656.80	138,000.00
11- 1-1922	Road Imp. Dist. 4	34,000.00	2,000.00	1,870.00	7.18	3,877.18	7 500.00	7,475.42	28.07	15,003.49	41,500.00
5- 1-1920	Richland Twp. R. I. D.	98,000.00	9,000.00	5,880.00	25.95	14,905.95	38,000.00	29,340.00	120.84	67,460.84	136,000.00
7- 1-1926	Road Imp. Dist. 6	39,000.00	1,500.00	1,950.00	6.75	3,456.75	5,500.00	8,896.56	28.17	14,424.73	44,500.00
	Total	$ 440,500.00	$ 39,000.00	$ 25,205.00	$ 111.74	$ 64,316.74	$ 127,500.00	$ 114,030.11	$ 443.50	$ 241,973.61	$ 568,000.00

MONTGOMERY COUNTY

10- 1-1920	Road Imp. Dist. 5	$ 63,000.00	$ 5,000.00	$ 3,780.00	$ 15.71	$ 8,795.71	$ 17,000.00	$ 15,360.00	$ 59.65	$ 32,419.65	$ 80,000.00

NEWTON COUNTY

3- 1-1919	Road Imp. Dist. 1	$ 25,500.00	$ 1,000.00	$ 1,530.00	$ 5.09	$ 2,535.09	$ 2,000.00	$ 6,420.04	$ 18.49	$ 8,438.53	$ 27,500.00
8- 1-1918	Road Imp. Dist. 2	34,500.00	3,500.00	1,897.50	9.11	5,406.61	11,500.00	9,267.50	37.53	20,805.03	46,000.00
6- 2-1919	Road Imp. Dist. 3	53,500.00	1,500.00	3,210.00	9.89	4,719.89	5,500.00	13,710.00	41.14	19,251.14	59,000.00
1- 1-1923	Road Imp. Dist. 6	39,000.00	2,000.00	2,340.00	8.34	4,348.34	4,000.00	10,200.00	30.53	14,230.53	43,000.00
8- 2-1920	Marshall-Witt Springs	169,000.00	9,000.00	10,140.00	36.61	19,176.61	32,000.00	39,510.00	138.77	71,648.77	201,000.00
	Total	$ 321,500.00	$ 17,000.00	$ 19,117.50	$ 69.04	$ 36,186.54	$ 55,000.00	$ 79,107.54	$ 266.46	$ 134,374.00	$ 376,500.00

PERRY COUNTY

10- 1-1917	Road Imp. Dist. 1	$ 52,500.00	$ 5,000.00	$ 2,887.50	$ 13.47	$ 7,900.97	$ 18,000.00	$ 14,107.50	$ 57.76	$ 32,165.26	$ 70,500.00

PHILLIPS COUNTY

4- 1-1918	Road Imp. Dist 2	$ 51,000.00	$ 5,000.00	$ 3,060.00	$ 13.91	$ 8,073.91	$ 20,000.00	$ 13,110.00	$ 57.76	$ 33,167.76	$ 71,000.00
5- 1-1918	Road Imp. Dist. 2	39,000.00	3,000.00	2,340.00	9.61	5,349.61	8,000.00	9,150.00	32.86	17,182.86	47,000.00
11- 1-1919	Road Imp. Dist. 2	8,000.00	1,000.00	440.00	2.35	1,442.35	4,000.00	1,980.00	9.94	5,989.94	12,000.00
9- 1-1919	Helena-Old Helena	288,000.00	17,000.00	16,050.00	61.37	33,111.37	93,000.00	60,280.00	255.50	153,535.50	381,000.00
3- 1-1920	West Helena-Marvell	719,000.00	27,000.00	43,140.00	141.59	70,281.59	91,000.00	162,300.00	519.50	253,819.50	810,000.00
2- 2-1920	Helena-Ferguson	1,565,000.00	68,000.00	93,900.00	319.76	162,219.76	236,000.00	358,030.00	1,190.06	595,220.06	1,801,000.00
	Total	$2,670,000.00	$ 121,000.00	$ 158,930.00	$ 548.59	$ 280,478.59	$ 452,000.00	$ 604,850.00	$ 2,065.62	$1,058,915.62	$3,122,000.00

Statement of Road Improvement Districts from January 1, 1927, to December 31, 1930—(Continued)

POINSETT COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930				Amt. Bonds Outstanding Jan. 1, 1927
							Bonds	Interest	Paying Charges	Total	
9-15-1917	Road Imp. Dist. 1	$ 21,000.00	$ 2,500.00	$ 1,155.00	$ 6.00	$ 3,661.00	$ 8,000.00	$ 5,720.00	$ 24.31	$ 13,744.31	$ 29,000.00
9-15-1920	Road Imp. Dist. 1	4,000.00	1,000.00	240.00	1.85	1,241.85	4,000.00	1,560.00	8.91	5,568.91	8,000.00
1- 1-1919	Road Imp Dist. 3	53,000.00	6,000.00	2,915.00	14.78	8,929.78	19,000.00	12,375.00	54.70	31,429.70	72,000.00
3- 1-1919	Road Imp. Dist. 4	.....	.....	.....	.....	.....	2,000.00	120.00	4.00	2,124.00	2,000.00
3- 1-1919	Road Imp. Dist. 4	49,000.00	9,000.00	2,695.00	17.99	11,712.99	35,000.00	15,726.33	83.07	50,809.40	84,000.00
9- 1-1923	Road Imp. Dist. 5	100,000.00	5,000.00	6,000.00	21.25	11,021.25	33,000.00	29,209.67	114.28	62,323.95	133,000.00
5- 1-1919	Road Imp. Dist. 5	107,000.00	10,000.00	5,350.00	25.88	15,375.88	38,000.00	26,401.67	113.50	64,515.17	145,000.00
4- 1-1919	Road Imp. Dist. 7	94,000.00	7,000.00	5,640.00	22.85	12,662.85	22,000.00	26,040.00	92.60	48,132.60	116,000.00
9- 1-1917	Bay Road & St. Francis River	88,000.00	12,000.00	4,400.00	26.00	16,426.00	40,000.00	22,750.00	106.88	62,856.88	128,000.00
3- 1-1922	Bay Road & St. Francis River	110,000.00	6,500.00	6,600.00	24.62	13,124.62	22,000.00	29,790.00	101.97	51,891.97	132,000.00
7- 1-1919	Ozark Trail R. I. D.	164,000.00	7,500.00	8,200.00	29.87	15,729.87	28,000.00	31,600.00	113.98	59,713.98	192,000.00
4- 1-1920	Ozark Trail R. I. D.	161,000.00	7,000.00	9,660.00	32.90	16,692.90	24,000.00	36,870.00	122.17	60,992.17	185,000.00
5- 1-1922	Ozark Trail R. I. D.	217,000.00	8,000.00	13,020.00	42.56	21,062.56	27,000.00	48,900.00	156.00	76,056.00	244,000.00
12- 1-1925	Ozark Trail R. I. D.	132,000.00	3,000.00	6,930.00	21.07	9,951.07	3,000.00	24,753.75	61.23	27,814.98	135,000.00
2- 1-1919	Ozark Trail R. I. D.	35,500.00	2,000.00	1,952.50	7.38	3,959.88	10,000.00	8,030.00	32.56	18,062.56	45,500.00
	Total	$1,335,500.00	$ 86,500.00	$ 74,757.50	$ 295.00	$ 161,552.50	$ 315,000.00	$ 319,846.42	$ 1,190.16	$ 636,036.58	$1,650,500.00

POLK COUNTY

3- 1-1920	Road Imp. Dist. 1	$ 193,500.00	$ 35,000.00	$ 10,560.00	$ 70.14	$ 45,630.14	$ 125,000.00	$ 61,886.94	$ 313.21	$ 187,200.15	$ 318,500.00
3- 1-1920	Road Imp. Dist. 1	79,500.00	.....	4,770.00	11.92	4,781.92	2,000.00	19,536.00	51.37	21,587.37	81,500.00
6- 1-1922	Road Imp. Dist. 1	150,000.00	2,500.00	8,925.00	25.43	11,450.43	.....	36,000.00	67.50	36,067.50	150,000.00
3- 1-1926	Road Imp. Dist. 1	33,500.00	1,500.00	2,010.00	6.89	3,516.89	8,000.00	9,398.00	33.47	17,431.47	41,500.00
3- 1-1922	Road Imp. Dist. 3	125,000.00	7,000.00	7,500.00	27.49	14,527.49	25,000.00	29,340.00	104.60	54,444.60	150,000.00
	Total	$ 581,500.00	$ 46,000.00	$ 33,765.00	$ 141.87	$ 79,906.87	$ 160,000.00	$ 156,160.94	$ 570.15	$ 316,731.09	$ 741,500.00

POPE COUNTY

6-16-1919	Road Imp. Dist. 1	$ 344,000.00	$ 11,000.00	$ 18,920.00	$ 61.05	$ 29,981.05	$ 39,000.00	$ 70,853.75	$ 225.86	$ 110,079.61	$ 383,000.00
5-15-1923	Road Imp. Dist. 1	75,000.00	3,000.00	4,125.00	14.07	7,139.07	29,000.00	17,913.93	81.00	46,994.93	104,000.00
9- 1-1924	Road Imp. Dist. 1	70,000.00	2,000.00	3,850.00	12.12	5,862.12	8,000.00	14,355.00	45.89	22,400.89	78,000.00
2- 1-1922	Road Imp. Dist. 2	220,000.00	13,000.00	13,200.00	49.25	26,249.25	50,000.00	60,764.00	214.40	110,978.40	270,000.00
2- 2-1925	Road Imp. Dist. 2	60,000.00	.....	3,000.00	7.50	3,007.50	.....	12,000.00	30.00	12,030.00	60,000.00
9- 1-1923	Road Imp. Dist. 4	58,000.00	3,000.00	3,190.00	11.73	6,201.73	11,000.00	14,327.50	49.56	25,377.06	69,000.00
	Total	$ 827,000.00	$ 32,000.00	$ 46,285.00	$ 155.72	$ 78,440.72	$ 137,000.00	$ 190,214.18	$ 646.71	$ 327,860.89	$ 964,000.00

Statement of Road Improvement Districts from January 1, 1927, to December 31, 1930—(Continued)

PRAIRIE COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930 Bonds	Interest	Paying Charges	Total	Amt. Bonds Outstanding Jan. 1, 1927
10-15-1914	Road Imp. Dist. 1	$ 18,500.00	$ 4,000.00	$ 1,110.00	$ 7.78	$ 5,117.78	$ 14,000.00	$ 5,655.00	$ 31.61	$ 19,686.61	$ 32,500.00
5- 1-1919	Road Imp. Dist. 1	15,500.00	1,500.00	775.00	3.79	2,278.79	5,000.00	3,262.50	14.38	8,276.88	20,500.00
8- 1-1917	Road Imp. Dist. 3	7,000.00	1,000.00	420.00	2.29	1,422.29	3,500.00	1,935.00	9.19	5,444.19	10,500.00
6- 1-1917	Road Imp. Dist. 4	62,500.00	4,000.00	3,437.50	13.58	7,451.08	13,000.00	15,582.50	60.20	28,642.70	75,500.00
3- 1-1920	Road Imp. Dist. 4	39,000.00	4,000.00	2,340.00	10.80	6,350.80	12,000.00	11,160.00	42.89	23,202.89	51,000.00
3- 1-1919	Road Imp. Dist. 5	55,000.00	5,000.00	3,025.00	13.81	8,038.81	17,000.00	12,512.50	52.54	29,565.04	72,000.00
3- 1-1920	Road Imp. Dist. 5	25,000.00	2,000.00	1,375.00	5.90	3,380.90	7,000.00	5,637.50	22.80	12,660.30	32,000.00
5- 1-1919	Woodruff-Prairie R. I. D. 6	294,000.00	15,500.00	16,170.00	60.00	31,730.00	53,500.00	72,242.50	247.47	125,989.97	347,500.00
5- 1-1919	Woodruff-Prairie R. I. D. 6	160,500.00	7,500.00	9,630.00	33.45	17,163.45	28,000.00	42,953.67	142.38	71,096.05	188,500.00
3- 1-1920	Des Arc-Hazen	80,000.00	3,500.00	4,800.00	16.37	8,316.37	12,500.00	21,120.00	68.41	33,688.41	92,500.00
8- 1-1919	Hazen-Lagrue-Slovac	115,500.00	10,500.00	6,352.50	29.00	16,881.50	37,000.00	26,441.25	112.36	63,553.61	152,500.00
12- 1-1920	Hazen-Lagrue-Slovac	41,000.00	3,000.00	2,460.00	9.89	5,469.89	12,000.00	10,050.00	40.11	22,090.11	53,000.00
9- 1-1919	Road Imp. Dist. 9	23,500.00	2,000.00	1,233.75	5.58	3,239.33	7,500.00	5,145.25	22.29	12,667.54	31,000.00
11- 1-1920	Road Imp. Dist. 9	9,500.00	1,000.00	570.00	2.67	1,572.67	2,500.00	2,340.00	8.95	4,848.95	12,000.00
7-30-1923	8- 1-1920 Road Imp. Dist. 11	99,500.00	7,500.00	5,970.00	24.29	13,494.29	26,000.00	24,074.08	92.68	50,166.76	125,500.00
6- 1-1920	Road Imp. Dist. 12	34,000.00	5,000.00	2,040.00	11.35	7,051.35	17,000.00	9,240.00	44.34	26,284.34	51,000.00
1- 1-1921	Road Imp. Dist. 12	5,500.00	500.00	330.00	1.44	831.44	2,000.00	1,395.00	5.99	3,400.99	7,500.00
Total		$1,085,500.00	$ 77,500.00	$ 62,038.75	$ 251.99	$ 139,790.74	$ 269,500.00	$ 270,746.75	$ 1,018.59	$ 541,265.34	$1,356,500.00

PULASKI COUNTY

9- 1-1923	Arkansas-Missouri	$ 547,000.00	$ 12,000.00	$ 27,450.00	$ 83.62	$ 39,533.62	$ 35,000.00	$ 114,058.33	$ 328.90	$ 149,387.23	$ 582,000.00
3- 1-1920	Arkansas-Missouri	278,000.00	26,000.00	14,050.00	67.62	40,117.62	103,000.00	68,730.00	300.56	172,030.56	381,000.00
12-20-1926	Arkansas-Missouri	53,000.00	2,000.00	2,650.00	9.12	4,659.12	7,000.00	10,647.15	33.90	17,681.05	60,000.00
1- 1-1925	Arkansas-Missouri	346,000.00	16,000.00	17,300.00	63.26	33,363.26	79,000.00	80,491.66	299.95	159,791.61	425,000.00
3- 1-1920	North Little Rock-Galloway	281,000.00	26,000.00	15,455.00	71.14	41,526.14	100,000.00	67,312.50	288.27	167,600.77	381,000.00
12- 1-1920	North Little Rock-Galloway	165,000.00	12,000.00	9,900.00	41.01	22,941.01	44,000.00	40,110.00	155.28	84,265.28	209,000.00
12- 1-1921	North Little Rock-Galloway	41,000.00	2,000.00	2,460.00	8.66	4,468.66	4,000.00	9,090.00	27.73	13,117.73	45,000.00
11- 1-1915	Road Imp. Dist. 6	5,000.00	1,000.00	275.00	1.93	1,276.93	4,000.00	1,402.50	8.50	5,411.00	9,000.00
12- 1-1915	Road Imp. Dist. 7	3,000.00	3,000.00	180.00	4.21	3,184.21	11,500.00	2,055.00	19.51	13,574.51	14,500.00
12- 1-1922	Road Imp. Dist. 1	.....	.....	.....	.....	.....	4,400.00	679.25	7.19	5,086.44	4,400.00
10-16-1922	Little Rock North Heights 2	21,000.00	1,000.00	1,260.00	4.41	2,264.41	2,000.00	5,340.00	15.83	7,355.83	23,000.00
12- 1-1922	Little Rock North Heights 3	25,500.00	1,000.00	1,530.00	5.07	2,535.07	2,500.00	6,540.00	19.47	9,059.47	28,000.00
10- 1-1923	Little Rock North Heights 6	172,000.00	3,000.00	8,600.00	25.25	11,625.25	5,000.00	35,100.00	93.99	40,193.99	177,000.00
9- 1-1923	Little Rock-Levy-Park Hill 4	114,000.00	3,000.00	6,270.00	19.43	9,289.43	5,000.00	25,940.68	62.88	31,003.56	119,000.00
10- 1-1923	Little Rock-Westwood 5	172,000.00	3,000.00	8,600.00	25.25	11,625.25	5,000.00	35,100.00	94.00	40,194.00	177,000.00
12-15-1926	Little Rock-Westwood 5	100,000.00	.....	5,000.00	12.50	5,012.50	.....	18,975.81	43.62	19,019.43	100,000.00
10- 1-1923	Little Rock Northern 7	222,000.00	6,000.00	1,110.00	10.28	7,120.28	15,000.00	46,650.00	135.37	61 785.37	237,000.00
2- 2-1925	Little Rock Northern 7	120,500.00	3,500.00	6,025.00	19.43	9,544.43	27,500.00	27,785.00	103.33	55,388.33	148,000.00
2- 2-1925	Little Rock N. Heights Pav. 14	18,500.00	1,500.00	975.00	4.31	2,479.31	5,500.00	4,425.00	17.92	9,942.92	24,000.00
12- 1-1926	Little Rock N. Belt Line 15	29,000.00	4,000.00	1,450.00	8.62	5,458.62	81,000.00	19,375.00	149.68	100,524.68	110,000.00
10- 1-1926	Little Rock N. Belt Line 16	107,000.00	4,000.00	5,350.00	18.38	9,368.38	23,000.00	24,409.72	84.72	47,494.44	130,000.00
10- 1-1926	Little Rock North Heights 17	20,000.00	.....	1,000.00	2.50	1,002.50	10,000.00	5,733.34	26.99	15,760.33	30,000.00

Statement of Road Improvement Districts from January 1, 1927, to December 31, 1930—(Continued)

PULASKI COUNTY —(Continued)

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930 — Bonds	Interest	Paying Charges	Total	Amt. Bonds Outstanding Jan. 1, 1927
10- 1-1926	Little Rock North Heights 22	112,000.00	4,000.00	5,600.00	19.00	9,619.00	66,000.00	32,891.25	164.70	99,055.95	178,000.00
10- 1-1926	Little Rock North Heights 23	125,000.00	6,000.00	6,250.00	23.12	12,273.12	150,000.00	45,401.57	297.24	195,698.81	275,000.00
1-17-1927	Little Rock North Heights 27	62,000.00	3,000.00	3,100.00	11.49	6,111.49	328,000.00	50,253.78	548.30	378,802.08	390,000.00
1-31-1927	Little Rock North Heights 28	82,000.00	4,000.00	4,100.00	15.34	8,015.00	28,000.00	18,498.60	81.12	46,579.72	110,000.00
2- 1-1927	L. Rock Highland R. I. D. 24	213,000.00	8,000.00	12,780.00	41.94	20,821.94	20,000.00	50,120.00	150.28	70,270.28	233,000.00
7- 1-1924	Industrial Pav. Dist. 1	13,000.00	2,000.00	780.00	4.44	2,784.44	6,000.00	4,020.00	17.51	10,037.51	19,000.00
Total		$3,447,500.00	$ 158,000.00	$ 169,500.00	$ 620.99	$ 328,020.99	$1,171,400.00	$ 851,136.14	$ 3,576.74	$2,026,112.88	$4,618,900.00

RANDOLPH COUNTY

8- 1-1915	Road Imp. Dist. 1	$ 1,000.00	$ 1,000.00	$ 60.00	$ 1.41	$ 1,061.41	$ 3,500.00	$ 810.00	$ 6.43	$ 4,316.43	$ 4,500.00
8- 1-1918	Road Imp. Dist. 3	30,500.00	3,000.00	1,677.50	7.95	4,685.45	11,000.00	7,707.50	34.43	18,741.93	41,500.00
11- 1-1920	Road Imp. Dist. 3	37,000.00	4,000.00	2,220.00	10.56	6,230.56	14,000.00	11,093.17	45.18	25,138.35	51,000.00
8- 1-1922	Western Randolph	25,500.00	25,500.00	1,530.00	35.69	27,065.69	63,000.00	16,740.00	120.58	79,860.58	88,500.00
Total		$ 94,000.00	$ 33,500.00	$ 5,487.50	$ 55.61	$ 39,043.11	$ 91,500.00	$ 36,350.67	$ 206.62	$ 128,057.29	$ 185,500.00

SALINE COUNTY

6- 1-1920	Road Imp. Dist. 4	$ 21,000.00	$ 5,000.00	$ 1,260.00	$ 9.41	$ 6,269.41	$ 15,000.00	$ 7,380.00	$ 37.20	$ 22,417.20	$ 36,000.00

SEARCY COUNTY

1- 1-1916	Road Imp. Dist. 1	$ 6,000.00	$ 1,000.00	$ 330.00	$ 2.07	$ 1,332.07	$ 3,000.00	$ 1,620.00	$ 7.79	$ 4,627.79	$ 9,000.00
3- 1-1917	Road Imp. Dist. 1	13,000.00	1,000.00	780.00	3.21	1,783.21	4,000.00	3,720.00	14.28	7,734.28	17,000.00
6- 1-1920	Road Imp. Dist. 3	22,000.00	2,000.00	1,320.00	5.80	3,325.80	8,000.00	6,480.00	26.20	14,506.20	30,000.00
7- 2-1923	Road Imp. Dist. 3	14,000.00	1,000.00	840.00	3.35	1,843.35	4,000.00	3,960.00	14.92	7,974.92	18,000.00
Total		$ 55,000.00	$ 5,000.00	$ 3,270.00	$ 14.43	$ 8,284.43	$ 19,000.00	$ 15,780.00	$ 63.19	$ 34,843.19	$ 74,000.00

SEVIER COUNTY

3- 1-1917	Road Imp. Dist. 1	$ 111,000.00	$ 7,500.00	$ 6,105.00	$ 24.63	$ 13,629.63	$ 25,500.00	$ 24,268.75	$ 92.57	$ 49,861.32	$ 136,500.00
2- 1-1919	Road Imp. Dist. 2	57,500.00	5,000.00	2,875.00	13.43	7,888.43	18,500.00	13,800.00	53.12	32,353.12	76,000.00
8- 1-1919	Road Imp. Dist. 2	24,500.00	2,000.00	1,225.00	5.56	3,230.56	7,500.00	5,875.00	22.06	13,397.06	32,000.00
3- 1-1920	Road Imp. Dist. 2	22,500.00	2,000.00	1,350.00	5.88	3,355.88	4,000.00	5,205.00	18.00	9,223.00	26,500.00
6- 2-1919	Road Imp. Dist. 3	96,000.00	10,000.00	4,800.00	24.50	14,824.50	43,000.00	21,278.60	106.76	64,385.36	139,000.00
12-15-1921	Road Imp. Dist. 3	33,500.00	2,500.00	2,010.00	8.14	4,518.14	8,500.00	8,100.00	30.89	16,630.89	42,000.00
2- 1-1919	Road Imp. Dist. 4	72,500.00	7,000.00	3,987.50	18.71	11,006.21	26,000.00	16,935.42	74.82	43,010.24	98,500.00
3- 1-1920	Road Imp. Dist. 4	65,000.00	5,000.00	3,900.00	16.03	8,916.03	16,000.00	15,570.00	58.93	31,628.93	81,000.00
12- 1-1919	Road Imp. Dist. 5	73,000.00	4,500.00	4,015.00	15.66	8,530.66	17,000.00	15,996.13	61.25	33,057.38	90,000.00
6- 2-1917	Road Imp. Dist. 7	74,000.00	6,000.00	4,070.00	17.68	10,087.68	22,000.00	19,415.00	76.02	41,491.02	96,000.00
9- 1-1921	Road Imp. Dist. 11	30,000.00	3,000.00	1,800.00	8.25	4,808.25	10,500.00	8,820.00	35.17	19,355.17	40,500.00
Total		$ 659,500.00	$ 54,500.00	$ 36,137.50	$ 158.47	$ 90,795.97	$ 198,500.00	$ 155,263.90	$ 629.59	$ 354,393.49	$ 858,000.00

SHARP COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930 Bonds	Interest	Paying Charges	Total	Amt. Bonds Outstanding Jan. 1, 1927
6- 1-1918	Road Imp. Dist. 1	$ 8,500.00	$ 2,500.00	$ 467.50	$ 4.30	$ 2,971.80	$ 9,500.00	$ 2,722.50	$ 18.67	$ 12,241.17	$ 18,000.00
10- 1-1919	Road Imp. Dist. 1	12,000.00		660.00	1.66	661.66		2,640.00	6.58	2,646.58	12,000.00
Total		$ 20,500.00	$ 2,500.00	$ 1,127.50	$ 5.96	$ 3,633.46	$ 9,500.00	$ 5,362.50	$ 25.25	$ 14,887.75	$ 30,000.00

STONE COUNTY

9- 2-1918	Road Imp. Dist. 2	$ 27,500.00	$ 3,000.00	$ 1,650.00	$ 7.87	$ 4,657.87	$ 9,000.00	$ 8,010.00	$ 31.28	$ 17,041.28	$ 36,500.00
10- 1-1919	Road Imp. Dist. 2	1,000.00	500.00	60.00	.78	560.78	2,000.00	540.00	4.12	2,544.12	3,000.00
3- 1-1920	Road Imp. Dist. 2	21,000.00	2,000.00	1,260.00	5.66	3,265.66	6,500.00	6,060.00	23.28	12,583.28	27,500.00
8- 1-1925	Road Imp. Dist. 5	12,000.00	500.00	600.00	2.12	1,102.12	1,500.00	2,287.50	7.57	3,795.07	13,500.00
Total		$ 61,500.00	$ 6,000.00	$ 3,570.00	$ 16.43	$ 9,586.43	$ 19,000.00	$ 16,897.50	$ 66.25	$ 35,963.75	$ 80,500.00

ST. FRANCIS COUNTY

1- 1-1918	Road Imp. Dist. 1	$ 223,500.00	$ 14,000.00	$ 12,292.50	$ 48.24	$ 26,340.74	$ 48,000.00	$ 48,496.25	$ 181.22	$ 96,677.47	$ 271,500.00
1- 1-1920	Road Imp. Dist. 1	30,500.00	1,500.00	1,677.50	6.05	3,183.55	6,000.00	6,531.25	23.82	12,555.07	36,500.00
5- 2-1921	Road Imp. Dist. 1	10,500.00	500.00	630.00	2.19	1,132.19	2,000.00	2,445.00	8.58	4,453.58	12,500.00
7- 2-1923	Road Imp. Dist. 1	15,000.00	1,000.00	900.00	3.51	1,903.51	3,500.00	3,615.00	13.39	7,128.39	18,500.00
1- 1-1918	Road Imp. Dist. 2	89,000.00	5,500.00	4,895.00	19.11	10,414.11	19,500.00	19,373.75	72.78	38,946.53	108,500.00
2- 1-1922	Road Imp. Dist. 2	158,000.00	9,500.00	8,690.00	33.59	18,223.59	34,500.00	34,324.58	129.25	68,953.83	192,500.00
5- 1-1923	Road Imp. Dist. 2	83,500.00	4,000.00	4,592 50	16.48	8,608.98	14,000.00	17,613.75	61.49	31,675.24	97,500.00
5- 1-1923	Road Imp. Dist. 2	57,500.00	3,000.00	3,162.50	11.66	6,174.16	11,000.00	12,333.75	44.56	23,378.31	68,500.00
2- 1-1918	Road Imp. Dist. 3	107,500.00	10,500.00	5,912.50	27.90	16,440.40	37,000.00	24,901.25	108.49	62,009.74	144,500.00
5- 1-1919	Road Imp. Dist. 3	113,000.00	10,000.00	6,215.00	28.02	16,243.02	35,000.00	25,685.00	107.96	60,792.96	148,000.00
4- 1-1920	Road Imp. Dist. 3	131,000.00	9,000.00	7,860.00	30.89	16,890.89	32,000.00	31,530.00	118.82	63,648.82	163,000.00
8- 1-1919	Road Imp. Dist. 4	69,000.00	16,000.00	3,795.00	29.48	19,824.48	57,000.00	23,265.00	129.43	80,394.43	126,000.00
10- 1-1919	Road Imp. Dist. 5	67,500.00	15,000.00	3,712.50	28.05	18,740.55	55,500.00	19,332.50	117.70	74,950.20	123,000.00
8- 1-1923	Road Imp. Dist. 5	116,000.00	6,000.00	6,960.00	24.90	12,984.90	14,000.00	26,340.00	83.33	40,423.33	130,000.00
7- 2-1923	Road Imp. Dist. 12	57,500.00	3,000.00	3,162.50	11.65	6,174.15	11,000.00	14,275.04	49.28	25,324.32	68,500.00
Total		$1,329,000.00	$ 108,500.00	$ 74,457.50	$ 321.72	$ 183,279.22	$ 380,000.00	$ 310,062.12	$ 1,250.10	$ 691,312.22	$1,709,000.00

VAN BUREN COUNTY

6- 1-1918	Road Imp. Dist. 1	$ 42,000.00	4,500.00	2,310.00	11.40	$ 6,821.40	$ 15,000.00	$ 9,790.00	$ 43.21	$ 24,833.21	$ 57,000.00
3- 2-1920	Road Imp. Dist. 1	24,000.00	3,000.00	1,320.00	7.05	4,263.14	8,000.00	5,500.00	23.74	13,523.74	32,000.00
5- 1-1919	Road Imp. Dist. 2	41,000.00	2,000.00	2,255.00	8.14	4,263.14	8,000.00	8,772.50	31.91	16,804.41	49,000.00
10- 1-1920	Road Imp. Dist. 2	43,500.00	2,000.00	2,610.00	9.02	4,619.02	7,500.00	10,080.33	34.23	17,614.56	51,000.00
4- 1-1919	Road Imp. Dist. 3	60,000.00	5,000.00	3,300.00	14.49	8,314.49	17,000.00	13,502.50	54.99	30,557.49	77,000.00
Total		$ 210,500.00	$ 16,500.00	$ 11,795.00	$ 50.10	$ 28,345.10	$ 55,500.00	$ 47,645.33	$ 188.08	$ 103,333.41	$ 266,000.00

Statement of Road Improvement Districts from January 1, 1927, to December 31, 1930—(Continued)

WASHINGTON COUNTY

Date of Issue	Name of District	Bonds Outstanding Jan. 1, 1931	Bonds Due 1931	Interest Due 1931	Paying Charge 1931	Total	Amt. Pd. on Acc't. from Jan. 1, 1927 to Dec. 31, 1930 Bonds	Interest	Paying Charges	Total	Amt. Bonds Outstanding Jan. 1, 1927
2- 2-1920	Road Imp. Dist. 1	$ 73,500.00	$ 6,000.00	$ 4,042.50	$ 17.62	$ 10,060.12	$ 22,500.00	$ 16,793.33	$ 70.10	$ 39,363.43	$ 96,000.00
12- 1-1920	Road Imp. Dist. 1	42,500.00	3,000.00	2,550.00	10.13	5,560.13	10,000.00	10,215.00	38.01	20,253.01	52,500.00
4- 1-1920	Road Imp. Dist. 2	252,000.00	20,000.00	15,120.00	62.80	35,182.80	70,000.00	71,280.00	265.73	141,545.73	322,000.00
4- 1-1921	Road Imp. Dist. 2	76,500.00	10,500.00	4,590.00	24.58	15,114.58	37,500.00	24,120.00	107.16	61,727.16	114,000.00
3- 1-1922	Road Imp. Dist. 10	54,000.00	4,000.00	3,240.00	13.10	7,253.10	12,000.00	12,745.66	46.79	24 792.45	66,000.00
	Total	$ 498,500.00	$ 43,500.00	$ 29,542.50	$ 128.23	$ 73,170.73	$ 152,000.00	$ 135,153.99	$ 527.79	$ 287,681.78	$ 650,500.00

WHITE COUNTY

12- 1-1919	North Ark. R. I. D. 1	$ 446,000.00	$ 40,000.00	$ 24,585.00	$ 111.46	$ 64,696.46	$ 140,000.00	$ 101,798.13	$ 429.49	$ 242,227.62	$ 586,000.00
2- 1-1922	North Ark. R. I. D. 1	71,000.00	6,000.00	4,260.00	18.14	10,278.14	22,000.00	17,670.00	71.66	39,741.66	93,000.00
5- 1-1920	Road Imp. Dist. 7	192,000.00	15,000.00	11,520.00	47.55	26,567.55	51,000.00	53,940.00	198.80	105,138.80	243,000.00
3- 1-1920	Reebe-Antioch-Lonoke	95,500.00	8,500.00	5,730.00	24.94	14,254.94	29,000.00	27,420.00	104.79	56,524.79	124,500.00
8- 1-1921	Reebe-Antioch-Lonoke	69,000.00	4,500.00	4,140.00	15.96	8,655.96	16,000.00	19,050.00	67.62	35,117.62	85,000.00
10- 1-1925	Higginson-Kensett-Judsonia	34,000.00	1,000.00	1,700.00	5.51	2,705.51	4,000.00	7,300.00	23.26	11,323.26	38,000.00
	Total	$ 907,500.00	$ 75,000.00	$ 51,935.00	$ 223.56	$ 127,158.56	$ 262,000.00	$ 227,178.13	$ 895.62	$ 490,073.75	$1,169,500.00

WOODRUFF COUNTY

2- 1-1913	Road Imp. Dist. 1 Northern	$ 7,000.00	$ 2,000.00	$ 360.00	$ 3.42	$ 2,363.42	$ 8,000.00	$ 2,640.00	$ 16.60	$ 10,656.60	$ 15,000.00
6- 1-1914	Road Imp. Dist. 1 Northern	3,000.00	2,000.00	120.00	2.81	2,122.81	4,000.00	1,110.00	7.77	5,117.77	7,000.00
9- 1-1917	Cotton Plant R. I. D. 1	66,500.00	2,500.00	3,325.00	11.44	5,836.44	10,000.00	14,550.00	48.87	24,598.87	76,500.00
9- 1-1919	Cotton Plant R. I. D. 1	4,500.00	500.00	247.50	1.24	748.74	2,000.00	1,265.00	5.65	3,270.65	6,500.00
7- 1-1919	Road Imp. Dist. 3	87,000.00	8,000.00	4,785.00	21.96	12,806.96	27,000.00	19,789.15	83.15	46,872.30	114,000.00
8- 1-1920	Road Imp. Dist. 7	86,000.00	7,000.00	5,160.00	21.65	12,181.65	23,000.00	24,180.00	89.19	47,269.19	109,000.00
12- 1-1919	Road Imp. Dist 12	359,000.00	24,000.00	17,950.00	74.90	42,024.90	93,000.00	84,133.89	326.58	177,460.47	452,000.00
10- 2-1922	Road Imp. Dist. 12	40,500.00	3,000.00	2,430.00	9.83	5,439.83	11,500.00	11.683.00	43.60	23,226.60	52,000.00
4- 1-1920	Road Imp. Dist. 14	31,500.00	7,500.00	1,890.00	14.09	9,404.09	25,500.00	9,780.00	56.30	35,336.30	57,000.00
9- 1-1923	Road Imp. Dist. 15	193,000.00	7,000.00	10,615.00	35.29	17,650.29	28,000.00	40,452.50	136.13	68,588.63	221,000.00
9- 1-1923	Road Imp. Dist. 16	163,000.00	9,000.00	8,965.00	33.65	17,998.65	31,000.00	34,791.31	125.56	65,916.87	194,000.00
9- 1-1920	Road Imp. Dist. 18	91,000.00	7,000.00	5,460.00	22.41	12,482.41	25,000.00	25,680.00	95.45	50,775.45	116,000.00
	Total	$1,132,000.00	$ 79,500.00	$ 61,307.50	$ 252.69	$ 141,060.19	$ 288,000.00	$ 270,054.85	$ 1,034.85	$ 559,089.70	$1,420,000.00

YELL COUNTY

1- 1-1918	Road Imp. Dist. 1	$ 291,500.00	$ 20,000.00	$ 16,032.50	$ 65.08	$ 36,097.58	$ 70,000.00	$ 64,088.75	$ 247.68	$ 134,336.43	$ 361,500.00
5- 1-1920	Road Imp. Dist. 1	51,000.00	3,500.00	3,060.00	12.01	6,572.01	12 500.00	12,255.00	46.26	24,801.26	63,500.00
6- 1-1923	Road Imp. Dist. 1	22,000.00	1,500.00	1,320.00	5.17	2,825.17	5,000.00	5,280.00	19.39	10,299.39	27,000.00
8- 1-1921	Mount Nebo R. I D.	2,300.00	200.00	138.00	.59	338.59	800.00	624.00	4.71	1,428.71	3,100.00
	Total	$ 366,800.00	$ 25,200.00	$ 20,550.50	$ 82.85	$ 45,833.35	$ 88,300.00	$ 82,247.75	$ 318.04	$ 1 70,865.79	$ 455,100.00
	GRAND TOTAL	**$50,718,300.00**	**$3,169,725.00**	**$2,819,630.25**	**$ 11,330.87**	**$6,300,686.12**	**$13,449,300.00**	**$12,414,382.60**	**$ 47,493.39**	**$25,911,175.99**	**$64,167,600.00**

SCHEDULE OF STATE HIGHWAY TOLL BRIDGE BONDS AS OF NOVEMBER 1, 1930

Year	Issue $5,000,000.00 March 1, 1929	Issue $2,500,000.00 November 1, 1930	Total Amount Maturities
1929	$ 125,000.00	----------	$ 125,000.00
1930	300,000.00	----------	300,000.00
1931	317,500.00	143,750.00	461,250.00
1932	339,000.00	152,562.50	491,562.50
1933	343,500.00	165,900.00	509,400.00
1934	347,500.00	168,525.00	516,025.00
1935	351,000.00	170,912.50	521,912.50
1936	354,000.00	173,062.50	527,062.50
1937	356,500.00	174,975.00	531,475.00
1938	358,500.00	176,650.00	535,150.00
1939	360,000.00	178,087.50	538,087.50
1940	361,000.00	179,287.50	540,287.50
1941	361,500.00	180,250.00	541,750.00
1942	361,500.00	180,975.00	542,475.00
1943	361,000.00	181,462.50	542,462.50
1944	360,000.00	181,712.50	541,712.50
1945	358,500.00	181,725.00	540,225.00
1946	356,500.00	181,500.00	538,000.00
1947	354,000.00	181,037.50	535,037.50
1948	351,000.00	180,337.50	531,337.50
1949	347,500.00	179,400.00	526,900.00
1950	353,000.00	178,225.00	531,225.00
1951	348,000.00	181,812.50	529,812.50
1952	342,500.00	179,925.00	522,425.00
1953	336,500.00	177,800.00	514,300.00
1954	346,500.00	175,437.50	521,937.50
1955	----------	172,837.50	172,837.50
Totals	$ 8,851,500.00	$ 4,378,150.00	$13,229,650.00

STATEMENT OF TOLL BRIDGE CONSTRUCTION FROM FEBRUARY 19, 1929, TO OCTOBER 1, 1930

AUGUSTA BRIDGE—

Contractors Estimate Paid, Fred Luttjohan	$ 1,574.29	
Contractors Estimate Paid, Parham Construction Co.	241,378.85	
Contractors Estimates Paid, Missouri Valley Bridge & Iron Co.	295,032.67	
Contractors Estimates Paid, Calahan Walker Construction Co.	46,018.97	
Contractors Estimates Paid, Horton Price Construction Co.	129,915.18	
Contractors Estimates Paid, F. V. Ragsdale & Co.	171,381.84	
Legal Expenses, Coleman & Redick, et al	4,794.00	
Engineering Expense, Ira Hedrick	28,770.70	
Engineers Salaries and Expenses	12,352.00	
Traveling Expense	53.35	
Right-of-Way, Augusta Chamber of Commerce	3,000.00	
Advertising	80.50	
Sundry Expense	9.55	
Gas, Oils, Auto Supplies and Repairs	248.32	
Traffic Census	1,895.50	
Toll House Material	755.81	
Toll House Labor	1,471.64	
Ferry Rights, Litigation	55.55	
Bond Sale Expense	699.15	
Total		$939,487.87

CALION BRIDGE—

Contractors Estimate Paid, Keleher Construction Co.	253,542.33	
Contractors Esitmates Paid, Peterson & Earhardt	26,578.26	
Evans, Drilling Test Holes	1,518.32	
Engineering Expense, Ira Hedrick	390.34	
Photographs	85.33	
Advertising	52.10	
Preliminary Surveys	4,145.78	
Engineers Salaries and Expenses	15,858.80	
Office Equipment	495.00	
Engineering Equipment	255.35	
Right-of-Way, Calion Lumber Company	10,763.54	
Traffic Census	1,417.20	
Bond Sale Expense	699.14	
Ferry Rights Litigation	55.55	
Total		315,857.04

FULTON BRIDGE—

Contractors Estimates Paid, Keleher Construction Co.	508,417.37
Contractors Estimates Paid, Fred Luttjohan	257,164.20
Contractors Estimates Paid, McWilliams Co. U. S. F. & G. Co.	29,113.50
Contractors Estimates Paid, C. E. Nutt	7,399.58
Contractors Estimates Paid, Jones & Greason	771.00
Contractors Estimates Paid, F. V. Ragsdale & Co.	191.35
Engineering Expenses, Ira Hedrick	26,386.46
Materials for Approaches	4,612.40
Night Watchman	62.50
One Cash Register	436.68

STATEMENT OF TOLL BRIDGE CONSTRUCTION FROM FEBRUARY 19, 1929, TO OCTOBER 1, 1930

(CONTINUED)

Rights-of-Way—		
H. Jones	425.00	
Conway Bros., et. al.	26,000.00	
Ben Auxer	325.00	
Recording Deeds	11.25	
Bank of Fulton	200.00	
Dora Williams	50.00	
J. L. O'dell	55.00	
C. Walker	25.00	
W. H. Arnold	50.00	
Spencer Wooldridge	50.00	
J. D. Sanderson	80.00	
Texarkana Chamber of Commerce	4,538.71	
Frank Carter	75.00	
Nannie Jett	540.41	
Legal Expense, Graves & Arnold	10,150.00	
Engineering Salaries and Expenses	12,092.91	
Dump Inspector	146.60	
Approaches	1,247.77	
Toll House—		
Materials	3,490.43	
Labor	2,840.47	
Nails	180.28	
Gas and Oil	70.64	
One Well	451.76	
Electric Fixtures and Supplies	623.03	
Shades	32.25	
Plumbing	733.42	
Painting Signs	51.00	
Insurance, Toll House	134.50	
Traffic Census	2,100.90	
Court Cost, M. Oates	2,728.30	
Bond Sale Expense	699.14	
Ferry Rights Litigation	55.56	
Total		904,809.87
CLARENDON BRIDGE—		
Contractors Estimates Paid, Austin Bridge Co.	582,457.31	
Photographs	83.34	
Engineering Expense, Ira Hedrick	57,404.42	
Preliminary Surveys	1,247.44	
Engineers Salaries and Expenses	1,434.40	
Advertising	29.25	
Gas, Oil, Auto Supplies and Repairs	129.84	
Traffic Census	1,717.70	
Right-of-Way	1,390.00	
Bond Sale Expense	699.14	
Ferry Rights Litigation	55.55	
Total		646,648.39

STATEMENT OF TOLL BRIDGE CONSTRUCTION FROM FEBRUARY 19, 1929, TO OCTOBER 1, 1930

(CONTINUED)

GARLAND CITY BRIDGE—		
Contractors Estimates Paid, Kansas City Bridge Co.	395,280.62	
Contractors Estimates Paid, Johnson Team & Dray Co.	14,340.34	
Engineering Expense, Ira Hedrick	23,716.36	
Advertising	101.05	
Legal Expense	754.80	
Engineering Salaries and Expenses	307.06	
Rights-of-Way—		
Beasley & Smith, et. al.	18,000.00	
Recording Deeds	1.75	
J. L. Russell	1,500.00	
H. Z. Pierce	608.90	
Ollie Pierce	5.00	
R. M. Cook	3,100.00	
T. H. Aaron and wife	2,000.00	
A. E. Flowers	3,000.00	
W. T. Carter	25.00	
Traffic Census	1,967.70	
Night Watchman	170.84	
Bond Sale Expense	699.14	
Ferry Rights Litigation	55.56	
Total		465,634.12
COTTER BRIDGE—		
Contractors Estimates Paid, Bateman Construction Co.	383,726.31	
Engineers Salaries and Expenses	918.08	
Preliminary Expense	747.09	
Engineering Expense, Marsh Engineering Co.	21,293.15	
Advertising	59.50	
Traffic Census	1,205.80	
Office Equipment	26.35	
Bond Sale Expense	699.14	
Ferry Rights Litigation	55.55	
Total		408,730.97
NEWPORT BRIDGE—		
Contractors Estimates Paid, Lest & Weatherly	183,929.24	
Contractors Estimates Paid, Missouri Valley Bridge & Iron Co	322,273.67	
Contractors Estimates Paid, Earl Quin	9,187.95	
Materials for Approaches	833.68	
Engineering Expense, Ira Hedrick	27,825.83	
Traveling Expense	190.00	
Court Cost, Witnesses	482.30	
Advertising	54.75	
Engineers Salaries and Expenses	740.59	
Preliminary Expenses	129.40	
Rights-of-Way—		
Walker & Hays	254.00	
Wallace Real Estate Co.	150.00	

STATEMENT OF TOLL BRIDGE CONSTRUCTION FROM FEBRUARY 19, 1929, TO OCTOBER 1, 1930

(CONTINUED)

Arkansas Power & Light Co.	12,854.40	
J. N. Goff	1,216.05	
Fannie Smith, et. al.	19,675.00	
Missouri Pacific Ry. Co.	82.78	
F. T. Hunter, et. al.	10,000.00	
Legal Expenses, R. E. Jeffries	750.00	
Toll House—		
Labor	1,868.19	
Materials	2,813.96	
Locks, Hinges, Etc.	226.20	
Heaters and Range	121.75	
Electric Supplies and Equipment	157.65	
Plumbing Fixtures	309.20	
Nails, Bolts, Etc.	38.45	
Shades	18.00	
Painting Signs	5.00	
Traffic Census	1,996.60	
Bond Sale Expense	699.14	
Ferry Rights Litigation	55.56	
Total		598,939.34
FELSENTHAL BRIDGE—		
Contractors Estimates Paid, Gauger & Korsmo Construction Co	328,736.96	
Engineering Expense, Ira Hedrick	19,011.13	
Photographs	83.33	
Preliminary Expense	2,513.75	
Engineering Salaries and Expenses	3,976.54	
Advertising	77.45	
Gas and Oils	2.12	
Traffic Census	1,368.40	
Bond Sale Expense	699.14	
Ferry Rights Litigation	55.56	
Total		356,524.38
RIDDLES BRIDGE—		
Traffic Census	1,205.80	
		1,205.80
OZARK BRIDGE—		
Contractors Estimates Paid, M. E. Gelloiz	308,012.06	
Advertising	68.35	
Right-of-Way, J. F. Turner	10,000.00	
Right-of-Way, Recording Deeds	3.55	
Engineering Salaries and Expenses	16,988.08	
Preliminary Expenses	1,051.54	
Office Equipment	1,095.36	
Drills, Drill Bits	154.85	
Gas, Oil, Auto Supplies and Repairs	23.17	
Traffic Census	1,680.68	

STATEMENT OF TOLL BRIDGE CONSTRUCTION FROM FEBRUARY 19, 1929, TO OCTOBER 1, 1930

(CONTINUED)

Name Plate	31.22	
Bond Sale Expense	699.14	
Ferry Rights Litigation	55.56	
Total		339,863.56
Grand Total, Expenditures Toll Bridge Construction		$4,977,701.34
Estimated to Complete		2,650,557.16
Approximate Cost of All Toll Bridges		$7,628,258.50
Amount of Toll Bridge Bond Issue		7,500,000.00
Deficit—To Be Borne by State Road Funds		$ 128,258.50

STATEMENT OF NET ROAD DISTRICT OBLIGATIONS ASSUMED BY STATE JANUARY 1, 1927, UNDER ACT 11 OF 1927

County	Bonds Assumed	Claims Paid Under Acts 11 and 153	Total Bonds and Claims	Credits By Districts Under Act 112	Net Bonds and Claims Chargeable To County
Arkansas	$ 3,694,556.50	$ 29,301.50	$ 3,723,858.00	$ 20,377.29	$ 3,703,480.72
Ashley	636,268.34	30,795.87	667,064.21	29,050.86	638,013.35
Baxter	173,000.00	22,247.31	195,247.31	.....	195,247.31
Benton	1,507,500.00	131,253.21	1,638,753.21	11,186.10	1,627,567.10
Boone	72,000.00	.....	72,000.00	8,057.08	63,942.92
Bradley	.....	6,860.22	6,860.22	.....	6,860.22
Calhoun	.....	.....	.....	.....	.....
Carroll	340,998.95	886.87	341,885.82	3,048.62	338,837.20
Chicot	1,684,065.35	1,555.29	1,685,620.64	4,199.47	1,681,421.17
Clark	521,000.00	.....	521,000.00	1,218.13	519,781.87
Clay	.....	.....	.....	.....	.....
Cleburne	.....	.....	.....	.....	.....
Cleveland	420,000.00	4,884.34	424,884.34	2,201.22	422,683.12
Columbia	151,000.00	.....	151,000.00	18,685.24	132,314.76
Conway	1,422,000.00	8,115.27	1,430,115.27	20,782.89	1,409,332.38
Craighead	831,000.00	53,999.45	884,999.45	6,591.53	878,407.92
Crawford	13,000.00	7,142.34	20,142.34	.....	20,142.34
Crittenden	5,233,500.00	.....	5,233,500.00	.....	5,233,500.00
Cross	1,433,000.00	7,028.61	1,440,028.61	2,384.47	1,437,644.14
Dallas	676,000.00	527.09	676,527.09	.....	676,527.09
Desha	890,670.93	2,090.49	892,761.42	.....	892,761.42
Drew	233,700.56	.....	233,700.56	.....	233,700.56
Faulkner	1,022,000.00	185.46	1,022,185.46	8,471.38	1,013,714.08
Franklin	220,000.00	.....	220,000.00	.....	220,000.00
Fulton	180,568.88	37,648.58	218,217.46	.....	218,217.46
Garland	513,834.85	13,451.01	527,285.86	.....	527,285.86
Grant	817,601.22	.....	817,601.22	25,197.87	792,403.35
Greene	102,000.00	24,535.35	126,535.35	.....	126,535.35
Hempstead	731,111.13	1,275.60	732,386.73	9,241.54	723,145.19
Hot Spring	.....	.....	.....	.....	.....
Howard	671,013.36	3,477.50	674,490.86	.....	674,490 86
Independence	230,923.04	552.70	231,475.74	.....	231,475.74
Izard	229,508.08	.....	229,508.08	1,603.04	227,905.04
Jackson	787,500.00	.....	787,500.00	4,957.76	782,542.24
Jefferson	1,142,904.91	10,134.38	1,153,039.29	18,148.66	1,134,890.63
Johnson	266,000.00	.....	266,000.00	.....	266,000.00
Lafayette	206,000.00	.....	206,000.00	2,287.27	203,712.73
Lawrence	1,083,500.00	14.38	1,083,514.38	8,236.62	1,075,277.76
Lee	466,000.00	.....	466,000.00	855.08	465,144.92
Lincoln	520,294.82	.....	520,294.82	3,963.87	516,330.95
Little River	1,590,000.00	1,999.95	1,591,999.95	3,506.12	1,588,493.83
Logan	35,000.00	.....	35,000.00	5,288.98	29,711.02
Lonoke	1,132,259.80	2,330.41	1,134,590.21	28,095.77	1,106,494.44
Madison	175,601.05	.....	175,601.05	.....	175,601.05
Marion	.....	.....	.....	.....	.....
Miller	342,600.00	.....	342,600.00	4,879.92	337,720.08
Mississippi	6,661,000.00	805.30	6,661,805.30	82,988.09	6,578,817.21
Monroe	568,000.00	3,320.00	571,320.00	6,184.29	565,135.71
Montgomery	80,000.00	8,168.32	88,168.32	114.23	88,054.09
Nevada	36,388.87	3,894.40	40,283.27	.....	40 283 27

STATEMENT OF NET ROAD DISTRICT OBLIGATIONS ASSUMED BY STATE JANUARY 1, 1927, UNDER ACT 11 OF 1927

(CONTINUED)

County	Bonds Assumed	Claims Paid Under Acts 11 and 153	Total Bonds and Claims	Credits By Districts Under Act 112	Net Bonds and Claims Chargeable To County
Newton	185,487.69	4,587.81	190,075.50	1,624.54	188,450.96
Ouachita					
Perry	70,500.00		70,500.00	156.08	70,343.92
Phillips	3,122,000.00	2,770.91	3,124,770.91	14,060.48	3,110,710.43
Pike					
Poinsett	1,650,500.00	16,917.64	1,667,417.64	4,274.23	1,663,143.41
Polk	741,500.00		741,500.00	3.90	741,496.10
Pope	999,225.25		999,225.25	753.29	998,471.96
Prairie	1,144,608.72	67,732.93	1,212,341.65	41,203.71	1,171,137.94
Pulaski	8,683,272.13	9,698.50	8,692,970.63	29,223.27	8,663,747.36
Randolph	185,500.00		185,500.00	4,933.99	180,566.01
Saline	181,677.39	12,221.10	193,898.49	642.59	193,255.90
Scott					
Searcy	211,910.12	400.00	211,310.12	1,612.22	210,697.90
Sebastian					
Sevier	1,202,486.64	460.63	1,202,947.27	18,062.51	1,184,884.76
Sharp	30,000.00		30,000.00	3,882.28	26,117.72
St. Francis	1,709,000.00		1,709,000.00	493.07	1,708,506.93
Stone	80,500.00		80,500.00	4,411.17	76,088.83
Union					
Van Buren	283,876.94	1,729.86	285,606.80	1,604.63	284,002.17
Washington	650,500.00	11,944.48	662,444.48	9,838.13	652,606.35
White	1,169,500.00		1,169,500.00	24,799.55	1,144,700.45
Woodruff	1,665,584.48	20,671.74	1,686,256.22	5,879.96	1,680,376.26
Yell	455,100.00		455,100.00	1,052.78	454,047.22
Totals	$ 64,167,600.00	$ 567,616.80	$ 64,735,216.80	$ 510,315.77	$ 64,224,901.03

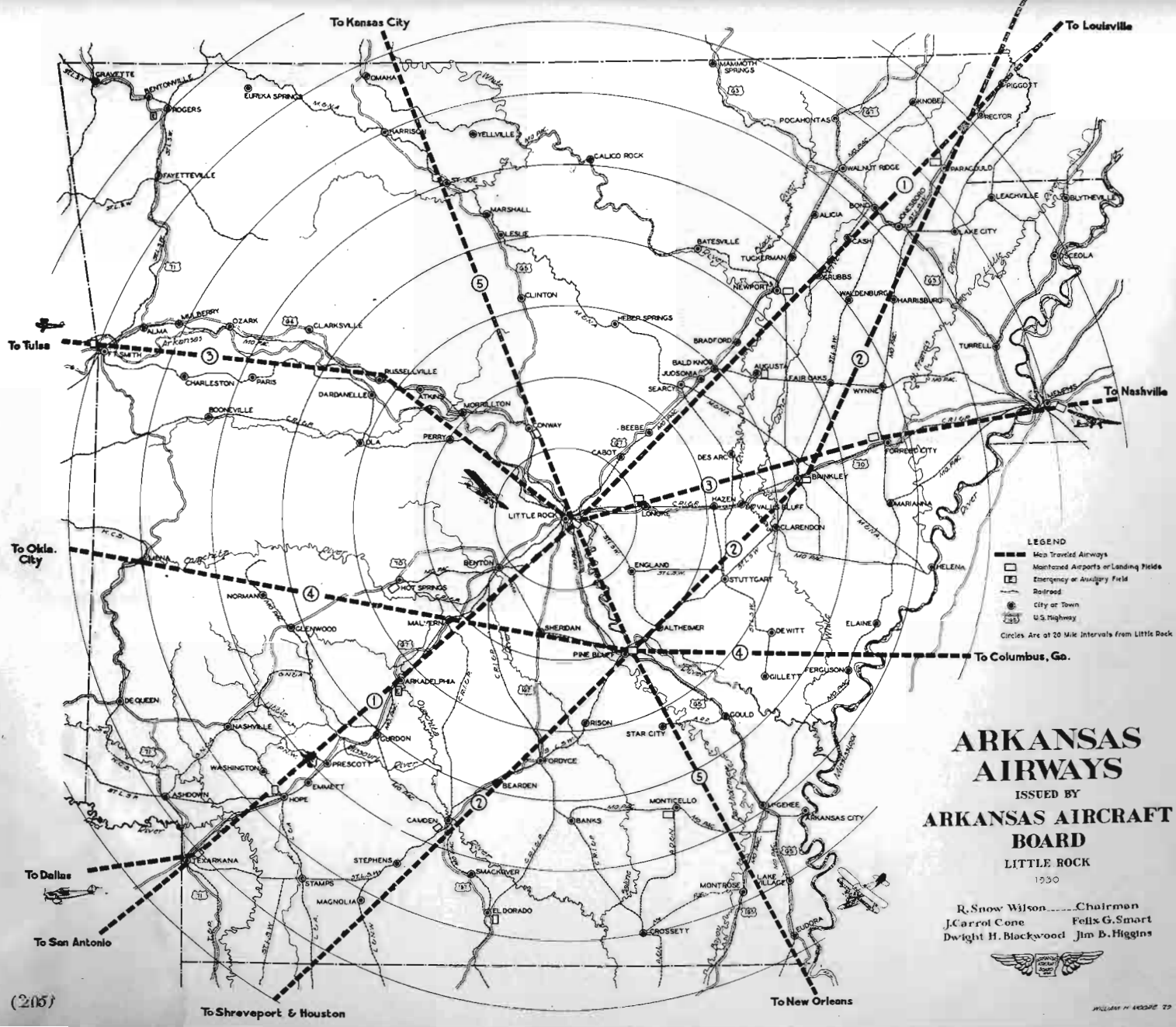
ALLOTMENT DUE COUNTIES UNDER PARITY PLAN

County	Allotment Under Parity Plan	Net Bonds and Claims Chargeable to County	Net Allotment For Construction	Aid Credit For High Type Paving	Due County For Construction
Arkansas	$ 1,954,806.80	$ 3,703,480.72	*$ 1,748,673.92	$ 295,654.30	*$ 1,453,019.62
Ashley	1,320,132.29	638,013.35	682,118.94	.....	682,118.94
Baxter	504,949.39	195,247.31	309,702.08	.....	309,702.08
Benton	2,798,784.77	1,627,567.10	1,171,217.67	.....	1,171,217.67
Boone	987,615.86	63,942.92	923,672.94	.....	923,672.94
Bradley	1,028,474.48	6,860.22	1,021,614.26	.....	1,021,614.26
Calhoun	600,665.96	.....	600,665.96	.....	600,665.96
Carroll	1,126,870.33	338,837.20	788,033.13	.....	788,033.13
Chicot	1,303,827.20	1,681,421.17	*377,593.97	613,106.40	235,512.43
Clark	1,580,914.33	519,781.87	1,061,132.46	.....	1,061,132.46
Clay	1,527,475.71	.....	1,527,475.71	.....	1,527,475.71
Cleburne	659,216.72	.....	659,216.72	.....	659,216.72
Cleveland	659,990.33	422,683.12	237,307.21	.....	237,307.21
Columbia	1,612,391.47	132,314.76	1,480,076.71	.....	1,480,076.71
Conway	1,291,459.71	1,409,332.38	*117,872.67	184,965.55	67,092.88
Craighead	2,499,285.87	878,407.92	1,620,877.95	71,280.00	1,692,157.95
Crawford	1,532,356.82	20,142.34	1,512,214.48	.....	1,512,214.48
Crittenden	1,723,176.39	5,233,500.00	*3,510,323.61	156,724.70	*3,353,598.91
Cross	1,080,868.68	1,437,644.14	*356,775.46	.....	*356,775.46
Dallas	885,487.26	676,527.09	208,960.17	.....	208,960.17
Desha	1,188,360.57	892,761.42	295,599.15	303,868.80	599,467.95
Drew	1,158,273.96	233,700.56	924,573.40	90,605.25	1,015,178.65
Faulkner	1,655,054.78	1,013,714.08	641,340.70	176,911.90	818,252.60
Franklin	1,088,721.99	220,000.00	868,721.99	.....	868,721.99
Fulton	601,818.89	218,217.46	383,601.43	.....	383,601.43
Garland	2,447,937.68	527,285.86	1,920,651.82	186,105.31	2,106,757.13
Grant	671,322.72	792,403.35	*121,080.63	.....	*121,080.63
Greene	1,431,418.24	126,535.35	1,304,882.89	.....	1,304,882.89
Hempstead	1,791,238.05	723,145.19	1,068,092.86	9,616.20	1,077,709.06
Hot Spring	1,092,667.67	.....	1,092,667.67	.....	1,092,667.67
Howard	1,141,180.98	674,490.86	466,690.12	.....	466,690.12
Independence	1,359,837.85	231,475.74	1,128,362.11	.....	1,128,362.11
Izard	651,860.74	227,905.04	423,955.70	.....	423,955.70
Jackson	1,432,843.40	782,542.24	650,301.16	.....	650,301.16
Jefferson	3,919,008.25	1,134,890.63	2,784,117.62	.....	2,784,117.62
Johnson	1,161,723.43	266,000.00	895,723.43	22,748 00	918,471.43
Lafayette	974,430.12	203,712.73	770,717.39	.....	770,717.39
Lawrence	1,290,478.08	1,075,277.76	215,200.32	44,781.00	259,981.32
Lee	1,357,244.50	465,144.92	892,099.58	.....	892,099.58
Lincoln	892,672.42	516,330.95	376,341.47	54,117.80	430,459.27
Little River	1,245,267.58	1,588,493.83	*343,226.25	.....	*343,226.25
Logan	1,606,842.43	29,711.02	1,577,131.41	.....	1,577,131.41
Lonoke	2,027,895.73	1,106,494.44	921,401.29	48,953.30	970,354.59
Madison	693,384.47	175,601.05	517,783.42	.....	517,783.42
Marion	466,817.89	.....	466,817.89	.....	466,817.89
Miller	1,835,474.77	337,720.08	1,497,754.69	7,086.20	1,504,840.89
Mississippi	3,190,575.74	6,578,817.21	*3,388,241.47	1,102,602.80	*2,285,638.67
Monroe	1,102,040.80	565,135.71	536,905.09	.....	536,905.09
Montgomery	672,786.32	88,054.09	584,732.23	.....	584,732.23
Nevada	1,306,570.19	40,283.27	1,266,286.92	.....	1,266,286.92

ALLOTMENT DUE COUNTIES UNDER PARITY PLAN

(CONTINUED)

County	Allotment Under Parity Plan	Net Bonds and Claims Chargeable to County	Net Allotment For Construction	Aid Credit For High Type Paving	Due County For Construction
Newton	480,431.78	188,450.96	291,980.82		291,980.82
Ouachita	2,004,300.10		2,004,300.10		2,004,300.10
Perry	459,974.66	70,343.92	389,630.74		389,630.74
Phillips	2,681,199.67	3,110,710.43	*429,510.76	373,507.20	*56,003.56
Pike	713,323.11		713,323.11		713,323.11
Poinsett	1,383,576.70	1,663,143.41	*279,566.71	49,368.00	*230,198.71
Polk	1,037,160.57	741,496.10	295,664.47		295,664.47
Pope	1,627,457.87	998,471.96	628,985.91	215,679.40	844,665.31
Prairie	1,045,414.50	1,171,137.94	*125,723.44		*125,723.44
Pulaski	10,913,453.86	8,663,747.36	2,249,706.50	1,516,765.63	3,766,472.13
Randolph	931,332.66	180,566.01	750,766.65		750,766.65
Saline	1,086,174.60	193,255.90	892,918.70	75,176.36	968,095.06
Scott	668,738.70		668,738.70		668,738.70
Searcy	639,993.74	210,697.90	429,295.84		429,295.84
Sebastian	4,579,412.43		4,579,412.43		4,579,412.43
Sevier	1,129,851.24	1,184,884.76	*55,033.52		*55,033.52
Sharp	604,302.56	26,117.72	578,184.84		578,184.84
St. Francis	1,510,909.38	1,708,506.93	*197,597.55		*197,597.55
Stone	389,509.39	76,088.83	313,420.56		313,420.56
Union	4,768,236.50		4,768,236.50		4,768,236.50
Van Buren	632,311.53	284,002.17	348,309.36		348,309.36
Washington	2,904,027.92	652,606.35	2,251,421.57		2,251,421.57
White	2,121,853.74	1,144,700.45	977,153.29		977,153.29
Woodruff	1,200,320.46	1,680,376.26	*480,055.80		*480,055.80
Yell	1,416,808.56	454,047.22	962,761.34		962,761.34
Totals	$115,064,576.84	$ 64,224,901.03	$ 50,839,675.81	$ 5,599,624.10	$ 56,439,299.91



ARKANSAS AIRWAYS

ISSUED BY

ARKANSAS AIRCRAFT BOARD

LITTLE ROCK

1930

R. Snow Wilson ..... Chairman
J. Carrol Cone — Felix G. Smart
Dwight H. Blackwood — Jim B. Higgins

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