

STATE OF ARKANSAS

SIXTH
BIENNIAL REPORT

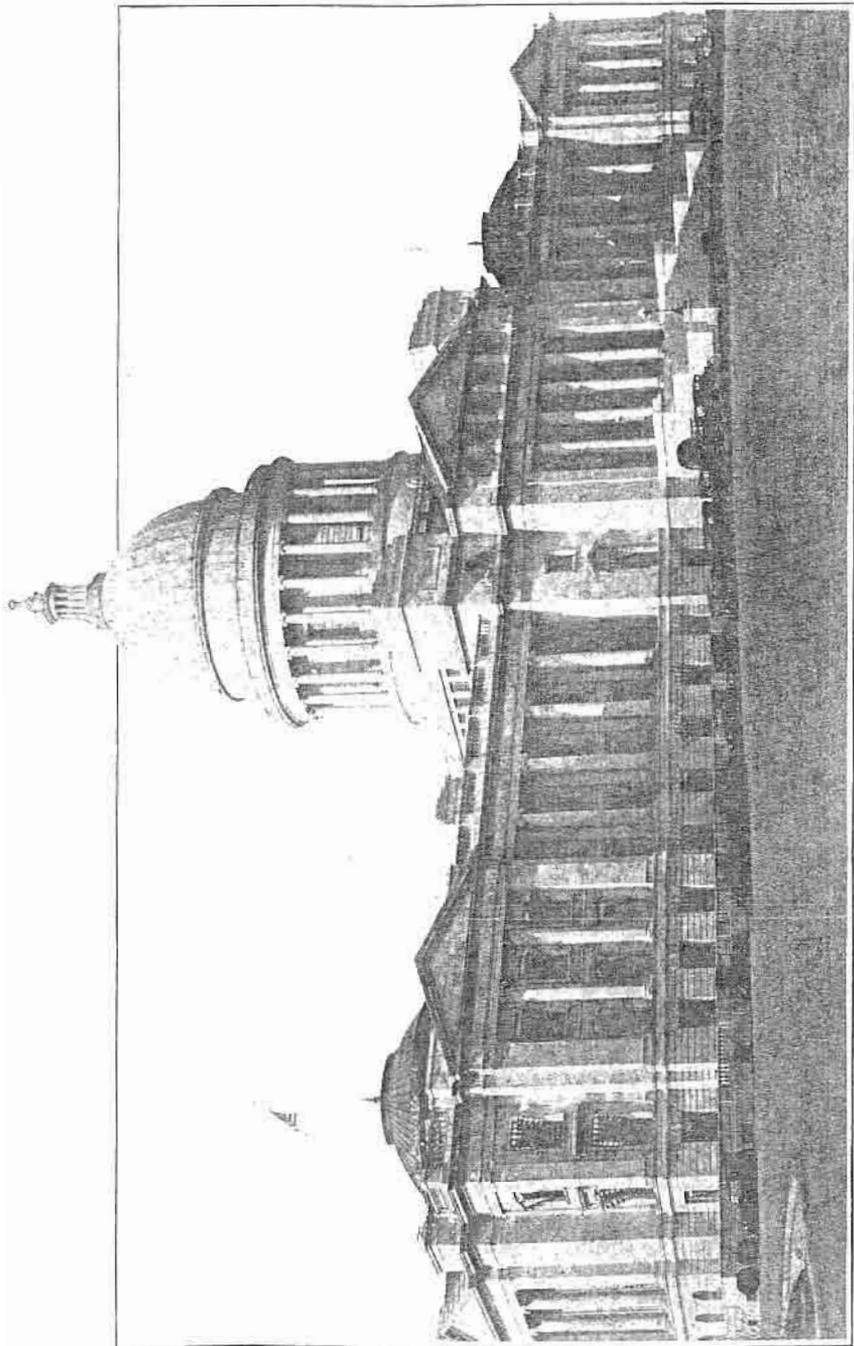
of the

Department of
State Lands, Highways
and Improvements



For the Period Ending June 30, 1924

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LETTER OF TRANSMITTAL

To the Governor and the General Assembly of the State of Arkansas:

In compliance with Act No. 7 of the Acts of 1921, we submit herewith the Sixth Biennial Report of the Department of State Lands, Highways and Improvements for the fiscal years 1923 and 1924.

Your particular attention is invited to the summary of our general recommendations and our reports of progress with the work on the State Highway System under the New Road Law.

Respectfully submitted,

HERBERT R. WILSON, Chairman.
J. S. TURNER, Member.
R. H. WOLFE, Member.
W. Y. FOSTER, Member.
T. MAXFIELD, Member.

DEPARTMENT OF STATE LANDS, HIGHWAYS AND IMPROVEMENTS

State Highway Commission

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J. S. Turner, Member	Ozark
R. H. Wolfe, Member	Tillar
W. Y. Foster, Member	Hope
Theodore Maxfield, Member	Batesville
J. A. Bailey, Secretary	Little Rock

Highway Division

R. C. Limerick, State Highway Engineer ..	Little Rock
O. L. Hemphill, Assistant State Highway Engineer	Little Rock
Frank Wittenberg, Engineer Surveys and Plans	Little Rock
F. A. Gerig, Engineer Materials and Tests	Little Rock
N. B. Garver, Bridge Engineer	Little Rock
F. L. Hargett, Maintenance and Equipment Engineer	Little Rock
E. H. Flannery, Chief Draftsman	Little Rock
A. W. Buford, District Engineer	Forrest City
E. B. Reynolds, District Engineer	Pine Bluff
Richardson Ayres, District Engineer	Hope
W. W. Mitchell, District Engineer	Fort Smith
D. B. Cutler, District Engineer	Batesville
R. A. Kern, District Engineer	Little Rock
I. B. Graydon, Accountant	Little Rock

Advisory Board

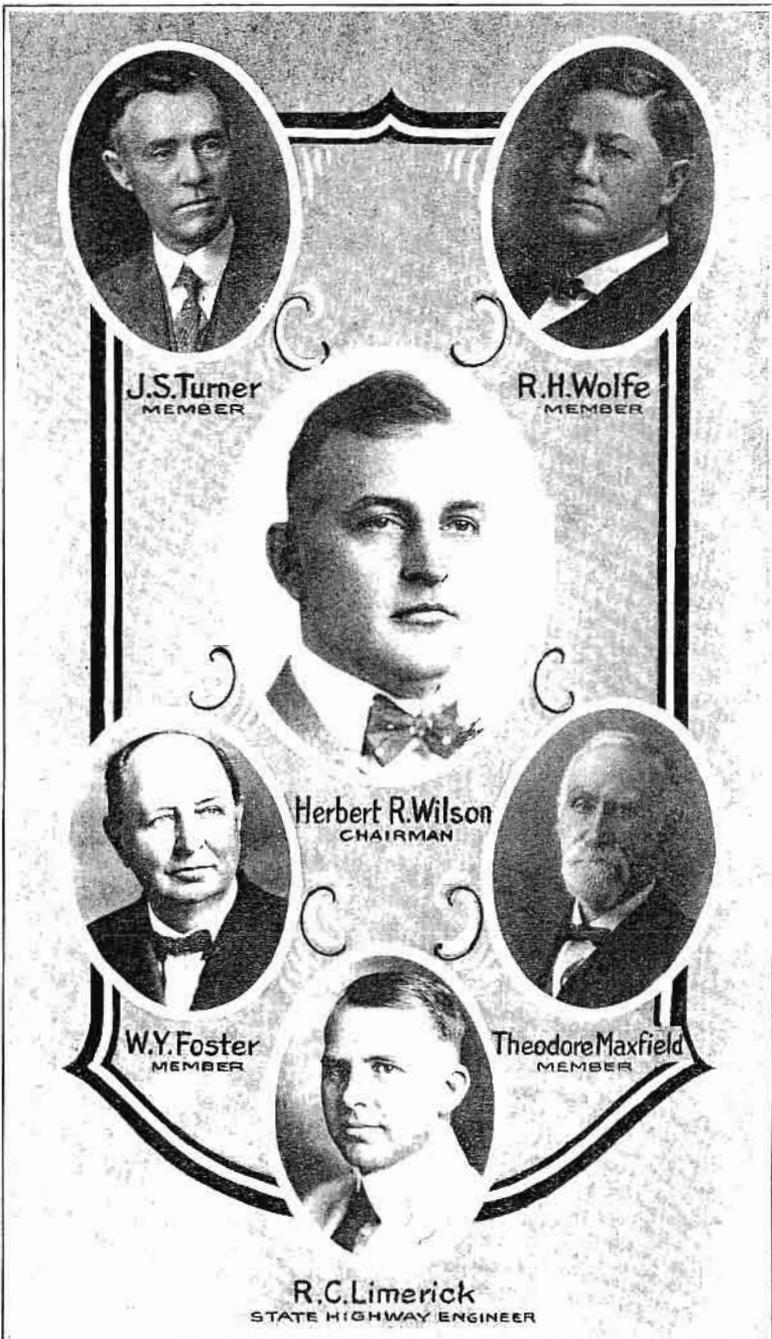
R. C. Limerick, Chairman	Little Rock
John R. Fordyce, Member	Hot Springs
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Land Division

W. E. Lokey, Deputy Commissioner	Little Rock
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Automobile Division

U. A. Obenshain, Deputy Commissioner ..	Little Rock
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J.S. Turner
MEMBER



R.H. Wolfe
MEMBER



Herbert R. Wilson
CHAIRMAN



W.Y. Foster
MEMBER



Theodore Maxfield
MEMBER



R.C. Limerick
STATE HIGHWAY ENGINEER

SUMMARY OF RECOMMENDATIONS

Throughout the body of the report will be found a number of recommendations by the Commission relative to the highway program and certain improvements that may be desirable. These recommendations, in brief, are as follows:

As the new highway law, Act 5 of the Extraordinary Session of the Legislature of 1923, is functioning in a fairly satisfactory manner and as the people as a whole seem to be well pleased with the progress made during only one years operation of the law, it is recommended that the law, in principle, be allowed to stand at least for two more years with possibly only a few slight changes.

As the people are demanding more rapid progress with highway work than can be made with present appropriations, it is recommended that these appropriations be increased as much as might be found feasible or advisable.

It is recommended that no mileage be added to the State Highway System by Special Act of Legislature but that the State Highway Commission be allowed to exercise the authority granted under the original law, to expand the system as rapidly as funds become available to care for the work on the additional mileage. As promptly as possible the System should be enlarged to about 9,000 miles, but hardly any more than this amount.

It is recommended that the traffic rules and regulations of the department be enacted into law and that the State Highway Commission be given ample appropriation and authority to enforce these rules and regulations independently of the counties.

It is recommended that some consideration be given to the problem of building purely local or farm

roads by the organization of road districts authorized to bear 100% of the cost of such improvements that might be desired, provided two thirds of the property owners in number and valuation approve of such course in an election held for the purpose.

It is recommended that more ample quarters be provided for the State Highway Commission. The quarters now provided are inadequate and poor.

It is recommended that the policies of the State Highway Commission for carrying forward the work on the State Highway System now in force not be disturbed.

It is recommended that the following features relative to the automobile law be given careful consideration and if found feasible at this time, steps taken to properly incorporate them in the existing law:

1. The revocation of automobile licenses for cause.
2. A more complete registration of motor vehicles.
3. The empowering of State inspectors to make arrests.
4. The enactment of a Title Law in order to make thefts more difficult.
5. The prevention of the issuance of city licenses to vehicles which have not first secured the proper State license.
6. The prevention of the use of muffler cut-outs because of damage done to the highways by their use.
7. The better protection of the users of highways by making it a violation of the law, punishable by Penitentiary sentence, for any driver of any motor vehicle who might come in contact with another vehicle, causing injury, and departing from the scene of accident without giving assistance or rendering whatever aid possible.

It is recommended that Act No. 363 of the Acts of 1923 be amended to include the sale of islands, the same as other State lands.

It is recommended that the price of State lands be reduced to a minimum of \$2.50 per acre instead of \$5.00 per acre.

STATE AND FEDERAL LAWS AFFECTING THE ORGANIZATION OF THE STATE HIGH- WAY DEPARTMENT

Act 302, On March 31, 1913, Governor Oldham approved Act 302, which had been passed by the Legislature, creating the State Highway Department and making it a part of the Department of State Lands, changing the name of the Department to that of State Lands, Highways and Improvements. This Act provides that the Commissioner of State Lands shall be Commissioner of the new Department and shall be Ex-officio Chairman of the State Highway Commission and that two other Commissioners shall be appointed by the Governor for terms of office of two years. The Act provided for the collection of a license fee of \$10.00 per annum on motor vehicles, the amount collected, less the fees allowed, to be placed in the hands of the State Treasurer to the credit of the highway Improvement Fund, this fund to be used to pay the expenses of the Department. The salary of the Commissioner was fixed at \$2,500.00 per annum and that of the State Highway Engineer at \$3,000.00.

Act 338, In 1915 developments in road building and the need for improved roads indicated the necessity of the passage of some legislation of a general character which would provide for the creation and establishment of Road Improvement Districts. The constitutional limitations preventing the issuance of State or County bonds delayed any real progress in road building until some law could be placed on the statute books allowing communities to band together into a corporate unit for the purpose of constructing needed improvements and assessing the cost against the property benefited.

After much consideration the Legislature passed Act No. 338, commonly known as the Alexander Law. This Act permits the organization of improvement districts specifies the procedure to be followed and

HIGHWAY DEPARTMENT

fixes the amount of money that can be raised against the real property as 30% of the total assessed valuation of the property included in the boundaries of any district.

While this general law is workable, in many cases a number of Road Improvement Districts have found it cumbersome and not adaptable to their particular needs and for these reasons may be credited a great many of the Special Acts passed by recent Legislatures.

Federal Aid Act Shortly after the passage of this Act the Federal Government saw the necessity of taking a part in road building activities and aiding the several States in their work, and on July 11, 1916, Congress enacted a law generally known as the Federal Aid Road Act. This Act provided for the participation of the Federal Government in road building under the direction of the Secretary of Agriculture and appropriated funds. This Act was amended on February 28, 1919, at which time additional aid was appropriated. The annual appropriations made available under the act and its amendments are as follows:

1917 -----	\$ 82,689.10
1918 -----	165,378.20
1919 -----	1,090,247.99
1920 -----	1,596,436.09
1921 -----	1,685,178.09
Total -----	<u>\$4,619,929.47</u>

Act 105, 1917 The provisions of the original Federal Aid Road Act were such that the State of Arkansas could not avail itself of the money appropriated unless some additional legislation was passed. Consequently, at the 1917 session of the State Legislature Act 105 was passed and approved binding the State to an agreement with the Act of Congress and enlarging the personnel of the State Highway Department.

Advisory Board Created At this time an Advisory Board was created for the purpose of recommending to the State Highway Commission the apportioning and distribution of both State and Federal Aid funds. The Advisory Board as created consisted of the State Highway Engineer, the Professor of Civil Engineering at the State University and a third member appointed by the Governor. An appropriation of \$496,134.60 of the Highway Improvement Fund was made for State Aid to Counties and Road Improvement Districts and to enable the State to meet the requirements of the Federal Aid Act.

Special Acts Shortly after the close of the War in 1918 the whole country, because of the extremely high prices received for farm products, assumed a very bright economic outlook. Everyone had money, property values were high, money was cheap and easy to borrow and as a consequence this surplus of funds and the high valuation brought on a crying desire among the people for good roads and many miles of them. The result of this condition was that when the Legislature met in January, 1919, and January, 1920, scores of Special Acts were passed creating road improvement districts. As a matter of fact, at these two sessions 457 such bills were enacted covering approximately 9,000 miles of roads.

This condition, as predicted by many at the time, was very deplorable, as many projects were given life that should never have been started and the fact that the enormous program was initiated at the time when prices were at their peak has cost the State many hundreds of thousands of dollars. The effect of the over-ambitious program has also had its influence on future work and instead of the road program progressing along normal lines it will be marked by periods of great activity followed by periods of inactivity.

The regular session of the 1919 Legislature appropriated \$950,000.00 as State Aid for the biennial period.

During the summer of 1920 the pendulum of road activity began its backward swing and its course was accelerated by the campaign for State and County offices. Scores of attacks were made on the Highway Department and on the program in general, and as a consequence a very antagonistic Legislature met in session in January, 1921.

1921 The 1921 Legislature was a notable one
Legislature for its opposition to any constructive legislation along the road building lines. During its course only five new districts were created while repealing acts were passed for 53 districts that had been created by previous Legislatures. This feature might have been well and good if its tearing down policy had ended there but a decided movement gained headway to give to the counties all of the revenue collected as a license on automobiles.

A hard fight was made by the friends of the Highway Department with the result that instead of 100% of the revenue going to the counties it was divided in the ratio of 70% for the counties and 30% for the State.

This situation has had more effect on the delay in the completion of the road program and in the securing of a connecting system of roads than any one other thing. State Aid was seriously needed to complete many projects that were out of funds and had issued bonds to the limit and the effect of taking these funds from the Department had delayed these districts several years in the final completion of their work.

Acts 494 and To offset this movement and to give the
606, 1921 Department as much revenue as possible, Act 494 and Act 606 were prepared and passed. Act 494 provided for a change in license fees on automobiles and trucks, the former being based on a charge of 25 cents per horse power and 25 cents per hundredweight and the latter based on a sliding scale. Act 606 provided for the collection of one cent per gallon tax on gasoline used by vehicles using public highwas. The revenue brought in by

these two Acts enabled the Legislature to appropriate as Staid Aid for the biennial period \$600,000.00.

Because of the change in the fiscal year from April to July this Legislature also appropriated \$100,000.00 as a deficiency.

Recent Federal Road Act The Federal Act appropriated aid covered the period from 1916 to 1921.

The Congress realizing that its co-operation and assistance must not end, enacted a law which was signed by the President on November 9, 1921, continuing Federal Aid to states and revising its previous law in many particulars. Arkansas' pro rata share of the appropriation made under this Act amounts to \$1,254,142.20.

This law is a very commendable and satisfactory one, as it brings nearer the time when the Arkansas Highway Department can be built up as a real Highway Department to take care of construction, reconstruction and maintenance. The principal provisions of this Federal Act may be summed up briefly as follows:

1. The State must designate a system of connected highway not to exceed 7 per cent of the total public road mileage of the State. This system shall be divided so that not more than 3 per cent shall be primary or interstate roads and the balance of the mileage shall be intercountry roads.

2. Funds to match Federal Aid shall be raised by the State or political sub-division thereof.

3. Construction and reconstruction shall be handled under the direct supervision of the State Highway Department.

4. A fund for maintenance of the system of roads established must be raised and maintenance must be carried on by the State in a systematic manner and with State funds.

5. Roads constructed as primary roads must be surfaced 18 feet wide unless physical, econom-

ical, traffic or legal conditions justify a less width.

6. States not able to comply with the provisions of this Act because of Constitutional restrictions are given three years in which to pass enabling legislation.

It can readily be seen that the provisions outlined, if carried out practically and fairly, will give the State of Arkansas eventually a system of well built, well located and well maintained roads, roads over which vehicles can travel from point to point throughout the year to the material upbuilding and uplifting of the State and its people.

On June 19, 1922, the Congress passed a further Act amending slightly the Act of November 9, 1921, and authorizing additional appropriations of Federal Aid, Arkansas' pro rata of which are as follows:

1923 -----	\$ 836,094.80
1924 -----	1,086,881.00
1925 -----	1,254,142.00

Act 5 The year 1923 in Arkansas Highway
Special Session development is marked by one out-
1923 standing fact—the enactment by a
 Special Session of the Legislature of
 a comprehensive road law.

The regular session of Legislature convened in January and although this legislature was confronted with the chaotic conditions of Arkansas road affairs nothing was done to pass the necessary remedial laws. The opposing faction in the legislature succeeded in blocking all legislation of a constructive nature. The general result was that on July 1, 1923, the appropriation for the Department of State Lands, Highways and Improvements expired and of necessity the Department closed. The people then realized the importance and serviceability of the department, and after some time, the Governor called a Special Session.

The new road law enacted by this Special Session constitutes a long stride towards a settlement of prac-

tically all of the State's road troubles. There are many outstanding features of this law which will be summarized briefly below. In general principles the law is based on the shifting of a large part of the burden of building improved roads from the shoulders of the real property owners to the motor vehicle owners and the concentration of authority over a designated highway system in a State Highway Commission. Briefly the law covers the following salient points:

1. The creation of a five-man Highway Commission.
2. The establishment of a State Highway System of 6,700 miles.
3. The organization of an adequate State Highway Department.
4. The placing of direct control of construction and maintenance in the hands of the State Highway Commission.
5. The agreement of the State to the Federal Highway Acts.
6. The provision for a reduction in Road Improvement District Taxes.
7. The increasing of automobile and truck license fees from an average of \$12.00 per vehicle to an average of \$18.00 per vehicle.
8. The levying of a 4 cent per gallon tax on gasoline and a 10 cent per gallon tax on oil.
9. The limiting of the cost to the real property owner of building improved roads to 50%.

After only casual study it can easily be understood that the provisions of such a law, will, in a reasonable length of time, be very beneficial to the people of the State of Arkansas—not alone will real property taxes be reduced but the State will in a few years be able to boast of a well maintained system of excellent inter-country and inter-state highways.

There will be found attached to this report as Appendix "A" a complete copy of Act No. 5 of the Extraordinary Session of 1923 Legislature together with all amendments thereto.

ORGANIZATION OF THE STATE HIGHWAY DEPARTMENT

Under the Provisions of the New Highway Law, Act No. 5 Extraordinary Session of 1923

Undoubtedly the greatest task before the State Highway Commission immediately after the passage of the new highway law was the problem of perfecting an organization to handle effectively and efficiently the numerous duties and responsibilities placed directly on the Commission. It was at once recognized that many capable assistants and employees would be needed and that the work of the department must be divided between a number of subdivisions operating under the general control of the Commission.

Fortunately for the speedy progress of the work a great deal of study had been given to the detail of the organization and operation during the three months period just preceding the Special Session of the Legislature during the time when the Department's activities had been curtailed because of the vetoing of the regular appropriation bill of the 1923 Legislature.

Department Within a short time the work of the
Subdivisions Department was divided between four principal divisions, viz: Land, Highway, Automobile and Accounting. Competent deputies were placed in charge of the Land, Automobile and Accounting Divisions and the State Highway Engineer in charge of the Highway Divisions. The work of the Highway Division was then divided among competent assistants in charge of separate and distinct lines of work.

The work at the headquarters office at Little Rock could readily be divided into the following sections:

Maintenance and Equipment Section having control of the general maintenance work and the operation, repair and reconstruction of all equipment, in-

cluding the operation of the mechanical shops of the Department.

Bridge Section having control of the design of all bridges and structures.

Materials and Testing Section having charge of the procurement of all construction materials and the proper testing of such materials.

Plans and Road Design Section having charge of the making of surveys, plans and designs for all new road work.

Office Engineering Section having charge of all detail co-operation with the Federal Government, all drafting room work and general detail work of the highway department.

District Offices In order to carry on satisfactorily the field operations of the department in maintaining, reconstructing and constructing the roads of the State Highway System, the State was divided into six districts with a District Engineer in complete charge of each.

In the beginning the Districts were organized with the District Engineer in charge and an Assistant Engineer and one bookkeeper. After several months operation it was found necessary to add in each district an additional engineering assistant and an additional clerk for the office work. This final organization has been able to satisfactorily carry on the work of the Department and unless a large amount of additional road mileage is made a part of the State Highway System, and many more duties placed on each district, the offices as now organized will be able to properly execute all work of the Department. It must be realized, however, that when construction projects arise, resident engineers in addition to the regular district office personnel are required.

Accounting Division The Accounting Division of the department rapidly became one of the principal sections. It was appreciated in the beginning that such a large part of the State's busi-

ness could not be carried forward unless the funds appropriated by the Legislature were properly expended and these expenditures recorded and segregated in an orderly and clearly defined manner. Excellent accountants were employed for this work and have kept a system of records and accounts that show definitely where, when and how each dollar of State money has been spent. Considerable time and energy has been spent in perfecting a system of records that will show plainly the classification of all features of the maintenance and construction work and a casual review of the books of the department will show quickly the work done and the amounts expended on each section of the State Highway System. From time to time changes are being made to perfect the system established, and it is planned in the future to constantly improve as weaknesses develop and become apparent.

Repair Shop As a part of the maintenance work it was immediately decided by the Commission that a good mechanical repair shop was necessary. The Highway Department owned many trucks and tractors and other equipment that had been turned over to the State by the Federal Government in its disposal of the surplus War Equipment. At the time of the passage of the new highway law, practically all of the motor equipment has been leased to counties, cities and contractors for road building purposes. This equipment was immediately recalled for the use of the Highway Department in carrying out the duties imposed by the law. In calling in this equipment it was soon found that practically all of it was badly in need of repair but that a large part of it could be rebuilt at an expense which would justify its operation rather than the purchase of entirely new equipment. A beginning was made with the old shop of the department, but expansion and improvement was soon justified and at the present time the shop section consists of an up-to-date layout capable of handling all repair work of the department. The operation and details of this section will be described more fully in

a later portion of the report given entirely to this important subject.

Organization Chart A diagram follows which portrays clearly the complete organization of the Department of State Lands, Highways and Improvements.

which could be primary and 2,878 miles secondary roads. The Federal Law is so written that a lesser mileage of primary roads and a greater mileage of secondary roads than the proportion indicated above could be designated. It was apparent that, with the mileage permitted for the Federal Highway System a well connected and serviceable State Highway System could not be provided unless additional roads were added. The Department therefore added to the 5,037 miles permitted by the Federal Government 1,600 miles of roads which were classed as State roads and formed an integral part of the State Highway System. By a careful study of the map attached it is seen that the System of roads provided by the Legislature very well took care of the immediate needs of the State at the time and as a matter of fact provided more miles than the available funds could adequately take care of with the appropriations made.

Object of the State Highway System The object of creating a State System of Highways is to combine under one directing authority, the State Highway Commission, the construction and maintenance of connected road improvements in order to furnish ample transportation facilities for the modern heavy motor vehicle traffic. With the very large increase in number of motor vehicles in recent years the problem of providing through roads has properly passed from the hands of the Counties to the State. With adequate funds provided and ample time allowed for the immense volume of work, the aim of the State is to build and maintain a complete, harmonious and efficient system of all year roads amply taking care of the inter-county and inter-state traffic needs.

Condition of the State Highway System When the new road law was placed in effect in October, 1923, the State Highway System was composed of a large mileage of disconnected improvements and a large mileage of roads that were nothing more than trails. The improved roads built by improvement districts, except in a comparatively few cases, had been subjected to heavy traffic from

one to five years with hardly a dollar spent on them for maintenance. This condition was brought about partly by neglect and partly by an absolute lack of funds for the work, however it existed. The Highway Department was immediately confronted with the problem of placing these neglected and worn out improvements in the best condition possible with the funds available. Much of this work has involved reconstruction where shipped in material at heavy cost were required and consequently the progress in rebuilding has gone along slowly. While a large amount of work has been done and many miles of road resurfaced and rebuilt much more remains to be done and, unless larger appropriations are secured, several years will be required to complete it.

Development of the State Highway System The Highway Commission was also confronted with the problem of maintaining the hundreds of miles of almost impassable trails which formed a larger part of the State Highway System. After some consideration it was decided to do only such maintenance work on these undeveloped roads as was absolutely necessary to take care of traffic temporarily and then to properly locate highways along these trails, clear the right-of-way, do the necessary grubbing and proceed to actually improve such roads by grading to full width and line, at the same time building such smaller bridges and culverts that were required. This policy has been pursued during the past year and should be continued until every mile of the State Highway System is a well graded and drained highway and an improvement on which effective maintenance work can be done. With the State System in such condition progressive development in the surfacing of the roads can take place without the probability of wasting large amounts of money on purely temporary work.

In order to form an idea of the present condition of the road mileage constituting the State Highway System, there has been prepared a complete table as of October 1, 1924, which is self explanatory.

Table I.
 Mileage and Types of the State Highway System by Counties.

County	Miles	Paved Miles	Other Surface Miles	Improved Graded Miles	Under Construction Miles	Unmaintained Miles	Unimproved No Work Miles
Arkansas	124.40	43.40	52.20	8.30	---	9.50	11.00
Ashley	156.30	1.65	30.75	10.85	30.00	57.05	26.00
Baxter	83.18	---	17.25	6.80	12.50	12.95	33.68
Benton	121.42	---	118.00	3.42	---	---	---
Boone	111.06	---	55.53	18.58	3.00	33.95	---
Bradley	60.80	---	5.00	5.00	---	55.80	---
Calhoun	68.70	---	7.50	7.50	---	61.20	---
Carroll	92.63	---	81.28	10.75	---	12.80	---
Chicot	88.10	58.00	17.30	---	5.30	20.00	5.90
Clark	82.60	---	64.40	7.00	4.60	25.35	8.70
Clay	90.60	---	---	19.60	39.85	15.75	---
Cleburne	84.80	---	---	0.50	---	30.95	2.10
Cleveland	59.60	---	41.25	12.00	---	---	---
Columbia	70.05	---	27.10	12.00	---	---	---
Conway	57.76	21.08	10.53	26.15	---	---	---
Craighead	90.70	5.10	32.30	16.70	6.00	6.00	24.60
Crawford	73.35	---	11.00	38.35	---	---	24.00
Crittenden	73.15	13.30	59.35	---	0.50	---	---
Cross	51.90	---	22.35	24.55	---	5.00	---
Dallas	103.00	---	55.30	22.70	8.65	6.65	9.70
Desha	93.00	45.30	---	---	34.00	10.00	37.70
Drew	98.75	9.70	5.00	---	---	50.05	---
Faulkner	83.56	26.88	18.20	18.00	---	20.48	---
Franklin	63.05	---	24.45	24.60	---	---	14.00
Fulton	72.40	---	5.30	33.90	30.20	---	3.00
Garland	87.00	---	5.00	47.35	12.30	16.35	6.00

Table I (Continued)
 Mileage and Types of the State Highway System by Counties.

County	Miles	Paved Miles	Other Surface Miles	Improved Graded Miles	Under Construction Miles	Unimproved Maintained Miles	Unimproved No. Work Miles
Grant	100.97	1.35	80.05	22.40	4.47	12.90	2.20
Greene	67.50		5.00	32.10		29.60	10.50
Hempstead	90.25	1.50	44.75	26.75			11.90
Hot Spring	65.25		10.50	7.20		21.20	6.80
Howard	86.80		38.75			15.65	25.20
Independence	99.72		34.75	22.80	16.95	14.72	10.50
Izard	83.05		5.00	26.20	19.55	8.40	23.90
Jackson	100.10		33.25	23.10	4.00	39.75	
Jefferson	130.55	20.65	76.65	13.75	8.95		
Johnson	55.90	0.75	21.55	21.00		10.55	
LaFayette	56.95		19.60			9.55	12.60
Lawrence	87.70		54.75	24.25	4.70		27.80
Lee	65.50				10.80	52.70	4.00
Lincoln	73.80		65.80	8.00			2.00
Little River	87.50		43.40	35.25		5.45	3.40
Logan	79.30		7.95	53.35		9.00	9.00
Lonoke	110.95	13.45	80.50	11.00		6.00	
Madison	121.25		49.45	16.10			
Marion	62.55		19.00		8.00	11.60	55.70
Miller	81.60		46.80	7.00	4.70		23.95
Mississippi	106.15	26.05	4.00	29.20	46.90		23.10
Monroe	86.55		22.00	16.55	20.00	17.00	11.00
Montgomery	97.40		15.15	57.55	6.00	12.80	5.90
Nevada	70.80		5.40	34.80	2.00	28.60	
Newton	110.90		8.00	66.10	15.65		20.25

Table I (Concluded)
 Mileage and Types of the State Highway System by Counties.

County	Miles	Paved Miles	Other Surface Miles	Improved Graded Miles	Under Construction Miles	Unimproved Maintained Miles	Unimproved No Work Miles
Quachita	112.45	---	31.35	2.00	6.50	59.95	12.65
Perry	79.85	---	3.00	17.65	---	48.20	11.00
Phillips	93.15	73.05	---	7.00	---	7.10	6.00
Pike	81.40	---	22.30	33.50	---	17.90	7.70
Poinsett	92.90	9.10	9.00	46.10	19.90	8.80	---
Polk	91.60	---	45.45	9.10	7.00	---	30.05
Pope	112.65	11.25	54.30	---	47.40	---	19.70
Prairie	93.15	---	42.35	25.60	---	18.90	6.30
Pulaski	114.85	---	17.50	27.70	---	8.00	---
Randolph	90.00	61.65	8.20	29.50	4.50	41.10	6.70
Saline	73.85	---	8.70	14.80	29.35	---	21.00
Scott	103.50	---	---	32.15	3.00	42.65	25.50
Searcy	102.40	---	29.55	40.25	5.45	---	27.15
Sebastian	63.25	---	18.35	29.10	---	11.80	4.00
Sevier	83.15	---	80.15	---	---	3.00	---
Sharp	80.70	---	14.20	29.70	21.10	5.70	10.00
St. Francis	71.15	---	46.35	22.45	2.35	---	---
Stone	72.95	---	18.65	25.05	11.00	6.25	12.00
Union	119.45	---	6.80	21.30	45.30	46.05	---
Van Buren	110.18	---	1.50	46.33	7.50	4.00	50.85
Washington	124.25	---	51.90	44.90	---	---	8.00
White	143.80	---	60.65	16.50	---	39.65	27.00
Woodruff	56.50	---	33.00	6.00	7.00	---	10.50
Yell	132.27	---	7.25	86.17	---	---	38.85
	6718.55	443.21	2117.39	1606.20	576.92	1132.35	842.48

It will be seen from this table that the following percentages pertain:

Pavements -----	6.59%
Other types of surfacing -----	31.53%
Improved graded -----	23.92%
Under construction -----	8.57%
Unimproved, under maintenance -----	16.85%
No work yet done -----	12.54%
 Total -----	 100.00%

A map has been prepared showing the status of improvements and the progress of work on the State Highway System. This map is attached and is well worth considerable study. The Highway Commission is giving a great deal of attention to establishing through lines of travel and will in the next year or two rapidly close uncompleted sections in the most important highways of the State.

Expansion of the State Highway System It is realized by the Highway Commission that the present State Highway System, although already large, should be expanded from time to time to include other important roads. An insistent demand has already arisen for the State to take over important county roads and short line connections and during the past year numerous letters, petitions and requests have been made for such additions. Even though the State Highway Commission is given authority to add mileage which in its opinion is important enough to be made a part of the State System, no mileage has been added thus far for the reason that the appropriations made by the Legislature have not been sufficient to properly handle the original System. All petitions and requests have been held pending a general consideration of this important subject either during the general session of the Legislature or immediately thereafter.

Because of the insistent demand for additional mileage it is anticipated that the Legislature will consider meeting the requests of the people by adding

roads to the State System by Special Act. This practice if begun and carried too far might materially affect the operation of the entire law and it is recommended that no additions to the State System be made unless such additions fit into the development planned by the State Highway Commission and unless adequate funds are provided for the care of not only the original system but for the added mileage as well.

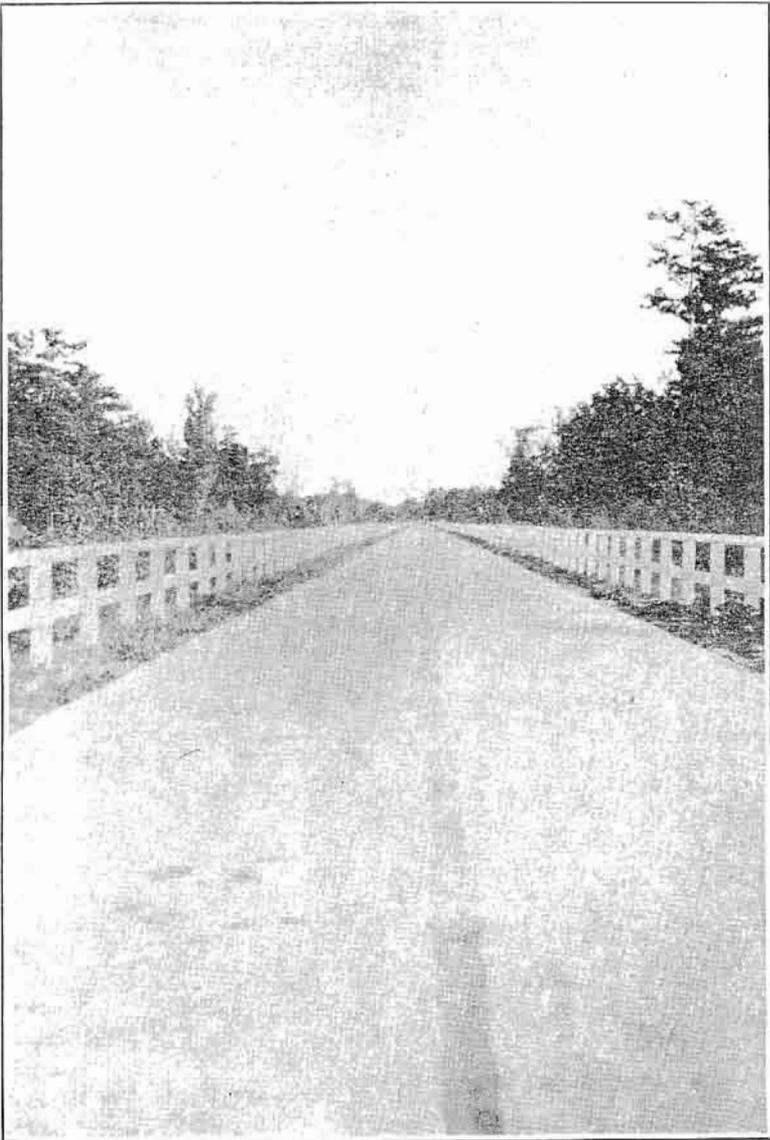
The Highway Department during recent months has given a good deal of study to the next step to be taken in extending the State Highway System and has outlined the additional mileage which should soon be taken over provided funds for its maintenance are appropriated.

The following list of roads show those which are considered of sufficient importance to become integral parts of the highway system when the proper time comes for their addition:

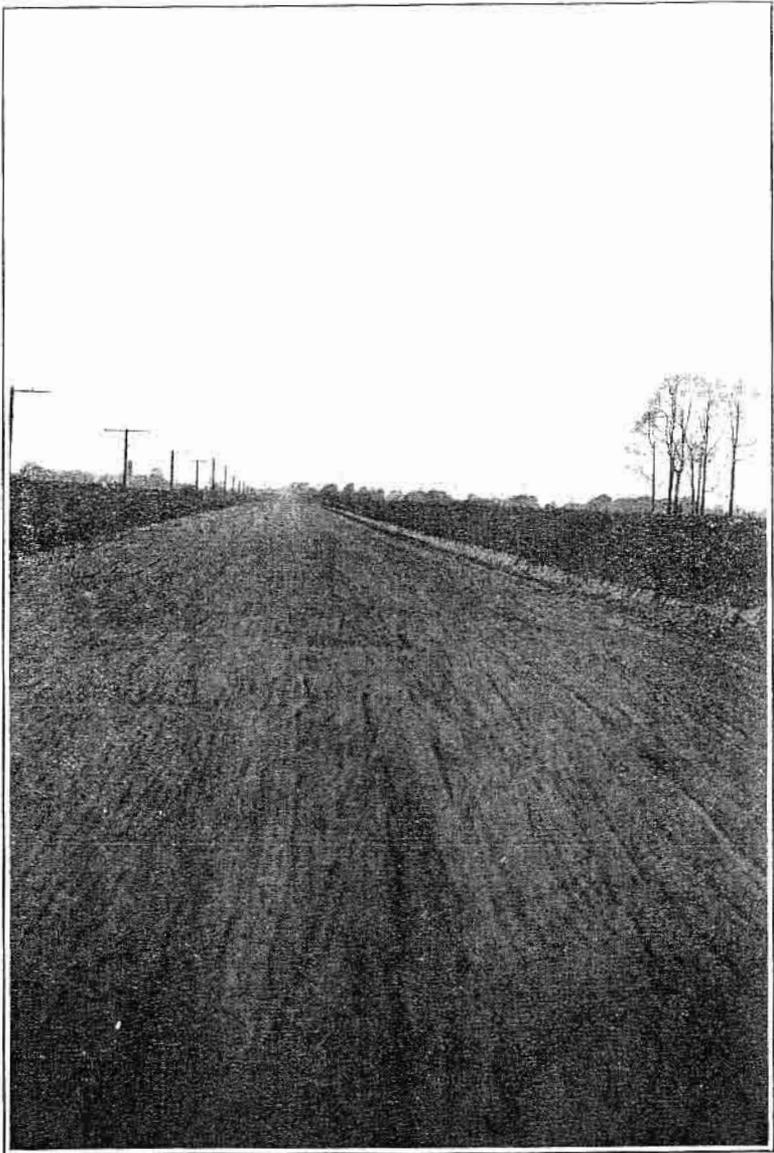
- Bentonville to Elkhorn Tavern.
- Rogers to Eureka Springs.
- Siloam Springs to Fayetteville.
- Fayetteville to Combs.
- Summers to Evansville.
- Harrison to Leadville.
- Yellville to Western Grove.
- Western Grove to Lurton.
- Ozark to Charleston.
- Ozark to Roseville.
- Fort Smith to Hartford.
- Charleston to Greenwood.
- Booneville to Waldron.
- Dardanelle to Danville.
- Atkins to Hector.
- Morrilton to Chimes.
- Mena to Black Fork.
- Ola to Jesseville.
- Jesseville to Thornburg.
- Board Camp to Mount Ida.
- Big Fork to Umpire.
- Murfreesboro to Dierks.

Nashville to Lockesburg.
Hope to Bowen.
Ozan to Prescott.
Waldo to McNeil.
Magnolia to Louisiana Line Southwest.
El Dorado to Haynesville.
Hope to Camden.
Arkadelphia to Glenwood and Kirby.
Arkadelphia to Donaldson.
Malvern to Glenwood.
Malvern to Tulip.
Saline River to Fordyce.
Fordyce to Warren.
Warren to Hamburg.
Sheridan to Leola.
Pine Bluff to Warren.
Star City to Gould.
Monticello to Rison.
Eudora to Louisiana Line.
Lake Village to Sunnyside.
Pine Bluff to Scotts.
Alzheimer to DeWitt.
Jacksonville to El Paso.
Holmes Store to Rosebud.
Heber Springs to Mountain View.
Sylamore to Melbourne.
Searcy to Pleasant Plains.
Cabot to Des Arc.
Higginson to Judsonia.
Salem to Ash Flat.
Melbourne to Evening Shade.
Helena to Elaine.
Barton to Wabash.
Holly Grove to Indian Bay.
Blackton to Moro.
Biscoe to Augusta.
Augusta to Tupelo.
McCrory to Grubbs.
Tupelo to Cherry Valley.
Cherry Valley to Parkin.
Birdeye to Marked Tree.
Parkin to Round Pond.

Widener to Edmonson.
Earle to Turrell.
Wynne to Cotton Plant.
Batesville to Powhatan.
Manila to Etowah.
Leachville to Missouri Line.
Jonesboro to Walnut Ridge.
Batesville to Cash.
Paragould to Pocahontas.
Walnut Ridge to Knobel.



A Part of the Blytheville-Manila-Leachville State Highway in Mississippi County. This Road is Built of Concrete, 16 Feet Wide and Opens up to Regular Travel the North End of this very Productive Farming Territory.



A. Portion of the State Highway in Ashley County Recently Graveled with Highway Department Equipment

STATUS OF STATE AND FEDERAL APPROPRIATIONS.

Funds Available The funds which have become available as aid in the construction of improved roads in Arkansas have come from appropriations by the State Legislature and appropriations by the Congress of the United States. When the first appropriations were made it was expected that the State and Federal Government would bear 50 per cent of the cost of improved road construction, but the demand for improved roads was so great that the State entered into a road program many times larger than anticipated and all of the available appropriations for aid were far from being sufficient to pay 50 per cent of the cost of road construction in the State.

The new Highway Act limits the bond issues of road improvement districts to 50 per cent of the cost of the improvement and this action will tend to limit future road construction to such an extent that Federal and State Aid will furnish half the cost of such future road construction in Arkansas.

The statement below shows the appropriations that have been made by the State and Federal Governments since the organization of the State Highway Department:

Federal Aid Appropriations.

1917	-----	\$ 82,869.10
1918	-----	165,378.20
1919	-----	1,090,247.99
1920	-----	1,596,436.09
1921	-----	1,685,178.09
1922	-----	1,254,152.20
1923	-----	836,094.80
1924	-----	1,093,376.46
1925	-----	1,258,857.07
Total	-----	\$9,062,590.00

State Aid Appropriations.

Period and Appropriations:	Amount	Net Amount
	Reverted	Available
1917-1919 ---- \$ 496,134.60	\$ 90,246.77	\$ 405,887.83
1919-1921 ---- 950,000.00	69,596.85	-----
1921 ---- 100,000.00	-----	980,403.15
1921-1923 ---- 600,000.00	447.95	599,552.05
1923-1925 ---- 2,500,000.00	-----	2,500,000.00
Totals ---- \$4,646,134.60	\$160,291.57	\$4,485,843.03

The Federal appropriation for 1925 became available on July 1, 1924, and prior to that time no agreements with the Federal Government could be made covering the use of the 1925 funds.

The State Aid appropriations shown are made by the Legislature from funds provided by the license fees on automobiles and the tax on gasoline and motor oils used by motor vehicles. The comparatively small appropriation for the period 1921-1923 was caused by the fact that during these years 70 per cent of the license fees and 50 per cent of the gasoline taxes were returned directly to the counties in which collected.

It should be noted that probably only a small part of the State Aid appropriation for the period 1923-1925 will be available. This is because of the fact that \$4,500,000.00 must be provided annually for road maintenance and for return to the counties to be applied to part payment of road improvement district bonds or to the County Highway funds before any funds are available for the State Aid appropriation.

Method of Making Allotments of Aid: When State and Federal funds first became available for distribution by the State Highway Department some attempt was made to pro rate these funds among the several counties on a mileage, area and population basis. This method of distribution was carried out satisfactorily until the gigantic road building program was inaugurated in 1919.

With some of the counties doing a large amount of work and other counties doing none, it became evident that it was necessary to determine some other method of distribution.

A great many road improvement districts awarded contracts during the period of inflation in 1919 and 1920, and accomplished a large part of their proposed construction; but during the early part of 1921 it became apparent that many of them could not possibly complete their proposed improvements unless additional funds were provided. Reduced land values and prices for agricultural products prevented even an attempt to issue additional bonds in many of the districts and it became necessary for the State to use all its energies and resources to assist these practically bankrupt districts. To this end the Advisory Board and Highway Commission adopted the policy of using all available funds to complete unfinished work, particularly that mileage which formed a part of the System of State Highways. The policy as carried out has succeeded in accomplishing the desired results so far as the amount of available funds has permitted, but has tended to distribute aid to the various counties in an unequal ratio. Considering the results which have been accomplished, however, it is the opinion of the Commission that this policy was justified.

At the present time aid allotments are limited to projects on the State Highway System and the road program now under way is not so great but that the Federal Aid funds available are sufficiently large to allow aid to be allotted in an amount equal to 50 per cent of the cost to those projects on the State Highway system that can provide local funds for the remainder of the cost. Should conditions in the near future be such, however, that the road building program is increased to an extent that the funds from the Federal appropriation are not sufficient to meet the demands made upon them, it will be necessary for the Commission to decide upon a plan that will pro-

vide for an equitable distribution of these funds to the different sections of the State.

Statistics: Statements showing the status of Federal and State aid allotments and payments and the allotments of aid to the various counties of the State are given on the following pages:

Table II.
Showing Status of Federal Aid Allotments and Payments to July 1, 1924.

Fed. Proj. No.	District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
1		Carroll	\$ 13,878.27		\$ 13,878.27	\$ 13,878.27	
2	Camp Pike	Pulaski	57,984.00	3,265.04	54,718.96	54,718.96	
3		Sevier	6,840.93		6,840.93	6,840.93	
4		Miller	17,441.52		17,441.52	17,441.52	
5		Lawrence	11,590.86		11,590.86	11,590.86	
6		Lawrence	2,500.00		2,500.00	2,500.00	
7		Miller	2,558.48		2,558.48	2,558.48	
8		Lonoke	17,000.00	7,000.00	10,000.00	10,000.00	
9		Monroe	31,391.80		31,391.80	31,391.80	
10		Cross	2,266.07	180.24	2,085.83	2,085.83	
11		Woodruff	10,000.00		10,000.00	10,000.00	
12		St. Francis	10,000.00		10,000.00	10,000.00	
13		St. Francis	5,467.10		5,467.10	5,467.10	2,537.94
14		Jefferson	10,000.00		10,000.00	10,000.00	
15		Prairie	10,000.00	10,000.00			
16		Lawrence	7,500.00	7,500.00			
17		Craighead	33,000.00		33,000.00	12,904.96	20,095.04
18		Benton	15,637.13		15,637.13	15,637.13	
19		Craighead	60,836.16		60,836.16	60,836.16	
20		Poinsett	32,442.82		32,442.82	28,945.74	3,497.08
21		St. Francis	15,000.00	15,000.00			
22		LaFayette	22,205.52	444.88	21,760.64	21,760.64	
23		Jackson	70,000.00	1,200.00	68,800.00	68,800.00	
24	Arkansas-Louisiana	Ashley, Chicot, Desha, Drew, Lincoln	567,000.00		567,000.00	567,000.00	
25		Jefferson	10,000.00	10,000.00			

Table II (Continued)
 Showing Status of Federal Aid Allotments and Payments to July 1, 1924.

Fed. Proj. No.	District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
26		Johnson	81,239.23		81,239.23	17,742.55	63,496.68
27		Columbia	40,046.05	2,773.55	37,272.50	37,272.50	
28		St. Francis	104,000.00		104,000.00	104,000.00	
29		Craighead	53,000.00		53,000.00	23,136.30	29,863.70
30		Franklin	107,000.00	2,453.52	104,546.48	104,546.48	
31		Cleveland	38,000.00		38,000.00	38,000.00	
32		Hempstead	53,000.00		53,000.00	53,000.00	
33		Cross	23,705.00		23,705.00	23,705.00	
34		Cross	29,200.00	16,000.00	13,200.00	13,200.00	
35		Pulaski	87,500.00		87,500.00	87,500.00	
36		Washington	137,500.00	24,428.57	113,071.43	113,071.43	
37		Washington	44,000.00	4,716.47	39,283.53	39,283.53	
38		Howard, Sev.ier	70,000.00		70,000.00	70,000.00	
39		Grant	41,500.00	2,212.29	39,287.71	39,287.71	
40		Washington, Hope, Columbus					
41		Hempstead	125,739.03		125,739.03	125,739.03	
42		Clark	95,801.40	95,801.40			
43		Crawford					
44		Lincoln,					
45		Douglas, Gould, Star City					
46		Desha	11,200.00		11,200.00	11,200.00	
47		Lonoke	37,000.00		37,000.00	37,000.00	
48		Lonoke	21,000.00		21,000.00	21,000.00	
49		Grant	22,000.00	4,000.00	18,000.00	18,000.00	
49		Crittenden	82,008.18		82,008.18	82,008.18	
49		Independence	15,000.00	15,000.00			
49		Independence	21,300.00	21,300.00			

Table II (Continued)
 Showing Status of Federal Aid Allotments and Payments to July 1, 1924.

Fed. Proj. No.	District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
50	Helena-Oldtown	Phillips	106,800.00	1,426.12	105,373.88	105,373.88	
51	2	Conway	79,156.00		79,156.00	48,601.11	30,554.89
52	3	Woodruff	12,600.00	12,600.00			
53	5	Crittenden	30,000.00	30,000.00			
54	West Helena-Marvell	Phillips	85,000.00		85,000.00	85,000.00	
55	Hazen, LaGrue, Slovak	Prairie	21,400.00		21,400.00	21,400.00	
56	3	Cleveland	8,700.00		8,700.00	8,700.00	
57	1	Logan					
58	Saratoga, Fulton, McNab	Hempstead	17,400.00		17,400.00	17,400.00	
59	North Ark. No. 2	Independence, Izard, Fulton	285,000.00		285,000.00	9,744.37	275,255.63
60	1	Yell	130,000.00	130,000.00			
61	3	Benton	47,500.00	13,000.00	34,500.00	34,500.00	
62	7	Washington	15,500.00	15,500.00			
63	North Ark. No. 1	White	48,000.00		48,000.00	48,000.00	
64	2	Jackson	55,400.00	55,400.00			
65	Western	Lawrence	80,000.00	80,000.00			
66	7	Little River	90,000.00	90,000.00			
67	1	Dallas	51,500.00	13,146.83	38,353.17	38,353.17	
68	7	Grant					
69	3	Conway	17,500.00		17,500.00	17,500.00	
70	Marshall-Witt Springs	Searcy, Van Buren, Pope,					
71	6	Newton	53,000.00		53,000.00		53,000.00
72	4	Crittenden	50,000.00	50,000.00			
73	8	Lincoln	17,040.00		17,040.00	17,040.00	
		Searcy	12,200.00		12,200.00		12,200.00

Table II (Continued)
 Showing Status of Federal Aid Allotments and Payments to July 1, 1924.

Fed. Proj. No.	District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
74	4	Searcy	15,600.00	15,600.00			
75	2	Dallas	40,000.00		40,000.00	40,000.00	
76	3	Dallas	20,000.00	20,000.00			
77	4	Union	50,000.00	50,000.00			
78	3	Lincoln	18,741.29		18,741.29	18,741.29	
79	5	Conway	56,000.00		56,000.00		56,000.00
80	5	Arkansas	173,000.00		173,000.00	153,679.79	19,320.21
81	5	Grant					
82	8	Little River	30,522.74		30,522.74	30,522.74	
83	4	Sevier	24,500.00	7,500.00	17,000.00	17,000.00	
84	1	Conway	62,156.59	62,156.59			
85	4	Conway	110,000.00		110,000.00	96,945.02	13,054.98
86	1	Cleveland	115,000.00	70,000.00	45,000.00	41,286.15	3,713.85
87	1	Pope	65,000.00		65,000.00	26,595.94	38,404.06
88		Clark, Montgomery, Garland, Hot Spring, Pike Sharp					
89	1		82,855.59	82,855.59			
90	2		23,500.00	23,500.00			
91		Nevada	68,000.00	68,000.00			
92	4	Arkansas	137,500.00		137,500.00	137,500.00	
93	4	Grant	24,400.00		24,400.00	24,400.00	
94	7	Crittenden	138,000.00		138,000.00	138,000.00	
95	8	Crittenden	50,000.00		50,000.00	50,000.00	
96	9	Crittenden	170,000.00	2,200.00	167,800.00	167,800.00	
97	Ozark Trails	Poinsett	127,000.00		127,000.00	100,927.10	26,072.90
97	7	Howard	55,000.00		55,000.00	55,000.00	

Table II (Continued)
 Showing Status of Federal Aid Allotments and Payments to July 1, 1924.

Fed. Proj. No.	District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
98	12	Woodruff	20,800.00	---	20,800.00	20,800.00	---
99	Osceola-Little River	Mississippi	80,000.00	---	80,000.00	---	80,000.00
100	1	Mississippi	325,000.00	---	325,000.00	146,778.83	178,221.17
101	1	Polk	141,536.07	---	141,536.07	93,666.72	47,869.35
102	Conway-Damascus	Faulkner	84,631.20	---	84,631.20	75,493.57	9,137.63
103	Conway-Vilonia	Faulkner	33,247.42	---	33,247.42	33,247.42	---
104	Conway-Palarm	Faulkner	62,815.80	---	62,815.80	---	---
105	1	Union	17,000.00	17,000.00	---	---	---
106	2	Union	31,000.00	31,000.00	---	---	---
107	3	Union	26,000.00	26,000.00	---	---	---
108	2	Benton	75,760.70	18,400.00	57,360.70	57,360.70	---
109	1	Baxter	54,750.00	27,500.00	27,250.00	27,250.00	---
110	Gaines Landing	Chicot	4,200.00	4,200.00	---	---	---
111	Bennett, Jerome, Robinson	Ashley, Chicot	7,500.00	7,500.00	---	---	---
112	4	St. Francis	10,000.00	10,000.00	---	---	---
113	8	Lawrence	12,600.00	---	12,600.00	12,600.00	---
114	Arkansas-Missouri	Lonoke	7,800.00	---	7,800.00	7,800.00	---
115	Madison-Carroll	Madison, Carroll	60,000.00	60,000.00	---	---	---
116	North Little Rock-Galloway	Pulaski	21,000.00	---	21,000.00	21,000.00	---
117	Little Rock-Spring Lake	Pulaski	98,000.00	48,000.00	50,000.00	---	50,000.00
118	Dermott-Collins	Drew, Chicot	82,797.00	82,797.00	---	---	---
119	Blytheville-Manilla-Leachville	Mississippi	75,000.00	---	75,000.00	75,000.00	---
120	Blytheville-Barfield	Mississippi	18,600.00	18,600.00	---	---	---

Table II (Continued)
 Showing Status of Federal Aid Allotments and Payments to July 1, 1924.

Fed. Proj. No.	District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
121	Helena-Ferguson	Phillips	114,000.00	3,851.64	110,148.36	140,148.36	
122	3	Sevier	32,700.00	32,700.00			
123	12	Prairie	9,000.00	9,000.00			
124	2	Craighead	37,500.00		37,500.00	37,500.00	
125	Arkansas-Missouri	Pulaski	30,000.00	30,000.00			
126	4	Saline	11,500.00	138.45	11,361.55	11,361.55	
127	1	Columbia	51,046.04	16,638.97	34,407.07	34,407.07	
128	3	Cleveland	13,500.00	13,500.00			
129	22	Jefferson	20,000.00		20,000.00	20,000.00	
130	5	Benton	15,000.00	15,000.00			
131	7	White	24,000.00		24,000.00	24,000.00	
132	1	Pope	37,773.79		37,773.79	15,299.72	24,474.07
133	Arkansas-Missouri	Lonoke	20,000.00		20,000.00	20,000.00	
134	North Ark. No. 1	White	52,000.00		52,000.00	48,852.64	
135	Bridge	Sebastian	100,000.00	3,147.36	100,000.00	100,000.00	
136	4	Lawrence	30,000.00	30,000.00			
137	West Helena-Marvell	Phillips	35,000.00		35,000.00	35,000.00	
138	6	Benton	31,274.28		31,274.28	31,274.28	
139	1	Pope	38,869.34		38,869.34	24,885.39	13,983.95
140	Helena-Ferguson	Phillips	131,090.00	7,193.87	123,896.13	123,806.13	
141	2	Conway	75,000.00		75,000.00	63,445.23	11,554.77
142	1	Howard, Sevier	55,000.00		55,000.00	55,000.00	
143	Conway-Vilonia	Faulkner	20,000.00		20,000.00	20,000.00	
144	Conway-Damascus	Faulkner	39,050.57		39,050.57	39,050.57	
145	Bridge	Marion	8,500.00		8,500.00	6,288.98	2,211.02
146	Bridge	Scott	17,500.00	4,500.00	13,000.00	13,000.00	

Table 11 (Continued)
 Showing Status of Federal Aid Allotments and Payments to July 1, 1924.

Fed. Proj. No.	District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
147	West Helena-Marvell	Phillips	69,000.00		69,000.00	69,000.00	
148	18	Woodruff	10,000.00	10,000.00			
149	Blytheville-Manila, Leachville						
150	10	Mississippi	150,000.00		150,000.00		150,000.00
151	10	Pulaski	100,000.00		100,000.00	87,428.74	12,571.26
152	1	Pulaski	150,000.00		150,000.00	132,137.44	17,862.56
153	3	Miller	20,000.00	20,000.00			
154	8	Newton	10,000.00		10,000.00		10,000.00
155	3	Crittenden	8,000.00	211.48	7,788.52	7,788.52	
156-A	4	Monroe	65,000.00		65,000.00	40,417.44	24,582.56
157	1	Monroe	20,000.00		20,000.00		20,000.00
158	1	Caddo Bridge	13,000.00		13,000.00	13,000.00	
159	1	Gross	8,000.00	8,000.00			
160	Bridge	Sharp	5,000.00	5,000.00			
161	Hope	Hempstead	25,000.00	927.23	24,072.77	24,072.77	
162	1	Clark	23,198.97		23,198.97		23,198.97
163	1	Clark	22,500.00		22,500.00		22,500.00
164	Conway-Vilonia	Faulkner	17,000.00		17,000.00	17,000.00	
165	Fort Smith-Greenwood	Sebastian	35,000.00	35,000.00			
166	6	Unassigned					
167	6	Little River	25,000.00		25,000.00	25,000.00	
168	3	West Helena-Marvell	91,000.00		91,000.00	91,000.00	
169	2	Monroe	15,000.00		15,000.00	11,941.11	3,058.89
170	2	Johnson	23,760.77		23,760.77	23,760.77	
171	2	Pope	138,950.00		138,950.00		138,950.00
172	4	Pope	11,050.00		11,050.00		11,050.00
		Grant	6,500.00		6,500.00		6,500.00

Table II (Continued)
 Showing Status of Federal Aid Allotments and Payments to July 1, 1924.

Fed. Proj. No.	District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
173	2	Chicot	50,000.00	---	50,000.00	---	50,000.00
174-A	Conway-Damascus	Faulkner	45,949.43	---	45,949.43	---	45,949.43
175	Little Rock-Hot Springs	Saline	405,000.00	---	405,000.00	---	405,000.00
176	Little Rock-Hot Springs	Garland	245,000.00	---	245,000.00	---	245,000.00
177	1	Washington	6,500.00	6,500.00	---	---	---
178	2	Lonoke	1,000.00	1,000.00	---	---	---
179-A	Bay-St. Francis	Poinsett	20,000.00	---	20,000.00	---	35,000.00
180-A	Bay-St. Francis	Poinsett	55,000.00	---	55,000.00	---	40,000.00
181	Unassigned	---	---	---	---	---	---
182-A	El Dorado-Smackover Road	Union	95,000.00	---	95,000.00	---	95,000.00
183-A	5	St. Francis	25,000.00	---	25,000.00	---	25,000.00
184-A	Garland	Miller	30,000.00	---	30,000.00	---	30,000.00
185-A	1	Monroe	60,000.00	---	60,000.00	---	60,000.00
186-A	1	St. Francis	---	---	---	---	---
187-A	Greenwood-Mansfield	Sebastian	60,000.00	---	60,000.00	---	60,000.00
188-A	15	Woodruff	45,000.00	---	45,000.00	---	45,000.00
189-A	McGehee East and West	Desha	159,000.00	---	159,000.00	---	159,000.00
190-A	3	Lee	68,000.00	---	68,000.00	---	68,000.00
191-A	3	Lee	58,000.00	---	58,000.00	---	58,000.00
192-A	3	Lee	25,000.00	---	25,000.00	---	25,000.00
193-A	5	Arkansas	65,000.00	---	65,000.00	---	65,000.00
194-A	Dermott-Collins	Drew, Chicot	---	---	---	---	---
195-A	Blackton-Phillips County Line	Monroe	15,000.00	---	15,000.00	---	15,000.00
196-A	Bridge	Montgomery	20,000.00	---	20,000.00	---	20,000.00
197-A	7	Jackson	---	---	---	---	---

Table II (Concluded)
 Showing Status of Federal Aid Allotments and Payments to July 1, 1924.

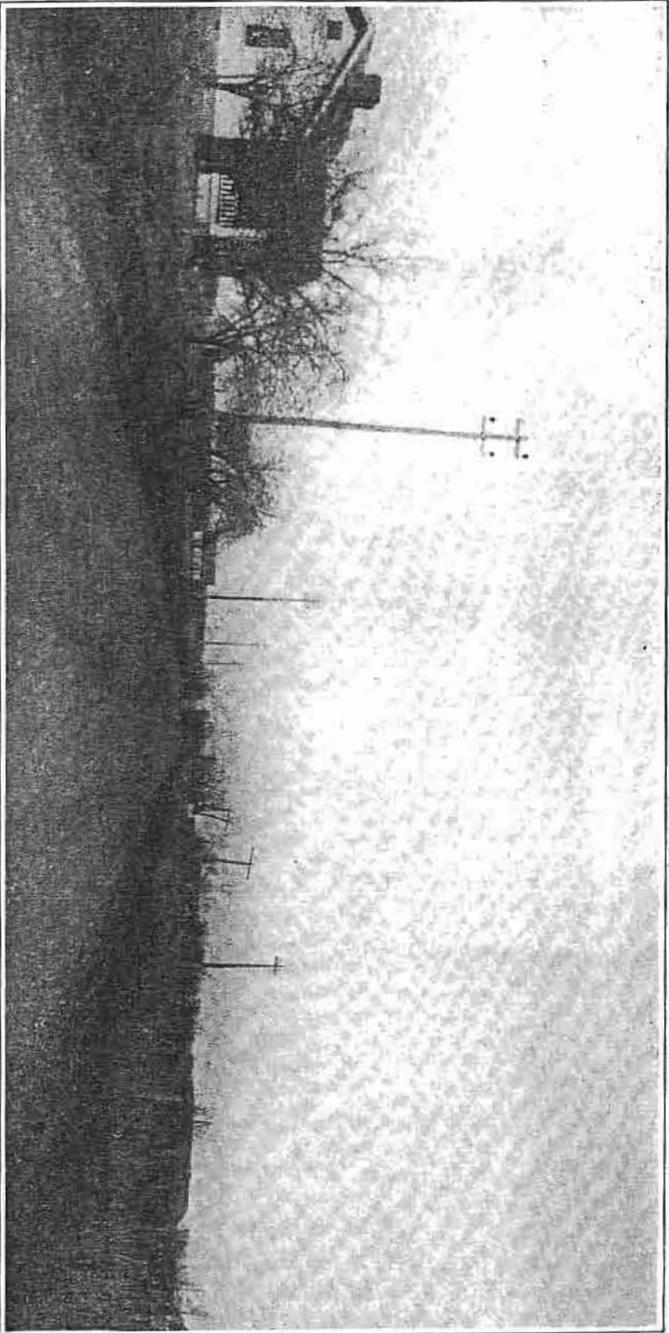
Fed. Proj. No.	District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
5	-----	Poinsett	65,000.00	-----	65,000.00	-----	65,000.00
2	-----	Polk	16,500.00	16,500.00	-----	-----	-----
-----	Hazen-Des Arc	-----	10,000.00	10,000.00	-----	-----	-----
-----	Western	Randolph	40,000.00	40,000.00	-----	-----	-----
-----	Albert Pike	-----	50,000.00	50,000.00	-----	-----	-----
-----	Poteau Valley	-----	13,000.00	13,000.00	-----	-----	-----
5	-----	Scott	12,000.00	12,000.00	-----	-----	-----
-----	Fort Smith	-----	80,000.00	80,000.00	-----	-----	-----
3	-----	Washington	28,350.00	28,350.00	-----	-----	-----
5	-----	Washington	15,200.00	15,200.00	-----	-----	-----
-----	Beebe, Antioch, Lonoke	-----	12,500.00	12,500.00	-----	-----	-----
1	-----	White	30,000.00	30,000.00	-----	-----	-----
-----	Pulaski, Perry	-----	21,250.00	21,250.00	-----	-----	-----
-----	Tri County	-----	-----	-----	-----	-----	-----
-----	Greene, Craighead, Poinsett	-----	83,700.00	83,700.00	-----	-----	-----
4	-----	Fulton, Izard	75,000.00	75,000.00	-----	-----	-----
-----	Rogers Eastern	-----	-----	-----	-----	-----	-----
-----	-----	ison, Washington	25,000.00	25,000.00	-----	-----	-----
14	-----	Jefferson	91,200.00	91,200.00	-----	-----	-----
-----	Walnut Ridge-Alicia	-----	20,000.00	20,000.00	-----	-----	-----
-----	Totals	-----	\$11,710,100.01	\$2,647,817.09	\$9,062,282.92	\$5,580,183.46	\$3,482,099.46

Table III
 Showing Status of State Aid Allotments and Payments to July 1, 1924

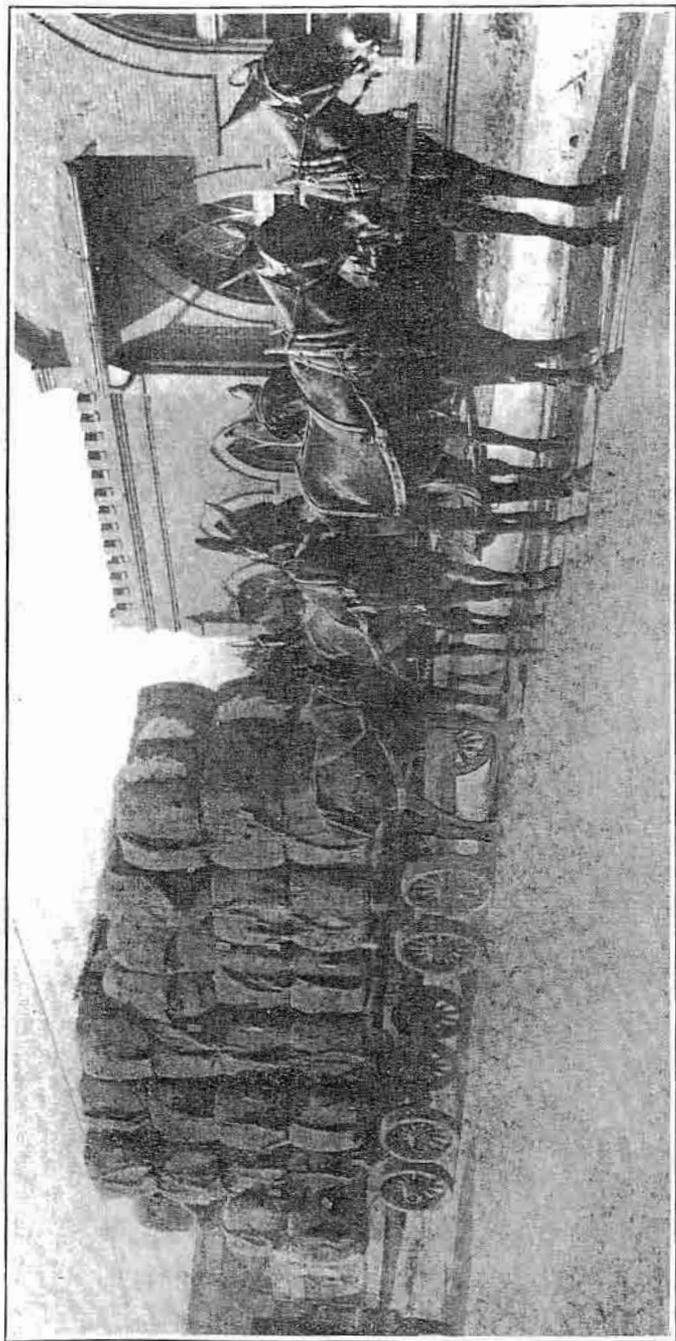
State Aid Proj. No.	District	County	Allotment	Cancellations	Net Allotment	Amount Paid	Balance to be Paid
14	1	Arkansas, Jefferson	\$ 9,000.00	\$ 598.27	\$ 8,401.73	\$ 8,401.73	\$ ---
199	Roberts	Arkansas, Jefferson	4,550.00	---	4,550.00	4,550.00	---
116	1	Baxter	250.00	---	250.00	250.00	---
240	2	Baxter	6,000.00	---	6,000.00	6,000.00	---
29	1	Benton	11,200.00	---	11,200.00	11,200.00	---
181	2	Benton	7,200.00	---	7,200.00	7,200.00	---
180	3	Benton	24,500.00	---	24,500.00	24,500.00	---
251	6	Benton	1,725.72	---	1,725.72	1,725.72	---
44	1	Boone	49,500.00	3,677.92	45,822.08	45,822.08	---
110	2	Boone	10,000.00	---	10,000.00	10,000.00	---
61	Bridge	Bradley	7,500.00	---	7,500.00	7,500.00	---
241	1	Calhoun	3,718.00	3,718.00	---	---	---
64-90	1	Carroll	56,968.31	12,023.25	44,945.06	44,945.06	---
65	2	Carroll	25,000.00	---	25,000.00	25,000.00	---
166	3	Carroll	7,650.00	---	7,650.00	7,650.00	---
167	4	Carroll	7,650.00	---	7,650.00	7,650.00	---
222	1	Cleveland	15,000.00	---	15,000.00	15,000.00	---
107	4	Cleveland	5,000.00	---	5,000.00	5,000.00	---
53	2	Columbia	1,000.00	---	1,000.00	1,000.00	---
133	3	Conway	1,000.00	---	1,000.00	1,000.00	---
134	4	Conway	20,000.00	---	20,000.00	19,000.00	1,000.00
265	Van Buren-Winslow	Crawford	9,500.00	---	9,500.00	9,500.00	---
204	4	Crawford	1,000.00	---	1,000.00	1,000.00	---
86	2	Crittenden	4,009.14	1,000.00	3,009.14	3,009.14	---

Table III (Continued)
 Showing Status of State Aid Allotments and Payments to July 1, 1924

State Aid Proj. No.	District	County	Allotment	Cancellations	Net Allotment	Amount Paid	Balance to be Paid
87	3	Crittenden	8,000.00	8,000.00	—	—	—
85	4	Crittenden	30,991.82	2,491.82	28,500.00	28,500.00	—
6	1	Cross	10,250.44	—	10,250.44	10,250.44	—
131	4	Cross	2,395.00	—	2,395.00	2,395.00	—
151	1	Dallas	9,893.89	—	9,893.89	9,893.89	—
153	3	Dallas	10,000.00	—	10,000.00	10,000.00	—
34	County	Dallas	12,584.03	7,699.97	4,884.06	4,884.06	—
82	1	Desha	5,000.00	5,000.00	—	—	—
2	2	Faulkner	15,000.00	15,000.00	—	—	—
86	County	Faulkner	10,149.74	4,527.29	5,622.45	5,622.45	—
103	1	Franklin	36,786.57	—	36,786.57	36,786.57	—
79	County	Garland	14,200.00	1,586.42	12,613.58	12,613.58	—
28	1	Grant	13,523.84	6,274.38	7,249.46	7,249.46	—
113	2	Grant	3,000.00	—	3,000.00	3,000.00	—
112	3	Grant	10,000.00	—	10,000.00	10,000.00	—
164	4	Grant	13,500.00	6,500.00	7,000.00	7,000.00	7,000.00
142	5	Grant	10,640.00	—	10,640.00	10,640.00	—
114	6	Grant	4,500.00	—	4,500.00	4,500.00	—
143	7	Grant	19,000.00	—	19,000.00	19,000.00	—
244	8	Grant	12,000.00	—	12,000.00	12,000.00	—
249	9	Grant	4,000.00	—	4,000.00	4,000.00	—
127	Hope, Fulton, Emmett	Hempstead	1,000.00	—	1,000.00	1,000.00	—
128	Saraloga, Fulton, McNab	Hempstead	5,900.00	—	5,900.00	5,900.00	—
170	Cross Roads	Hempstead	22,000.00	—	22,000.00	22,000.00	—
271	Ozan, Nashville Road	Hempstead	2,000.00	176.66	1,824.35	1,824.35	—



The State Highway Between Springdale and Fayetteville, Washington County. Chert was Used to Surface this Road



What a Good Highway will Do. Twenty-Five Bales of Cotton on a Six-Mule Team, Hauled Over St. Francis County Gravel Roads

Table III (Continued)
 Showing Status of State Aid Allotments and Payments to July 1, 1924

State Aid Proj. No.	District	County	Allotment	Cancellations	Net Allotment	Amount Paid	Balance to be Paid
146	Washington, Hope, Columbus.	Hempstead	19,000.00	---	19,000.00	19,000.00	---
157	Prescott, Blevins	Nevada	20,680.00	---	20,680.00	20,680.00	---
269	County	Hot Spring	5,000.00	---	5,000.00	5,000.00	---
23		Howard	4,036.80	70.50	3,966.30	3,966.30	---
98		Howard	25,000.00	7,820.29	17,179.71	17,679.71	---
218		Howard	300.00	---	300.00	300.00	---
248	Batesville-Cave City	Independence	2,000.00	---	2,000.00	2,000.00	---
272	Batesville, Pleasant Plains.	Independence	1,000.00	---	1,000.00	1,000.00	---
161		Independence	10,000.00	---	10,000.00	10,000.00	---
47		Jackson	37,795.00	4,795.60	32,999.40	32,999.40	---
48		Jackson	20,000.00	---	20,000.00	20,000.00	---
71		Jefferson	5,413.00	2,413.00	3,000.00	3,000.00	---
165		Jefferson	3,000.00	---	3,000.00	3,000.00	---
49		Jefferson	15,500.00	---	15,500.00	15,500.00	---
50		Jefferson	20,000.00	---	20,000.00	20,000.00	---
39		Jefferson	10,000.00	10,000.00	---	---	---
15		Jefferson	30,000.00	---	30,000.00	30,000.00	---
4		Jefferson	8,500.00	---	8,500.00	8,500.00	---
91	County	Jefferson	9,000.00	---	9,000.00	9,000.00	---
93		Johnson	25,000.00	9,016.94	15,983.06	15,983.06	---
111		LaFayette	8,800.00	---	8,800.00	8,800.00	---
51		LaFayette	8,200.00	---	8,200.00	8,200.00	---
13		Lawrence	24,797.44	---	24,797.44	24,797.44	---
11		Lawrence	8,611.69	---	8,611.69	8,611.69	---

Table III (Continued)
 Showing Status of State Aid Allotments and Payments to July 1, 1924

State Aid Proj. No.	District	County	Allotment	Cancellations	Net Allotment	Amount Paid	Balance to be Paid
242	4	Lawrence	12,500.00	---	12,500.00	12,500.00	---
45	5	Lawrence	19,350.00	---	19,350.00	19,350.00	---
46	6	Lawrence	33,700.00	---	33,700.00	33,700.00	---
84	7	Lawrence	3,500.00	---	3,500.00	3,500.00	---
55	County	Lee	20,000.00	---	20,000.00	20,000.00	---
163	1	Lincoln	2,000.00	2,000.00	---	---	---
195	1	Lincoln	10,621.75	10,621.75	---	---	---
69	2	Lincoln	12,500.00	10,621.75	1,878.25	1,878.25	---
185	3	Lincoln	20,758.71	---	20,758.71	20,758.71	---
186	4	Lincoln	13,100.00	---	13,100.00	13,100.00	---
59	Arkansas-Louisiana	Lincoln	2,500.00	---	2,500.00	2,500.00	---
124	2	Little River	4,200.00	---	4,200.00	4,200.00	---
148	5	Little River	5,420.00	---	5,420.00	5,420.00	---
136	7	Little River	20,000.00	---	20,000.00	7,638.52	12,361.48
147	8	Little River	4,602.26	---	4,602.26	4,602.26	---
130	1	Logan	16,670.00	---	16,670.00	16,670.00	---
88	1	Lonoke	2,000.00	2,000.00	---	---	---
19-20	2	Lonoke	5,003.65	122.76	4,880.89	4,880.89	---
10	3	Lonoke	11,669.00	2,000.00	9,669.00	9,669.00	---
3	4	Lonoke	19,000.00	---	19,000.00	19,000.00	---
208	Arkansas Missouri	Lonoke	18,000.00	---	18,000.00	18,000.00	---
149	Madison Carroll	Madison, Car-	55,000.00	---	55,000.00	55,000.00	---
253	Bridge	roll	2,500.00	---	2,500.00	2,500.00	---
9	1	Miller	35,500.00	20,000.00	15,500.00	15,500.00	10,000.00

Table III (Continued)
 Showing Status of State Aid Allotments and Payments to July 1, 1924

State Aid Proj. No.	District	County	Allotment	Cancellations	Net Allotment	Amount Paid	Balance to be Paid
7	1	Monroe	78,908.20	---	78,908.20	48,908.20	30,000.00
150	5	Montgomery	82,270.00	41,220.00	41,050.00	41,050.00	---
16-17	County	Montgomery	28,000.00	4,834.65	23,165.35	23,165.35	---
286	County	Nevada	9,000.00	---	9,000.00	---	9,000.00
74	1	Newton	20,200.00	---	20,200.00	20,200.00	---
73	2	Newton	17,000.00	---	17,000.00	14,450.00	---
72	3	Newton	30,500.00	2,550.00	27,950.00	---	---
278	6	Newton	20,000.00	---	20,000.00	30,500.00	---
129	1	Ouachita	9,500.00	9,500.00	---	---	20,000.00
97	County	Ouachita	7,000.00	---	7,000.00	7,000.00	---
27	1	Perry	18,410.40	2,554.67	15,855.73	15,855.73	---
247	County	Perry	2,554.67	---	2,554.67	2,554.67	---
246	County	Perry	10,000.00	---	10,000.00	10,000.00	---
83	Helena-West Helena	Phillips	55,000.00	---	55,000.00	55,000.00	---
263	Bridge	Pike	2,160.00	---	2,160.00	2,160.00	---
31	1	Poinsett	57.18	57.18	---	---	---
201	1	Polk	15,000.00	---	15,000.00	12,500.00	2,500.00
275	Foran Gap	Polk, Scott	4,000.00	4,000.00	---	---	---
32-250	County	Pope	17,127.07	109.51	17,017.56	17,017.56	---
33	Ozark Forest	Pope, New- ton, Boone	24,000.00	---	24,000.00	24,000.00	---
106	1	Prairie	17,000.00	---	17,000.00	17,000.00	---
24	3	Prairie	6,000.00	---	6,000.00	6,000.00	---
5	4	Prairie	75,000.00	---	75,000.00	75,000.00	---
105	5	Prairie	22,526.27	---	22,526.27	22,526.27	---

Table III (Continued)
 Showing Status of State Aid Allotments and Payments to July 1, 1924

State Aid Proj. No.	District	County	Allotment	Cancellations	Net Allotment	Amount Paid	Balance to be Paid
207	Stuttgart and Western	Prairie	3,000.00	---	3,000.00	3,000.00	---
102	6	ruff	25,000.00	---	25,000.00	25,500.00	---
66	County	Pulaski	30,000.00	---	30,000.00	30,000.00	---
80	Picron	Pulaski	60,000.00	25,000.00	35,000.00	35,000.00	---
92	7	Pulaski	10,000.00	2,053.67	7,946.33	7,946.33	---
12	Camp Pike	Pulaski	63,585.92	6,859.41	56,726.51	56,726.51	---
18	1	Randolph	1,500.00	---	1,500.00	1,500.00	---
57	3	Randolph	33,489.11	---	33,489.11	33,489.11	---
200	4	Saline	12,550.00	---	12,550.00	12,550.00	---
21	1	Scott	15,000.00	15,000.00	---	---	---
94	County	Scott	25,000.00	12,470.44	12,529.56	12,529.56	---
245	Bridges	Scott	18,500.00	2,000.00	16,500.00	16,500.00	---
40	1	Searcy	14,545.49	---	14,545.49	14,545.49	---
43	1	Sebastian	19,600.92	19,600.92	---	---	---
78	Fort Smith-Van Buren	Sebastian	25,000.00	2,558.57	22,441.43	22,441.43	---
8	1	Sevier	5,923.94	---	5,923.94	5,923.94	---
115	2	Sevier	25,500.00	---	25,500.00	25,500.00	---
190	4	Sevier	11,100.00	447.95	10,652.05	10,652.05	---
247	7	Sevier	5,000.00	---	5,000.00	5,000.00	---
273	11	Sevier	500.00	---	500.00	500.00	---
260	County	Sharp	2,500.00	---	2,500.00	2,500.00	---
35	1	Sharp	29,362.08	8,862.08	20,500.00	20,500.00	---
37	1	St. Francis	8,250.00	---	8,250.00	8,250.00	---
38	2	St. Francis	10,750.00	10.18	10,739.82	10,739.82	---

Table III (Continued)
 Showing Status of State Aid Allotments and Payments to July 1, 1924

State Aid Proj. No.	District	County	Allotment	Cancellations	Net Allotment	Amount Paid	Balance to be Paid
60	2	Stone	40,000.00	---	40,000.00	40,000.00	---
239	1	Sylamore	2,000.00	---	2,000.00	2,000.00	---
68	1	Van Buren	51,000.00	15.28	50,984.72	50,984.72	---
254	2	Van Buren	3,500.00	---	3,500.00	3,500.00	---
70	2	Washington	3,000.00	---	3,000.00	3,000.00	---
174	1	Beebe, Antioch, Lonoke	12,500.00	---	12,500.00	12,500.00	---
22	1	Woodruff	22,500.00	---	22,500.00	22,500.00	---
158	3	Woodruff	15,000.00	---	15,000.00	15,000.00	---
58	1	Bridge	4,631.76	---	4,631.76	4,631.76	---
41	1	Yell	37,890.37	17,891.07	19,999.30	19,999.30	---
95	1	Bridges	17,890.37	---	17,890.37	17,890.37	---
Totals			\$2,483,749.55	\$349,212.63	\$2,134,536.92	\$2,055,036.92	\$79,500.00

Table IV. Statement Showing Status of Federal and State Aid Allotments to All Counties of the State to July 1, 1924

County	Allotments State Aid.	Cancellations.	Net Allotments State Aid.	Allotments Federal Aid.	Cancellations.	Net Allotments Federal Aid.	Total State and Federal Aid Allotted.
Arkansas	9,264.32	598.27	8,666.05	360,500.00		360,500.00	369,166.05
Ashley				94,292.58	1,300.94	92,991.64	92,991.64
Baxter	6,250.00		6,250.00	84,750.00	57,500.00	27,250.00	33,500.00
Benton	44,625.72		44,625.72	214,172.11	75,400.00	138,772.11	183,397.83
Boone	63,000.00	3,677.92	59,322.08				59,322.08
Bradley	7,500.00		7,500.00				7,500.00
Calhoun	3,718.00	3,718.00		60,000.00	60,000.00		
Carroll	102,411.15	12,023.25	90,387.90	19,020.11	5,141.84	13,878.27	104,266.17
Chicot				270,908.24	20,748.72	250,159.52	250,159.52
Clark				174,176.09	2,738.09	171,438.00	171,438.00
Clay							
Cleburne							
Cleveland	20,000.00		20,000.00	175,200.00	83,500.00	91,700.00	111,700.00
Columbia	1,000.00		1,000.00	91,092.09	19,412.52	71,679.57	72,679.57
Conway	21,000.00		21,000.00	399,812.59	62,156.59	337,656.00	338,656.00
Craighead				220,108.60	35,772.44	184,336.16	184,336.16
Crawford	10,500.00		10,500.00	95,801.40	95,801.40		10,500.00
Crittenden	43,090.96	11,491.82	31,599.14	528,008.18	82,411.48	445,596.70	477,105.84
Cross	12,645.44		12,645.44	63,171.07	24,180.24	38,990.83	51,636.27
Dallas	32,477.92	7,699.97	24,777.95	111,500.00	33,146.83	78,353.17	103,131.12
Desha	5,000.00	5,000.00		155,994.89		155,994.89	155,994.89
Drew				156,368.94	72,447.34	83,921.60	83,921.60
Faulkner	25,149.74	19,527.29	5,622.45	302,694.42		302,694.42	302,694.42
Franklin	36,786.57		36,786.57	107,000.00	2,453.52	104,546.48	141,333.05
Fulton				173,914.04	54,214.04	119,700.00	119,700.00
Garland	14,200.00	1,586.42	12,613.58	269,630.10	24,630.10	245,000.00	257,613.58

Table IV. Statement Showing Status of Federal and State Aid Allotments to All Counties of the State to July 1, 1924
(Continued)

County	Allotments State Aid.	Cancellations.	Net Allotments State Aid.	Allotments Federal Aid.	Cancellations.	Net Allotments Federal Aid.	Total State and Federal Aid Allotted.
Grant	90,163.84	12,774.38	77,389.46	94,400.00	6,212.29	88,187.71	165,577.17
Greene				121,899.77	26,899.77	95,000.00	95,000.00
Hempstead	62,735.89	175.66	62,560.23	95,400.00	927.23	94,472.77	157,033.00
Hot Spring	5,000.00		5,000.00	5,132.30	5,132.30		5,000.00
Howard	29,336.80	7,390.79	21,946.01	93,029.70		93,029.70	114,975.71
Independence	13,000.00		13,000.00	123,780.00	63,930.00	59,850.00	72,850.00
Izard				126,235.96	20,785.96	105,450.00	105,450.00
Jackson	57,795.00	4,795.60	52,999.40	131,400.00	92,600.00	38,800.00	141,799.40
Jefferson	105,698.68	12,413.00	93,285.68	131,200.00	101,200.00	30,000.00	123,285.68
Johnson	25,000.00	9,016.94	15,983.06	105,000.00		105,000.00	120,983.06
Lafayette	17,000.00		17,000.00	22,205.52	444.88	21,760.64	38,760.64
Lawrence	102,459.13		102,459.13	164,190.86	137,500.00	26,690.86	129,149.99
Lee	20,000.00		20,000.00	454,000.00	50,000.00	404,000.00	424,000.00
Lincoln	61,480.46	23,243.50	38,236.96	145,913.64		145,913.64	184,150.60
Little River	34,222.26	12,361.48	21,860.78	195,522.74	90,000.00	105,522.74	127,383.52
Logan	16,670.00		16,670.00				16,670.00
Lonoke	55,672.65	4,122.76	51,549.89	115,800.00	20,000.00	95,800.00	147,349.89
Madison	49,857.16		49,857.16	67,858.16	67,858.16		49,857.16
Marion	2,500.00		2,500.00	70,000.00	20,000.00	50,000.00	50,000.00
Miller	35,500.00	20,000.00	15,500.00	648,600.00	18,600.00	630,000.00	630,000.00
Mississippi				211,391.80	20,000.00	191,391.80	270,300.00
Monroe	78,908.20		78,908.20	22,936.06	7,936.06	15,000.00	79,215.35
Montgomery	110,270.00	46,054.65	64,215.35	86,000.00	68,000.00	18,000.00	34,844.11
Nevada	16,844.11		16,844.11	26,766.58		26,766.58	116,416.58
Newton	92,200.00	2,550.00	89,650.00				

Table IV. Statement Showing Status of Federal and State Aid Allotments to All Counties
(Concluded)
of the State to July 1, 1924

County	Allotments State Aid.	Cancellations.	Net Allotments State Aid.	Allotments Federal Aid.	Cancellations.	Net Allotments Federal Aid.	Total State and Federal Aid Allotted.
Ouachita	16,500.00	9,500.00	7,000.00	---	---	---	7,000.00
Perry	30,965.07	2,554.67	28,410.40	17,250.00	17,250.00	---	28,410.40
Phillips	55,000.00	---	55,000.00	631,800.00	12,471.63	619,328.37	674,328.37
Pike	2,160.00	---	2,160.00	70,419.04	42,419.04	28,000.00	30,160.00
Poinsett	57.18	57.18	---	350,470.61	51,027.79	299,442.82	299,442.82
Polk	17,000.00	2,000.00	15,000.00	158,036.07	16,500.00	141,536.07	156,536.07
Pope	33,127.07	109.51	33,017.56	323,233.42	---	323,233.42	356,250.98
Prairie	142,901.27	---	142,901.27	50,400.00	29,000.00	21,400.00	164,301.27
Pulaski	163,585.92	---	129,672.84	523,175.00	59,956.04	463,218.96	592,891.80
Randolph	34,989.11	---	34,989.11	40,000.00	40,000.00	---	34,989.11
Saline	12,550.00	---	12,550.00	441,809.00	25,467.45	416,341.55	428,891.55
Scott	60,500.00	31,470.44	29,029.56	98,500.00	67,500.00	31,000.00	60,029.56
Searcy	14,545.49	---	14,545.49	72,800.00	27,600.00	45,200.00	59,745.49
Sebastian	44,600.92	22,159.49	22,441.43	275,000.00	115,000.00	160,000.00	182,441.43
Sevier	48,023.94	447.95	47,575.99	151,011.23	40,200.00	110,811.23	158,387.22
Sharp	31,862.08	8,862.08	23,000.00	28,500.00	28,500.00	---	23,000.00
St. Francis	19,000.00	10.18	18,989.82	169,467.10	25,000.00	144,467.10	163,456.92
Stone	42,000.00	---	42,000.00	---	---	---	42,000.00
Union	54,500.00	15.28	54,484.72	219,000.00	124,000.00	95,000.00	95,000.00
Van Buren	3,000.00	---	3,000.00	249,050.00	96,695.04	152,354.96	54,484.72
Washington	12,500.00	---	12,500.00	136,500.00	15,647.36	120,852.64	133,352.64
White	47,756.76	---	47,756.76	128,400.00	52,600.00	76,800.00	123,556.76
Woodruff	55,780.74	17,891.07	37,889.67	130,000.00	130,000.00	---	37,889.67
Grand Totals	2,483,749.55	349,212.63	2,134,536.92	1,170,100.01	2,647,817.09	9,062,282.92	11,196,819.84

Summary: A summary of the preceding tables shows the following:

Federal Aid.

Gross Amount Allotted.....	\$11,710,100.01
Amount Cancelled	2,647,817.09
Net Amount Allotted	9,062,282.92
Amount Paid	5,580,183.46
Balance to be Paid.....	3,482,099.46

State Aid.

Gross Amount Allotted.....	\$ 2,483,749.55
Amount Cancelled	349,212.63
Net Amount Allotted	2,134,536.92
Amount Paid	2,055,036.92
Balance to be Paid.....	79,500.00

FEDERAL AID AND FEDERAL AID PROJECTS.

Past and Present Co-operation with Federal Government Before the passage of the new Highway Act, Federal and State co-operation in the matter of road construction was extremely difficult because of the fact that Federal laws are based on direct co-operation between the Bureau of Public Roads and the State Highway Department, and no recognition is given by the bureau to a County or Road Improvement District. The State Highway Department in turn had no direct supervision of work undertaken by Road Improvement Districts; and, having no direct authority over construction work, often encountered a great deal of trouble and difficulty in having construction work carried on in a manner satisfactory to the Bureau.

Withdrawal of Federal Aid Early in 1923, the Secretary of Agriculture, because of unsatisfactory conditions due to lack of authority by the State Highway Department, and because of unsatisfactory maintenance of completed Federal Aid projects, refused to allow Federal aid participation in any new projects in Arkansas until the unsatisfactory conditions were remedied. The Secretary named several conditions which were to be remedied before Federal participation would be renewed; the principal of his requirements being the enactment of State laws which would give the State Highway Department direct charge of construction; place the maintenance of the State Highway System under the control of the State and relieve the land owner of part of the cost of road construction. A special session of the Legislature met in October, 1923, and passed an act which provided for all the requirements of the Secretary of Agriculture.

The passage of the new highway act has removed many of the obstacles which rendered co-operation difficult between the Bureau of Public Roads and the State.

Federal Requirements More Rigid: Since the passage of the Federal Aid Road Act in November, 1921, the requirements of the Bureau of Public Roads have become more extensive. Wider roadbeds must be constructed, wider and stronger bridges and culverts are required and wider and thicker pavements must be laid. Not only are the Bureau's requirements more rigid concerning the major details and design of construction, but all of the minor details of construction are closely scrutinized by them, and only the very best methods, materials and workmanship are allowed.

Time Required for Securing Approval of Federal Aid Projects: Persons not familiar with the operation and requirements of the Federal Aid Law often wonder why so long a time is necessary to inaugurate and complete Federal Aid projects, and a statement of the procedure followed will show why so long a time is necessary.

After the road district or county has applied for aid on a project, and the Department Engineers have investigated and determined that the type and character of the proposed construction are justified, all details of location, type of construction and minor features must be made acceptable to the Bureau of Public Roads. The Secretary of Agriculture, in approving the Federal Aid Highway System of the State of Arkansas, designated a number of towns and junction points as control points, and the initial action of the Bureau of Public Roads, in inaugurating a Federal aid project, is taken by making a route survey between the control points on either side of the proposed project. This route survey is made upon the request of the Highway Department by Engineers from the Bureau of Public Roads and from the State Highway Department and determines the general location of the route that will be satisfactory to the Federal Government, investigates the possible elimination of railroad grade crossings and investigates the effect of the improvement upon through and local

traffic. After the route survey has been made the project statement is prepared and submitted. The project statement outlines the location between control points, the length, the preliminary estimates of cost, particularly the cost of the section to be first submitted, and the source of the funds which the county or district proposes to furnish as their part of the cost of construction.

There has been so much agitation in parts of the State relative to excessive taxes caused by road improvement district bonds, that if the construction involves a road district bond issue, the Bureau requires a statement of taxes and assessments of the road district to be submitted with the project statement. This tax and assessment statement covers all details of the organization of the district; its population; method of determining assessments; territory embraced in other road districts; land values; mileage, types and location of proposed roads; taxes per acre; delinquent taxes and general sentiment of the people of the district. The preparation of this statement involves considerable investigation of various records; and, for an old district, some of the detailed information requested is difficult to obtain. After being submitted, the information which this statement contains is verified by a representative of the Bureau of Public Roads.

After the project statement has been submitted and while waiting for its approval, surveys are made and plans prepared. About the time of the completion of the survey, an Engineer from the Bureau of Public Roads makes what is called a location inspection, during which inspection the details of the location are investigated, and any changes that are necessary to secure the Bureau's approval are suggested. Plans may be submitted as soon as the project statement has been approved by the Secretary of Agriculture. Upon the submission of the plans, specifications and estimates, another inspection is made by an Engineer from the Bureau, who goes over the entire project with the finished plans, investigating all de-

tails of the proposed construction. After being checked by the Little Rock office of the Bureau, the plans are sent to the District Office at Fort Worth, Texas, for the District Engineer's review and approval. After being reviewed by the District Engineer, the plans, if satisfactory, are approved by him, and when the plans are so approved, the contract may be awarded and work may begin. The usual custom, in order to avoid delay, is to advertise for bids as soon as the plans are submitted; and, if their approval has not been secured at the time bids are received, to take these bids under advisement and award the contract as soon as notice of the approval of the plans is received.

After the approval of the plans, specifications and estimates by the District Engineer, they are forwarded to the Washington office. In the meantime, copies of the contract are prepared and forwarded to the Bureau of Public Roads, the funds of the district or County are deposited in a bank for use on this particular project, and certificates of the deposit are submitted. Upon the basis of the plans, estimates, contracts and showing of available funds, the "Project Agreement" between the State and Federal Government is prepared and signed. This procedure requires from three to five months. If work has been under way, a voucher for the payment of the pro rata share of the United States of the work done can be submitted as soon as the Project Agreement is signed. Vouchers ordinarily require from three to six weeks for payment after leaving the Department.

There is no doubt but that it would be much more satisfactory to all concerned if Federal aid projects could be initiated and completed in less time than is now required, but because of the methods prescribed by the Federal aid law and the regulations adopted for carrying out this law, there seems little hope of improvement in this matter of time.

Federal Funds Paid: Records of the Department show that up to December 10, 1924, Arkansas has been paid Federal Aid funds in the amount of \$6,163,270.25, out of a total available appropriation of \$9,062,590.00, or about 68.6 per cent, and by July 1, 1925, that State will have collected approximately 85 per cent of this appropriation.

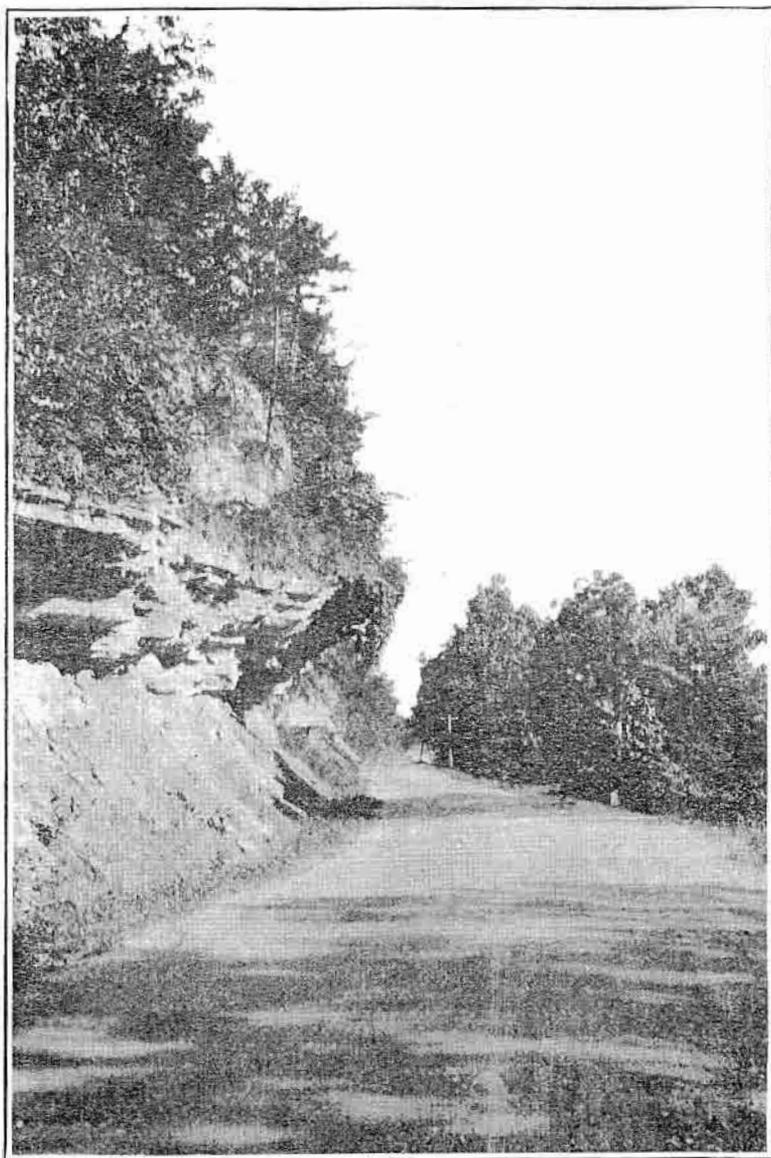
Type of Federal Aid Roads In order to see how the types of roads being built on Federal aid projects in Arkansas compare with those types being built by other states, the following table is given:

Table V. Mileage by Types of Federal Aid Projects Completed and Under Construction
January 1, 1924, in the United States.

STATES	Graded and Drained Miles	Sand- clay Miles	Gravel Miles	Water-bound Macadam Miles	Bituminous Macadam Miles	Bituminous Concrete Miles	Concrete Miles	Brick Miles	Other Types Miles	Miles
Alabama	---	362.87	768.45	20.78	36.46	80.95	9.31	---	---	1,278.82
Arizona	---	---	537.50	---	---	13.00	100.80	---	---	651.30
Arkansas	---	---	749.04	26.90	105.59	243.41	60.25	---	---	1,185.19
California	268.01	---	222.63	16.58	41.83	---	284.05	---	15.62	848.72
Colorado	67.50	18.00	169.10	104.90	---	4.00	143.30	---	---	506.80
Connecticut	---	---	---	8.70	27.16	---	90.38	---	---	126.24
Delaware	---	---	---	---	---	---	86.40	5.25	---	91.65
Florida	46.21	21.11	---	36.49	71.85	---	83.56	10.15	20.51	289.88
Georgia	89.70	1,340.10	307.90	36.40	84.70	2.50	123.80	.04	22.00	2,007.14
Idaho	364.00	14.00	124.00	246.00	---	---	22.00	---	12.00	782.00
Illinois	208.63	---	---	---	---	8.07	1,034.79	20.99	---	1,272.48
Indiana	75.83	---	26.59	---	17.04	11.99	396.74	6.89	---	535.08
Iowa	1,420.39	---	434.61	---	---	---	399.91	22.09	---	2,277.00
Kansas	306.09	43.18	175.09	---	---	---	488.88	97.27	---	1,110.51
Kentucky	446.36	---	89.81	69.99	27.11	---	72.37	---	95.37	801.01
Louisiana	---	---	895.41	---	9.50	2.00	---	---	---	906.91
Maine	---	---	108.49	---	116.60	---	39.37	---	---	264.46
Maryland	---	---	31.16	26.19	17.74	---	210.30	---	---	285.39
Massachusetts	---	---	4.08	---	137.47	30.61	102.26	---	---	274.42
Michigan	29.40	---	241.30	3.10	56.70	---	544.00	---	24.40	898.00
Minnesota	488.30	---	2,186.00	---	---	31.70	275.70	---	---	2,981.70
Mississippi	---	190.80	738.30	11.20	10.20	---	140.50	9.20	---	1,100.20
Missouri	320.00	---	736.00	---	58.00	---	228.00	---	68.00	1,410.00
Montana	191.58	---	546.55	---	5.50	2.28	32.04	---	---	777.95
Nebraska	1,928.47	106.40	144.46	---	---	7.59	28.30	16.18	---	2,232.23
Nevada	63.00	---	490.00	---	24.01	1.59	44.28	---	---	622.88

Table V. Mileage by Types of Federal Aid Projects Completed and Under Construction
 (Concluded) January 1, 1924, in the United States.

STATES	Graded and Drained Miles	Sand- clay Miles	Gravel Miles	Water-bound Macadam Miles	Bituminous Macadam Miles	Bituminous Concrete Miles	Concrete Miles	Brick Miles	Other Types Miles	Miles
New Hampshire	---	---	121.86	6.87	35.49	32.85	4.30	---	2.22	203.59
New Jersey	5.00	---	3.00	---	---	---	174.00	---	14.00	196.00
New Mexico	107.18	---	1,011.76	---	---	---	49.64	---	---	1,168.58
New York	---	---	---	---	331.52	---	627.02	---	---	958.50
North Carolina	12.00	254.00	32.00	---	31.00	155.00	176.00	---	---	660.00
North Dakota	1,852.00	14.00	453.00	---	---	---	3.70	---	---	2,322.70
Ohio	29.20	---	---	69.99	180.69	70.71	325.79	352.48	36.88	1,065.74
Oklahoma	28.25	8.20	565.76	---	---	64.63	212.42	1.24	---	880.50
Oregon	99.00	---	429.00	.15	---	56.00	67.00	---	---	651.00
Pennsylvania	---	---	---	---	7.76	95.64	725.09	30.74	---	859.38
Rhode Island	---	---	---	---	8.40	36.00	19.10	---	---	63.50
South Carolina	---	1,086.77	56.00	---	---	21.34	55.78	---	15.09	1,234.98
South Dakota	364.00	15.65	1,157.20	7.32	---	.83	---	---	3.00	1,548.00
Tennessee	29.93	---	90.77	38.80	300.36	17.92	63.54	---	79.46	620.78
Texas	233.53	216.19	2,515.50	---	1,058.02	47.73	387.96	24.30	---	4,483.23
Utah	65.01	---	189.42	---	---	.40	84.96	---	---	339.79
Vermont	---	---	75.10	1.40	19.70	---	7.50	---	---	103.70
Virginia	38.94	211.48	71.21	106.64	187.43	---	222.95	---	8.07	846.72
Washington	17.00	---	254.00	---	---	---	173.00	---	---	444.00
West Virginia	106.80	---	17.96	6.75	105.26	2.50	59.48	8.41	---	307.16
Wisconsin	858.00	---	953.00	19.00	10.00	---	417.00	---	---	2,257.00
Wyoming	56.01	---	287.02	---	---	18.00	---	---	---	370.01
Total	10,215.32	3,902.75	18,010.03	864.15	3,123.09	1,059.24	8,897.52	605.23	426.43	47,103.76
Percentage U. S.	21.69	8.29	38.23	1.83	6.63	2.25	18.89	1.28	.91	---
Percentage Ark.	---	---	63.20	2.27	8.91	20.54	5.08	---	---	---



A Pretty Drive on the State Highway North of Bel'a Vista, Benton County



(Above) State Highway Forces Building a New Road Between Yellville and Flippen in Marion County

(Below) A Part of the Little Rock-Fort Smith Highway in Pope County, Just West of Atkins; Type, Asphaltic Macadam

Summary of Table on Types This table has been summarized as to percentages of types and shows as follows:

Total percentage for United States for Graded, Sand Clay, Gravel and Water Bound Roads, 70.04%.

For Arkansas, same types, 65.47%.

Total percentage for United States for Bituminous Macadam, Bituminous Concrete, Concrete and Brick roads, 29.96%.

For Arkansas, same types, 34.53%.

Arkansas Federal Aid Projects: Arkansas Federal Aid Projects are numerous, are located in all parts of the State and only a few of them are not on the State System of Roads, which has been designated by the Highway Department and the Federal Government as the Arkansas Federal Aid Highway System.

Those projects not on the System were planned and started before the system was designated by the Federal Government. Many different types are represented. A complete table of all existing Federal Aid Projects is given, showing their location, length, type, cost, aid allotted and their construction status.

(See Insert Table VI)

WORK OF THE STATE HIGHWAY DEPARTMENT

General As has been indicated under the section
Features: covering Organization, the duties and responsibilities of the Highway Department are many and varied. With maintenance and construction work scattered among all the 75 counties of the State and over approximately 6,700 miles of road, a great amount of detailed attention and supervision is required to carry on the work efficiently and effectively. It is well understood by all those in responsible charge of the operation of the Highway Department that the work required is vast and the money available is limited. Economical operation is imperative and every effort is put forth to secure for each dollar of money spent a full dollar's worth of work in return. The demands of the public for rapid improvements are many, connecting links through sections where construction work is expensive because of unfavorable topographic conditions must be completed, more roads must be built and worn out improvements must be rehabilitated. Improvements of any kind call for the spending of money and the money for such work can only be secured from the sources of revenue provided by the Legislature. On this account the public must be patient and appreciate the fact that every measure is being used to furnish them with the roads they so much desire just as rapidly as is possible.

District Offices For the proper operation of the maintenance and construction activities of the department, the State has been divided into six engineering districts, as follows:

District No. 1, Headquarters, Forrest City: Arkansas, Clay, Craighead, Crittenden, Cross, Greene, Lee, Mississippi, Monroe, Phillips, Poinsett, St. Francis and Woodruff Counties.

District No. 2, Headquarters, Pine Bluff: Ashley, Bradley, Calhoun, Chicot, Cleveland, Dallas, Desha,

Drew, Jefferson, Lincoln, Ouachita and Union Counties.

District No. 3, Headquarters, Hope: Clark, Columbia, Hempstead, Howard, LaFayette, Little River, Miller, Montgomery, Nevada, Pike, Polk, Sevier and Scott Counties.

District No. 4, Headquarters, Fort Smith: Benton, Carroll, Crawford, Franklin, Johnson, Logan, Madison, Newton, Pope, Sebastian, Washington and Yell Counties.

District No. 5, Headquarters, Batesville: Baxter, Boone, Cleburne,, Fulton, Independence, IZard, Jackson, Lawrence, Marion, Randolph, Searcy, Sharp, Stone and Van Buren Counties.

District No. 6, Headquarters, Little Rock: Conway, Faulkner, Garland, Grant, Hot Springs,, Lonoke, Perry, Prairie, Pulaski, Saline and White Counties.

The area and State Highway mileage in each District is as follows:

District No.	Area Sq. Mi.	Road Mileage	Total No. of Counties
1	8717	1052	13
2	8965	1120	12
3	9190	1069	13
4	9067	1173	12
5	8831	1234	14
6	7707	988	11
Totals	52477	6636	75

It will be noted from the above facts that the State is divided approximately into six units of equal size. These divisions or districts as they are officially called are each in charge of a District Engineer, who is allowed two regular engineering assistants and two clerks in his headquarters office. Every highway activity of any kind taking place in a district is directly in charge of the District Engineer. This representative of the department employs all men for

road maintenance work and directs the progress of the department's maintenance and construction crews. Any construction work done by contract is also in charge of the District Engineer, who is allowed such resident engineers and inspectors as may be needed to properly supervise the work.

The State Highway Commission at its regular meeting on the last day of each month sets aside for the use of each district office a sum of money sufficient to carry on the work during the following month as laid out by the State Highway Engineer. These lump sums, under the law, are placed to the credit of the District Engineer, who is a bonded officer, for the purpose of meeting semi-monthly payrolls and paying for miscellaneous items of materials, equipment and supplies. The amounts set aside each month vary with the seasons and the relative necessities of pushing forward special pieces of work over different sections of the State. Each district office is required to keep an accurate system of books covering all expenditures and monthly reports in detail of such expenditures are forwarded to the headquarters office at Little Rock, to the State Auditor and to the State Treasurer. The books and accounts of each district office are audited at regular intervals by accountants from the headquarters office and detailed reports are furnished to the State Highway Commission. In carrying on this work some improvements over the System originally established have been found to exist and these improvements and changes have been made as rapidly as possible.

It might be well to explain how expenditures on each road are regulated so that a more or less definite progress of work can be carried on throughout the year and the expenditures in each county can be made on a fairly equitable basis. Immediately after the passage of the new road law and the designation of the State Highway System the State roads in each county were divided into sections. These sections were so laid out that one type of improvement did not overlap another type, one section on a Primary road did

not overlap a section on another class of road such as a Secondary road and a section did not overlap a County boundary. By dividing the System of roads in such a manner 675 sections were created, having an average length of approximately 10 miles.

Budgets At the beginning of each fiscal year careful study is given to the condition of each section of road and the work necessary to be done to properly construct or maintain it. After this study is made a budget is prepared using the available portion of the appropriations for such purpose and the District Engineers are advised of such budgets. Unless special authority is granted by the headquarters office these budgets can not be changed or shifted by the district offices.

In order to co-ordinate the work among all Districts the State Highway Engineer keeps in constant touch with the progress of the work and the particular needs of each section.

Work at Headquarters Office In addition to the operations of the District offices, a large amount of work is required of the headquarters office. The making of all surveys and plans for new construction projects, the co-operation with the Bureau of Public Roads and the securing of Federal Aid, the operation of the motor repair shop, the general accounting and auditing, the purchase of all major items of supplies, equipment and materials, the department publicity and the intimate contact with the public and public demands are all handled at the main office.

Surveys and Plans Section The surveys and plans section of the Department has had a very busy time during the past twelve months. Many demands for new surveys for proposed road projects have been met and a large number of the surveys have materialized into complete and accurate plans for construction jobs which have been placed under contract.

One of the greatest evils remedied by the new

highway law was the letting of extensive road contracts without preliminary engineering investigations. Under the old district plan of procedure no bonds could be sold until preliminary surveys had been made and plans and estimates prepared and filed and the engineering contracts made were of questionable value until the assessment of benefits were approved and the district completely organized. The element of doubt which was thrown about the preliminary engineering work really prevented in a majority of cases the furnishing of adequate plans for the proposed work.

Under the new law, sufficient funds are available for this preliminary work and each project is therefore given the necessary study by the engineers of the State Highway Department in order to insure adequate plans and accurate estimates. On all Federal Aid projects engineers acting for the Bureau of Public Roads assist in working out the various features of the work.

The tabulation following shows the complete surveys made by department engineers during the past year:

TABLE VII

New Surveys Completed

County	Between	Miles
Cleveland	Rison and Warren	6.8
Desha	McGehee and Yoncapin	25.0
Desha	McGehee and Bartholomew Bayou	2.9
Drew	Dermott and Collins	8.2
Grant	Leola and Poyen	3.1
Greene	Paragould and Hopkins Bridge	7.1
Lee	Marianna and Wheatley	12.0
Lee	Marianna and Forrest City	11.0
Lee	Marianna and Barton	15.0
Lee	Marianna and Chatfield	15.0
Monroe	Brassfield and Brinkley	6.6
Monroe	Blackton and Marvell	7.0
Nevada	Emmett and Prescott	1.9
Newton	Mt. Judea and Forest Boundary	7.3
Sebastian	Greenwood and Mansfield	12.0
St. Francis	Wheatley and Forrest City	13.6
Union	El Dorado and Smackover	10.8
Union	El Dorado and Junction City	4.0
Van Buren	Clinton and Leslie	22.0
Woodruff	Augusta and Jelks	7.0
	Total Mileage	198.3

The drafting section of the office has compiled the surveys noted above into complete plans for the projects given in the following tabulation:

TABLE VIII
Federal Aid Plans Completed

County	Between	Federal Aid No.	Number Miles	Cost Estimated	Federal Aid Estimated
Faulkner	Conway and Danascus	174	7.69	\$106,300.00	\$47,000.00
Grant	Leola and Poyen	172-A	2.57	32,800.00	15,400.00
Jackson	Bradford and Grand Glaise	197-A	4.61	25,000.00	12,500.00
Lee	Marianna and Wheatley	190-A	4.15	53,800.00	26,900.00
"	Marianna and Forrest City	191-A	2.61	39,500.00	19,750.00
"	Marianna and Barton	192-A	4.11	49,700.00	24,850.00
"	Marianna and Chatfield	183-A	2.35	50,000.00	25,000.00
"	Marianna and Chatfield	183-B	7.03	40,000.00	20,000.00
"	Marianna and Chatfield	183-C	5.16	95,400.00	47,700.00
Miller	Texarkana and Lewisville	184-A	3.96	44,700.00	22,350.00
Monroe	Clarendon and Brinkley	156-A	3.05	40,300.00	20,000.00
Monroe	Brassfield and Brinkley	185-A	6.57	216,000.00	60,000.00
Nevada	Emmett and Prescott	201-A	1.89	32,000.00	16,000.00
Poinsett	Marked Tree and Harrisburg	179-A	4.01	38,000.00	19,000.00
"	Truman and Marked Tree	180-A	5.27	74,500.00	37,250.00
"	Truman and Marked Tree	180-B	11.10	130,000.00	65,000.00
Pope	Russellville and Atkins	207-A	2.02	17,800.00	8,900.00
Union	El Dorado and Smackover	182-A	10.75	173,000.00	86,500.00
Woodruff	Augusta and Jels	188-A	7.03	89,900.00	44,950.00
St. Francis	Marianna and Chatfield	183-A	2.35	50,000.00	25,000.00
Total Mileage					98.28

Bridge Plans

County	Between	Federal Aid No.	Number Miles	Cost Estimated	Federal Aid Estimated
Lizard					
Fulton	Batesville and Mammoth Springs	59-E	38	\$163,500.00	\$ 65,000.00
Independence					
Searcy	Marshall and Snowball	73	2	25,000.00	12,200.00
Pope	Russellville and Forest Boundary	170-C	8	82,700.00	41,300.00
Pike	Kirby and New Hope	204-A	1	23,800.00	11,900.00
Newton	Jasper and Harrison	153	1	32,500.00	16,250.00
Johnson	Russellville and Clarksville	169	1	47,500.00	23,760.00
Saline	Hot Springs and Little Rock	175			
Garland	Hot Springs and Little Rock	176	7	65,000.00	7,000.00
Faulkner	Little Rock and Conway	None	1	17,600.00	None
Totals				\$457,600.00	\$177,410.00

In addition to this work the drafting room section has been called upon to prepare and furnish hundreds of maps, sketches and data of like nature.

As has been indicated under the section on Federal aid projects a large amount of correspondence and detail work is required in the securing of Federal Aid. The larger part of this work is handled by the Assistant State Highway Engineer or Office Engineer. All advertisements for contract work, the preparation of specifications, proposals, contracts and bonds for construction work is taken care of by this section of the main office. All estimates for new activities, the checking of all monthly estimates on contract work, the preparation of details necessary in changing Federal Aid plans, the preparation of Federal Aid vouchers together with the prompt meeting of all requests for general information from the public and manufacturing concerns interested in the different phases of highway work furnish enough work to keep this portion of the department under high pressure at all times.

The work of the department in the shop, publicity and accounting sections is fully described in portions of the report given over independently to these activities.

General Work The general public little realizes how much of the time of its officials in departments such as the Highway Department, is required to meet the many and sometimes trivial demands of the taxpayers. Thousands of questions must be answered, attention must be given to complaints of every description and frequently considerable time must be given to hearing delegations on almost any subject related to highway work. Work of this kind, although requiring much patience, is always cheerfully done and the employees of the department are instructed to always give consideration to the many demands of the people. An effort is constantly made to serve the public in the best possible way.

CONSTRUCTION WORK, STATE, COUNTY AND ROAD IMPROVEMENT DISTRICTS

Road Improvement District Plan Necessary Of necessity practically all improved roads in Arkansas have been built by Road Improvement Districts, organized either under the general State law or by Special Act. This method has been followed because of the difficulty and practical impossibility under State Constitution of the counties and the State issuing bonds for public improvements. Until the new highway law was enacted road districts could be organized very readily and in most cases these districts were planned with the understanding that practically the entire cost of the improvement had to be borne by the real property of the district.

Effect of New Highway Law During the few years just preceding 1922 the tax burdens on the real property owners because of road improvements grew rapidly and a very definite clamor arose for some kind of legislation to be enacted tending toward the relief of the real property taxpayer. The new highway law was framed in such a way as to provide a very material relief and certain essential points might here be cited.

In the first place the new law prevents the organization of new improvement districts unless a majority in number and valuation of the property owners in the district assent to such organization. Such districts can not be organized where more than 50 per cent of the cost of construction is assessed against the property of the district and the remaining 50 per cent must either be provided by an allotment of State or Federal Aid funds or outside contributions in cash by the county or other agencies. All plans for improvements contemplated must be prepared by the State at the State's expense and any insufficiency of funds

over those first provided for an improvement must be made up by the State. The entire control of any construction work of a district is vested in the hands of the State Highway Commission. From a study of these important features the deduction can be made that not only is the real property owner not permitted to pay more than 50 per cent of the cost of the improvement but that, after assenting to a certain amount of work, he cannot be called upon for additional money to complete improvements and is relieved of the possibility of large expenditures for preliminary plans and large overhead costs.

For those Road Improvement Districts which had already been organized and had sold bonds the new road law provides very material assistance in the way of State funds to aid in the annual payments of principal and interest on bonds sold. The law appropriated \$3,000,000.00 for the year 1924 and \$3,000,000.00 for the year 1925 to be distributed among all the counties of the State on a prorata population basis. Because of the fact that the revenue provisions of the law did not become operative until January 1, 1924, and the time of distribution of the first funds was fixed as July 1st, only six months revenue was collected for the purpose prescribed. However, the Highway Department was able to return to the Counties in 1924 \$2,000,000.00 of the \$3,000,000.00 appropriated and on July 1, 1925, will be able to make a full payment of \$3,000,000.00 as appropriated.

When the law was framed sufficient latitude was allowed to enable the representatives of each county to divide the amount returned to any particular county between the County Highway Improvement Fund for County road work and the Road Improvement Districts for bond relief. For those counties where the representatives in the Legislature did not desire to make the division such authority was vested in the County Quorum Court.

A table has been prepared and is given in the succeeding pages showing the bonds issued by all road

improvement districts of the State to October 10, 1923, and the bonds of these districts outstanding on January 1, 1924, the amount of State funds returned to each district during the year 1924, together with the amount to be paid on July 1, 1925.

Table IX. Showing Bond Issues of Road Improvement Districts and Amounts Returned to Counties and Road Districts.

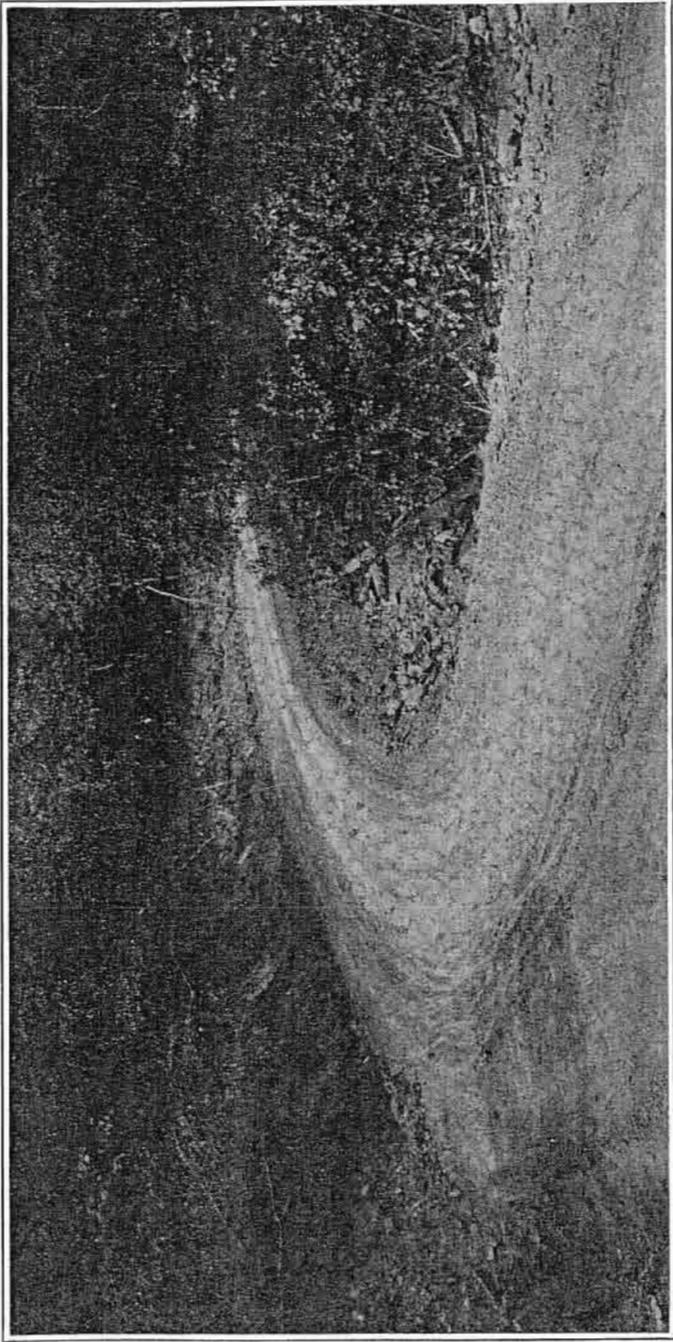
COUNTY	District	Total Bond Issue	Bonds Outstanding Jan. 1, 1924	Returned July 1, 1924		To Be Returned July 1, 1925	
				Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Arkansas	No. 1	36,000.00	26,000.00	152.27		228.42	
	No. 5	2,200,000.00	2,009,000.00	11,763.23		17,646.28	
	Northern	2,329,000.00	2,124,000.00	12,436.54		18,656.34	
	Stuttgart & Western	26,018.30	23,602.32	138.29		207.46	
	Roberts	5,527.90	5,054.08	29.67		44.50	
						6,680.00		10,020.00
Ashley	Wilnot	675,000.00	477,000.00	14,699.14		22,048.71	
	Jerome	12,557.80	12,388.10	381.76		572.64	
	Arkansas-Louisiana	177,576.00	160,328.25	4,959.10		7,438.65	
Baxter	No. 1	187,000.00	179,000.00	2,768.08		12,456.38	
	No. 2	10,000.00	9,500.00	146.92		661.12	
Benton					10,345.00		62,070.00
	No. 1	12,500.00	10,500.00	194.28			
	No. 2	701,000.00	692,000.00	12,798.83			
	No. 3	354,000.00	334,500.00	6,186.52			
	No. 4	155,000.00	142,000.00	2,626.18			
	No. 5	350,000.00	319,000.00	5,900.06			
Boone	No. 6	185,000.00	180,000.00	3,329.13			
					13,770.00		20,668.50
Bradley	No. 1	94,000.00	82,000.00	4,590.00		6,889.50	
					18,220.00		27,342.00
Calhoun					13,460.00		20,211.00

Table IX. Showing Bond Issues of Road Improvement Districts and Amounts Returned to Counties and Road Districts.

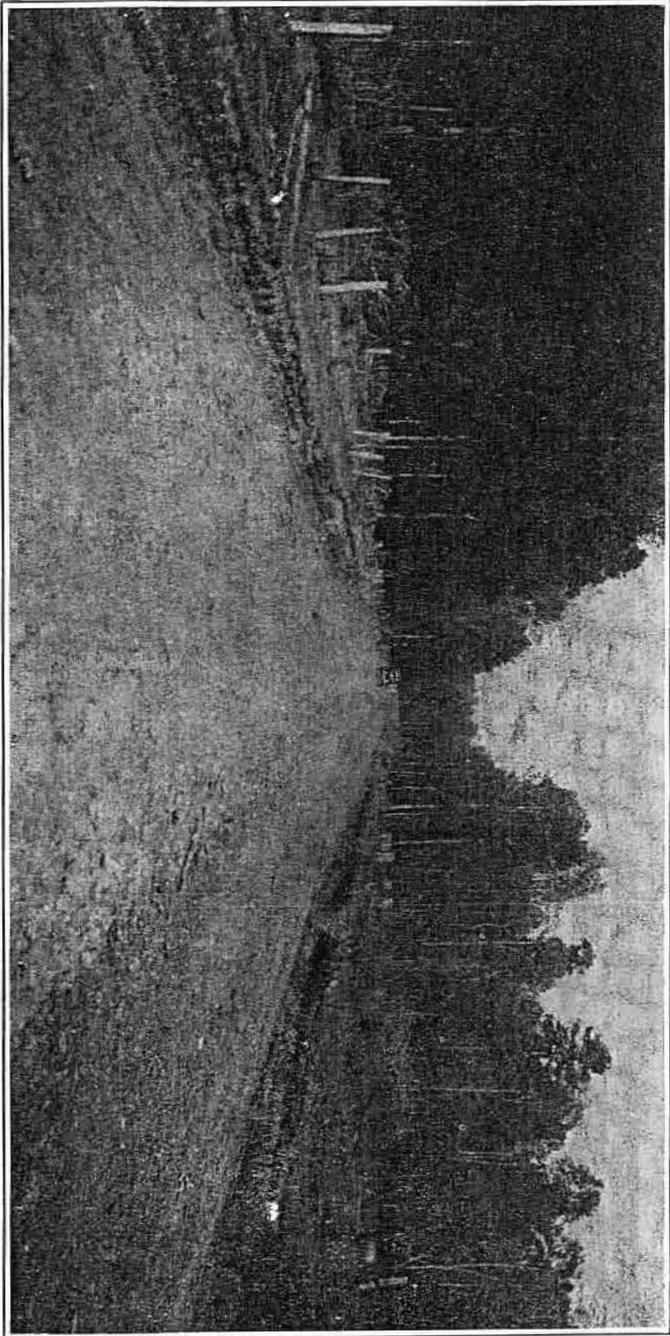
COUNTY	District	Total Bond Issue	Bonds Outstanding Jan. 1, 1924		Returned July 1, 1924		To Be Returned July 1, 1925	
			Outstanding	Jan. 1, 1924	Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Carroll	No. 1	86,000.00	78,000.00	2,111.30	10,150.00	3,167.26	15,226.50	
	No. 2	163,000.00	155,500.00	4,209.10	---	6,314.28	---	
	No. 3	62,500.00	58,500.00	1,583.50	---	2,375.49	---	
	No. 4	39,500.00	39,275.00	1,063.11	---	1,594.82	---	
	No. 5	25,000.00	24,500.00	663.20	---	994.90	---	
	Madison-Carroll	20,734.30	19,201.95	519.79	---	779.75	---	
Chicot	No. 2	320,500.00	306,500.00	4,236.28	---	6,355.44	---	
	Jerome	143,251.05	141,315.22	1,953.08	---	2,930.10	---	
	Gaines Landing	98,000.00	95,000.00	1,312.98	---	1,969.78	---	
	No. 5	77,500.00	77,500.00	1,071.23	---	1,607.11	---	
	Arkansas-Louisiana	1,297,044.00	1,175,446.12	16,246.43	---	24,373.57	10,971.00	
Clark	No. 1	685,000.00	645,000.00	21,693.07	---	32,535.16	---	
	No. 2	10,000.00	7,500.00	251.93	---	377.84	---	
Clay		---	---	---	31,140.00	---	46,701.00	
		---	---	---	14,500.00	---	21,738.00	
Cleveland		---	---	---	10,500.00	---	15,743.25	
		---	---	---	---	---	---	
Columbia	No. 1	196,000.00	191,000.00	1,487.18	---	2,229.82	---	
	No. 3	143,000.00	140,000.00	1,090.11	---	1,634.47	---	
	No. 4	120,500.00	118,500.00	922.71	---	1,383.46	---	
		---	---	---	23,685.00	---	35,532.00	
Columbia	No. 1	100,000.00	89,000.00	3,767.57	---	5,652.08	---	
	No. 2	114,500.00	97,500.00	4,127.43	---	6,191.92	---	

Table IX. Showing Bond Issues of Road Improvement Districts and Amounts Returned to Counties and Road Districts.

COUNTY	District	Total Bond Issue	Bonds Outstanding Jan. 1, 1924		Returned July 1, 1924		To Be Returned July 1, 1925	
			Total	Outstanding	Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Conway	No. 1	370,000.00	325,500.00	5,212.79	7,821.62			
	No. 2	350,000.00	344,000.00	5,509.03	8,266.12			
	No. 3	140,000.00	123,000.00	1,969.87	2,955.72			
	No. 4	579,000.00	501,000.00	8,023.47	12,038.93			
	No. 5	363,000.00	315,000.00	5,044.84	7,569.61			
Craighead	No. 1	425,000.00	394,000.00	12,663.63	12,852.00		64,272.00	
	No. 2	315,000.00	315,000.00	10,124.55				
	No. 4	250,000.00	224,000.00	7,199.82	29,380.00		44,067.00	
Crawford Crittenden	No. 2	21,000.00	21,000.00	128.08	192.18			
	No. 3	36,000.00	33,500.00	204.31	306.59			
	No. 4	628,000.00	564,400.00	3,441.65	5,164.32			
	No. 5	273,500.00	236,500.00	1,443.27	2,165.68			
	No. 6	1,070,000.00	1,035,000.00	6,315.81	9,477.12			
	No. 7	1,150,000.00	1,150,000.00	7,017.38	10,529.85			
	No. 8	800,000.00	800,000.00	4,881.91	7,325.49			
	No. 9	1,640,000.00	1,640,000.00	10,007.59	15,016.17			
	No. 1	315,000.00	277,000.00	1,819.17	2,729.53		15,904.50	
Gross	No. 4	75,000.00	68,000.00	446.58	670.06			
	Parkin South	875,000.00	828,000.00	5,437.91	8,159.17			
	Tyrone-St. Francis	475,000.00	441,000.00	2,896.34	4,345.74			



A Beautiful Spot on a State Highway in the Mountains of Northwest Arkansas



A Recently Graded Section of the Little Rock-Fordyce Road through Saline Bottoms in Dallas County. This Road is now being Gravelled, all Work being done by the State Highway Department

Table IX. Showing Bond Issues of Road Improvement Districts and Amounts Returned to Counties and Road Districts.

COUNTY	District	Total Bond Issue	Bonds Outstanding Jan. 1, 1924	Returned July 1, 1924		To Be Returned July 1, 1925	
				Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Dallas	No. 1	265,000.00	250,000.00	5,828.65			24,696.00
	No. 2	245,000.00	238,000.00	5,548.88			
	No. 3	225,000.00	218,000.00	5,082.52			
Desha	Arkansas-Louisiana	901,852.00	817,303.38	16,992.03	5,790.00	25,496.85	8,688.00
	Douglas-G'ld-Str City	19,967.45	18,182.65	377.97		567.15	
Drew	Arkansas-Louisiana	248,024.00	224,771.75	5,518.03	18,675.00	8,279.70	28,021.50
	Jerome	29,191.15	28,796.68	706.97		1,060.80	
Faulkner	Conway-Damascus	530,000.00	485,000.00	6,651.96	15,800.00	9,976.67	23,697.00
	Conway-Vilonia	400,000.00	365,000.00	5,006.07		7,508.16	
	Conway-Palarn	330,000.00	302,000.00	4,141.97		6,212.17	
Franklin	No. 1	285,000.00	262,000.00	5,525.00	16,575.00	8,288.25	24,864.75
	N. Arkansas No. 2	180,994.75	172,477.35	3,190.00	9,570.00	9,573.00	9,573.00
Fulton	Little Rock-Hot Sp'gs.	563,090.00	533,655.75	7,860.00	22,080.00	11,087.00	33,111.00
	No. 1	210,000.00	144,500.00	1,852.67			
Garland	No. 2	95,000.00	85,500.00	1,096.13			
	No. 3	59,500.00	55,500.00	711.57			
	No. 4	182,000.00	170,000.00	2,179.56			
	No. 5	110,000.00	102,000.00	1,807.79			
Grant	No. 1	210,000.00	144,500.00	1,852.67			
	No. 2	95,000.00	85,500.00	1,096.13			

Table IX. Showing Bond Issues of Road Improvement Districts and Amounts Returned to Counties and Road Districts.

COUNTY	District	Bond Issue Total	Bonds Outstanding Jan. 1, 1924		Returned July 1, 1924		To Be Returned July 1, 1925	
			Districts	Co. Hy. Fund	Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Greene Hempstead	No. 6	148,000.00	138,000.00	1,769.21				
	No. 7	137,000.00	124,000.00	1,589.82				
	No. 8	56,000.00	54,000.00	692.39				
	No. 9	78,000.00	67,500.00	865.42				
	Jefferson-Grant No. 1	5,445.30	5,445.30	69.78				
	Little Rock-Spg Lake	7,228.00	6,683.12	85.66				44,694.00
					29,800.00			40,578.75
					27,045.00			
Hot Spring Howard	Hope-Fulton-Ermet	350,000.00	304,000.00	3,284.79		4,928.56		
	Saratoga-Fltn-McNab	167,000.00	149,000.00	1,609.99		2,415.65		
	Cross Roads	114,000.00	100,000.00	1,080.54		1,621.26		
	Prescott-Blevins	86,659.14	76,311.78	824.60		1,237.25		
	Washington-Hope-Col.	195,000.00	175,000.00	1,890.90		2,837.13		
	Hope	31,000.00	30,000.00	324.18		486.40		
					20,300.00			30,450.00
Independence	No. 1	157,100.00	142,600.00	2,097.53		3,144.81		
	No. 7	360,000.00	360,000.00	5,295.34		7,939.26		
	Howard-Sevier No. 1	218,039.40	218,039.40	3,207.13		4,808.43		
	No. 1	90,000.00	82,500.00	2,418.28		3,628.22		
	N. Arkansas No. 2	158,295.50	150,846.30	4,421.72		6,634.03		
Izard	No. 1	120,000.00	120,000.00	7,098.72		10,597.72		
	N. Arkansas No. 2	85,709.75	81,676.35	4,811.23		7,213.28		
				3,960.00			5,937.00	

Table IX. Showing Bond Issues of Road Improvement Districts and Amounts Returned to Counties and Road Districts.

COUNTY	District	Total Bond Issue	Bonds Outstanding Jan. 1, 1924	Returned July 1, 1924		To Be Returned July 1, 1925	
				Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Jackson	No. 1	70,000.00	67,000.00	1,397.69	14,520.00	8,145.25	10,891.50
	No. 2	340,000.00	292,000.00	6,091.72	---	13,708.26	---
	No. 4	300,000.00	262,000.00	5,485.91	---	12,299.99	---
	No. 7	75,000.00	75,000.00	1,364.68	---	3,521.00	---
Jefferson	Jefferson-Grant No. 1	29,554.70	29,554.70	1,360.33	---	2,039.78	---
	No. 4	150,000.00	67,000.00	3,083.72	---	4,625.72	---
	No. 5	170,000.00	71,500.00	3,290.82	---	4,936.37	---
	No. 7	91,000.00	59,500.00	2,738.73	---	4,107.45	---
	No. 10	13,000.00	5,300.00	243.76	---	368.43	---
	No. 13	16,500.00	13,000.00	598.57	---	897.87	---
	No. 15	330,000.00	322,000.00	14,820.57	---	22,232.27	---
	No. 19	121,000.00	80,000.00	3,632.29	---	5,522.32	---
	No. 21	47,500.00	37,000.00	1,703.25	---	2,554.96	---
	No. 22	140,000.00	128,000.00	5,891.66	---	8,837.75	---
	Roberts	64,472.10	58,945.92	2,712.91	---	4,070.26	---
	Little Rock-Spg Lake	279.50	258.43	11.88	---	17.04	---
	Plum Bayou	250,000.00	250,000.00	11,506.51	---	17,261.03	---
Johnson	No. 2	334,000.00	308,000.00	18,030.00	6,010.00	27,045.00	9,015.00
Lafayette	No. 1	149,000.00	131,500.00	---	17,720.00	---	13,312.50
	No. 2	129,500.00	110,500.00	---	---	7,233.88	6,078.62

Table IX. Showing Bond Issues of Road Improvement Districts and Amounts Returned to Counties and Road Districts.

COUNTY	District	Total Bond Issue	Bonds Outstanding Jan. 1, 1924	Returned July 1, 1924		To Be Returned July 1, 1925	
				Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Lawrence	No. 1	195,000.00	179,500.00	3,449.87	2,522.00	5,175.62	3,783.60
	No. 2	32,000.00	28,000.00	538.17	-----	807.38	-----
	No. 4	126,000.00	126,000.00	2,421.65	-----	3,633.05	-----
	No. 5	163,000.00	159,000.00	3,055.83	-----	4,584.48	-----
	No. 6	83,000.00	79,000.00	1,518.27	-----	2,277.77	-----
	No. 7	31,000.00	24,500.00	470.76	-----	706.25	-----
	No. 8	58,000.00	58,000.00	1,114.70	-----	1,672.31	-----
	Hoxie-Running Water Western	100,000.00	97,000.00	1,864.41	-----	2,797.06	-----
	475,000.00	430,000.00	8,264.84	32,940.00	12,398.48	49,398.00	32,142.00
Lee Lincoln	No. 1	66,000.00	44,500.00	1,636.70	-----	-----	-----
	No. 2	136,000.00	102,000.00	3,751.71	-----	-----	-----
	No. 3	50,000.00	47,000.00	1,728.81	-----	-----	-----
	Grady-Ark. River Douglas-Gl'd-Str City	132,000.00	120,500.00	4,432.01	-----	-----	-----
Little River	No. 4	49,000.00	46,000.00	1,691.97	-----	-----	-----
	Arkansas-Louisiana	175,504.00	159,050.50	5,850.02	-----	-----	-----
	No. 1	65,000.00	49,000.00	592.51	-----	888.07	-----
	No. 2	60,000.00	57,000.00	689.15	-----	1,032.91	-----
No. 5	No. 6	74,000.00	74,000.00	894.72	-----	1,341.03	-----
	No. 7	135,000.00	135,000.00	1,632.30	-----	2,446.50	-----
	No. 8	1,000,000.00	1,000,000.00	12,090.83	-----	18,122.71	-----
	No. 8	225,000.00	225,000.00	2,720.49	-----	4,077.78	-----

Table IX. Showing Bond Issues of Road Improvement Districts and Amounts Returned to Counties and Road Districts.

COUNTY	District	Total Bond Issue	Bonds Outstanding Jan. 1, 1924	Returned July 1, 1924		To Be Returned July 1, 1925	
				Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Logan	No. 1	55,000.00	44,500.00		29,520.00		44,286.00
Lonoke	No. 1	20,000.00	12,000.00	320.78	3,812.00	481.19	5,718.30
	No. 2	120,000.00	78,000.00	2,084.55		3,127.00	
	No. 3	190,500.00	154,500.00	4,129.31		6,194.29	
	No. 4	170,000.00	117,000.00	3,127.17		4,691.01	
	No. 5	55,000.00	39,000.00	1,042.28		1,563.50	
	No. 6	6,500.00	4,400.00	117.68		176.53	
	No. 7	60,000.00	41,500.00	1,109.18		1,663.85	
	No. 8	35,000.00	25,700.00	686.35		1,030.32	
	No. 9	155,000.00	153,000.00	4,089.17		6,134.08	
	No. 10	195,000.00	173,500.00	4,637.07		6,955.97	
	No. 12	175,000.00	164,000.00	4,333.19		6,575.13	
	No. 13	75,000.00	75,000.00	2,004.62		3,007.08	
	No. 14	240,000.00	224,000.00	5,986.74		8,980.59	
	Pulaski No. 10	22,519.92	22,055.31	589.41		884.16	
Madison	Madison-Carroll	209,265.50	193,798.05	12,765.00	4,255.00	19,156.50	6,385.50
Marion	No. 1	540,000.00	382,000.00	13,710.00	11,600.00	17,385.00	17,385.00
Miller	Osceola-Little River	278,000.00	265,000.00	1,188.27	13,710.00	41,127.00	41,127.00
Mississippi	No. 1	2,300,000.00	2,300,000.00	10,314.00			
	Luxora-L. River No. 2	597,000.00	597,000.00	2,677.05	27,000.00		81,015.00

Table IX. Showing Bond Issues of Road Improvement Districts and Amounts Returned to Counties and Road Districts.

COUNTY	District	Total Bond Issue	Bonds Outstanding Jan. 1, 1924	Returned July 1, 1924		To Be Returned July 1, 1926	
				Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Monroe	Wardell-Whitton No. 2	178,000.00	168,000.00	753.30			
	Etowah No. 2	145,000.00	135,500.00	607.77			
	No. 5	373,000.00	373,000.00	1,672.65			
	Burdette No. 3	120,000.00	115,500.00	517.86			
	Bassett-Wardell No. 3	75,000.00	75,000.00	336.42			
	Blytheville-Mnl.-Lvie.	1,992,000.00	1,992,000.00	8,932.68	6,165.00		9,246.00
Montgomery	No. 1	133,000.00	188,000.00	5,788.56		8,681.44	
	No. 3	157,000.00	153,000.00	4,710.86		7,065.14	
	No. 4	45,000.00	45,000.00	1,385.65		2,078.13	
	Richland Township	220,000.00	201,000.00	6,188.98		9,281.97	
	Woodruff-Monroe	170,898.75	13,671.90	420.95	9,510.00	631.32	14,269.50
	No. 5	90,000.00	90,000.00	3,170.00	25,040.00	4,756.50	37,554.00
Nevada	Prescott-Blevins	47,340.86	41,638.22		6,390.00		9,586.50
Newton	No. 1	29,500.00	28,500.00	922.40		1,383.82	
	No. 2	58,000.00	53,000.00	1,715.40		2,578.50	
	No. 3	65,000.00	62,000.00	2,006.65		3,010.45	
	No. 6	43,000.00	43,000.00	1,391.74		2,087.93	
	Marshall-Witt Spring	10,931.80	10,931.80	353.81	23,540.00	530.80	35,328.00
	No. 1	94,000.00	81,500.00	2,825.00	8,475.00	4,239.75	12,719.25
Quachita Perry							

Table IX. Showing Bond Issues of Road Improvement Districts and Amounts Returned to Counties and Road Districts.

COUNTY	District	Total Bond Issue	Bonds Outstanding Jan. 1, 1924		Returned July 1, 1924		To Be Returned July 1, 1925	
			Outstanding	Jan. 1, 1924	Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Phillips	Helena-Oldtown	465,000.00	421,000.00	6,417.04		9,626.70		
	West Helena-Marvell	900,000.00	867,000.00	13,215.74		19,825.96		
	Helena-Ferguson	1,900,000.00	1,900,000.00	28,961.81		43,447.84		
	No. 2	163,000.00	146,000.00	2,225.41	14,160.00	3,338.51	21,225.00	
Pike Poinsett	No. 1	46,000.00	43,000.00	674.26		1,011.21		
	No. 2	50,000.00	50,000.00	783.97		1,175.76		
	No. 3	80,000.00	80,000.00	1,254.26		1,881.07		
	No. 4	118,000.00	103,000.00	1,514.83		2,421.84		
	No. 5	160,000.00	160,000.00	2,508.52		3,762.15		
	No. 7	230,000.00	125,000.00	1,959.93		2,939.40		
	Bay R'd-St. Francis R. Ozark Trails	335,000.00 663,000.00	298,500.00 658,500.00	4,680.03 10,324.20	4,685.00	7,018.87 15,483.70	7,024.50	
Polk	No. 1	650,000.00	625,000.00	11,119.47		16,672.09		
	No. 3	165,000.00	165,000.00	2,935.53		4,401.41		
					7,750.00		11,622.00	
Pope	No. 1	531,000.00	512,000.00	13,930.01		20,889.62		
	No. 2	307,000.00	299,000.00	8,134.94		12,199.26		
	No. 4	75,000.00	5,000.00	136.01		203.97		
	Marshall-Witt Spring	38,555.00	38,555.00	1,049.04		1,573.15		

Table IX. Showing Bond Issues of Road Improvement Districts and Amounts Returned to Counties and Road Districts.

COUNTY	District	Total Bond Issue	Bonds		Returned July 1, 1924		To Be Returned July 1, 1925	
			Outstanding Jan. 1, 1924	Returned Jan. 1, 1924	Districts		Districts	
					Co. Hy. Fund	Co. Hy. Fund	Districts	Co. Hy. Fund
Prairie	No. 1	87,500.00	65,000.00	1,015.52	1,522.82	1,522.82	1,522.82	1,522.82
	No. 3	15,000.00	12,000.00	187.45	281.09	281.09	281.09	281.09
	No. 4	160,000.00	142,500.00	2,226.26	3,338.38	3,338.38	3,338.38	3,338.38
	No. 5	134,500.00	119,500.00	1,867.10	2,799.81	2,799.81	2,799.81	2,799.81
	Woodruff-Prairie No. 6	309,114.00	309,114.00	4,829.40	7,241.93	7,241.93	7,241.93	7,241.93
	Des Arc-Hazen	99,000.00	99,000.00	1,546.79	2,319.48	2,319.48	2,319.48	2,319.48
	Hazen-LaGrue-Slovak	265,000.00	234,000.00	3,655.92	5,482.22	5,482.22	5,482.22	5,482.22
	No. 9	55,500.00	49,000.00	765.52	1,147.94	1,147.94	1,147.94	1,147.94
	Stuttgart & Western	43,981.70	39,897.68	623.30	934.67	934.67	934.67	934.67
	No. 11	148,000.00	134,500.00	2,101.36	3,151.09	3,151.09	3,151.09	3,151.09
	No. 12	80,000.00	70,500.00	1,101.38	1,651.57	1,651.57	1,651.57	1,651.57
	Pulaski	Little Rock-Spg Lake	616,713.50	570,222.79	9,193.58	13,790.81	13,790.81	13,790.81
Little Rock-Hot Spgs		1,496,330.00	1,418,112.75	22,864.77	34,298.25	34,298.25	34,298.25	34,298.25
Arkansas-Missouri		1,100,000.00	1,046,000.00	16,864.65	25,297.78	25,297.78	25,297.78	25,297.78
N. L. Rock-Galloway		800,000.00	729,000.00	11,753.98	17,631.54	17,631.54	17,631.54	17,631.54
No. 6		15,500.00	11,500.00	38,679.17	278.31	278.31	278.31	278.31
No. 7		35,000.00	21,500.00	185.54	519.52	519.52	519.52	519.52
No. 10		2,449,480.08	2,398,944.69	346.33	58,020.62	58,020.62	58,020.62	58,020.62
L. R.-N. Heights No. 1		5,000.00	4,900.00	78.71	118.07	118.07	118.07	118.07
L. R.-N. Heights No. 2		25,000.00	24,500.00	394.69	592.05	592.05	592.05	592.05
L. R.-N. Heights No. 3		30,000.00	29,500.00	475.65	713.49	713.49	713.49	713.49
L. R.-N. Heights No. 6	180,000.00	180,000.00	2,902.23	4,353.49	4,353.49	4,353.49	4,353.49	
L. R.-Ly-Prk H. No. 4	120,000.00	120,000.00	1,935.20	2,902.89	2,902.89	2,902.89	2,902.89	

Table IX. Showing Bond Issues of Road Improvement Districts and Amounts Returned to Counties and Road Districts.

COUNTY	District	Total Bond Issue	Bonds Outstanding Jan. 1, 1924	Returned July 1, 1924		To Be Returned July 1, 1925	
				Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Randolph	L. R.-Westwood No. 5-	180,000.00	180,000.00	2,902.28		4,353.49	
	L. R. Northern No. 7-	240,000.00	240,090.00	3,369.27		5,804.09	
Saline	No. 1	9,000.00	6,000.00	118.94	15,165.00	178.40	
	No. 3	110,000.00	106,500.00	2,111.22		3,166.52	
	Western	157,500.00	142,500.00	2,824.84		4,236.83	
					9,580.00		14,365.50
Scott Searcy	No. 4	50,000.00	44,000.00	2,096.39		3,143.60	
	Little Rock-Hot Spgs	140,580.00	133,231.50	6,347.90		9,518.87	
	Little Rock-Spg Lake	25,779.00	23,835.66	1,135.71		1,703.03	
Sebastian Sevier	No. 1	46,000.00	34,000.00	1,763.17		2,643.80	
	No. 3	60,000.00	56,000.00	2,904.09		4,354.56	
	Marshall-Witt Spgs	150,946.40	150,946.40	7,827.74		11,737.39	
					64,760.00		97,143.00
Sebastian Sevier	No. 1	174,000.00	152,500.00	2,391.59		3,588.77	
	No. 2	165,000.00	151,000.00	2,368.00		3,553.36	
	No. 3	230,000.00	208,000.00	3,261.87		4,894.69	
	No. 4	230,500.00	204,500.00	3,206.96		4,812.28	
	No. 5	105,000.00	99,000.00	1,552.64		2,329.85	
	No. 7	118,000.00	108,000.00	1,693.58		2,541.34	
Howard-Sevier No. 1-	No. 11	50,000.00	46,500.00	729.13		1,094.11	
		361,960.60	361,960.60	5,676.23		8,517.60	

Table IX. Showing Bond Issues of Road Improvement Districts and Amounts Returned to Counties and Road Districts.

COUNTY	District	Total Bond Issue	Bonds Outstanding Jan. 1, 1924	Returned July 1, 1924		To Be Returned July 1, 1925	
				Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Sharp	No. 1	44,000.00	36,000.00	2,540.00	10,160.00		19,059.00
St. Francis	No. 1	419,000.00	375,000.00	6,386.36		9,579.55	
	No. 2	537,500.00	515,000.00	8,770.69		13,156.02	
	No. 3	585,000.00	521,000.00	8,872.74		13,309.11	
	No. 4	200,000.00	161,000.00	2,741.69		4,112.53	
	No. 5	290,000.00	255,500.00	4,351.32		6,526.98	
	No. 12	75,000.00	75,000.00	1,277.20		1,915.81	
Stone	No. 2	89,000.00	78,500.00	5,010.00	5,010.00	7,515.00	7,515.00
Union					33,880.00		50,832.00
Van Buren	No. 1	114,000.00	103,000.00	5,035.99		7,553.02	
	No. 2	120,000.00	110,500.00	5,402.60		8,102.85	
	No. 3	95,000.00	86,000.00	4,204.82		6,306.43	
	Marshall-Witt Spgs	19,566.80	19,566.80	956.59		1,434.70	
Washington	No. 1	180,500.00	167,000.00	4,564.52	20,240.00	6,847.46	30,363.00
	No. 2	550,000.00	500,500.00	13,680.22		20,522.35	
	No. 10	75,000.00	73,000.00	1,995.26		2,393.19	
White	N. Arkansas No. 1	878,000.00	778,000.00	11,833.41	19,750.00	17,748.32	29,622.00
	No. 7	300,000.00	274,000.00	4,167.45		6,250.54	
	Beebe-Antioch-Lonoke	260,000.00	236,500.00	3,597.07		5,395.05	
	Judsonia-Kensett-Hig.	10,000.00	10,000.00	152.07		228.09	

Table IX. Showing Bond Issues of Road Improvement Districts and Amounts Returned to Counties and Road Districts.

COUNTY	District	Total Bond Issue	Bonds Outstanding Jan. 1, 1924	Returned July 1, 1924		To Be Returned July 1, 1925	
				Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Woodruff	Northern Dist. No. 1	30,000.00	19,500.00	258.05	---	386.99	---
	Cotton Plant D. No. 1	100,500.00	91,000.00	1,203.68	---	1,805.08	---
	No. 3	150,000.00	131,000.00	1,732.82	---	2,598.60	---
	Woodruff-Prairie No. 6	261,386.00	261,386.00	3,457.53	---	5,185.03	---
	No. 7	136,000.00	124,000.00	1,640.33	---	2,459.89	---
	No. 12	585,000.00	564,000.00	7,460.44	---	11,187.93	---
	No. 14	150,000.00	72,500.00	959.15	---	1,438.38	---
	No. 15	236,000.00	236,000.00	3,121.74	---	4,681.47	---
	No. 16	213,000.00	213,000.00	2,817.44	---	4,225.13	---
	No. 18	143,000.00	131,000.00	1,732.83	---	2,598.60	---
	Woodruff-Monroe	204,101.25	16,323.10	215.99	---	323.90	---
	No. 1	584,500.00	505,500.00	7,265.39	---	21,797.67	21,961.50
	Dardanelle Dist.	4,000.00	3,800.00	54.61	---	163.83	---
	Totals	70098,600.00	64366,475.00	1,059,040.00	940,860.00	1,405,731.00	1,594,269.00
	Yell				21,960.00		

The general sentiment of the people reflects the fact that the relief provisions of the present Highway law are not only popular but are bringing about actual relief from severe tax burdens. Because of the large bond issues in some few counties where the population is relatively small the relief provided is not sufficient to bring about the desired results. It is recommended that this feature be studied thoroughly by the next Legislature.

Proposals to Change Present Law A considerable amount of discussion has been taking place in recent months over the feasibility and propriety of relieving road districts of their entire burden of bonds by the issue and sale of State bonds, using as a pledge for the State bonds the motor vehicle and gas tax revenues. This subject is an important one and extreme caution should be exercised in determining upon any material changes in the already satisfactory law. It is appreciated that additional relief is desirable but it is the opinion of the Highway Commission that the progress of maintenance and construction should be carried on as rapidly as possible on an expanded highway system and that any additional sources of revenue that can be found can well be distributed under the present law with some slight amendments.

Construction Contracts 1924 Since the enactment of the present law very few new road improvement districts have been organized or gotten under way. One district in Desha County, one in Newton County, one in Miller County, one in Monroe County and several proposed districts scattered here and there over the State constitute the total number. There has been, however, a good deal of activity among old road improvement districts since the passage of the law and the return of Federal Aid. Many important and large construction jobs have been put under construction or have been revised and carried to completion.

There is given below a list of construction pro-

jects let to contract during the past year together with certain statistics that will be of interest.

(See Insert Table X)

In addition to those construction projects which have been shown in the preceeding table, work has been in progress on the projects shown in the following table and many of them have been completed successfully in the past twelve months. In studying these tables consideration should be given to the fact that they do not include those jobs which have been undertaken with State forces and with State funds.

Table XI
Construction Contracts Brought Forward from 1923 to 1924

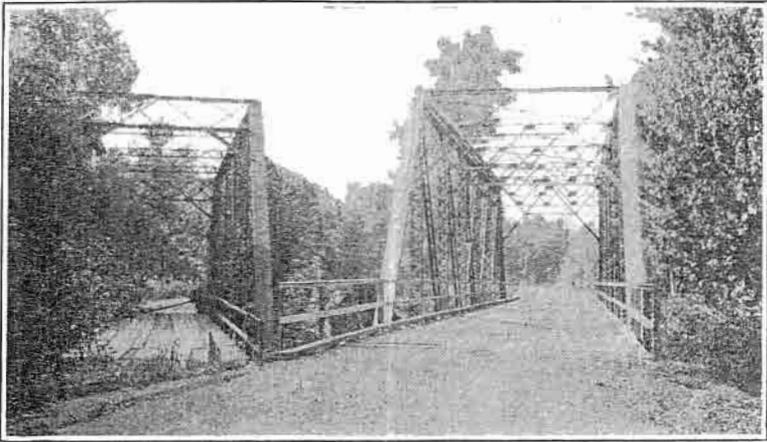
County or Counties	Road Improvement District	Type	Miles	Remarks
Chicot	2	Gravel	17.53	Completed
Chicot	5	Gravel	8.82	Completed
Chicot-Ashley	Jerome	Gravel	9.53	Completed
Clark	1	Gravel	4.50	Under Construction
Cleveland	3	Gravel	12.30	Completed
Conway	2	Asphalt-Macadam	23.70	Under Construction
Conway	4	Asphalt-Macadam	12.50	Under Construction
Craighead	1	Gravel	12.50	Under Construction
Crittenden	4	Gravel	15.00	Under Construction
Izard	1	Macadam	15.20	Under Construction
Jefferson	Plum Bayou	Gravel	15.00	Under Construction
Johnson	2	Shale	13.70	Under Construction
Lawrence	8	Gravel	9.92	Completed
Little River	7	Gravel	36.00	Under Construction
Mississippi	Blytheville	Gravel-Concrete	48.00	Completed
Mississippi	Manilla			
Mississippi	Leachville	Warrenite	38.50	Under Construction

Table XI (Concluded)
Construction Contracts Brought Forward from 1923 to 1924

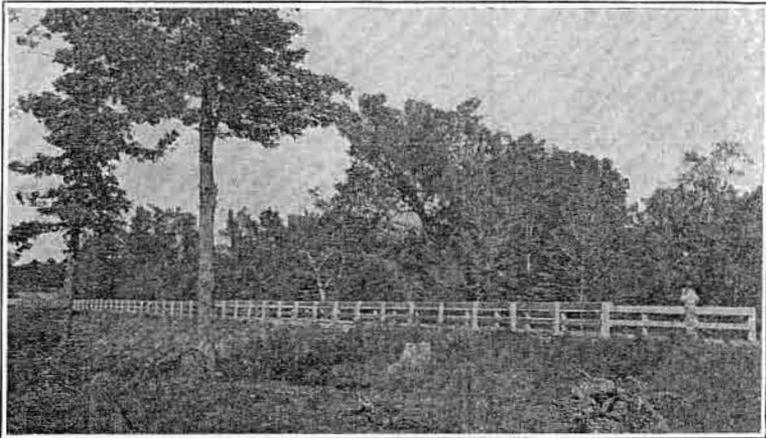
County or Counties	Road Improvement District	Type	Miles	Remarks
Monroe	3	Gravel	15.85	Completed
Newton	6	Graded	28.00	Under Construction
	Camden			
Ouachita	Smackover	Gravel	17.50	Under Construction
Polk	1	Gravel	49.03	Under Construction
Pope	1	Asphalt-Macadam	27.53	Under Construction
Pope	4	Gravel	12.50	Under Construction
		Gravel, Concrete,		
Pulaski	10	Sheet Asphalt	83.00	Completed
	Little Rock			
Pulaski-Saline	Spring Lake	Gravel	17.50	Completed
	Fort Smith			
	Greenwood	Shale	13.25	Completed
Sebastian	12	Gravel	6.50	Completed
St. Francis	15	Gravel	15.00	Under Construction
Woodruff	16	Gravel	14.01	Completed
Woodruff				

The year 1924 has been a very excellent one in which to carry on construction work and very good progress has been made on practically all work which has been under contract. With another good season in 1925 it is expected that all old road improvement district work will be completed in satisfactory shape.

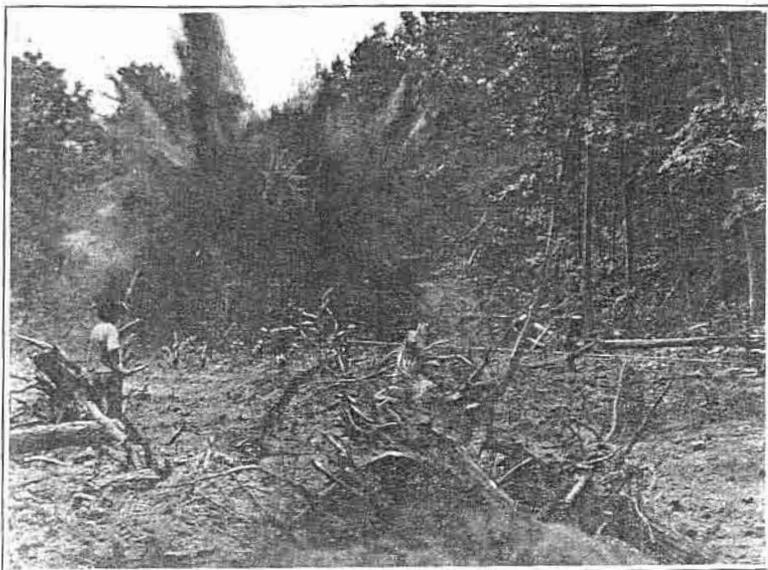
Progress As has been the practice of the Department
In 1924 for several years past, fairly accurate statistics have been assembled at the end of each working season on road mileage completed during the preceeding twelve months and expenditures made for construction work by road improvement districts, counties and the State. A study of the following table indicates that in spite of the many difficulties encountered during the past three years, the construction of improved roads in Arkansas is moving forward and that fairly good progress is being made from year to year. The tabulation given below shows the mileage of roads of different types completed each year since the records were first compiled in 1920.



The New and the Old on a Federal Aid Project North of Morrilton in Conway County



An Illustration of the Type of Guard Rail being Erected by the State Highway Department at Dangerous Sections of the Main State Roads



Two Views of Some Heavy Clearing and Grubbing Work on the Roads of Polk County



Table XII
 Yearly Progress Arkansas Road Work

	Miles Completed to Dec. 1, 1920	Miles Completed During 1921	Miles Completed During 1922	Miles Completed During 1923	Miles Completed During 1924	Totals
Graded	180	386	204	225	1,150	2,144
Gravel	273	1,350	633	400	415	3,071
Macadam	47	159	15	10	15	246
Surface Treated Gravel	10	12	0	0	0	22
Surface Treated Macadam	20	22	3	0	0	45
Asphaltic Macadam	48	45	56	19	15	183
Asphaltic Concrete	17	208	20	36	51	333
Concrete	20	64	23	35	50	192
Total	615	2,246	954	725	1,696	6,236

Expenditures Expenditures made in the construction of this mileage reached the peak in the year 1921 and since that time have gradually fallen off. After the present year, 1924, it is expected that the expenditures for construction work on the highways of the State will reach approximately a fixed amount of \$5,000,000.00 to \$6,000,000.00 and unless unforeseen conditions arise this amount can be considered as the normal expenditure for the next three to five years.

There is given below a tabulation which will indicate the total expenditures for highway work in Arkansas to the present time.

Expenditures, All Sources

Total amount expended to December	
1, 1921 -----	\$52,056,217.83
Total amount expended during 1922---	8,354,696.83
Total amount expended during 1923---	7,433,311.01
Total amount expended during 1924---	8,955,000.00
Total amount expended to date-----	
	\$76,799,225.67

Special Road Improvement District Acts Road Districts have continued to be established by special acts of legislature, however, many of the districts organized by previous legislatures have been abolished by repealing acts of the regular session of 1923. The tabulation given below indicates the status of special road acts of the several legislatures.

Table XIII

Year	Number of Acts Creating New Districts	Number of Curative, Amendatory or Repealing Acts	Total
1913	9	3	12
1915	15	-----	15
1917	15	5	20
1919	133	44	177
1920 Special	140	140	280
1921	5	53	58
1923	14	30	44
Totals	331	275	606

In considering these figures it must be recognized that many of the districts provided for and organized have either been voluntarily abandoned or repealed and that the taxes shown do not represent the total number of active districts.

In addition to the Special Act Districts, during the years 1923 and 1924, nine districts were organized under the General Road Law and are to be added to the many others of this kind organized previous to 1923.

COUNTY DATA

It frequently happens that information is desired relative to County assessments, County road mileage, amounts of State funds returned to Counties and other data. In order to supply this demand a series of tables will be given in the following pages containing such information of value.

Table XIV
Population, Area and Assessed Valuations of the Counties of Arkansas

County	Population 1920	Percentage of Population of Entire State	Area in Acres	Percentage of Area of Entire state	Assessed Valua- tion, Real Prop- erty 1924	Personal Assessed Valua- tion Property 1924	Total Assessed Valuation 1924
Arkansas	21,483	1.2261	640,000	1.9039	\$ 7,975,003	\$ 2,605,834	\$10,580,837
Ashley	23,410	1.3360	601,600	1.7896	5,281,300	2,291,068	7,572,368
Baxter	10,216	0.5830	375,040	1.1157	1,658,905	617,054	2,275,959
Benton	36,253	2.0690	560,640	1.6678	8,227,230	3,363,495	11,590,725
Boone	16,098	0.9186	389,120	1.1576	2,749,811	1,121,922	3,871,733
Bradley	15,970	0.9114	421,760	1.2547	3,005,464	2,231,168	5,236,632
Calhoun	11,807	0.6737	402,560	1.1976	2,360,640	807,431	3,168,071
Carrall	17,786	1.0151	410,240	1.2204	2,760,846	1,170,317	3,931,163
Chicot	21,749	1.2412	388,480	1.1557	4,698,305	1,445,917	6,144,222
Clark	25,632	1.4628	564,480	1.6792	5,026,292	2,413,496	7,439,788
Clay	27,276	1.5567	418,560	1.2452	6,164,808	1,795,903	7,960,711
Cleburne	12,696	0.7246	381,440	1.1348	1,605,764	672,275	2,278,039
Cleveland	12,260	0.6997	385,920	1.1481	2,085,823	658,502	2,744,325
Columbia	27,670	1.5792	502,400	1.4946	4,556,545	2,688,076	7,244,621
Conway	22,578	1.2884	360,220	1.0716	3,216,626	1,221,164	4,437,789
Craighead	37,541	2.1424	439,680	1.3079	10,585,150	3,249,444	13,834,594
Crawford	25,739	1.4689	379,820	1.1299	5,001,417	2,094,198	7,095,615
Crittenden	29,309	1.6726	372,480	1.1081	8,186,222	3,008,543	11,194,765
Cross	18,579	1.0603	396,160	1.1785	6,486,220	931,666	7,417,886
Dallas	14,424	0.8232	434,560	1.2927	2,803,351	1,615,496	4,418,847
Desha	20,297	1.1584	478,080	1.4222	4,968,404	1,091,757	6,060,161
Drew	21,822	1.2454	542,080	1.6126	3,693,995	1,799,422	5,493,419
Faulkner	27,681	1.5798	416,640	1.2394	3,474,519	1,339,240	4,813,759
Franklin	19,364	1.1051	387,840	1.1538	3,650,064	1,537,537	5,187,601
Fulton	11,182	0.6382	400,000	1.1899	1,515,424	750,949	2,266,373
Garland	25,785	1.4716	403,840	1.2014	9,526,395	4,801,097	14,327,492

Table XIV (Continued)
 Population, Area and Assessed Valuations of the Counties of Arkansas

County	Population 1920	Percentage of Population of Entire State	Area in Acres	Percentage of Area of Entire State	Assessed Valua- tion Real Prop- erty 1924	Assessed Valua- tion Personal Property 1924	Total Assessed Valuation 1924
Grant	10,710	0.6112	407,680	1.2128	2,018,854	836,566	2,855,420
Greene	26,105	1.4898	359,040	1.0681	6,454,100	2,110,356	8,564,456
Hempstead	31,602	1.8035	465,380	1.3844	5,794,504	2,351,485	8,145,989
Hot Spring	17,784	1.0150	392,320	1.1671	3,410,389	1,872,963	5,283,352
Howard	18,565	1.0595	385,280	1.1462	2,518,020	1,380,114	3,898,134
Independence	23,976	1.3683	437,680	1.3020	4,249,205	2,457,332	6,706,537
Izard	13,871	0.7916	373,126	1.1100	1,725,529	1,015,993	2,741,522
Jackson	25,446	1.4522	405,760	1.2071	6,631,537	2,001,726	8,633,263
Jefferson	60,330	3.4431	577,920	1.7192	17,229,885	6,361,624	23,591,509
Johnson	21,062	1.2020	432,000	1.2851	3,801,570	1,385,708	5,187,278
LaFayette	15,552	0.8875	336,000	0.9996	3,018,660	1,574,167	4,592,827
Lawrence	22,098	1.2612	378,880	1.1271	3,447,527	2,093,523	7,541,050
Lee	28,852	1.6466	384,640	1.1442	5,999,146	1,696,614	7,695,760
Lincoln	18,774	1.0714	365,000	1.0858	2,763,610	720,377	3,483,987
Little River	16,301	0.9303	349,440	1.0395	3,490,654	1,671,540	5,162,194
Logan	25,866	1.4762	464,640	1.3822	4,549,741	2,080,560	6,630,301
Lonoke	33,400	1.9061	508,106	1.5115	7,390,105	1,925,366	9,315,471
Madison	14,918	0.8514	535,000	1.5915	1,565,168	844,752	2,409,920
Marion	10,154	0.5795	413,440	1.2299	1,893,125	624,828	2,517,953
Miller	24,021	1.3709	398,720	1.1861	7,443,190	4,207,301	11,650,491
Mississippi	47,320	2.7005	506,880	1.5079	12,930,635	4,665,157	17,595,792
Monroe	21,601	1.2328	385,920	1.1480	7,295,960	1,499,834	8,795,794
Montgomery	11,112	0.6342	570,240	1.6964	1,457,565	709,803	2,167,368
Nevada	21,934	1.2518	396,800	1.1804	2,563,006	1,633,860	4,196,866
Newton	11,199	0.6391	541,440	1.6107	1,210,469	334,410	1,544,879
Ouachita	20,636	1.1776	469,120	1.3955	5,773,351	5,362,044	11,135,395

Table XIV (Concluded)
 Population, Area and Assessed Valuations of the Counties of Arkansas

County	Population 1920	Percentage of Population of Entire State	Area in Acres	Percentage of Area of Entire state	Assessed Valua- tion Real Prop- erty 1924	Assessed Valua- tion Personal Property 1924	Total Assessed Valuation 1924
Perry	9,905	0.5653	353,280	1.0509	1,853,908	514,563	2,368,471
Phillips	44,530	2.5413	442,880	1.3175	9,931,596	5,354,848	15,286,444
Pike	12,397	0.7075	384,610	1.1441	1,812,239	930,148	2,742,387
Poinsett	20,848	1.1898	461,440	1.3727	7,669,159	2,017,084	9,686,243
Polk	16,412	0.9366	541,440	1.6107	3,789,859	1,214,196	5,004,055
Pope	27,153	1.5496	528,920	1.5734	4,830,175	2,150,320	6,980,495
Prairie	17,447	0.9957	432,000	1.2851	4,495,101	1,324,917	5,820,018
Pulaski	109,464	6.2472	498,560	1.4831	51,204,043	25,235,745	76,439,788
Randolph	17,713	1.0109	418,560	1.2451	2,766,480	1,359,034	4,125,564
Saline	16,781	0.9577	496,000	1.4755	3,781,792	1,816,563	5,598,355
Scott	13,232	0.7551	620,800	1.8467	1,856,457	811,772	2,668,229
Searcy	14,590	0.8327	430,720	1.2813	1,437,542	820,579	2,258,121
Sebastian	56,739	3.2381	339,840	1.0110	19,110,159	10,255,655	29,365,814
Sevier	18,301	1.0444	366,080	1.0890	3,733,471	2,350,667	6,084,138
Sharp	11,132	0.6353	339,760	1.1595	1,422,025	772,153	2,194,178
St. Francis	28,385	1.6200	401,920	1.1956	6,733,169	2,236,702	8,969,871
Stone	8,779	0.5010	391,040	1.1633	882,714	525,022	1,407,736
Union	29,691	1.6944	670,720	1.9953	10,010,325	16,022,527	26,032,852
Van Buren	13,666	0.7799	467,200	1.3898	968,013	416,436	1,384,449
Washington	35,468	2.0242	611,200	1.8182	8,831,945	3,756,631	12,588,576
White	34,603	1.9748	663,680	1.9743	6,774,663	2,677,384	9,452,047
Woodruff	21,547	1.2297	369,280	1.0985	4,991,703	1,256,226	6,247,929
Yell	25,655	1.4641	611,200	1.8182	4,304,233	1,700,129	6,004,362
Total	1,752,204	100.0000	33,616,000	100.0000	413,080,791	186,260,225	599,341,016

Table XV
Road Mileage Data—Counties of Arkansas

County	Miles Public Road	State Highway System			
		Primary	Secondary	State	Total
Arkansas	1963		99.60	24.80	124.40
Ashley	1200		91.00	65.30	147.10
Baxter	1420		39.10	44.08	83.18
Benton	1693	33.43	58.15	29.84	121.42
Boone	800	27.75	45.48	37.83	111.06
Bradley	750		30.10	30.70	60.80
Calhoun	805		68.70		68.70
Carroll	1270	46.43		45.60	92.03
Chicot	421	42.65	28.75	16.70	88.10
Clark	1100	38.80	43.80		82.60
Clay	955	20.90	61.90	7.80	90.60
Cleburne	1550		56.30	28.50	84.80
Cleveland	1600		57.50	2.10	59.60
Columbia	795		63.05	7.00	70.05
Conway	824	21.41	36.35		57.76
Craighead	1041	28.40	49.60	12.70	90.70
Crawford	1569	48.35		25.00	73.35
Crittenden	884	50.85	22.30		73.15
Cross	752		51.90		51.90
Dallas	1100	37.00	49.10	16.90	103.00
Desha	250	31.30	52.40	9.30	93.00
Drew	1651	6.90	66.85	25.00	98.75
Faulkner	725	39.36	38.65	5.55	83.56
Franklin	980	24.45	4.35	34.25	63.05
Fulton	1000		47.55	24.85	72.40
Garland	437	32.70	35.80	18.50	87.00
Grant	1530	28.60	42.92	29.45	100.97
Greene	798		67.50		67.50
Hempstead	1288	22.10	41.50	26.65	90.25
Hot Spring	1600	28.25	37.00		65.25
Howard	1320		33.05	53.75	86.80
Independence	912		68.90	30.82	99.72
Izard	1750		68.65	14.40	83.05
Jackson	746	43.50	19.90	36.70	100.10
Jefferson	1570	40.75	79.25	10.55	130.55
Johnson	629	38.50		22.40	55.90
LaFayette	715		29.15	27.80	56.95
Lawrence	496	38.60	49.10		87.70
Lee	716		65.50		65.50
Lincoln	415	13.60	35.40	24.80	73.80
Little River	750	45.70	17.30	24.50	87.50
Logan	1654		40.85	38.45	79.30
Lonoke	911	38.60	54.10	18.25	110.95
Madison	1500			121.25	121.25
Marion	1100		46.10	16.45	62.55
Miller	401	59.60	22.00		81.60
Mississippi	1995	46.90	39.95	19.30	106.15

Table XV (Concluded)
Road Mileage Data—Counties of Arkansas

County	Miles Public Road	State Highway System			
		Primary	Secondary	State	Total
Monroe	465	47.25	33.80	5.50	86.55
Montgomery	660	37.50	26.35	33.05	97.40
Nevada	499	16.80	20.60	33.40	70.80
Newton	694	1.70	43.40	64.90	110.00
Ouachita	599	36.55	59.40	16.50	112.45
Perry	447	-----	41.65	38.20	79.85
Phillips	905	26.95	66.20	-----	93.15
Pike	583	-----	75.30	6.10	81.40
Poinsett	607	25.00	53.00	14.90	92.90
Polk	851	47.65	16.90	27.05	91.60
Pope	835	25.80	44.75	42.10	112.65
Prairie	1296	32.30	58.15	2.70	93.15
Pulaski	619	75.90	10.60	28.35	114.85
Randolph	1085	25.80	32.70	31.50	90.00
Saline	837	46.15	18.00	9.70	73.85
Scott	922	55.80	24.05	23.45	103.30
Searcy	982	46.45	26.55	29.40	102.40
Sebastian	954	28.65	15.00	19.60	63.25
Sevier	670	23.00	60.15	-----	83.15
Sharp	577	-----	68.00	12.70	80.70
St. Francis	808	43.40	27.75	-----	71.15
Stone	775	-----	52.70	20.25	72.95
Union	1330	27.90	69.45	22.10	119.45
Van Buren	1500	42.23	25.10	42.85	110.18
Washington	1011	38.30	31.60	54.35	124.25
White	1075	45.95	50.35	47.50	143.80
Woodruff	1200	-----	50.25	6.25	56.50
Yell	1408	-----	90.17	42.10	132.27
Totals	74525	1759.66	3249.67	1692.97	6702.30

Table XVI. Distribution of the Amounts Returned to the Various County Highway Funds and Road Improvement Districts Under the Provisions of the New Highway Act

County	1924													
	Classification Under Act No. 5		Division of County Highway Fund by Quorum Court		Amount Returned to County		Classification Under Act No. 5		Amount Returned to County		For Bond Retirement	For Highway Fund		
	For Bond Retirement	For Highway Fund	For Bond Retirement	For Highway Fund	For Bond Retirement	For Highway Fund	For Bond Retirement	For Highway Fund	For Bond Retirement	For Highway Fund				
Crawford	0%	100%	0%	100%			0%	100%	33,440.00	29,380.00	0%	100%	50,178.00	44,067.00
Crittenden	100%	0%			33,440.00		100%	0%			50%	50%	15,904.50	15,904.50
Cross	50%	50%			10,600.00		50%	50%	10,600.00	10,600.00	0%	100%	15,904.50	24,686.00
Dallas	100%	0%			16,460.00				16,460.00				26,064.00	8,688.00
Desha	75%	25%			17,370.00				17,370.00	5,790.00	75%	25%	9,340.50	28,021.80
Drew	25%	75%			6,225.00				6,225.00	18,675.00	25%	75%	23,697.00	23,697.00
Faulkner	50%	50%			15,800.00				15,800.00	15,800.00	50%	50%	8,288.25	24,864.75
Franklin	25%	75%			5,525.00				5,525.00	16,575.00	25%	75%	9,573.00	33,111.00
Fulton	0%	100%		75%	3,190.00		25%	75%	3,190.00	9,570.00	50%	50%	11,037.00	18,336.00
Garland	25%	75%			7,360.00				7,360.00	22,080.00	25%	75%	44,694.00	40,578.75
Grant	0%	100%		0%	12,220.00		100%	0%			0%	100%	13,526.25	30,450.00
Greene	0%	100%		0%			0%	100%	9,015.00	27,045.00	25%	75%	15,892.50	15,892.50
Hempstead	25%	75%								20,300.00	0%	100%	10,262.25	30,786.75
Hot Springs	0%	100%		100%	10,600.00		0%	100%	10,600.00	10,600.00	50%	50%		
Howard	50%	50%			6,840.00				6,840.00	20,520.00	25%	75%		
Independence	25%	75%									25%	75%		

Table XVI. Distribution of the Amounts Returned to the Various County Highway Funds and Road Improvement Districts Under the Provisions of the New Highway Act

County	1924						1925					
	Classification Under Act No. 5		Division of County Highway Fund by Quorum Court		Amount Returned to County		Classification Under Act No. 5		Amount Returned to County			
	For Bond	For County Fund	For Bond	For County Fund	For Bond	For County Fund	For Bond	For County Fund	For Bond	For County Fund		
Izard	75%	25%	---	---	11,880.00	3,960.00	75%	25%	17,811.00	5,967.00		
Jackson	50%	50%	---	---	14,520.00	14,520.00	75%	25%	32,674.50	10,891.50		
Jefferson	75%	25%	---	---	51,645.00	17,215.00	75%	25%	77,469.75	25,823.25		
Johnson	75%	25%	---	---	18,030.00	6,010.00	75%	25%	27,045.00	9,015.00		
Lafayette	0%	100%	0%	100%	---	17,720.00	50%	50%	13,312.50	13,312.50		
Lawrence	90%	10%	0%	0%	22,698.00	2,522.00	90%	10%	34,054.20	3,783.60		
Lee	0%	100%	0%	100%	---	32,940.00	---	---	---	49,398.00		
Lincoln	0%	100%	0%	0%	21,420.00	---	---	---	---	32,142.00		
Little River	100%	0%	0%	0%	18,620.00	---	100%	---	27,909.00	---		
Logan	0%	100%	0%	100%	---	29,520.00	---	---	---	44,286.00		
Lonoke	90%	0%	---	---	34,308.00	3,812.00	90%	10%	51,464.70	5,718.30		
Madison	75%	25%	---	---	12,765.00	4,255.00	75%	25%	19,156.50	6,385.50		
Marion	0%	100%	0%	100%	---	11,600.00	---	---	---	17,385.00		
Miller	0%	100%	50%	50%	13,710.00	13,710.00	---	---	---	41,127.00		
Mississippi	0%	100%	50%	50%	27,000.00	27,000.00	---	---	---	81,015.00		
Monroe	75%	25%	---	---	18,495.00	6,165.00	75%	25%	27,738.00	9,246.00		

MAINTENANCE

Need for Maintenance Until the early part of 1920 maintenance of improved roads in Arkansas was an unknown quantity, as at that time practically no mileage of improved roads had been completed except near the larger cities. Conditions at the beginning of the year 1923 had changed materially, however, as hundreds of miles of all types of road had been built and at that time the greatest road problem before the State was the one of maintenance—the kind of maintenance that would preserve the original investment and keep at all times the highways of the State in as excellent condition as possible so as to meet the demands of the ever growing automobile and truck traffic.

Fortunately for the roads of Arkansas and the whole State itself, the new Highway Law enacted at a Special Session of the Legislature of 1923 provided the ground work upon which is being built a wonderful system of well maintained roads throughout the length and breadth of the whole State of Arkansas.

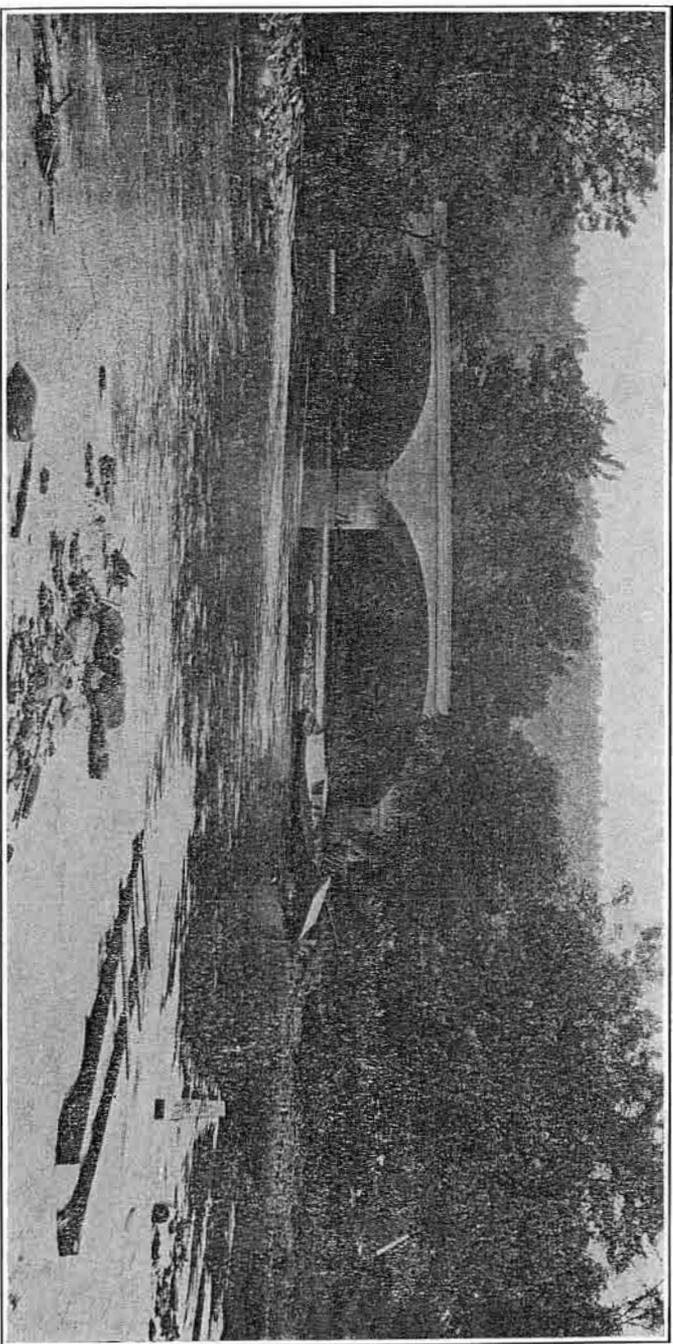
The Maintenance Problem Because of the nature of the Arkansas road law the problem of State maintenance that has existed for the past year and the one that confronts the department for at least the next two years is, in fact, not a maintenance one but one of combined construction and maintenance. This statement is made for the reason that the law requires the highway department to maintain all of the roads of the State Highway System of 6,700 miles regardless of the state, kind or condition of improvement. It is almost needless to explain that when the Highway Department began its work a very large percentage of the roads that had been built by improvement districts were very badly in need of repair and many of them in need of extensive rebuilding and that only a very small percentage of the total mileage could be considered in anything like satisfac-

tory condition to establish a systematic plan of maintenance. Ditches had become choked and filled, shoulders had eroded and washed away, bridges had become dilapidated and dangerous, the surfaces had become worn and rough and weeds and brush had all but taken complete charge of every part of the right-of-way except the actual travelled portion.

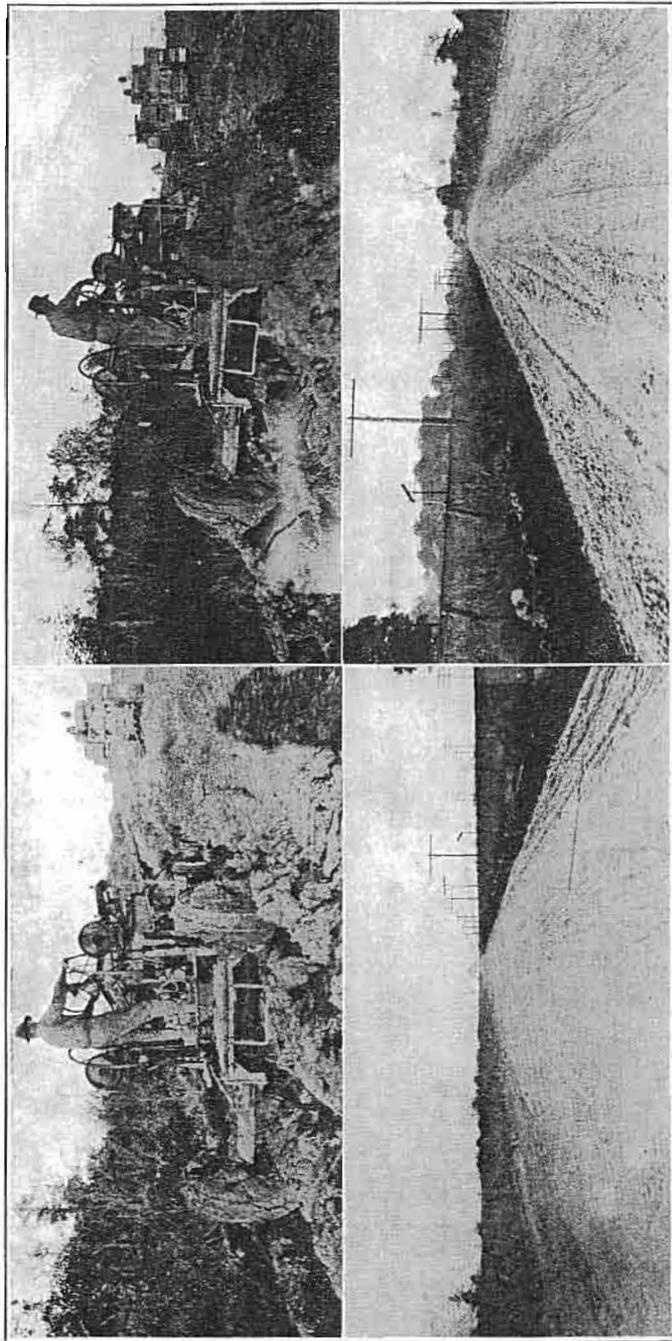
In addition to this condition of the completed improvements, by far the majority of the mileage of the system could be considered only as rough, useless trails.

In undertaking the work of the State Highway System, the Commission fully understood that before an adequate system of satisfactory maintenance could be organized, those improved roads which were in such bad condition must of necessity be rehabilitated and that the many miles of trails must be built into improvements on which maintenance forces could be established and worked efficiently. A policy looking toward these ends was adopted and has been carried out through the past year with very satisfactory results. Such a policy must be adhered to for the next two years before the State will be ready for a thoroughly maintained system of connecting State Highways.

Progress of Maintenance In order to give as good road service as possible to the traveling public and in order to comply with the provisions and spirit of the law, work was begun in practically all of the counties of the State shortly after the organization of the Highway Commission and has been carried on since that time as rapidly as funds available have permitted. In each county the most important roads were selected first and, as the organization expanded, additional roads were included in the Department's activities until during the Summer and Fall months approximately 5,500 miles of road were in some stage of activity, either construction, re-construction or maintenance. Large forces of men, many teams and a great deal of motor equipment have been



Fourche River Bridge Near Parkes in Scott County. A Three-Span Concrete Arch Bridge Built as a State and Federal Aid Project, Costing Approximately \$28,000



Heavy Tractor-Grader Work on the Little Rock-Memphis State Highway near Wheatley, St. Francis County. This Work was done by State Highway Forces with State Equipment. The Pictures at the Top Show the Work in Progress; the Pictures at the Bottom Show the Completed Work.

kept constantly busy making improvements and as each month has passed additional mileage of first class improved highways have been put into service.

Maintenance Organization The organization of the maintenance work of the Department is very similar to that existing in other States and comparable with the organization recommended and planned for before the new law came into effect. As has been explained in the preceding pages, the State is divided into six engineering districts with an engineer in charge of all of the work in each district. The roads of the State Highway System have been divided into sections of varying lengths, depending upon the type of surface, condition of improvement and local consideration. On each of these sections where maintenance work could be undertaken satisfactorily maintenance units have been organized with a foreman or patrolman in charge and sufficient labor to carry on the work economically. In many of the counties all of the maintenance foremen work directly under a County Superintendent, who receives his instructions directly from the District Engineer. In certain cases it has been found economical to place one superintendent over the work in two counties or parts of two counties. In addition to the above outlined organization, larger units have been organized to carry on heavier work, these units being considered as floating gangs to be transferred from road to road as the particular conditions demand.

Maintenance Equipment Experience gained during the first year's operation indicates that motorized equipment, wherever possible, produces the greatest economies. Looking to this end the Department has gradually accumulated and put into service a number of tractors and trucks for hauling materials and pulling road drags and grading machinery. It is planned in the future to acquire as much additional motor equipment as funds will permit and to eventually replace practically all team patrol outfits. The Fordson tractor has been found to be a very valuable piece of equipment for the lighter

maintenance work and the ten ton caterpillar tractor power units have been found very serviceable for the heavy operations. Considerable experience has been gained from the use of the several different types and makes of grading equipment and within a comparatively short time it is believed that standardization can be undertaken.

Maintenance Men In beginning operations considerable difficulty was experienced in finding men capable and suitable for the work to be undertaken. A great deal of care was used in picking the best men to be found and during the past year much attention has been given to training and educating these men for the particular kind of duties imposed on them. Much weeding out has been necessary and whenever an inefficient man was found in the organization he has been promptly released. The result of this continual effort at betterment will be that, when next year's work on a large scale is undertaken, the department will begin operations with a well trained organization of men able to produce the most economical results.

Maintenance Appropriations When the present highway law was being framed the demand for relief from some of the weight of road district taxes was so great that every concession was made toward providing as much of the anticipated revenue as possible for this purpose. Necessarily, the needs of the department to carry on the actual work in the field were cut to a minimum and in the appropriations made only an average of \$200.00 per mile per year was provided. This average amount was not figured after deducting the cost of operation and the purchase of necessary equipment but actually included these items. At best, this sum is the very least that could be considered as anywhere near adequate to carry on the requirements of the law and as soon as possible should be quickly increased to an average of \$300.00 per mile. The people of the State are constantly demanding better and easier riding roads and, with the increasing traffic volume on our highways,

larger expenditures are required. Already the improved condition of the main roads of the State is being talked of by the people of the States around us and in a very few years there can be expected an immense amount of Summer tourist traffic and especially will this be so in the mountainous regions of the State. This influx of visitors is unquestionably a wonderful thing for Arkansas and not alone will the State be aided financially but the large amount of free advertising given by these visitors, who are made to receive a fair impression, will probably do more real good toward development than any other one thing. To satisfy these visitors, good highways are essential and the providing of such facilities is the work of the State Highway Department's maintenance forces.

Maintenance Cost Even though very accurate records are being kept by the Accounting Division of all expenditures for maintenance work, actual operations have been under way such a comparatively short time that no true average maintenance costs can be computed at this time. Another year's operation will furnish sufficient data for the working out of the true cost per mile per year of maintaining earth, gravel, macadam, asphalt and concrete roads. As soon as this information is available it will be announced and compared with such similar statistics as are furnished by other States of the Union. It is safe to state that by far the greatest single factor governing highway maintenance costs is that of traffic density.

During the past year's operations one of the large items of maintenance has been that of bridges. On the highway system there are thousands of wooden bridges and culverts and it has seemed that during the year 1924 all of these structures have required considerable work. Especial difficulty has been experienced in keeping the floors of these structures in satisfactory condition for comfortable travel and even with large expenditures the results obtained have not been as good as could be desired. In the months to come the department expects to develop a better meth-

of handling this important problem and as rapidly as funds become available will replace temporary structures with permanent ones.

Maintenance Expenditures In order to show some details of the department's expenditures in each engineering district the following table is given. It is to be noted that the expenditures for maintenance, betterment and construction are given as well as those expenditures made for materials, equipment and miscellaneous items. This table covers the period from December 1, 1923, to July 1, 1924.

Table XVII. Expenditures by Districts on Maintenance, Construction and Reconstruction of State Highways Out of the State Highway Funds from December 1, 1923, to June 30, 1924.

Dist. No.	MAINTENANCE						BETTERMENT					
	Dragging, Grading, Patching, Sur. Joints	Cleaning Ditches and Culverts	Repairing Bridges and Culverts	Cutting Brush and Weeds	Building Shoulders Filling Washouts	Whitewashing	Guard Rail	Signs and Mileposts	Rip Rap and Revestment	Additional Bridges, Culverts and Headwalls	Planting Slopes	Paving Gutters
1.	\$ 6,861.68	\$7,996.17	\$3,786.43	\$3,533.42	\$8,492.04	\$211.37	\$ 40.50	\$ 82.99	---	\$ 451.00	\$170.00	\$ 57.24
2.	79,233.84	13,995.55	5,789.47	24,823.27	11,768.08	7.71	---	---	31.18	124.26	34.80	---
3.	69,037.11	4,281.74	3,192.54	2,975.23	10,024.90	---	4.55	1.40	207.35	441.73	240.75	---
4.	8,126.95	1,707.67	2,286.13	6,047.58	---	1.00	109.24	4.50	306.23	1,612.83	19.84	50.71
5.	82,118.43	6,193.51	3,503.36	15,374.14	5,661.68	---	---	---	983.91	807.07	7.50	---
6.	71,013.45	9,843.16	2,337.51	5,991.86	15,006.51	157.38	79.10	2.88	404.85	1,323.81	353.29	92.00
Totals	443,128.59	50,437.08	20,316.98	54,984.05	57,001.39	377.46	233.39	91.77	1,933.52	4,760.70	826.18	199.95

Table XVII. Expenditures by Districts on Maintenance, Construction and Reconstruction of State Highways Out of the State Highway Funds from December 1, 1923, to June 30, 1924. (Concluded)

Dist. No.	CONSTRUCTION						Totals
	Grading	Drainage	Surfacing	Materials	Equipment	Miscellaneous Items	
1	\$ 4,663.95	503.47	1,065.27	16,523.33	14,737.53	17,180.49	\$ 140,356.88
2	423.75	---	---	31,078.67	10,725.85	7,589.38	185,626.41
3	19,994.91	---	663.89	29,446.20	12,386.61	14,544.57	167,443.48
4	55,413.78	5,941.48	8,683.49	14,167.36	20,696.45	16,101.03	222,140.35
5	20,884.68	1,441.57	12,823.02	23,907.40	11,241.12	8,597.04	193,544.43
6	8,625.69	778.56	1,170.75	23,770.53	16,856.62	14,696.55	172,504.50
Totals	110,006.76	8,665.08	24,406.42	138,893.99	86,644.18	78,709.06	1,081,616.06

There is given below for general information a table showing the expenditures by the District Engineers in the counties of the State for the period extending from December 1, 1923, to July 1, 1924.

Table XVIII. Expenditures by Counties on Maintenance, Construction and Reconstruction of State Highways Out of the State Highway Funds from December 1, 1923, to July 1, 1924.

Counties	Maintenance	Betterment	Construction	Materials	Equipment	Miscel.	Total
Arkansas	\$ 6,101.11	74.49	---	2,339.03	1,103.79	710.21	10,328.62
Ashley	14,726.89	14.81	---	2,545.53	893.70	762.79	18,943.72
Baxter	6,319.78	38.90	1,595.95	1,018.11	949.56	766.65	10,738.95
Benton	20,315.32	49.20	979.18	392.67	2,238.05	1,435.54	25,409.96
Boone	14,455.66	32.27	6,162.27	296.64	918.09	167.23	22,032.16
Bradley	9,520.30	---	---	221.76	231.55	146.48	10,120.09
Calhoun	9,226.61	---	---	28.40	539.50	241.54	10,036.05
Carroll	11,594.96	467.55	741.80	271.03	2,115.71	1,627.51	16,818.56
Chicot	1,631.52	---	---	970.07	130.06	57.20	2,688.85
Clark	10,374.47	61.95	25.00	1,048.57	1,017.69	1,166.33	13,694.01
Clay	6,285.95	37.00	2,472.28	737.03	995.75	1,269.20	11,797.21
Cleburne	10,085.51	---	---	957.86	484.75	1,104.88	12,633.00
Cleveland	6,215.35	---	423.75	398.56	289.64	7,343.22	14,872.08
Columbia	8,617.32	---	---	4,971.00	661.83	621.93	14,872.08
Conway	3,400.87	---	36.00	384.25	446.20	1,499.46	5,766.73
Craighead	10,587.48	78.84	230.15	1,599.69	1,712.38	1,511.91	15,720.45
Crawford	5,031.48	254.53	42,354.80	1,079.06	5,452.16	3,851.01	60,023.09
Crittenden	7,102.46	---	---	2,630.39	1,407.52	2,355.62	13,495.99
Cross	6,128.39	---	200.10	633.78	1,098.51	1,437.63	9,498.41
Dallas	9,456.78	---	---	155.40	539.36	89.71	10,241.25
Desha	2,161.04	65.60	---	1,372.66	49.73	22.04	3,671.07
Drew	11,864.25	---	---	696.94	908.24	713.81	14,183.24
Faulkner	9,743.22	24.50	8.40	645.18	1,644.01	1,310.65	13,375.96
Franklin	3,687.78	44.07	4,280.67	4,229.19	1,975.10	1,850.62	15,517.43
Fulton	6,239.40	274.77	---	383.88	412.37	129.41	7,439.33
Garland	6,297.63	46.00	85.65	1,528.17	2,211.77	2,135.80	12,305.02

Table XVIII. Expenditures by Counties on Maintenance, Construction and Reconstruction of State Highways Out of the State Highway Funds from December 1, 1923, to July 1, 1924.

Counties	Maintenance	Betterment	Construction	Materials	Equipment	Misc.	Total
Grant	19,945.46	261.51	13.36	2,340.14	1,304.25	576.26	24,440.98
Greene	7,736.42	---	168.85	567.52	1,005.65	981.93	10,460.37
Hempstead	6,902.03	222.85	1,931.29	6,113.24	1,122.80	1,168.22	16,460.43
Hot Spring	6,041.02	858.77	5,333.93	925.67	670.51	645.50	14,475.40
Howard	6,423.99	4.00	7,671.84	815.97	1,098.48	885.05	16,904.33
Independence	16,891.87	740.90	42.73	969.85	1,178.04	651.92	20,475.31
Izard	1,271.20	13.20	---	109.87	24.06	---	1,418.33
Jackson	6,758.67	92.20	1,211.40	2,931.63	783.65	844.51	12,622.06
Jefferson	38,171.80	66.43	---	21,262.22	4,191.55	2,761.73	66,453.73
Johnson	3,659.83	81.50	6,026.48	4,841.51	1,108.44	489.24	16,207.00
Lafayette	1,454.67	---	---	1,230.18	726.30	432.82	3,843.97
Lawrence	9,844.66	3.25	3,341.74	7,969.59	1,336.00	485.43	22,980.67
Lee	6,940.08	---	---	171.82	1,265.01	623.72	9,000.63
Lincoln	9,953.55	43.40	---	3,111.88	1,112.96	997.22	15,219.01
Little River	6,855.01	71.70	19.00	2,467.03	602.67	720.14	10,735.55
Logan	11,815.76	60.25	68.15	1,289.73	938.22	365.38	14,537.49
Lonoke	15,145.15	76.44	346.05	7,875.09	3,264.19	1,794.44	28,501.36
Madison	6,131.47	464.79	6,178.61	276.16	1,152.78	974.64	12,178.45
Marion	1,277.97	---	8,814.17	2,096.83	1,278.89	1,581.19	13,049.05
Miller	9,599.11	---	326.61	6,464.79	718.12	3,037.86	20,146.49
Mississippi	3,898.13	---	---	550.80	346.37	663.44	5,458.74
Monroe	5,310.47	73.90	28.50	1,066.81	940.85	812.07	8,237.60
Montgomery	4,686.40	---	902.59	777.11	1,685.90	1,722.22	9,774.22
Nevada	5,351.85	---	238.75	3,910.85	755.82	340.91	10,598.18
Newton	3,319.91	121.65	2,172.58	39.43	419.14	722.28	6,794.99

Table XVIII. Expenditures by Counties on Maintenance, Construction and Reconstruction of State Highways Out of the State Highway Funds from December 1, 1923, to July 1, 1924.

Counties	Maintenance	Betterment	Construction	Materials	Equipment	Miscel.	Total
Ouachita	10,170.98	---	---	47.52	671.52	652.74	11,542.76
Perry	5,882.28	105.70	1,242.23	36.13	886.70	523.02	8,676.06
Phillips	5,900.17	532.50	---	536.24	315.61	714.60	7,999.12
Pike	7,484.79	45.50	5,583.00	475.01	892.32	638.17	15,118.79
Poinsett	5,882.63	---	1,281.15	1,093.54	2,131.87	1,635.99	12,025.18
Polk	4,650.57	50.50	---	72.25	230.09	236.20	5,239.61
Pope	1,829.75	---	3,420.68	231.69	915.05	1,393.26	7,795.43
Prairie	14,825.45	---	---	2,564.24	1,710.51	741.09	19,841.29
Pulaski	8,876.18	176.09	---	470.32	511.77	900.08	10,934.44
Randolph	3,040.43	7.50	4,352.93	4,646.84	935.28	1,010.72	13,993.70
Saline	4,591.97	562.12	2,792.49	3,285.10	1,315.56	1,559.15	14,106.39
Scott	6,950.13	426.22	3,461.57	539.19	1,524.84	1,812.39	14,714.34
Searcy	2,623.39	326.00	6,346.68	359.56	884.28	628.53	11,168.44
Sebastian	5,741.16	324.04	1,351.24	652.92	984.95	1,123.34	10,177.65
Sevier	11,156.18	13.06	499.15	501.01	1,349.75	1,764.58	15,343.73
Sharp	15,202.67	---	36.71	416.16	669.87	94.97	16,420.38
St. Francis	8,249.90	---	778.89	1,529.30	1,384.85	3,109.37	15,052.31
Stone	11,100.54	55.10	31.00	1,224.40	592.65	459.11	13,462.80
Union	12,619.45	---	---	267.73	1,176.79	1,119.45	15,183.42
Van Buren	7,739.37	164.39	5,213.69	526.68	793.63	672.49	15,110.25
Washington	14,717.23	150.02	4,267.96	393.99	1,688.74	243.03	21,460.97
White	9,600.64	144.30	716.89	3,716.24	2,891.15	3,011.10	20,080.82
Woodruff	4,757.92	---	1,072.77	3,067.39	1,063.32	1,320.85	11,282.25
Yell	11,188.76	85.70	1,246.60	469.98	1,703.11	517.93	15,217.08
Totals	\$ 626,245.55	\$ 8,045.51	\$ 143,078.26	\$ 138,893.49	\$ 86,686.88	\$ 78,666.36	\$1,031,616.05

Recommendation It is recommended that the plans for the department for the maintenance of the State Highways be allowed to mature through the next two years, for it is the confident belief of those in direct charge of the work that Arkansas, by the end of 1926, will have such a system of well maintained highways that not alone will the people of the State point to them with pride but that our neighbors will recognize their excellence.

TRAFFIC RULES AND REGULATIONS

In the present day of congested motor vehicle transportation, the necessity of proper and adequate control of traffic is apparent to all. The growth of traffic accidents has mounted from year to year until in 1923 the Statistical Committee of the National Safety Council reports not less than 23,000 persons killed, 678,000 persons injured and \$600,000,000.00 of economic loss incurred in traffic accidents.

Traffic Records kept by the Highway Department show that by far the largest number of accidents on State Highways are caused by the carelessness of the individual driver and that generally if due caution had been exercised no trouble would have resulted. It is therefore apparent that satisfactory rules and regulations must be prescribed to govern traffic and that the automobile driver must be educated by a strict and rigid enforcement of these rules and regulations by properly constituted officers.

Loads The increased use of State Highways for the purpose of commercial truck hauling has already presented the problem of regulation of loading so that roads built at great cost to the property owners shall not be destroyed by the vehicles of a few road users. No maintenance of our highways can possibly be effective, no matter how much money is spent or how well the work is done, if there are no adequate laws regulating traffic and especially if there are no adequate provisions made for the enforcement of such laws.

On February 1, 1924, the State Highway Commission promulgated rules and regulations governing traffic in accordance with the authority granted by Section 68 of Act 5 of the Extraordinary Session of 1923. As it is of great importance that the public be educated along these lines, the complete regulations are given in the following pages.

Traffic Rules and Regulations

Pursuant to authority granted under Section 68 of Act No. 5 of the Extraordinary Session of 1923, the following rules and regulations governing traffic on the State Highways are made by the Arkansas State Highway Commission. The words, "State Highways," as used in these rules and regulations are to be interpreted to mean those highways which are designed as State Highways by said Act No. 5.

1. **Definition of Terms.** The following words and phrases used in these Rules and Regulations shall have the meanings herein ascribed to them:

(a) **Vehicle.** Every device in, upon or by which any person or property is or may be transported or drawn upon a State Highway, excepting devices moved by human power.

(b) **Motor Vehicle.** Every vehicle, as herein defined, which is self-propelled.

(c) **Automobile.** Every motor vehicle, as herein defined, except motorcycles.

(d) **Motorcycle.** Every motor vehicle designed to travel on not more than three wheels in contact with the ground and of not exceeding ten horsepower and not exceeding the weight of five hundred pounds unladen.

(e) **Trailer.** Every vehicle without motive power, designed for carrying property or passengers wholly on its own structure and for being drawn by a motor vehicle.

(f) **Semi-Trailer.** Every vehicle of the trailer type so designed and used in conjunction with a motor vehicle that some part of its own weight and that of its load rests upon or is carried by a motor vehicle.

(g) **Pneumatic Tires.** All tires inflated or capable of inflation with compressed air.

(h) **Solid Tires.** Tires of rubber or other material that do not depend upon compressed air for the support of the load.

(i) **Metal Tires.** All tires, the surface of which

in contact with the highway is wholly or partly of metal or other non-resilient material.

(j) **Operator.** Every person who drives, operates or is in actual physical control of a motor vehicle on a State Highway.

2. **Materials on Highways.** No lumber, logs, stave bolts, cordwood or other material or any skidway or other loading device shall be placed upon the pavement, roadway, shoulders, ditches or right-of-way of any State Highway, nor shall any material be placed in any manner that will interfere with the drainage of the highway or the maintenance thereof.

3. **Placing Glass, Etc., on Highways.** No person shall throw or place, or cause to be thrown or placed, upon any State Highway, any tacks, nails, wire, scrap metal, glass, or other substance or material injurious to the feet of persons or animals or to the tires of vehicles. Any person who accidentally or otherwise drops or permits any destructive or injurious material to be dropped or thrown on a State Highway shall immediately remove or cause same to be removed.

4. **Advertising Signs.** No advertising signs or other signs except those erected on the order of the State Highway Commission shall after this date be erected on any part of the right of way of a State Highway nor shall any signs be erected outside the limits of said right-of way so as to obstruct the vision or otherwise increase the hazard. No advertising signs shall be painted or placed on any part of a bridge or culvert. No person shall remove, tamper with, or injure any signs placed by the State Highway Commission or its authorized officers or agents. Any advertising signs now painted or placed on any bridge or culvert on any State Highway shall be removed by the person or persons responsible for their being so placed or painted.

5. **Encroachments on the Right-of-Way of State Highways.** (a) **Private Driveways.** No private drive

or roadway shall be constructed to intersect any portion of the State Highway unless adequate drainage shall be provided and in a manner approved by the State Highway Commission.

(b) **Interference with Ditches.** No person or persons shall use any part of a State Highway as a turn row nor shall any person be permitted to plow within the right-of-way. No fence or other object shall be erected on the right-of-way of a State Highway in a manner that will interfere with the drainage or maintenance thereof, nor in a manner tending to increase the hazard thereon.

(c) **Diversion of Water.** No person shall divert, or cause to be diverted, water into the road ditches and in a manner which may interfere with the drainage of the State Highways or in any manner to cause damage thereto.

(d) **Rural Mail Boxes.** All rural mail boxes shall be so placed as not to interfere with traffic or the maintenance of a State Highway. In no case shall a mail box be placed on the road surface or shoulders.

6. **Restrictions as to Tire Equipment.** No trucks or other vehicles shall be operated upon the surfaced State Highways when the tires of such vehicles are worn to such an extent that they will cause damage to the highways because of any worn or defective condition.

No vehicle which has any flange, rib, clamp, or other object attached to its wheels, or made a part thereof and which is likely to bruise, injure or mutilate the surface of the road, shall be moved upon any surfaced State Highway unless written permission is first obtained from the State Highway Commission. For this purpose a surfaced highway is defined to mean one that has a hard surface and distinct roadway made up of a mixture of rocks, sand or gravel, cement or asphalt. This section shall not be construed to prohibit use of tire chains of reasonable proportions on vehicles when required for safety and arising from conditions tending to cause such vehicles

to slide or skid, nor shall this section be construed to prohibit the use of such vehicle actually engaged in the construction and repair of State Highways.

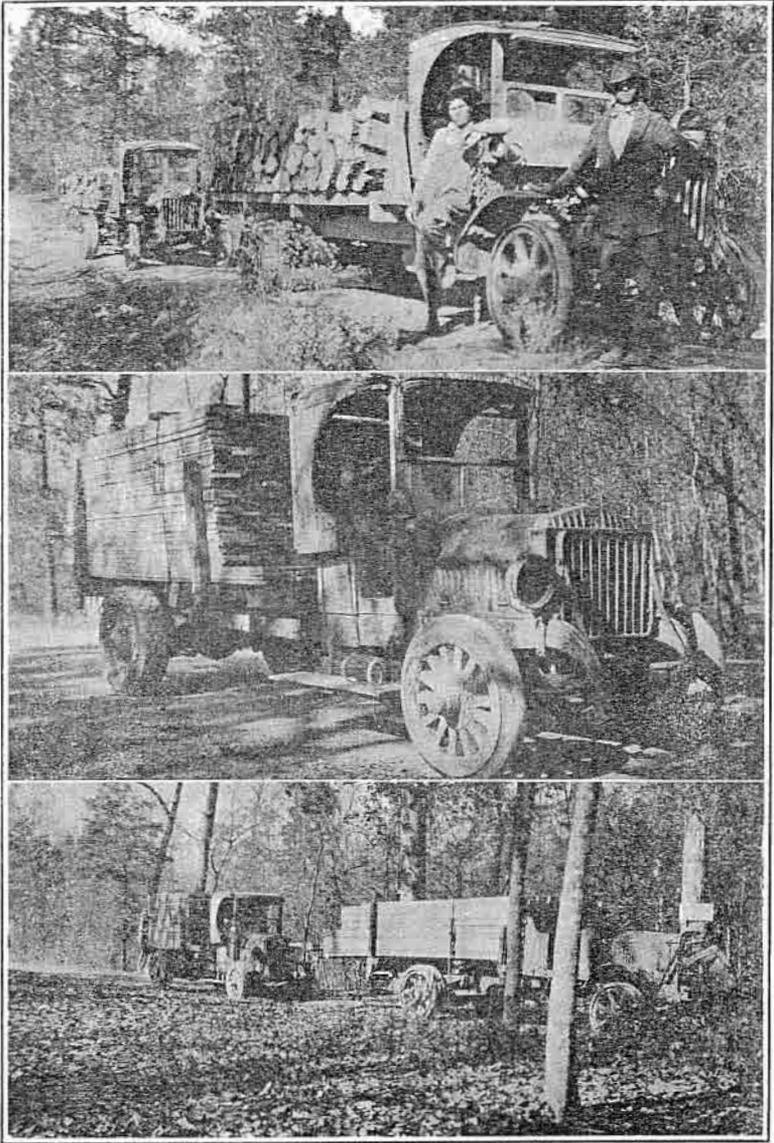
7. **Sleds, Drags, Harrows, Etc.** No logs, ground sleds or other objects shall be dragged along or across any portion of a surfaced or of a graded State Highway, and no person shall transport disks or other types of harrows on or across a surfaced or a graded State Highway unless ample protection is provided to prevent cutting or otherwise mutilating the Highway.

8. **Wheels on Shoulders, Etc.** No vehicle shall be driven or operated on any surfaced State Highway with two wheels on the surface of the highway and with two wheels on the shoulders thereof for the purpose of retarding the speed of said vehicle, nor shall any vehicle be operated or driven on any State Highway in such a manner that the wheels of said vehicle shall be on the side slopes of the embankment or in the side ditches.

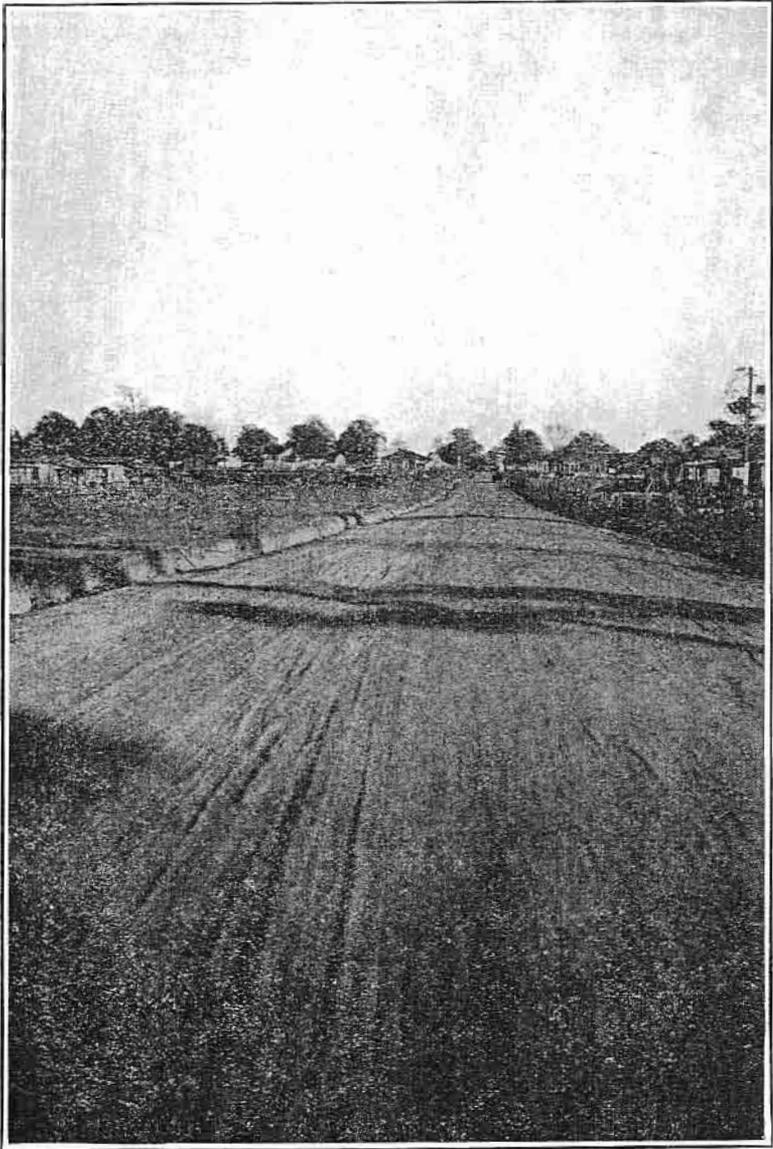
9. **Width, Height and Length of Vehicles.** No vehicle, except as otherwise provided herein, shall be driven or moved upon any State Highway if the total outside width of said vehicle exceeds ninety-six inches, but this limitation shall not apply to implements of husbandry temporarily drawn, propelled or moved upon the highway, nor to loads not exceeding ten feet in width of loosely piled material not crated, baled, boxed, sacked, nor carried otherwise than loosely in bulk, transported upon vehicles, the extreme width of which, including loading racks thereon, does not exceed one hundred and twenty inches.

No vehicle shall be operated on a State Highway where the height of same exceeds twelve and one-half feet and where the length of a single vehicle exceeds thirty feet, or any combination of vehicles sixty-five feet.

10. **Projecting Loads.** No vehicle designed for carrying passengers shall be operated upon a State Highway, having any luggage, package, trunk, crate, box or any other load carried thereon extending be-



Loads which are Taxing the Roads of Garland and Montgomery Counties



New Construction on the State Highway in Calhoun County. This is a Part of the Fordyce-Camden Road

yond the line of the hub caps on the left side of said vehicle, nor extending more than twelve inches beyond the line of the hub caps on the right side thereof.

11. Weight of Vehicles. No vehicle shall be operated or moved on any State Highway when the total weight, including the weight of vehicle and load exceeds twenty-two thousand pounds when such vehicle is equipped with two axles or having a total weight, including vehicle and load of twenty-eight thousand pounds, when said vehicle is equipped with six wheels and three axles and when front and rear axles are not less than ninety-six inches apart, or with eight wheels and four axles when the second and third axles are not less than ninety-six inches apart. Whenever, in the judgment of the State Highway Engineer, a State Highway by reason of light construction or deterioration, will be destroyed by the passage of vehicles of the maximum weight as set forth above, the State Highway Engineer may, subject to approval of the State Highway Commission at its next meeting reduce the maximum allowable load for the highway in question. When this is done the maximum allowable load, as fixed by the State Highway Engineer, shall be indicated by signs placed at appropriate places along the highway.

12. Load of Vehicles Per Inch Width of Tire. For vehicles other than motor vehicles the gross weight on any wheel shall not exceed that given in the table below:

Width Tire Inches	Maximum Wheel Load in Pounds	Maximum Load for 4 Wheels
1 -----	400	1,600
1½ -----	600	2,400
2 -----	800	3,200
2½ -----	1,000	4,400
3 -----	1,400	5,600
3½ -----	1,800	7,200
4 -----	2,200	8,800
4½ -----	2,700	10,800
5 -----	3,200	12,800

On the rear axles of motor vehicles, three-fourths of the gross weight of a motor truck or trailer, and of its load, must be within the limit of the schedules of respective diameter of wheel, size of tires and speed per mile as given in Section 14, provided that with trailers having two wheels at least three-fourths of the gross weight of the trailer and its load shall be upon the axle of the trailer. Maximum wheel loads for motor vehicles for different sizes of tires and wheels are given in the table below:

Maximum Wheel Loads in Pounds

Size Tire Inches	32" wheel	34" wheel	36" wheel	38" wheel	40" wheel	42" wheel	44" wheel
2	700	770	840	910	980	1050	1120
2½	900	990	1080	1170	1260	1350	1440
3	1200	1320	1440	1560	1680	1800	1920
3½	1600	1760	1920	2080	2240	2400	2560
4	1900	2090	2280	2470	2660	2850	3040
5	2200	2420	2640	2860	3080	3300	3520
6	2700	2970	3240	3510	3780	4050	4320
7	3200	3520	3840	4160	4480	4800	5120
8	3700	4070	4440	4810	5180	5550	5920
10	4700	5170	5640	6110	6580	7050	7520
12	5700	6270	6840	7410	7980	8550	9120
14	6700	7370	8040	8710	9380	10050	10720

The size of tire and height of wheel shall be taken as that size printed upon the tire by the manufacturer provided, however, should tires on any vehicle be worn to such an extent that the original effective width has been reduced materially but not sufficient to require replacement, the Chairman, State Highway Engineer, or their duly appointed agents shall make a proportionate reduction in the maximum wheel load allowed.

13. **Excess Loads.** No vehicle shall be permitted to carry a load greater than that for which the application for license is made. Violation of this provision will be just cause for requiring the owner to pay the license fee required under Act 5 of the Extra Session of 1923 for such increased load.

Whenever a vehicle is found by representatives of the State Highway Commission or by duly constituted officers to be loaded in excess of that permitted by these regulations, such representative or duly constituted officer may properly require the immediate unloading of such part of the load that will bring the gross weight within the requirements of these rules and regulations.

All motor vehicles transporting persons or property for hire shall at all times when operated on any State Highway have displayed in a conspicuous place on such vehicle a sign furnished by the State Highway Commission, bearing the words "For Hire."

14. Speed Restrictions. Any person driving a vehicle on a State Highway shall drive the same at a careful and prudent speed not greater than is reasonable and proper, having due regard to the traffic, surface and width of highway, and no person shall drive any vehicle upon a State Highway at such a speed as to endanger the life, limb or property of any person.

Subject to the provisions set out above and except in those instances where a lower speed is specified herein, the maximum speed shall be as follows:

Ten miles an hour in traversing a grade crossing of any steam or electric railway when the driver's view is obstructed. A driver's view shall be deemed to be obstructed when at any time during the last one hundred feet of his approach to such crossing he does not have a clear and uninterrupted view of such railway for a distance of four hundred feet in both directions from the crossing.

Fifteen miles an hour in traversing an intersection of highways where the driver's view is so obstructed that at any time during the last one hundred feet of his approach to such intersection he does not have a clear and uninterrupted view of such intersection and of the traffic upon all highways entering into the intersection for a distance of two hundred feet from such intersection.

Fifteen miles an hour in traversing or going around curves or corners when the driver's view is obstructed within a distance of two hundred feet along such highway in the direction in which he is proceeding.

Fifteen miles an hour when passing a school while persons are entering or leaving the grounds of the school.

Fifteen miles an hour through towns and villages unless municipal regulations to the contrary are posted in conspicuous places.

Fifteen miles an hour for vehicles with rubber tires and whose gross weight is more than four tons and less than six tons.

Ten miles per hour for vehicles with rubber tires and whose gross weight is more than six tons.

Six miles per hour when truck or trailer is equipped with tires made wholly or partly of metal.

Thirty-five miles per hour under other conditions not specified above.

15. **Brakes.** Every motor vehicle operated upon a State Highway shall be provided at all times with brakes which shall be adequate to promptly check the speed of and to stop such motor vehicle.

16. **Head Lights.** Every motor vehicle, when upon a State Highway during the period from a half hour after sunset to a half hour before sunrise, and at any other time when there is not enough light to render clearly discernible a person, vehicle or other substantial object upon the highway at a distance of two hundred feet ahead, shall, for motor vehicles other than motorcycles, be equipped with two headlights, of approximately equal candlepower, at the front of and on opposite sides of the vehicle. Every motorcycle, at the times and under the conditions as hereinbefore specified, shall be equipped with at least one lighted headlight and not more than two. The headlights of motor vehicles shall be so constructed, arranged and

adjusted that they will at all times and under normal atmospheric conditions produce ample driving light for the use of the operator of such vehicle, but will not project a glaring or dazzling light to persons approaching such lights or to persons whom such headlights may approach.

17. **Rear Lights.** Every motor vehicle and every trailer or semi-trailer which is being drawn at the end of a string of vehicles at the times and under conditions specified in Section 16, shall carry at the rear a lighted lamp exhibiting a red light plainly visible under normal atmospheric conditions for a distance of five hundred feet toward the rear.

18. **Warning Devices.** Every motor vehicle when operated upon a State Highway shall be equipped with a bell, gong or horn in good working order capable of emitting sound audible under normal conditions for a distance of not less than two hundred feet.

19. **Mirrors.** Any motor vehicle that is so covered, loaded or constructed as to obscure the driver's view to the rear, or any motor vehicle that is so covered, loaded or constructed that any portion thereof to the rear of the driver projects more than twelve inches beyond the extreme outside of the driver's position in the driver's seat, shall, when driven upon any State Highway, be equipped with a mirror so placed as to reflect to the driver a view of the highway for a distance of at least two hundred feet behind such vehicle.

20. **Drive On Right Side of Highway.** On all occasions, the driver of a vehicle shall drive same upon the right half of a State Highway and close to the right hand edge or curb of such highway, unless it is impracticable to travel on such side of the highway, and except when overtaking and passing other vehicles, in which latter case the vehicle may be driven on the left side of the highway if such left side is clear and unobstructed for at least three hundred feet ahead.

21. **Keep to Right at Intersections.** In crossing intersections of highways, the driver of a vehicle shall at all times cause such vehicle to travel on the right half of the highway or right-of-way, unless such right side is obstructed or impassable.

22. **Keep to Right in Passing.** Vehicles proceeding in opposite directions shall pass each other to the right, each giving to the other one-half of the main traveled portion of the road as nearly as possible.

Vehicles which are passing each other in opposite directions shall have the right of way and no other vehicle to the rear of either of such two vehicles shall pass or attempt to pass such two vehicles unless there is sufficient space for the vehicle to the rear to remain upon the right half of the highway in overtaking and passing the vehicle ahead.

23. **Overtaking a Vehicle.** Any vehicle overtaking another vehicle proceeding in the same direction shall pass at least two feet to the left thereof, and shall not again be driven to the right side of the highway until reasonably clear of such overtaken vehicle.

The driver of an overtaking motor vehicle shall give audible warning with his bell, gong or horn, before passing or attempting to pass a vehicle in the same direction.

The driver of any vehicle shall not drive the same so as to pass or overtake any other vehicle going in the same direction at any intersection of public highways, nor upon a curve where the drivers' view along the highway is obstructed within a distance of one hundred and fifty feet.

25. **Right of Way at Intersecting Roads.** A vehicle entering an intersection of public highways at a lawful speed shall have the right of way over a vehicle approaching from its left unless such a vehicle approaching from the left shall have first entered into such intersection at a lawful speed, in which event the vehicle on the left shall have the right of way.

A vehicle entering a State Highway from a private drive shall yield the right of way to all vehicles approaching on such State Highway.

26. **Following Too Closely.** The driver of a motor vehicle shall not follow another vehicle or an animal or a person closer than fifteen feet when upon any State Highway. The driver of any motor vehicle designed, used or maintained primarily for the purpose of transporting property when such motor vehicle is drawing a trailer shall not follow another such motor vehicle and trailer so closely that the second motor vehicle or any part thereof is closer than one hundred feet to the first vehicle and its trailer or any portion of them when upon any State Highway.

27. **Loading on Highway.** No motor truck or other vehicle shall be loaded on any State Highway while standing on the roadway in a manner that will interfere with the traffic on or the maintenance of the Highway.

28. **Making Repairs to Vehicles on State Highway.** No repairs shall be made to a motor or other vehicle when such vehicle is standing on the surfaced part of any State Highway in a manner which may impede or otherwise interfere with the traffic or maintenance of the highway.

29. **Vehicles and Obstructions in Roadway.** No vehicle or other obstruction whatsoever shall be left standing in the roadway of a State Highway at night unless the same shall be protected by a proper light or lights on same, and no disabled vehicle shall be left standing upon a State Highway for a longer period than twenty-four hours.

30. **Two Cars Parked.** The driver of a motor or other vehicle shall not bring the same to a standstill side by side with another vehicle on the roadway of a State Highway, nor shall any two cars be parked in a manner that will impede or interfere with the traffic or maintenance of the highway.

31. **Excess Weight on Bridges.** No vehicle, object or contrivance shall be driven, moved or operated over any bridge, trestle or viaduct on any State Highway if the weight of the vehicle, object or contrivance is greater than the maximum load indicated by signs on the bridge, which can with safety be carried upon such bridge, trestle or viaduct.

32. **Excess Speed on Bridges.** Where any bridge, trestle or viaduct on any State Highway has the maximum safe speed thereon indicated by signs, no vehicle shall be driven over such bridge, trestle or viaduct at a faster rate of speed than is indicated as the maximum safe speed by the signs posted on the bridge, trestle or viaduct.

33. **Reckless Driving.** Any person who knowingly and wilfully drives any vehicle upon a State Highway either without due caution or in such a manner as to endanger the life, limb or property of any person, shall be guilty of reckless driving.

34. **Certain Vehicles to Stop at Railway Crossings.** The operator of any motor vehicle carrying passengers for hire; the operator of any school bus; and the operator of any motor truck carrying explosive substances or explosive or inflammable liquids as a cargo or part of a cargo, when upon a State Highway, shall, before crossing at grade, the track or tracks of any steam or interurban railway, bring his vehicle, bus or truck to a full and complete stop within not less than ten feet and not more than fifty feet from the nearest rail or the track nearest to the front of such vehicle and after such stop and while so stopped shall both look and listen in both directions along such track or tracks for approaching trains, engines, cars or vehicles using such tracks.

35. **Mountain Driving.** The driver of a motor vehicle on a State Highway traveling mountain highways shall hold such motor vehicle under control and as near the right hand side of the highway as reasonably possible and shall not permit such vehicle to

coast, and upon approaching curves where the view is obstructed within a distance of two hundred feet along the highway shall give an audible warning with a horn or other warning device.

36. Caution in Passing Vehicles or Animals. In all passing and overtaking, such assistance shall be given by the occupants of each vehicle respectively to the other as the circumstances shall reasonably demand in order to obtain clearance and to avoid accidents. Every person having control or charge of any vehicle upon any State Highway and approaching any vehicle drawn by a horse or horses or a horse upon which any person is riding, or any live stock which is being driven upon the highway, shall operate, manage and control such vehicle in such manner as to exercise every reasonable precaution to prevent frightening, and to safeguard any such animals and to secure the safety and protection of any person riding or driving the same. If such animals appear frightened the person in control of such vehicle shall reduce its speed, and if requested by signal or otherwise by the driver, rider or person in charge thereof, shall not proceed further toward such animal or animals unless such movements be necessary to avoid accident or injury, until such animal or animals be under control.

37. Duty to Stop in Case of Accident. The driver of any vehicle which strikes any person or collides with any other vehicle, upon a State Highway, shall immediately stop and give his name and address and name and addresses of all passengers in his vehicle, also the registration number of his vehicle, to the person struck, or the occupants of the vehicle collided with, and shall also render to such persons all necessary assistance, including the carrying of such persons to a physician or surgeon for medical or surgical treatment if such treatment is required or if such carrying is requested by the person struck or any occupant of such vehicle collided with.

38. Duty to Report Accident. It shall be the duty of the driver of any vehicle involved in an accident upon a State Highway, which results in injuries

or death to any person, to forthwith report the accident in writing to the sheriff of the county wherein it occurred, and in such report to state the time when and the place where such accident occurred, and so far as possible the names and addresses of the drivers of all vehicles involved in such accident, the registration numbers of such vehicles and the names and address of any person injured.

39. Where Speed Limit Not Applicable. The provisions of these Regulations prescribing the speed for vehicles shall not apply to the vehicles of any city, county or the State of Arkansas when such vehicles are being operated in the chase or apprehension of violators of the law, or of persons charged with or suspected of any such violation, nor to fire department vehicles when traveling in response to a fire alarm, nor to ambulances or the vehicles of licensed physicians when actually traveling in response to emergency calls.

40. Warning Signs on Construction Work. It is expressly prohibited for vehicles to trespass on highway work under construction where warning signs have been placed by order of the State Highway Commission.

41. Pedestrians Walking on State Highways. Pedestrians walking on State Highways shall keep to the left hand side of the roadway.

42. Penalties. Section 68 of Act No. 5 of the Extraordinary Session of 1923 provides that any person who shall violate any of the rules and regulations published herein shall be deemed guilty of a misdemeanor and, upon conviction, shall be punished by a fine of not less than \$5.00 nor more than \$100.00, or by imprisonment not to exceed sixty days, or by both fine and imprisonment.

The foregoing rules and regulations, subject at all times to proper modifications and additions, are hereby approved by the State Highway Commission and are declared to be in full force and effect as of February 1, 1924.

By order of the Commission.

Attest:
Joe A. Bailey,
Secretary.

Herbert R. Wilson,
Chairman.

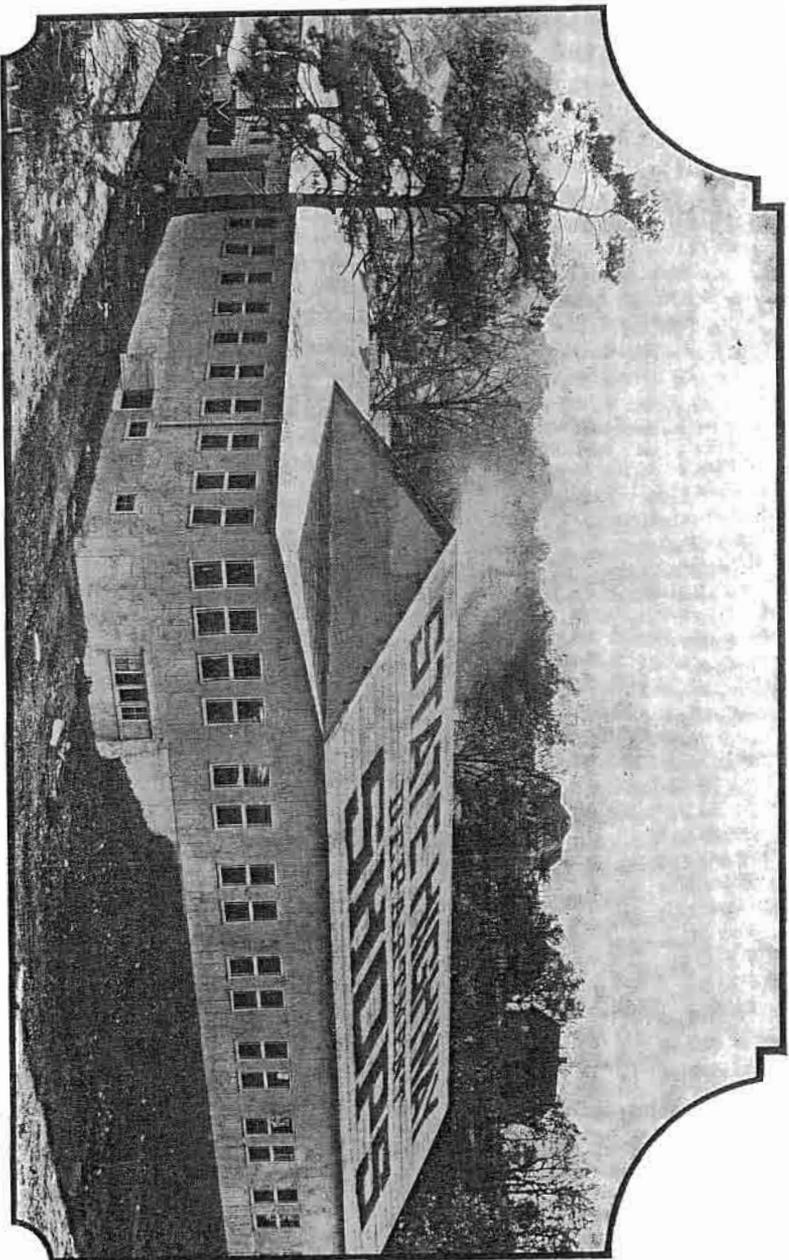
Enforcement The traffic rules and regulations are adequate to govern all traffic on the highways of Arkansas, but experience during the past year has shown that the present system of enforcement is by no means satisfactory or in the least effective. It is believed by the Highway Commission that the only proper way to enforce these regulations is first for the Legislature to enact into law the rules and regulations of the Highway Commission so as to give them more legal standing and then to grant to the Highway Commission proper authority to enforce them. This would necessitate the authorization of employees for this work and the appropriation of sufficient funds to take care of the expense incurred.

SHOP AND EQUIPMENT DIVISION

History It is thought advisable to give a short history of the original War Equipment Division before taking up in detail the work of the Shop and Equipment Division as now organized to form an integral part of the enlarged Highway Department.

At the close of the World War the Federal Government had on hand large quantities of machinery and supplies which, under Acts of Congress, were distributed to the several States for use in constructing and maintaining roads. The State of Arkansas received its pro rata share which consisted of trucks, tractors and repair parts for same, shovels, picks, shop machinery and an endless list of miscellaneous supplies and material. The Department, not being financially able to defray the freight and handling charges, arranged with the Counties to meet this expense for most of the major equipment and a considerable amount of the minor equipment, with the understanding that the Counties were to have the use of it. Some of the major equipment was rented to road contractors and large amounts of the minor expendable equipment were sold to them.

Original Facilities Receiving, assembling and reshipping such an enormous amount of freight necessitated a warehouse and shop along with the required mechanical and clerical force, and this organization was termed the War Equipment Division. After the first two years, distribution by the Government decreased, and consequently the War Equipment Division of the State Department decreased in about the same proportion. At the time of the passage of the new highway law this division consisted of a small warehouse, a shop in the warehouse, two clerks and one or two mechanics. The distribution of war equipment has continued up to the present time, but the supplies have consisted of small tools and miscellaneous items of inferior quality. Unless Congress



The Repair Shop of the State Highway Department Located at Little Rock

authorizes the distribution of additional equipment it is thought that hardly any more items can be secured by the State from Government sources.

Shop and Equipment Division The passing of the new road law created a demand for an enormous amount of road building equipment to carry out its provisions. It was realized that a special division of the Highway Department was necessary in order to efficiently meet this demand. The present Shop and Equipment Division was created in December, 1923, and in it was centered the procuring, assembling, disposition, maintenance and accounting of all equipment and supplies necessary in the work of maintaining and constructing the State highways. This division absorbed the old War Equipment Division, whose facilities were inadequate to take care of the increased demands. However, operations were started with these facilities and expansion into the present organization was begun.

All war equipment donated to the counties and leased to contractors was recalled to State possession. This equipment, especially the trucks and tractors, was in a deplorable state of repair, having been operated two or three years without proper care, held in open storage and subjected to vandalism. The equipment had deteriorated to such an extent that many items had to be junked; a large part of the remainder had to have a thorough reconditioning before it could be used. As the equipment received from the Government did not include graders, plows, scrapers, etcetera, a large quantity of these items had to be purchased,

The demand for motive power and small tools by the field forces in the beginning of the department operations was so great and urgent that every effort of the then small organization was concentrated in supplying it. Notwithstanding these conditions, at no time was a systematic and efficient organization lost sight of. Plans for the future were always in mind and out of the turmoil of activities, from time to time, as the opportunity and means presented them-

selves, steps toward expansion were taken. The present organization, as yet an unfinished product, is the outcome of these efforts.

Shops at Little Rock The Equipment Division plant, warehouse and offices are located in Little Rock, on the State House grounds. In the construction of this plant, which was done by men in the shops in conjunction with their other work, the State has had to make a considerable investment, not withstanding the fact that one of the buildings was taken over from the National Guard and the machinery and small tools taken from the surplus war equipment. The benefits derived from the Equipment operation have, in the opinion of the Commission, more than justified the investment required.

The facilities now consist of two large corrugated iron buildings and a small frame structure to house the clerical force. The original building is one hundred feet long by fifty feet wide and to this building has been added a shed along its length and twenty-five feet wide. Considerable altering was necessary to convert this building into a suitable shop. Doors were made along one of the sides, the roof was reinforced by a longitudinal truss, shelves, bins, partitions, work benches and a concrete floor were added; gas, water and power lines were installed. Immediately after this structure was completed the shop forces were increased and operations in the new building were begun, and at the same time, the construction of another corrugated iron building adjoining and at right angle to the first was started. This building is one hundred feet long and fifty feet wide. The roof is supported by trusses designed to carry an overhead track for moving heavy equipment from place to place. The walls of the building are pierced by numerous windows which furnish ample light to the work bench just underneath and around the entire building. Under the east end of this building, which was constructed on a steep hillside, there is space enough for a wash room and an air compressor outfit. The office is a

small frame structure built a short distance from the plant. The warehouse in which is stored material and supplies not used in the shops, is a two-story brick building thirty feet long and thirty feet wide. It was in this building that the Equipment Division began operations.

Plant Units The plant is made up of various shops and department such as the machine shop, blacksmith shop, body shop, truck and tractor shop, electrical department, parts and tool room and storage warehouse, all of which with few exceptions are equipped with machinery and tools necessary for the particular line of work. The plant is electrically operated and contains lathes, milling machines, grinders, machine drills, presses, forges, burning-in-stand, welding equipment and an air compressor which supplies air to all parts of the plant for operating air drills, hammers, riveters, and is used for cleaning parts and for painting equipment. With the exception of the compressor all the machinery was obtained from the surplus war equipment. This machinery will handle the present requirements of the State, which now consists of remodeling, repair work and the manufacture of some parts, bodies, drags and special maintenance equipment.

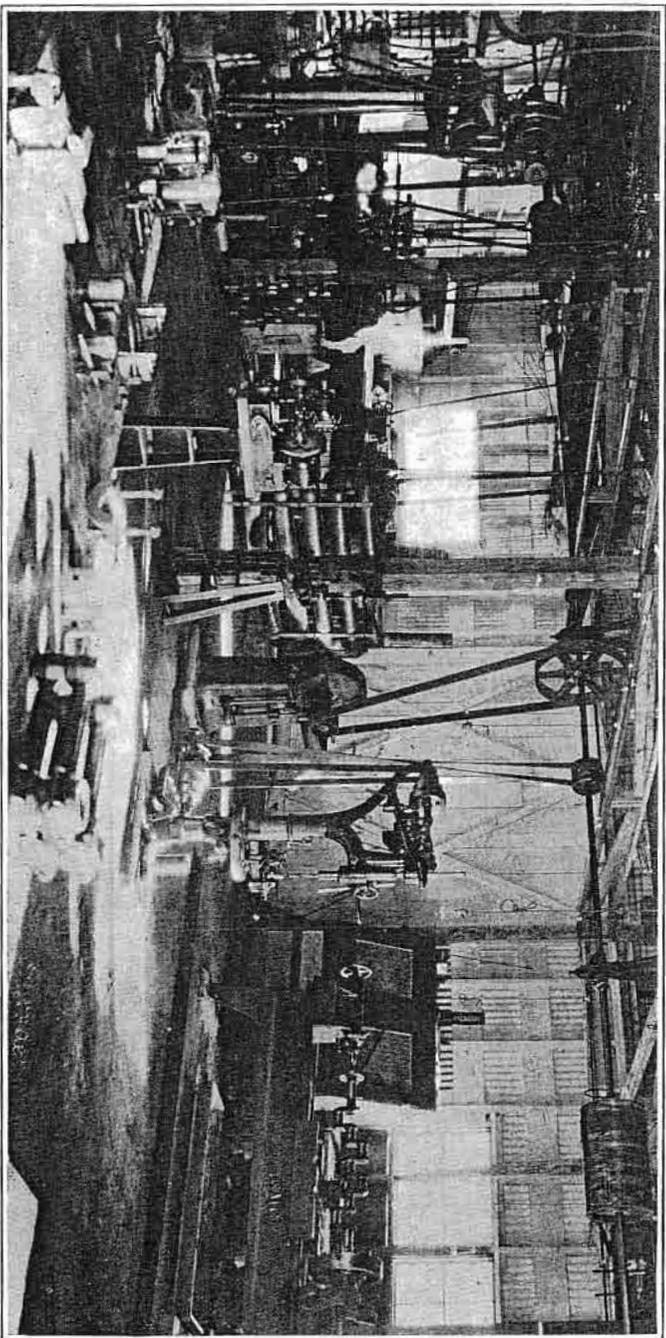
Stock The stock or parts room of the plant, which contains approximately \$100,000.00 worth of parts, ninety per cent of which were obtained from the surplus war equipment, supplies the repair parts, not only for the shop but for the field equipment as well. The Department is operating about twelve different makes of motive equipment, most of which was war equipment and is no longer manufactured. A well supplied parts room, therefore, is essential to expedite repairs and avoid delays due to the slowness of delivery from factory. In connection with the stock room, and centrally located in the plant, is the tool room. In this room is kept the valuable tools used by all the mechanical departments and which are checked in and out to the mechanics as needed.

Warehouse The warehouse is now used primarily for the storage of supplies other than those used in the repair of equipment. From it are shipped to the various other field forces, shovels, picks, tents and an endless variety of other equipment that may be requisitioned. At the beginning of operations, until the demands of the several districts were supplied, shipments from this source were very large.

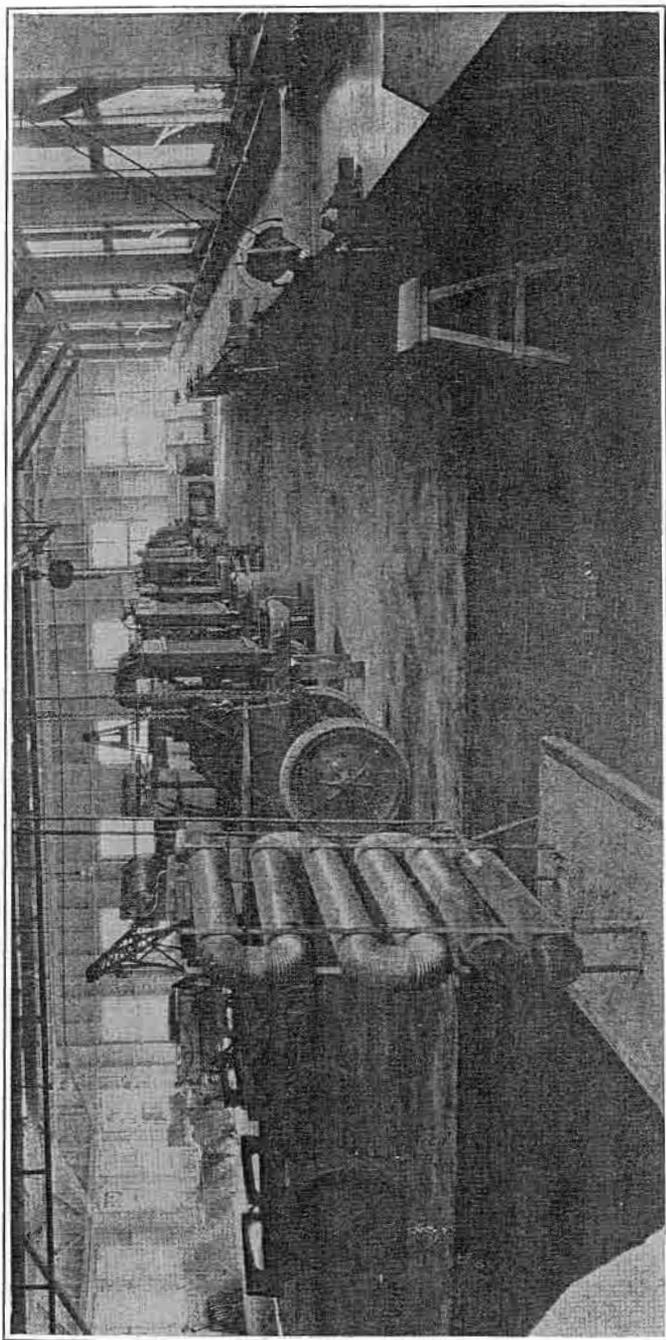
Shop Personnel The personnel of the Division, originally consisting of the head of the Division, the Maintenance and Equipment Engineer, and two or three mechanics, has gradually grown, along with the plant, into an organization consisting of one Superintendent, one bookkeeper, one clerk, one combination clerk and stenographer, one shipping clerk, one stockroom man, one painter, nine mechanics, five mechanic helpers, one electrician, two machinists, one blacksmith, one sheet metal worker, two watchmen and three laborers. All of these employees are subject to transfer from one shop to another as the occasion demands. The plant Superintendent is in charge of all employees, except the clerical force and reports direct to the head of the Division.

The clerical force not only takes care of the details of accounting for the shops but for the entire equipment division as well. When the division was created and for some time thereafter all efforts were directed toward supplying the field demands and only those records, necessary at a later date to make up an accurate accounting system, were kept.

Accounting System In the parts room there has been adopted the card system of perpetual inventory. For each kind of part there is a card showing the make of equipment to which it belongs, the part number, price and the quantity on hand. Whenever a part is shipped or is obtained for jobs in the plant these cards are posted. At all times this system enables the accountants to tell the amount on hand. Parts are either issued on requisitions from the District Engineers or by shop orders. Requisitions for



A View of the Machine Shop of the Highway Department. Practically all of this Equipment was Secured from the Federal Government at Only Nominal Cost.



A View of the Truck Repair Section of the Highway Department Shop

parts must show the State equipment number and the maintenance section on which the machinery is being operated. For each piece of major equipment there are two cards and a ledger account. One card shows the make, model, motor number, from whom the piece was acquired, condition at time, original cost, if second hand the cost to rebuild it, to what maintenance section assigned and the name and address of the employee in charge. The other shows the daily operation cost, and all parts sent from shop on requisition are charged on this card, along with the cost of operation taken from operator's daily operation reports. The ledger account gives the information shown on the record card along with the original cost and overhauling charges. The cards are used primarily to expedite reference and are so arranged that at a glance the history and present status of the equipment can be ascertained. The object of this system is to enable one to tell after a period of time the make of equipment that is proving to be the most economical and the operator that is giving the best service. The accuracy of this method depends on the cooperation of the field forces.

Shop orders for parts are made by the Superintendent. Each piece of equipment upon entering the shop for repair is given a job sheet made out in duplicate, all repair parts as well as hours of labor are noted and when the repair is completed this sheet will show the cost of work performed. One copy is retained in the shop, the other goes to the accounting department to be entered on the ledger and cards against the equipment in question.

Purchases Requisitions are not only made by the District Engineers for repair parts but for all equipment and supplies. If the article desired is not in the warehouse it is purchased. The purchase of all major equipment is made by the Commission. Purchases are made on purchase orders, made out in triplicate, two copies are sent to the vendor and the other is retained by the office. One of the copies sent to the vendor is returned with his invoice for payment.

Appraisal of Equipment Equipment, before being taken into the plant for reconditioning, is first surveyed to determine whether or not the cost of repair will be justified. If the cost exceeds 35% of its original value, it is junked. The good parts are removed and placed in the stock room to be used on other equipment. In reconditioning a piece of equipment it is first entirely torn down and each part cleaned and examined to determine whether or not it is worn or broken. A piece of equipment that has been overhauled goes out of the shop practically as good as new. There is operating in the State fifty three tractors of the caterpillar type, forty eight of which were obtained from the Federal Government and out of this number forty, at an average cost of \$1,574.78 each, have been completely reconditioned. A new machine of this type sells for \$6,200.00 The balance of these machines will be overhauled during the present winter. Seventy Army trucks have been completely reconditioned since the first of February of this year at an average of \$450.00. In overhauling trucks the same process of surveying is gone through as with tractors. Trucks when they leave the shops are in perfect mechanical condition. The old army bodies are replaced with steel ones made in the plant. All equipment before being sent out is given a coat of battleship gray paint and has painted on the sides, "ARKANSAS STATE HIGHWAY DEPARTMENT" along with the state number of the vehicle.

Reconditioning or overhauling of the old War equipment has been quite an item in plant operation but due to the fact that so much equipment is now operating the item of repair and maintenance is fast gaining ground. The new equipment bought by the Commission and which has been operating some months is contributing to this increase along with the first of the equipment to pass through the shops.

In conclusion, there is shown a number of tables which will give some idea of the volume of business transacted by this Division and the amount of equip-

ment on hand. The first shows the amounts expended up to October 31st of this year.

Construction Expansion and Improvement,	
Shop -----	\$ 12,886.48
Freight and Express -----	10,694.45
Gas, Oil and Grease -----	6,128.09
Expense -----	5,988.17
Payrolls -----	59,860.10
Shop Tools and Equipment -----	7,891.56
Stock -----	124,091.90
Equipment -----	184,689.05
	<hr/>
Total -----	\$412,219.80

The Analysis of the equipment account shown above amounting to \$184,689.05, indicates the amount of equipment purchased by the Commission.

62 Trucks -----	\$ 20,084.05
56 Tractors -----	35,917.84
163 Graders -----	116,519.46
12 Passenger Cars -----	5,761.55
Miscellaneous Equipment -----	6,406.15
	<hr/>
Total -----	\$184,689.05

The following is an itemized list of the equipment purchased. Most of the motive equipment shown as being purchased second hand was obtained from the Federal Government and the charges are for handling and freight.

TRUCKS PURCHASED

Make	No. New	No. 2nd Hand	Average Cost	Capacity	Total Cost
Fords	34		\$480.22	1 Ton	\$16,427.70
Fords		4	193.75	1 Ton	775.00
Heavy Aviation		1	153.44	3 Ton	153.44
Light Aviation		1	231.78	1 Ton	231.78
Gramm-Bernstein		9	95.67	2½ Ton	861.04
Gramm-Bernstein		1	61.04	1 Ton	61.04
Indiana		6	172.25	1 Ton	1,033.50
Packards		3	93.83	3½ Ton	281.52
Pierce Arrows		2	98.99	2 Ton	197.99
Standard		1	61.04	2 Ton	61.04
Total	40	22			\$20,084.05

TRACTORS PURCHASED

Make	No. New	No. 2nd Hand	Average Cost	Capacity	Total Cost
Avery		1	\$ 500.00	40 Ton	\$ 500.00
Avery Road Razers		2	462.40		925.00
Fordsons	34		504.13	1 Ton	17,140.58
Fordsons		8	350.91	1 Ton	2,807.26
Holts		10	1,414.50	10 Ton	14,145.00
Rumley		1	400.00	10 Ton	400.00
Total	34	22			\$35,917.84

GRADERS PURCHASED

Make	Kind	No.	Cost
Adams	2-C Square Deal	19	\$ 9,590.04
Adams	No. 12 Road King	4	6,458.78
Adams	No. 10 Road King	3	1,911.27
Adams	No. 8 Road King	2	1,805.77
Adams	No. 6 Road King	1	681.49
Austin Western	Austin Standard	16	6,973.77
Austin Western	Rip Snorter	11	14,166.84
Austin Western	Aurora	2	740.00
Austin Western	Mammoth	3	925.00
J. I. Case	National Reversible	1	125.00
Galion.	Standard Premier	13	4,948.70
Galion	Big Buster	1	1,650.00
Lincoln R. M. Co.	Maintainers	7	2,103.65
Russell	Badger	27	13,648.17
Russell	Super Mogul	6	10,702.40
Russell	Junior	5	1,235.48
Russell	Highway Patrol	1	208.25
Smith & Sons Co.	Royal Standard	5	2,148.00
Smith & Sons Co.	New Highway	3	5,167.90
Stockland	Master	21	11,514.69
Stockland	Giants	10	17,767.31
Stockland	Junior	1	358.99
Stockland	Standard	1	687.96
Total			\$116,519.46

Miscellaneous Equipment Purchased

10 Ford Touring Cars	\$ 4,960.75
2 Ford Roadsters	800.80
1 Austin 10 Ton Roller	375.00
1 Gravel Conveyor	218.00
2 Austin Rock Crushers	3,905.68
1 Rawls Mowing Machine	358.00
1 Stiff-Leg Derrick	65.00
8 Sheaves	17.08
1 Offset Hitch	115.00
Balon Tines	4.80
Chains, Tires and Repairs (Ford)	97.95
1 Two-Way Drag	71.50
Miscel. Equip. E. N. Sunderland	694.34
1 Steel Drag	15.00
1 Old Grader	90.00
4 Wheeled Scrapers	120.00
1 Old Mowing Machine	50.00
12 Scarifier Teeth	208.80
Total	\$12,167.70

Trucks Recalled From Counties

Make	No.	Capacity
Atterbury	2	1½ Ton
Light Aviations	2	1 Ton
Heavy Aviations	4	3 Ton
Heavy Aviations	4	5 Ton
Denby	1	1 Ton
Dodge (2 Junked)	1	1 Ton
Federal	1	3½ Ton
Federal	1	1 Ton
F. W. D.	10	3 Ton
G. M. C.	3	¾ Ton
Hulbert	1	5 Ton
Indiana	1	1 Ton
International	1	2 Ton
Kelly Springfield	3	3 Ton
Kelly Springfield	2	3½ Ton
Kelly Springfield	2	1½ Ton
Kissell	1	1½ Ton
Nash Quads	31	2 Ton

Pierce Arrows -----	11	2	Ton
Republics -----	3	3½	Ton
Whites -----	2	1½	Ton
Whites -----	1		Reconnaissance
Fords -----	3	1	Ton
Total -----	90		

Tractors Recalled From Counties

Avery -----	1	45-65	
Avery -----	1	30-60	
Avery -----	2	Road Razers	
Fordsons -----	2	1	Ton
Holts -----	36	10	Ton
Holts -----	2	5	Ton
Holts -----	2	7½	Ton
Holts -----	1	20	Ton
Total -----	47		

Equipment Donated to State

Graders

Russell -----	Highway Patrol	1
Russell -----	Reliance	1
Total -----		2

Equipment Borrowed From Counties

Trucks

Make -----	Capacity	No.
Fords -----	1 Ton	4
Oldsmobiles -----	1 Ton	1
Total -----		5

Tractors Borrowed

Holts -----	10 Ton	2
Best -----	10 Ton	1
Cletrac -----	2 Ton	1
Total -----		4

Recapitulation

Trucks

Taken Over	90
Purchased	62
Exchanged for	7
Borrowed	5
Rented	1
Not Paid for	2
Total	167

Tractors

Taken Over	46
Purchased	56
Borrowed	4
Total	106

Graders

Taken Over	2
Purchased	163
Total	165

Passenger Cars

Taken Over	1
Purchased	13
Total	14

Rollers

Purchased	1
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Gravel Conveyors

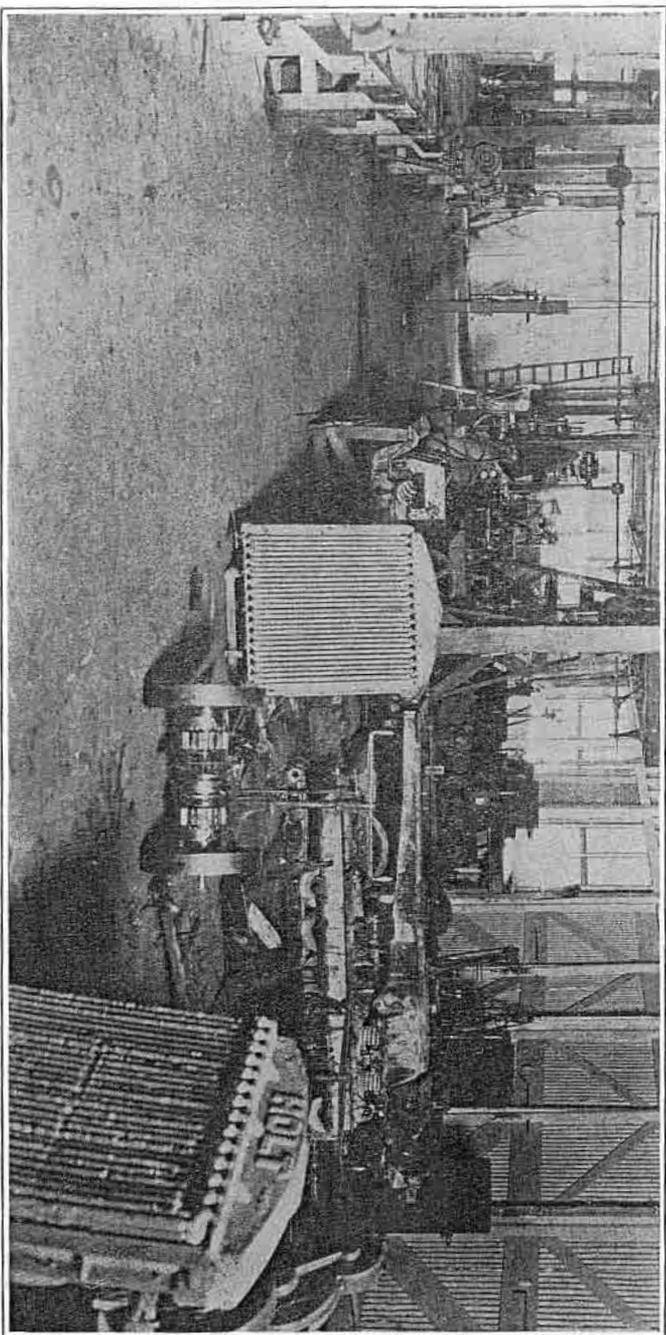
Purchased	1
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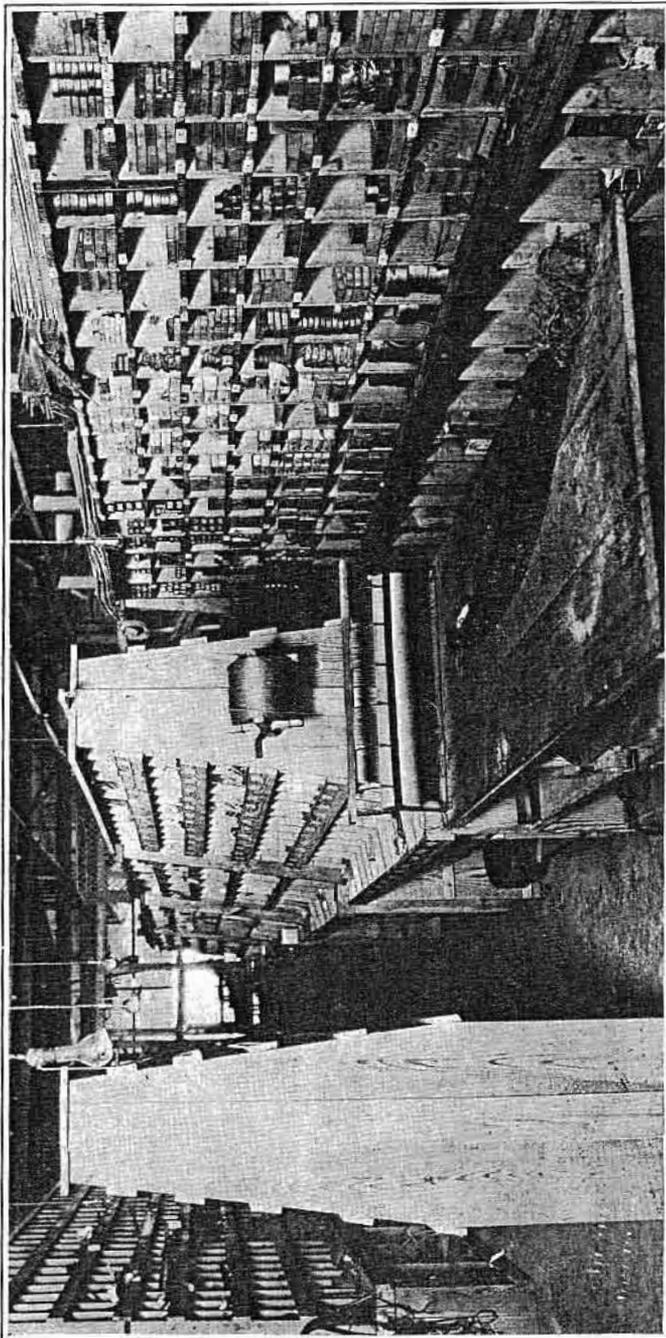
Mowing Machines

Purchased	2
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Miscellaneous Equipment
See Miscellaneous Equipment Purchased.

A Portion of the Tractor Section of the Department's Repair Shop at Little Rock. Note the Ten-Ton Holt Tractor Dismantled and in Process of Rebuilding





The Parts Room of the Department's Repair Shop. Over \$100,000 Worth of Repair Parts are Stored in these and Similar Bins

PUBLICITY AND HIGHWAY MAGAZINE

Entering upon a new highway program in December 1923 after a very stormy session of the Legislature, the State Highway Commission determined to carry on a campaign of publicity, looking to the end of educating the public in the right line of thought on highway matters. In addition to the regular publicity through the press, both State and County publications, the Commission, under authority granted in the new highway law, decided to prepare and circulate a monthly magazine which was named "Arkansas Highways." In this magazine an attempt has been made to give to the people of the State accurate and intelligent information and to keep them informed of the progress of Arkansas road work.

With the December issue, "Arkansas Highways," the official monthly bulletin of the State Highway Commission, concluded its first year of service to the people of the State in furnishing accurate and up-to-the-minute information on the progress of the highway program.

During that time the magazine has grown, both in circulation and in advertising, to a point where it reaches everyone actively interested in Arkansas highway work, both at home and abroad, and pays for itself as it goes.

The December issue contained more than \$500.00 worth of advertising, while the publication of the issue, including paper, cuts, art work and printing, cost slightly less than \$450.00. On the basis of the financial progress of the first year of its existence, it is safe to predict that 1925 will show a handsome profit on the publication, in addition to the widespread benefits accruing to the state as a result of the circulation of authentic information relative to the road program.

From no advertising in January, 1924, issue, to more than \$500.00 worth in the December issue, was a big jump for an infant publication, but the commission

confidently expects the record to be broken in the next 12 issues.

For those unfamiliar with the history of such publications, it may be well to state that Arkansas is one of some 35 states which issue highway bulletins carrying official information relative to State highway work. These magazines, going to those interested in the State's road work, and to the exchange tables of all other highway departments, public libraries, tourist bureaus and chambers of commerce, do incalculable good in the building up at home of healthy good roads sentiment, based upon intelligent understanding of problems being worked out, and abroad through the broadcasting of facts concerning the progress that has been made.

During its first year, "Arkansas Highways" has gone to every state in the Union, carrying its message, in words and pictures, on the marvelous program that has been under way. In public libraries, in tourist bureaus, in commercial organizations and in other State highway departments it has been read and commented upon favorably.

To the road workers and boosters of Arkansas it has gone free of cost, keeping them informed, and maintaining the sentiment of cooperation that is so essential to real progress in a democracy.

In properly measuring the value of the publication, it is well to remember that at the time it was started last year, a widespread misunderstanding of the Arkansas road situation was current everywhere in Arkansas. This misunderstanding had resulted in a lack of cooperation, and in some sections in a real hostility that was reflected in the legislature, and made constructive activity almost impossible.

Going out monthly to every section of the State, "Arkansas Highways" carried pictures, stories and editorials calculated to bring about a better understanding, and soften the hostility of the people toward the department and its work. Gradually, through the circulation of the magazine itself, and the splendid

cooperation given it by the press of the state, sentiment was changed to a point where in August, in spite of vigorous attacks from certain quarters, a tremendous vote of confidence in the department and its program was registered at the polls.

Students of public sentiment have credited the official bulletin, and the press information bureau that has been maintained in connection with it, for a large share in the popular awakening on road questions. Several have gone so far as to say that without these factors, the new highway law, at first so widely misunderstood, would never have established itself in public confidence as it has. However that may be, "Arkansas Highways" during its first year has justified itself, not only in a financial way, but in more intangible values that result from more perfect understanding between a great people and a great department, charged with a great responsibility.

During the coming year, it is the plan of the commission not only to increase the volume of advertising carried in the magazine, but to increase the size, and volume of reading matter. Economies of operation have limited the size during the past year to 20 pages, but early issues in 1925 are expected to expand to 24 and 30 pages, with an increase in the number of cuts and maps furnished.

Cooperation of the citizens of the various sections of the State in supplying pictures and stories bearing on the State's road progress is earnestly desired, as it is the aim of the department to cover interesting features of the work everywhere in Arkansas.

"Rome was not built in a day," as a very trite observation has it, and a great publication cannot be organized in the course of a few months, but the progress that has been made in 1924 in giving the people of the State a highway magazine for their information and enjoyment, as well as for the creditable advertising of the State abroad, is a matter of pride to the department, and an indication of still greater accomplishment to come.

ACCOUNTING DIVISION

In order to carry out the provisions of Act No. 5 of the Extraordinary Session of the General Assembly of the State of Arkansas, approved October 10, 1923, a system of accounting has been adopted and installed in the Department whereby accurate accounts are kept on all disbursements for equipment, payrolls, materials, supplies, etc., used in maintenance, construction and reconstruction of the State Highway System as provided in Section 8 and 18 of said Act.

Districts The State has been divided into six districts, each of which is in charge of a district engineer, with assistants and office help, accountable to the State Highway Commission and supervised by the State Highway Engineer and assistants in the main office at Little Rock, each district engineer's office being located at a central point in the district.

Lump Sum Payments Monthly, in advance, lump sum payments are made to the district engineers by order of the State Highway Commission for the purpose of paying for incidental items of equipment, supplies, materials and payrolls of laborers who are to receive their pay oftener than once a month.

The district engineers are therefore made the disbursing officers of lump sum payments as provided in the law. Depositories for such funds have been established by order of the State Highway Commission in all of the six districts, all of such depositories have executed the bonds required by law.

Time Roll, Material Report, Tool Report, Distribution of Labor At the beginning of each month the district engineer furnishes each foreman or patrolman of the maintenance sections in the district with a Time Roll, Material Report, Tool Report and Distribution of Labor form. The Time Roll is kept by the foreman or patrolman to show the name of each employee, title, number of hours

worked each day, total time for each half month by hours, rate of pay per hour and the total amount due each employee.

The labor shown on the Time Roll is distributed on the Semimonthly Distribution of Labor form to show the maintenance section and county where the work was performed, the date, and is classified under the following heads:

MAINTENANCE

Dragging, Grading, Patching Surface, Joints
 Cleaning Ditches and Culverts
 Repairing Bridges and Culverts
 Cutting Brush and Weeds
 Building Shoulders, Filling Washouts
 Whitewashing

BETTERMENT

Guard Rails
 Signs and Mile Posts
 Rip Rap and Revetments
 Additional Bridges, Culverts and Headwalls
 Planting Slopes
 Paving Gutters

CONSTRUCTION

Grading
 Drainage
 Surfacing

The Material Report of the foreman or patrolman shows articles on hand at beginning of the month, articles used during month and balance on hand at the end of the month.

The Tool Report of the foreman or patrolman shows itemized list of tools on hand at first of month,

tools received during month, tools used, worn out or broken in the month, tools transferred to other foremen or patrolmen and tools on hand at the end of the month.

At the end of each fifteen day period the foremen or patrolmen send to the district engineer's office the Time Roll, Material Report, Tool Report and Distribution of Labor form.

Semi-Monthly Time Sheet From the foreman's or patrolman's Time Roll, the district engineer's office makes up a semi-monthly time sheet in quadruplicate, this sheet showing the period covered by the Time Roll, name of employee, title, section on which labor was performed, total time, rate of pay, amount due and space for signature of employee. The district engineer issues checks to each employee shown on the time sheet, attaches them to three copies, and returns them to the foreman or patrolman for delivery to the persons listed thereon. The foreman or patrolman secures the signature of the employees on the three copies of the Time Roll, and returns them to the district engineer.

Daily Report of Work Done The foreman or patrolman at the close of each day is required to make a daily report of work done to the district engineer. This daily report is checked with the semi-monthly report to see that there are no discrepancies.

Employee's Time Check In the event an employee is discharged or voluntarily leaves the employ of the district engineer before the semi-monthly Time Sheet is made up and delivered to the foreman or patrolman, an Employee's Time Check is issued in quadruplicate by the foreman or patrolman to such employee. On presentation of this time check to the district engineer a check is issued for the amount and delivered to the employee who receipts the Time Check which is attached to the semi-monthly time sheet.

Semi-Monthly Time Distribution Report From the foreman or patrolman's semi-monthly Labor Distribution reports the district engineer makes a recapitulation of the labor performed on all the maintenance sections in the district.

District Engineer's Cash Book The receipts and disbursements of the district engineers are shown in detail on cash books kept for that purpose. Separate columns are provided on the cash book to show disbursements for pay-rolls, materials, equipment and miscellaneous items. The maintenance section to which each disbursement is to be charged is shown on the cash book as well as the number and amount of each check issued.

Ledger accounts are kept by the district engineer with each maintenance section showing disbursements for payrolls, materials, equipment and miscellaneous items.

Monthly Financial Status Report At the close of each month the District Engineer submits a Financial Status Report on which are listed all the maintenance sections in his district showing previous allotments, allotments of the current month, total allotments, expenditures during the previous months, expenditures during the current month, total expenditures and balance of allotments unexpended.

Monthly Tool and Equipment Report At the end of each month the district engineer renders a Tool and Equipment Report which is a recapitulation of all the monthly Tool reports of the foreman or patrolman in the district.

Emergency Purchases by District Engineer Purchases of items of equipment, supplies and materials are made by the District Engineer in cases where it is impractical to issue requisitions for same through the Little Rock office and wait for the usual routine incident thereto. At the end of

each month persons, firms and corporations from whom purchases of this character are made, render statements in quadruplicate with invoices attached which are checked by the district Engineer and paid by check from his Lump Sum account, the checks are attached to three copies of the statement and returned to the vendor to be receipted and returned to the District Engineer to be used as vouchers in lump sum report.

Lump Sum Report On the 25th day of each month each district engineer is required to submit for the preceeding month a report of receipts and disbursements on lump sum account. This report contains a statement of receipts from State Highway Fund, from refunds and from other sources, all listed in detail. On this statement are shown payrolls and bills paid with receipts attached and payrolls and bills paid with receipts not attached.

Accompanying the Lump Sum Report are a number of schedules, explained as follows:

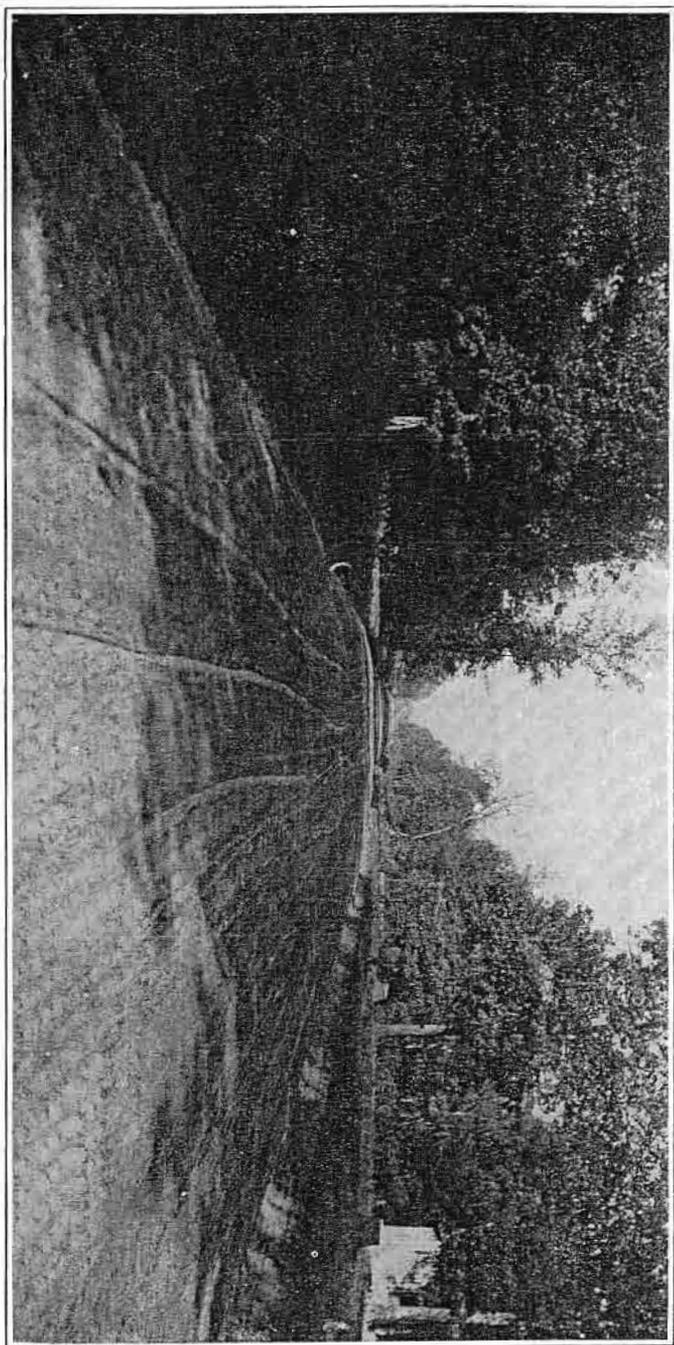
Schedule No. 1 contains a list of all payrolls paid during the month which have been returned by the foreman or patrolman to the district engineer at the time the lump sum report is made.

Schedule No. 2 contains a list of all payrolls paid during the month which have not been returned by the foreman or patrolman to the district engineer at the time the lump sum report is made.

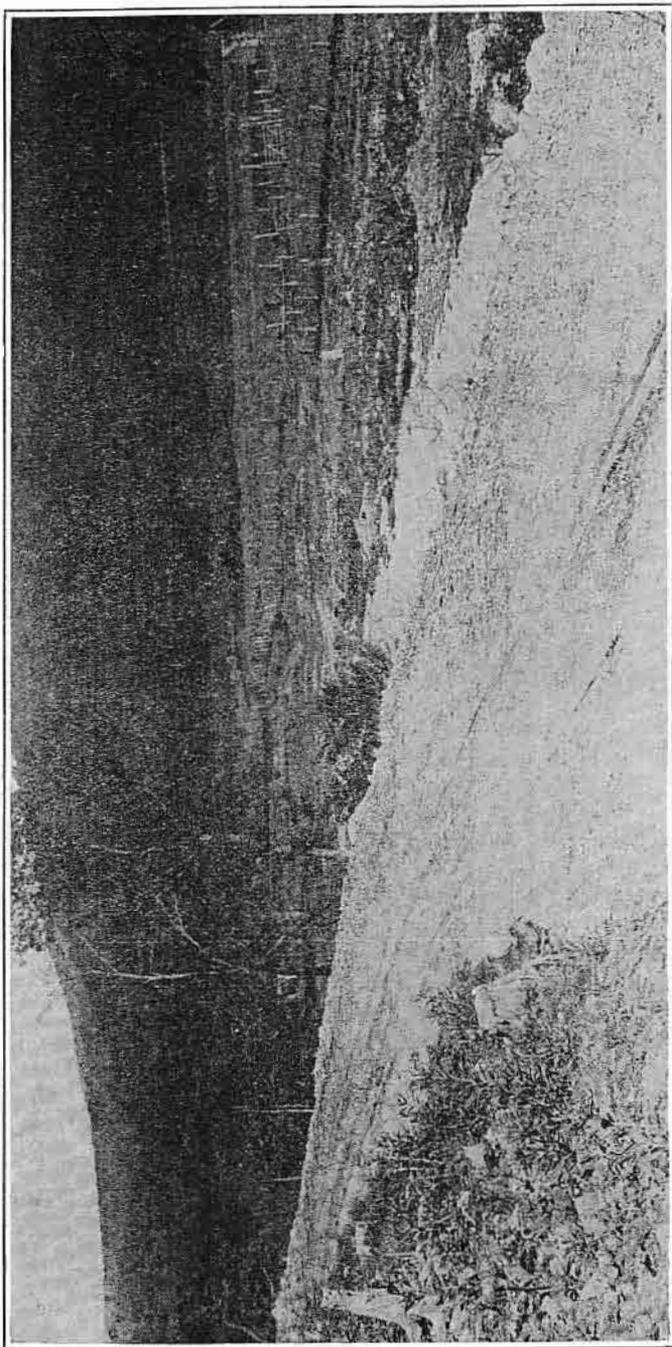
Schedule No. 3 contains a list of all bills paid during the month which have been returned by the vendors to the district engineer at the time the lump sum report is made.

Schedule No. 4 contains a list of all bills paid during the month which have not been returned by the vendors to the District Engineer at the time the lump sum report is made.

Schedule No. 5 (a) contains a list of payrolls with receipts attached and accounts for all outstanding



A Pretty Section of Highway Between Wynne and McCrory Recently Completed by State Highway Department Forces



State Highway Construction on the Road Between Yelville and Flippen, Marion County. Note the O'd County Road in the Creek Between the Man and the Woman

payrolls listed on Schedule No. 2 of the previous month, which have been returned to the district engineer at the time the lump sum report is made.

Schedule No. 5 (b) contains a list of bills with receipts attached and accounts for all outstanding bills listed on Schedule No. 4 of the previous months which have been returned to the District Engineer at the time the lump sum report is made.

Schedule No. 6 (a) and 6 (b) contain a list of payrolls and bills for all previous months, receipts for which, have not been returned to the district engineer at the time the lump sum report is made.

Schedules 1, 2, 5 (a) and 6 (a) show the assignment by the District Engineer of a number for each payroll listed thereon, date of Time Distribution report on which reported, amount charged to each maintenance section, total amount of each payroll, and total amount of each schedule.

Schedules 3, 4, 5 (b) and 6 (b) show the assignment by the district engineer of a number for each bill listed thereon, claimant's name, whether for materials, equipment or miscellaneous items, the maintenance section, amount charged to each maintenance section, amount of each bill and total amount of each schedule.

The district engineer's semi-monthly Time Distribution reports for the two semi-monthly periods preceding the lump sum report are made to balance with the totals of Schedule 1 and 2 of the lump sum report, thus showing an accurate distribution of all labor payments for which credit has been taken in the lump sum report.

LABOR is classified as all items on the payrolls, such as the time of Superintendents, Foremen, Patrolmen, Operators, Laborers, Teams and Equipment hired.

MATERIALS are those items which are used in maintenance, construction and reconstruction of

State highways, and remain a part thereof, such as lumber, gravel, cement, etc.

EQUIPMENT are those items such as small tools, and items for repair of major equipment that are purchased and charged to the maintenance sections.

MISCELLANEOUS ITEMS are those items such as gasoline, oil, dynamite, etc., that are consumed and do not remain a part of the roads.

The district engineer's lump sum report with receipted payrolls and bills attached, are forwarded to the State Highway Department at Little Rock in triplicate, one copy for the Department, one for the State Auditor's office, and one for the State Treasurer.

The district engineer's Semi-monthly Time Distribution Reports are also forwarded to the Department at Little Rock. From the lump sum reports and semi-monthly Time Distribution Reports the Accounting Division is furnished information from which to make proper credit and debit entries, on the consolidated records of the main office.

Maintenance Section Accounts A ledger is provided in the Department in which an account with each maintenance section of the State Highway System is kept. This ledger shows the amounts allotted to each section, the amounts expended on payrolls, the amounts for materials, equipment and miscellaneous items purchased and charged to each maintenance section.

Table No. XVII given under the Maintenance Section of this report shows the summary of expenditures by the State on maintenance, construction and reconstruction of the State highways for the period extending from December 1st, 1923, to July 1st, 1924.

Table No. XVIII given under the maintenance section of this report shows the expenditures in detail by the several districts on maintenance, construction and reconstruction from December 1st, 1923, to July 1st, 1924.

Expenditures referred to in the above tables do not include salaries, expense accounts, office expenses of additional engineers, office employees, and equipment division employees, nor purchases and repairs of major or general equipment.

Disbursements In addition to disbursements made by the district engineers, other disbursements are made by the main office on order of the State Highway Commission. These disbursements are for salaries, materials, equipment and other items of expense, and are made by vouchers drawn on the Auditor of the State. The following is a summarized list of disbursements made from December 1st, 1923 to July 1st, 1924.

Major or General Equipment-----	\$ 245,456.08
Materials charged to Maintenance Sec's	26,653.52
Equipment charged to Maintenance Secs	37,040.42
Miscellaneous Items charged to Maintenance Sections -----	5,066.66
Salaries Additional Engineers and Expenses -----	73,105.18
Wages, Salaries, Equipment and Expenses of Shop -----	46,964.08
State Aid -----	65,193.89
District Engineers for Lump Sum Accts	857,500.00
Total -----	\$1,356,979.83

The following financial statement showing the receipts and disbursements of work on the State Highway System for the period from June 30th, 1923, to July 1st, 1924.

RECEIPTS

From Appropriation June 30th, 1923 to July 1st, 1924 -----	\$1,357,550.00
From United Commercial Travelers— Crawford County donatiion-----	11,586.00
From Alma-Fine Springs Road Im- provement District -----	1,100.00
From Crawford County -----	2,545.11
From Hot Springs Chamber of Commerce for Scott County Road -----	2,000.00
	<hr/>
	\$1,374,781.11

DISBURSEMENTS

For District Engineers for Lump Sum Accounts -----	\$ 857,500.00
For Major or General Equipment-----	245,456.03
For Materials charged to Maintenance Sections -----	26,653.52
For Equipment charged to Maintenance Sections -----	37,040.42
For Miscellaneous Items charged to Maintenance Sections -----	5,066.66
For Salaries of Additional Engineers and Expenses -----	73,105.18
For Wages, Salaries, Equipment and Ex- pense of Shop -----	46,964.08
For State Aid -----	65,193.89
For Donations Disbursed by District En- gineers -----	17,231.11
	<hr/>
Total -----	\$1,374,210.94
July 1st, 1924, Balance of Appropriation Unexpended -----	570.17
	<hr/>
	\$1,374,781.11

REVISIONS OF EXISTING LAWS AND ADDITIONAL LEGISLATION NEEDED

During the past twelve or fourteen months the State Highway Department has been operating under the provisions of the New Highway Law as contained in Act 5 of the Extraordinary Session of the Legislature of 1923. It is believed by the State Highway Commission that this Act constitutes the most satisfactory piece of road legislation enacted during recent years and that the Act as a whole has met with general satisfaction. It is also believed by the Commission that the work of the Highway Department has been efficient and effective and that it has received the endorsement of the general public. It is the recommendation of the Commission that the law as enacted be allowed to stand with only minor changes as may be noted below and that the plans adopted under this Act be allowed to work out during the next several years.

The following improvements in the Act as written may be suggested for consideration:

1. Certain changes in classifications of counties may be desirable and necessary because of changed conditions in the past year. These changes can best be made by the Legislative representatives of the respective counties. It is suggested that in those counties where large mileages of unimproved roads still exist and a large amount of State funds are returned to these counties, some provision be made to expend a portion of these funds on the State Highways until these highways within the respective counties are completed.

It is the recommendation of the Commission that the traffic rules and regulations be enacted by Statute and that the State Highway Commission be given ample authority and appropriation to enforce effectively these rules and regulations.

3. It is recommended that some consideration be given to the problem of building local or farm roads by the organization of road districts authorized to bear 100% of the cost when two thirds of the property owners in number and valuation approve of such course in an election held for the purpose.

4. It is recommended that as much additional revenue as possible be provided for the maintenance and construction of State roads so that the work of the department can be pushed forward more rapidly and the insistent demands for additions to the State Highway System can be met.

APPROPRIATIONS

The following is a true and correct statement at close of business June 30, 1924, of the several appropriations made by the General Assembly of 1923 for the support and operation of this Department.

Title of Appropriation	Amount Appropriated	Amount Expended	Balance
LAND DIVISION			
Salaries as Provided by law			
1 Commissioner -----	\$ 5,000.00	\$ 2,500.00	\$ 2,500.00
1 Deputy Commissioner -----	4,800.00	2,400.00	2,400.00
3 Clerks -----	10,800.00	5,392.50	5,407.50
1 Clerk and Stenographer -----	3,000.00	1,450.00	1,550.00
Maintenance -----	5,000.00	2,485.07	2,514.93
AUTOMOBILE DIVISION			
Salaries as provided by law			
1 Deputy Commissioner -----	\$ 4,800.00	\$ 2,400.00	\$ 2,400.00
2 Clerks -----	7,200.00	3,600.00	3,600.00
Extra Clerks for Rush Period -----	4,800.00	2,387.77	2,462.23
Maintenance -----	110,000.00	49,899.74	60,100.26
HIGHWAY DIVISION			
Salaries as provided by law.			
1 Chairman -----	1,500.00	750.00	750.00
1 State Highway Engineer -----	10,000.00	5,000.00	5,000.00
2 Assistant Engineers -----	12,000.00	5,999.90	6,000.10
1 Secretary -----	5,400.00	2,700.00	2,700.00
1 Accountant -----	5,400.00	2,700.00	2,700.00
2 Stenographers -----	6,000.00	3,000.00	3,000.00

Title of Appropriation	Amount Appropriated	Amount Expended	Balance
1 Chief Clerk -----	3,600.00	1,800.00	1,800.00
3 Draftsmen -----	10,800.00	5,382.50	5,417.50
Maintenance -----	80,000.00	39,977.15	40,022.85
State Highways—Maintenance, Construc- tion and Reconstruction -----	2,705,100.00	1,356,979.83	1,348,120.17
Aid—Construction of State Highways -----	2,500,000.00		2,500,000.00
Federal Aid -----	6,000,000.00	1,039,285.23	4,960,714.77
Distribution to Counties and Road Improve- ment Districts -----	6,000,000.00	1,999,900.00	4,000,100.00
Salaries, Assistant Attorney General and Stenographer -----	6,300.00	2,400.00	3,900.00
Salary—Extra Clerk State Treasurer's Office -----	3,150.00	100.00	3,050.00
Examination of Gasoline and Oil Records -----	12,000.00	2,414.19	9,585.81
Totals -----	\$17,516,650.00	\$ 4,540,853.88	12,975,796.12

AUTOMOBILE DIVISION

AUTOMOBILE DIVISION

The work of the Automobile Division of the Department has increased greatly from year to year on account of the natural increase in number of licenses issued and the additional work required because of a better enforcement of the license laws. Whereas, in 1922 only 85,000 vehicles were licensed, this year the total will not be far from 145,000. The increased work has been taken care of by diligent attention on the part of the regular employees and the assistance drawn from other divisions of the Department.

The Automobile Division has greatly outgrown the space provided for it and immediately some steps must be provided for additional floor space if the work is to go satisfactorily. The developments of the past few years have brought out forcibly some very necessary improvements. Some way must be provided for the keeping of additional registration records so that a more complete check can be kept on motor vehicle owners. A much more rigid enforcement of the law is imperative, as conservative estimates place the number of unlicensed automobiles and trucks at about 15,000. It is believed this can only be accomplished by giving the State sufficient appropriations and authority to carry on this work.

Certain improvements in the laws governing the ownership and operation of motor vehicles seem to be justified by present day practice. It would be well to investigate the feasibility of requiring the examination of drivers and furnishing of a proper evidence of title before licenses are issued on any motor vehicle.

There has been compiled a great deal of data relative to automobile registrations and revenues, number of passenger cars and trucks of different makes and classes licensed, etcetera. This data is clearly given in the following series of tables:

TABLE NO. XIX.
Automobile Applications Issued 1913 to October 31, 1924, State of Arkansas

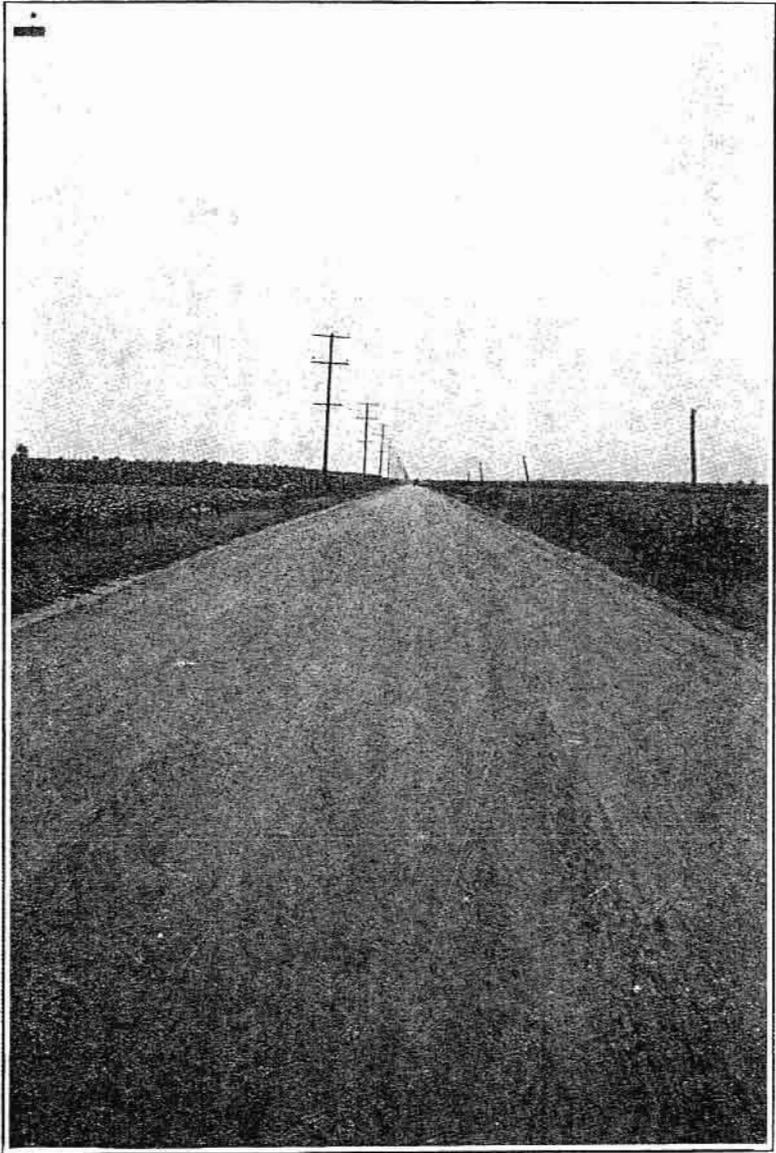
Counties	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	Oct. 1 1924
Arkansas	94	176	285	441	700	1187	1152	1253	1251	1946	2776	3044
Ashley	18	50	105	228	331	574	497	565	660	788	1150	1538
Baxter			4	10	37	47	52	57	144	211	314	490
Benton	51	192	307	445	702	1011	1540	2583	3031	3405	3805	3921
Boone	3	25	62	111	176	266	346	501	644	718	855	1023
Bradley	17	29	41	120	216	305	391	420	485	659	940	1242
Calhoun	5	16	29	68	135	237	282	295	296	417	485	562
Carroll	5	31	42	75	138	205	291	457	685	868	1048	1136
Chicot	15	59	80	159	267	438	578	641	661	850	1049	1246
Clark	28	70	88	173	361	581	701	789	759	907	1129	1596
Clay	25	57	104	183	279	458	538	659	739	935	1552	2046
Cleburne	2	9	15	42	89	113	139	177	236	270	352	553
Cleveland	6	12	18	55	132	225	246	259	276	347	490	601
Columbia	10	31	51	152	378	618	687	711	672	972	1480	1788
Conway	20	80	113	184	308	486	561	707	598	743	1003	1088
Craighead	49	133	159	272	576	885	1017	1233	1299	1818	2715	3353
Crawford	9	57	79	184	353	537	681	821	887	1214	1594	1682
Crittenden	11	23	39	170	389	525	554	634	710	1145	1583	1503
Cross	11	23	49	155	262	377	401	367	456	797	928	1038
Dallas	16	46	74	145	255	359	399	521	552	588	754	1057
Deshu	16	47	81	155	268	382	434	440	600	738	1029	1230
Drew	19	66	76	154	274	446	533	607	666	815	1089	1166
Faulkner	8	47	74	206	456	669	832	943	902	1141	1447	1847
Franklin	10	48	88	172	324	513	569	719	924	1070	1321	1427
Fulton	7	20	26	44	56	84	118	160	130	226	329	513
Grant	1	2	3	47	112	184	214	290	413	459	620	795

(Continued) **TABLE NO. XIX**
Automobile Applications Issued 1913 to October 1, 1924, State of Arkansas

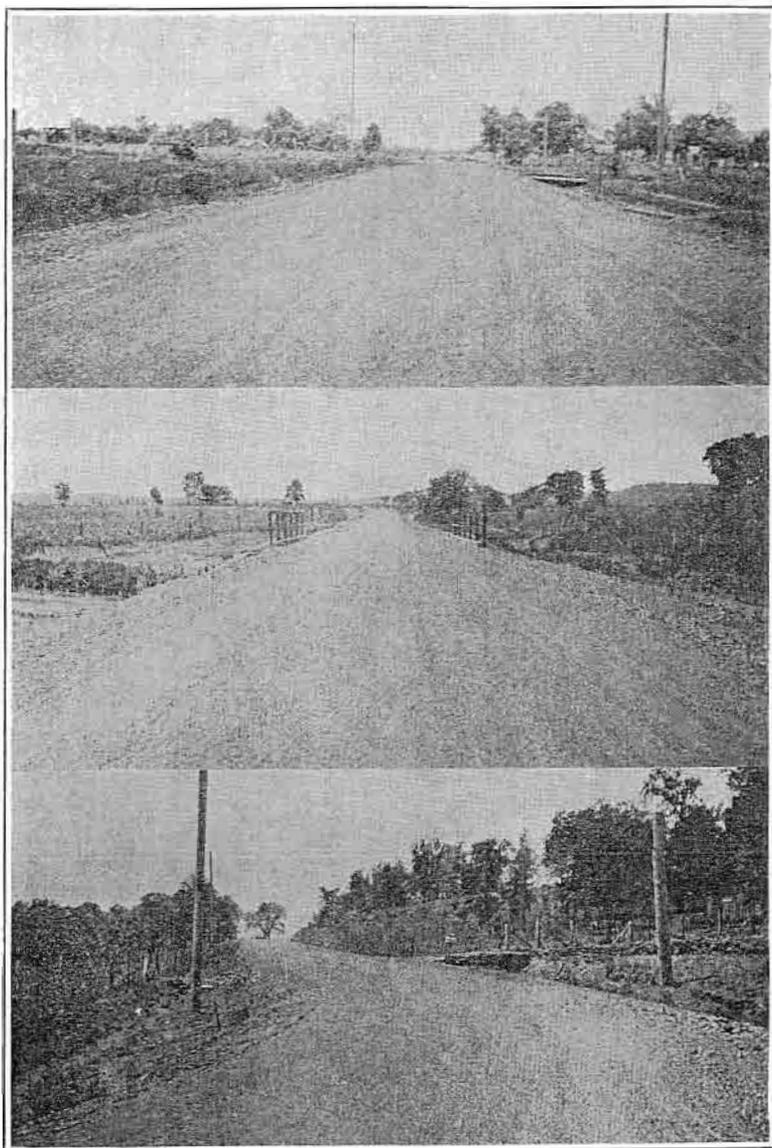
Counties	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	Oct. 1 1924
Garland	71	206	291	432	641	787	987	1445	2018	2539	3138	3915
Greene	40	76	111	209	387	543	677	664	684	927	1321	1520
Hempstead	51	92	100	217	468	686	828	880	836	1005	1293	1541
Hot Spring	9	34	60	101	174	301	365	442	492	646	821	1195
Howard	7	18	22	77	196	400	497	526	525	564	713	1149
Independence	7	33	49	121	307	434	534	627	695	793	1075	1400
Izard					6	22	34	60	83	129	215	423
Jackson	11	45	56	138	394	689	823	954	893	1099	1400	1547
Jefferson	106	309	443	789	1393	1761	2125	2635	3055	3565	4533	4912
Johnson	9	21	39	115	322	530	639	701	639	621	905	1116
LaFayette	22	85	117	162	227	329	381	463	541	651	874	1070
Lawrence	3	24	43	129	316	417	465	610	677	872	1354	1724
Lee	18	51	70	223	458	579	659	666	599	756	937	907
Lincoln	7	19	35	80	230	306	270	350	350	460	624	379
Little River	9	31	38	64	171	291	389	435	471	430	662	902
Logan	11	32	69	186	392	713	840	1007	1127	1254	1559	1834
Loneke	51	139	203	368	726	1074	1229	1368	1345	1651	2024	2230
Madison	--	2	5	9	20	47	85	131	186	263	334	407
Marion	--		2	11	35	58	57	57	58	103	189	310
Miller	27	106	156	244	412	667	864	999	1118	1226	1582	2109
Mississippi	76	138	187	427	925	1157	1181	1571	1398	1946	3266	4122
Monroe	19	41	54	125	324	505	486	496	508	596	845	959
Montgomery	2	6	8	20	36	101	144	186	214	262	445	644
Nevada	13	27	39	79	215	418	515	555	565	550	742	914
Newton	--	--	--	--	3	29	12	27	54	84	107	183
Ouachita	37	64	84	179	322	480	631	773	862	1123	2005	2789

(Concluded) **TABLE NO. XIX**
Automobile Applications Issued 1913 to October 1, 1924, State of Arkansas

Counties	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	Oct. 1 1924
Perry	1	--	2	33	113	143	164	193	156	187	213	235
Phillips	46	189	218	470	884	1070	1324	1490	1462	2076	2766	2825
Pike	3	9	22	55	105	172	211	238	266	339	426	595
Poinsett	14	35	53	139	257	386	443	395	519	827	1274	1437
Polk	10	40	40	53	149	250	314	438	547	587	757	879
Pope	20	62	102	204	351	610	784	858	1037	1273	1623	1976
Prairie	23	57	82	141	272	445	516	606	704	889	1130	1317
Pulaski	396	1311	1706	2429	4098	5856	7447	9266	11062	12688	16127	18539
Randolph	3	18	23	68	170	199	222	269	328	470	850	1110
Saline	19	44	71	152	288	349	423	566	696	860	1169	1465
Scott	3	22	36	65	136	263	287	313	331	362	422	450
Searcy	--	--	--	15	34	52	49	87	109	153	242	335
Sebastian	127	435	587	1013	1696	2420	3031	3795	4790	5774	6813	7149
Sevier	20	40	51	102	256	423	611	689	676	704	1003	1294
Sharp	--	1	3	13	37	64	74	112	116	186	352	622
St. Francis	21	51	95	297	487	507	685	757	822	1014	1351	1571
Stone	--	--	--	1	15	22	74	74	110	114	176	218
Union	15	40	72	191	339	469	524	640	1319	2714	4656	7175
Van Buren	--	12	17	58	111	140	158	213	184	200	268	376
Washington	35	132	206	364	631	935	1215	1607	1968	2519	3138	3733
White	36	59	120	192	440	782	925	1007	1182	1603	2100	2530
Woodruff	20	54	53	155	329	588	654	804	630	797	1019	1140
Yell	18	35	46	143	386	599	589	683	625	856	1150	1446
	1892	5694	7980	15008	28248	41730	50194	60537	68308	85353	113825	136103



A Gravel Section of the State Highway in Lonoke County, Near England



Three Sections of the Fort Smith-Greenwood Road in Sebastian County. This is a Primary Road of the State Highway System and is Surfaced with Burnt Shale.

TABLE NO. XX
 Distribution of Automobile Fees, 1913 to and Including June 30, 1924

Counties	1913 to 1921 (Inclusive)	1922	1923	Total County	Total State	License Fees	
						Feb 20 '17 to Dec. 31, '23	Jan 1 '24 to June 30, '24
Arkansas:							
County	\$ 16,310.12	\$ 16,075.32	\$ 21,526.05	\$ 53,911.49			
State	48,112.90	7,181.33	9,641.75		\$ 64,935.98	\$ 56,856.56	\$ 51,020.90
Ashley:							
County	7,289.90	5,948.25	8,124.20	21,362.35			
State	20,393.84	2,667.45	3,654.30		26,715.59	23,692.90	22,989.55
Baxter:							
County	1,054.40	1,591.10	2,240.90	4,886.40			
State	2,197.32	713.55	1,006.80		3,917.67	3,816.60	7,377.65
Benton:							
County	26,544.01	27,305.60	29,963.25	83,812.86			
State	66,275.98	12,213.15	13,555.00		92,044.13	85,538.25	64,055.65
Boone:							
County	5,745.17	5,503.75	6,416.20	17,665.12			
State	14,783.02	2,466.45	2,879.55		20,129.02	18,800.76	15,082.50
Bradley:							
County	4,805.35	5,280.10	7,280.00	17,365.45			
State	14,433.94	2,361.75	3,261.00		20,056.69	18,651.84	19,838.69
Calhoun:							
County	2,874.73	3,119.55	3,546.55	9,540.83			
State	10,065.95	1,399.50	1,592.70		13,058.15	12,141.08	8,515.25
Carroll:							
County	5,570.81	7,186.90	8,586.20	21,343.91			
State	12,933.68	3,210.30	3,837.00		19,980.98	18,679.05	20,877.15

(Continued) **TABLE NO. XX**
Distribution of Automobile Fees, 1913 to and Including June 30, 1924

Counties	1913 to 1921 (Inclusive)	1922	1923	Total County	Total State	License Fees	
						Feb 20 '17 to Dec. 31, '23	Jan 1 '24 to June 30, '24
Chicot:							
County	6,440.68	6,847.75	8,390.90	21,679.33			
State	21,414.19	3,062.25	3,753.45		28,229.89	26,440.36	21,224.50
Clark:							
County	7,533.51	7,421.75	8,725.50	23,680.76			
State	26,178.69	3,316.80	3,908.85		33,404.33	30,879.65	24,270.40
Clay:							
County	7,233.14	7,011.55	11,331.25	25,575.94			
State	22,105.16	3,148.35	5,089.05		30,342.56	28,823.34	29,712.75
Cleburne:							
County	1,994.63	2,014.95	2,557.45	6,567.03			
State	5,791.65	904.05	1,148.85		7,844.55	7,369.15	7,376.55
Cleveland:							
County	2,541.44	2,474.15	3,615.15	8,630.74			
State	9,256.83	1,112.40	1,622.85		11,922.08	11,262.80	8,416.60
Columbia:							
County	6,442.55	7,540.75	11,191.60	25,175.00			
State	25,275.85	3,377.55	5,018.40		33,671.80	31,716.31	28,252.10
Conway:							
County	6,732.35	5,750.15	7,710.15	20,192.65			
State	22,624.69	2,575.80	3,434.80		28,655.29	26,021.15	16,789.20
Craighead:							
County	12,693.03	14,863.80	21,829.15	49,385.98			
State	41,550.28	6,642.90	9,762.60		57,955.78	53,860.45	56,443.20

(Continued) **TABLE NO. XX**
Distribution of Automobile Fees, 1913 to and Including June 30, 1924

Counties	1913 to 1921 (Inclusive)	1922	1923	Total County	Total State	License Fees	
						Feb 20 '17 to Dec. 31, '23	Jan 1 '24 to June 30, '24
Crawford:							
County	8,307.39	9,524.55	12,337.15	30,169.00			
State	26,576.16	4,264.05	5,526.45		36,366.66	34,631.53	27,303.15
Crittenden:							
County	6,870.06	9,567.60	13,416.20	29,853.86			
State	23,152.45	4,272.15	5,987.25		33,411.85	32,019.36	27,668.70
Cross:							
County	4,609.57	6,033.30	7,151.20	17,794.07			
State	15,400.31	2,705.25	3,204.00		21,309.56	19,912.81	15,961.10
Dallas:							
County	5,752.88	4,606.70	5,670.00	16,029.58			
State	16,513.55	2,062.50	2,543.10		21,119.15	18,995.80	15,957.80
Desha:							
County	6,185.00	6,073.20	8,337.70	20,595.90			
State	17,063.77	2,713.50	3,727.65		23,504.92	21,245.48	21,116.30
Drew:							
County	6,651.75	6,609.40	8,556.80	21,817.95			
State	20,547.78	2,954.85	3,830.55		27,333.18	25,041.45	18,951.30
Faulkner:							
County	9,047.53	8,991.15	11,037.55	29,096.23			
State	30,969.83	4,024.50	4,956.00		39,950.33	37,913.75	28,206.40
Franklin:							
County	8,289.68	8,003.10	9,906.75	26,199.53			
State	23,755.84	3,590.40	4,443.90		31,790.14	29,404.35	21,967.95

(Continued) **TAB. F. NO. XX**
Distribution of Automobile Fees, 1913 to and Including June 30, 1924

Counties	1913 to 1921 (Inclusive)	1922	1923	Total County	Total State	Feb 20 '17 to Dec. 31, '23	License Fees Jan 1 '24 to June 30, '24
Fulton:							
County	1,422.12	1,723.40	2,475.20	5,620.72	6,653.31	5,992.55	8,257.55
State	4,770.66	772.50	1,110.15				
Garland:							
County	20,521.85	22,507.97	28,425.60	71,455.42	68,127.94	61,247.35	75,926.50
State	45,447.71	10,027.13	12,653.10				
Grant:							
County	3,280.97	3,536.75	4,619.60	11,437.32	12,523.68	12,100.25	12,964.80
State	8,866.23	1,585.05	2,072.40				
Greene:							
County	7,647.61	7,407.40	10,298.75	25,353.76	33,163.41	30,020.55	24,016.50
State	25,237.86	3,313.65	4,611.90				
Hempstead:							
County	8,735.45	8,437.80	10,232.60	27,405.85	39,753.75	36,420.93	25,360.60
State	31,407.37	3,766.95	4,579.43				
Hot Spring:							
County	4,773.02	4,995.20	6,029.80	15,798.02	18,878.73	17,662.93	18,027.05
State	13,933.68	2,237.70	2,707.35				
Howard:							
County	4,534.92	4,613.00	5,589.50	14,737.42	21,735.01	20,617.90	16,545.50
State	17,170.96	2,061.60	2,502.45				
Independence:							
County	6,553.65	6,088.60	8,130.45	20,772.70	26,871.97	25,014.60	21,137.55
State	20,499.32	2,728.35	3,644.30				

(Continued) **TABLE NO. XX**
Distribution of Automobile Fees, 1913 to and Including June 30, 1924

Counties	1913 to 1921 (Inclusive)	1922	1923	Total County	Total State	License Fees	
						Feb 20 '17 to Dec. 31, '23	Jan 1 '24 to June 30, '24
Izard:							
County	542.00	904.75	1,562.40	3,009.15	2,548.62	2,532.87	6,019.15
State	1,439.67	407.10	701.85				
Jackson:							
County	8,124.52	9,068.90	11,375.52	28,568.94	39,481.77	37,396.13	26,549.45
State	30,344.59	4,051.95	5,085.23				
Jefferson:							
County	31,872.53	30,909.54	37,787.50	100,569.57	118,711.47	106,311.36	88,638.05
State	88,012.31	13,781.71	16,917.45				
Johnson:							
County	5,921.11	4,672.85	6,706.35	17,300.31	28,183.62	26,524.05	16,790.80
State	23,077.92	2,095.80	3,009.90				
Lafayette:							
County	6,139.83	5,198.20	6,683.60	18,021.63	21,293.63	18,503.95	16,838.20
State	15,972.68	2,325.45	2,995.50				
Lawrence:							
County	5,769.80	6,686.75	10,274.25	22,730.80	27,444.22	26,232.80	28,346.50
State	19,841.32	2,996.55	4,606.35				
Lee:							
County	6,448.30	5,827.50	7,334.60	19,610.40	30,898.74	29,381.58	14,645.65
State	24,973.89	2,610.90	3,283.95				
Lincoln:							
County	3,716.06	3,714.55	4,641.34	12,071.95	15,920.60	14,804.85	11,807.55
State	12,176.90	1,660.95	2,082.75				

(Continued) **TABLE NO. XX**
Distribution of Automobile Fees, 1913 to and Including June 30, 1924

Counties	1913 to 1921 (Inclusive)	1922	1923	Total County	Total State	License Fees	
						Feb 20 '17 to Dec. 31, '23	Jan 1 '24 to June 30, '24
Little River:							
County	4,148.05	3,261.65	4,876.20	12,285.90	17,629.97	16,700.80	13,991.15
State	13,978.52	1,462.35	2,189.10	---	---	---	---
Logan:							
County	9,639.48	9,615.55	11,590.95	30,845.98	41,407.58	38,954.20	28,082.60
State	31,896.53	4,309.05	5,202.00	---	---	---	---
Lonoke:							
County	15,349.15	13,006.70	15,954.75	44,310.60	60,015.66	53,683.00	34,846.20
State	47,052.36	5,821.95	7,141.35	---	---	---	---
Madison:							
County	1,362.19	1,998.85	2,543.10	5,904.14	5,246.99	5,159.40	6,799.70
State	3,210.89	896.10	1,140.00	---	---	---	---
Marion:							
County	578.93	754.95	1,269.05	2,602.93	3,082.50	2,957.47	4,569.60
State	2,121.70	389.00	571.80	---	---	---	---
Miller:							
County	11,126.45	10,534.65	13,118.35	34,779.45	43,148.95	39,574.30	36,644.55
State	32,590.90	4,698.60	5,859.45	---	---	---	---
Mississippi:							
County	14,903.27	15,314.60	25,549.30	55,767.17	71,007.17	67,210.85	66,404.05
State	52,710.27	6,855.30	11,441.60	---	---	---	---
Monroe:							
County	5,464.14	4,585.35	6,512.45	16,561.94	24,221.44	22,260.10	14,511.10
State	19,249.09	2,054.44	2,917.80	---	---	---	---

(Continued) **TABLE NO. XX**
Distribution of Automobile Fees, 1913 to and Including June 30, 1924

Counties	1913 to 1921 (Inclusive)	1922	1923	Total County	Total State	License Fees	
						Feb 20 '17 to Dec. 31, '23	Jan 1 '24 to June 30, '24
Montgomery:							
County	1,667.82	2,382.97	3,735.55	7,786.34	7,974.44	7,733.48	13,126.35
State	5,246.16	1,060.58	1,667.70				
Nevada:							
County	5,121.61	4,399.50	5,654.25	15,175.36	22,712.52	21,552.06	15,404.00
State	18,209.97	1,968.00	2,534.55				
Newton:							
County	353.60	636.30	801.85	1,791.75	1,158.94	1,154.69	2,563.45
State	513.94	285.30	359.70				
Ouachita:							
County	8,399.40	8,731.45	15,638.85	32,769.20	35,501.96	32,781.98	42,525.15
State	24,585.56	3,910.50	7,005.90				
Perry:							
County	1,397.65	1,358.00	1,597.75	4,353.40	7,639.26	7,503.18	3,407.70
State	6,312.51	610.05	716.70				
Phillips:							
County	17,092.70	17,185.35	23,198.50	57,476.55	66,362.34	60,358.95	51,796.85
State	48,324.39	7,676.55	10,361.40				
Pike:							
County	2,496.79	2,621.50	3,308.55	8,426.84	10,521.66	9,834.60	8,667.45
State	7,865.46	1,174.35	1,481.85				
Poinsett:							
County	5,150.93	6,339.37	9,681.35	21,171.65	24,063.20	23,220.61	22,179.95
State	16,882.02	2,840.93	4,340.25				

(Continued) **TABLE NO. XX**
Distribution of Automobile Fees, 1913 to and Including June 30, 1924

Counties	1913 to 1921 (Inclusive)	1922	1923	Total County	Total State	License Fees	
						Feb 20 '17 to Dec. 31, '23	Jan 1 '24 to June 30, '24
Polk:							
County	4,547.80	4,620.70	5,913.25	15,081.75			
State	12,938.64	2,068.35	2,648.25	17,655.24	16,645.35		13,922.00
Pope:							
County	9,698.35	9,887.85	12,221.55	31,807.85			
State	28,589.73	4,428.60	5,481.30	38,449.63	35,524.60		31,808.85
Prairie:							
County	6,439.68	6,631.10	8,391.60	21,462.38			
State	20,440.12	2,975.25	3,756.90	27,181.27	24,800.36		19,223.90
Pulaski:							
County	112,253.65	107,070.52	132,819.25	352,143.42			
State	304,047.72	47,790.58	59,337.30	411,175.60	380,579.54		326,740.30
Randolph:							
County	2,645.59	3,418.45	6,176.15	12,240.19			
State	9,044.14	1,535.55	2,773.95	13,353.64	13,037.55		17,095.15
Saline:							
County	6,721.59	7,158.37	9,625.88	23,505.84			
State	18,192.02	3,196.88	4,300.72	25,689.62	23,550.10		24,756.95
Scott:							
County	2,981.05	2,721.94	3,152.27	8,855.26			
State	10,669.31	1,220.86	1,414.28	13,304.45	12,547.79		6,148.80
Searcy:							
County	878.88	1,145.90	1,842.40	3,867.18			
State	2,476.61	514.05	825.90	3,816.56	3,811.53		4,993.55

(Continued) **TABLE NO. XX**
Distribution of Automobile Fees, 1913 to and Including June 30, 1924

Counties	1913 to 1921 (Inclusive)	1922	1923	Total County	Total State	Feb 20 '17 to Dec. 31, '23	License Fees Jan 1 '24 to June 30, '24
Sebastian:							
County	46,475.34	47,570.07	55,799.80	149,845.21			
State	123,982.79	21,253.28	24,933.90		170,169.97	156,210.67	122,752.90
Sevier:							
County	5,926.44	5,874.40	7,844.55	19,645.39			
State	21,216.34	2,623.20	3,512.40		27,351.94	26,029.73	20,635.30
Sharp:							
County	917.45	1,403.50	2,492.00	4,812.95			
State	3,137.47	629.40	1,120.35		4,887.22	4,898.01	9,721.55
St. Francis							
County	8,353.76	7,557.20	10,247.30	26,158.26			
State	26,386.75	3,890.90	4,594.35		34,372.00	32,545.85	24,144.75
Stone:							
County	710.98	880.95	1,910.30	3,502.23			
State	1,873.33	394.65	845.10		3,113.08	3,101.85	3,918.65
Union:							
County	11,208.06	21,118.30	36,081.85	68,408.21			
State	23,630.53	9,457.80	16,162.05		49,250.38	46,945.39	104,162.85
Van Buren:							
County	1,840.07	1,563.80	2,036.65	5,440.52			
State	6,557.19	700.20	913.05		8,170.44	7,605.60	5,193.60
Washington:							
County	18,692.10	20,898.50	25,179.70	64,770.30			
State	49,905.16	9,334.35	11,262.00		70,501.51	64,925.30	63,627.65

(Concluded) **TABLE NO. XX**
Distribution of Automobile Fees, 1913 to and Including June 30, 1924

Counties	1913 to 1921 (Inclusive)	1922	1923	Total County	Total State	License Fees	
						Feb 20 '17 to Dec. 31, '23	Jan 1 '24 to June 30, '24
White:							
County	10,663.82	12,500.00	16,137.80	39,301.62			
State	34,834.11	5,597.55	7,231.20		47,662.86	45,386.51	38,495.30
Woodruff:							
County	6,663.16	6,294.05	8,127.53	21,084.74			
State	25,052.66	2,317.00	3,636.07		31,505.73	28,898.02	17,933.35
Yell:							
County	6,407.04	6,540.10	8,752.80	21,699.94			
State	23,912.89	2,931.30	3,923.70		30,767.89	28,739.38	21,703.90
TOTALS	\$2,669,934.99	\$997,407.05	\$1,305,000.77	\$2,262,438.45	\$2,709,904.36	\$2,510,902.23	\$2,233,790.89

TABLE NO. XXI
Distribution of Gasoline Tax, April 1, 1921, to December 31, 1923

Counties	.01c Tax 1921	.01c Tax 1922	.01c Tax Jan. 1 to Apr. 1, 1923	.03c Tax Apr. 1 to Dec. 31, '23	Total County	Total State
Arkansas:						
County	\$ 2,109.38	\$ 1,748.91	\$ 406.57	\$ 10,821.19	\$ 15,086.05	4,264.86
State	2,109.38	1,748.91	406.57			
Ashley:						
County	777.00	781.60	266.48	11,792.08	13,617.16	1,825.08
State	777.00	781.60	266.48			
Baxter:						
County	72.06	83.13	49.76	5,145.83	5,350.78	204.95
State	72.06	83.13	49.76			
Benton:						
County	2,423.04	3,978.69	1,172.80	18,261.86	25,836.39	7,574.53
State	2,423.04	3,978.69	1,172.80			
Boone:						
County	493.39	455.46	377.78	8,102.67	9,429.30	1,826.63
State	493.39	455.46	377.78			
Bradley:						
County	390.61	328.21	47.34	8,040.88	8,807.04	766.16
State	390.61	328.21	47.34			
Calhoun:						
County	204.36	222.12		5,940.20	6,366.68	426.48
State	204.36	222.12				
Carroll:						
County	662.22	595.59	154.10	8,958.84	10,370.75	1,411.91
State	662.22	595.59	154.10			

(Continued)
 TABLE NO. XXI
 Distribution of Gasoline Tax, April 1, 1921, to December 31, 1923

Counties	.01c Tax 1921	.01c Tax 1922	.01c Tax Jan. 1 to Apr. 1, 1923	.03c Tax Apr. 1 to Dec. 31, '23	Total County	Total State
Chicot: County	1,083.78	1,470.57	545.57	10,953.60	14,053.52	3,099.92
State	1,083.78	1,470.57	545.57			
Clark: County	529.72	122.24	28.26	12,913.05	13,593.27	680.22
State	529.72	122.24	28.26			
Clay: County	620.97	561.75	673.75	13,742.74	15,599.21	1,856.47
State	620.97	561.75	673.75			
Cleburne: County	148.14	212.17	135.72	6,399.17	6,895.20	496.08
State	148.14	212.17	135.72			
Cleveland County	181.18	119.13	20.73	6,178.51	6,499.55	321.04
State	181.18	119.13	20.73			
Columbia: County	1,140.69	1,418.63	531.78	13,936.90	17,028.00	3,091.10
State	1,140.69	1,418.63	531.78			
Conway: County	662.02	745.06	392.76	11,368.44	13,168.28	1,799.84
State	662.02	745.06	392.76			
Craighead: County	2,037.87	2,292.88	850.80	18,906.17	24,087.72	5,181.55
State	2,037.87	2,292.88	850.80			

(Continued) **TABLE NO. XXI**
Distribution of Gasoline Tax, April 1, 1921, to December 31, 1923

Counties	.01c Tax 1921	.01c Tax 1922	.01c Tax Jan. 1 to Apr. 1, 1923	.03c Tax Apr. 1 to Dec. 31, '23	Total County	Total State
Crawford						
County	1,082.25	1,582.26	457.16	12,966.02	16,091.69	3,125.67
State	1,082.25	1,582.26	457.16			
Crittenden:						
County	896.50	1,401.62		14,757.78	17,055.90	2,298.12
State	896.50	1,401.62				
Cross:						
County	770.29	981.86	274.03	9,356.01	11,382.19	2,026.18
State	770.29	981.86	274.03			
Dallas:						
County	511.68	743.32	208.29	7,264.18	8,727.47	1,463.29
State	511.68	743.32	208.29			
Desha:						
County	535.35	480.09	163.63	10,220.99	11,400.06	1,179.07
State	535.35	480.09	163.63			
Drew:						
County	749.69	910.88	317.74	10,988.89	12,967.20	1,978.31
State	749.69	910.88	317.74			
Faulkner:						
County	761.81	1,169.55	244.62	13,945.74	16,121.72	2,175.98
State	761.81	1,169.55	244.62			
Franklin:						
County	637.68	739.93	318.10	9,753.20	11,448.71	1,695.51
State	637.68	739.93	318.10			

(Continued) **TABLE NO. XXI**
Distribution of Gasoline Tax, April 1, 1921, to December 31, 1923

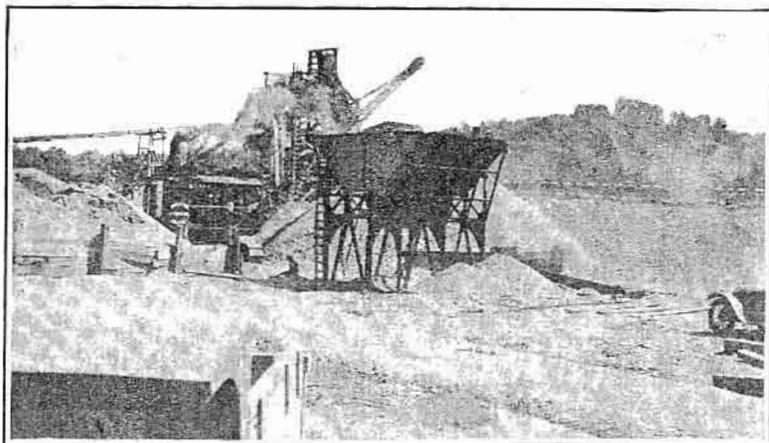
Counties	.01c Tax 1921	.01c Tax 1922	.01c Tax Jan. 1 to Apr. 1, 1923	.03c Tax Apr. 1 to Dec. 31, '23	Total County	Total State
Fulton:						
County	192.36	260.27	81.82	5,630.46	6,184.91	534.46
State	192.36	260.27	81.82			
Garland:						
County	3,287.28	4,803.15	1,397.19	12,992.49	22,480.11	9,487.62
State	3,287.28	4,803.15	1,397.19			
Grant:						
County	241.77	533.06	175.76	5,892.96	6,343.55	950.59
State	241.77	533.06	175.76			
Greene:						
County	692.09	597.39	105.55	13,151.38	14,546.41	1,395.03
State	692.09	597.39	105.55			
Hempstead:						
County	1,193.40	1,274.14	293.64	15,914.02	18,675.20	2,761.18
State	1,193.40	1,274.14	293.64			
Hot Spring:						
County	\$517.00	520.13	288.70	8,958.84	10,284.67	1,325.83
State	517.00	520.13	288.70			
Howard:						
County	560.97	669.74	220.00	9,356.02	10,806.73	1,450.71
State	560.97	669.74	220.00			
Independence:						
County	472.19	845.13	486.10	12,074.54	13,877.96	1,803.42
State	4472.19	845.13	486.10			

(Continued) **TABLE NO. XXI**
Distribution of Gasoline Tax, April 1, 1921, to December 31, 1923

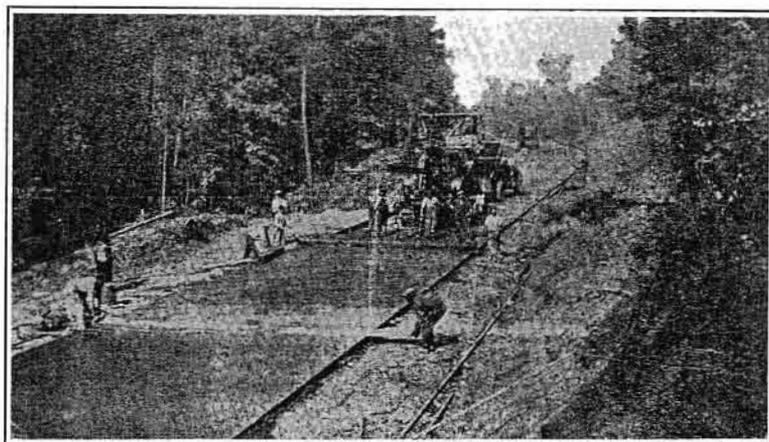
Counties	.01c Tax 1921	.01c Tax 1922	.01c Tax Jan. 1 to Apr. 1, 1923	.03c Tax Apr. 1 to Dec. 31, '23	Total County	Total State
Izard:						
County	16.10	1.88	2.99	6,990.56	7,011.53	20.97
State	16.10	1.88	2.99			
Jackson:						
County	1,157.78	1,362.22	432.75	12,815.98	15,768.73	2,952.75
State	1,157.78	1,362.22	432.75			
Jefferson:						
County	3,560.54	4,222.79	1,380.66	30,389.33	39,553.32	9,163.99
State	3,560	4,222.79	1,380.66			
Johnson:						
County	439.11	627.96	345.91	10,609.37	12,022.35	1,412.98
State	439.11	627.96	345.91			
LaFayette:						
County	700.60	901.08	408.19	7,820.23	9,830.10	2,009.87
State	700.60	901.08	408.19			
Lawrence:						
County	573.37	846.21	239.35	11,130.12	12,789.05	1,658.93
State	573.37	846.21	239.35			
Lee:						
County	826.48	1,055.88	557.68	14,537.11	16,977.15	2,440.04
State	573.37	1,055.88	557.68			
Lincoln:						
County	288.01	724.66	286.61	9,453.11	10,752.39	1,299.28
State	288.01	724.66	286.61			

(Continued) **TABLE NO. XXI**
Distribution of Gasoline Tax, April 1, 1921, to December 31, 1923

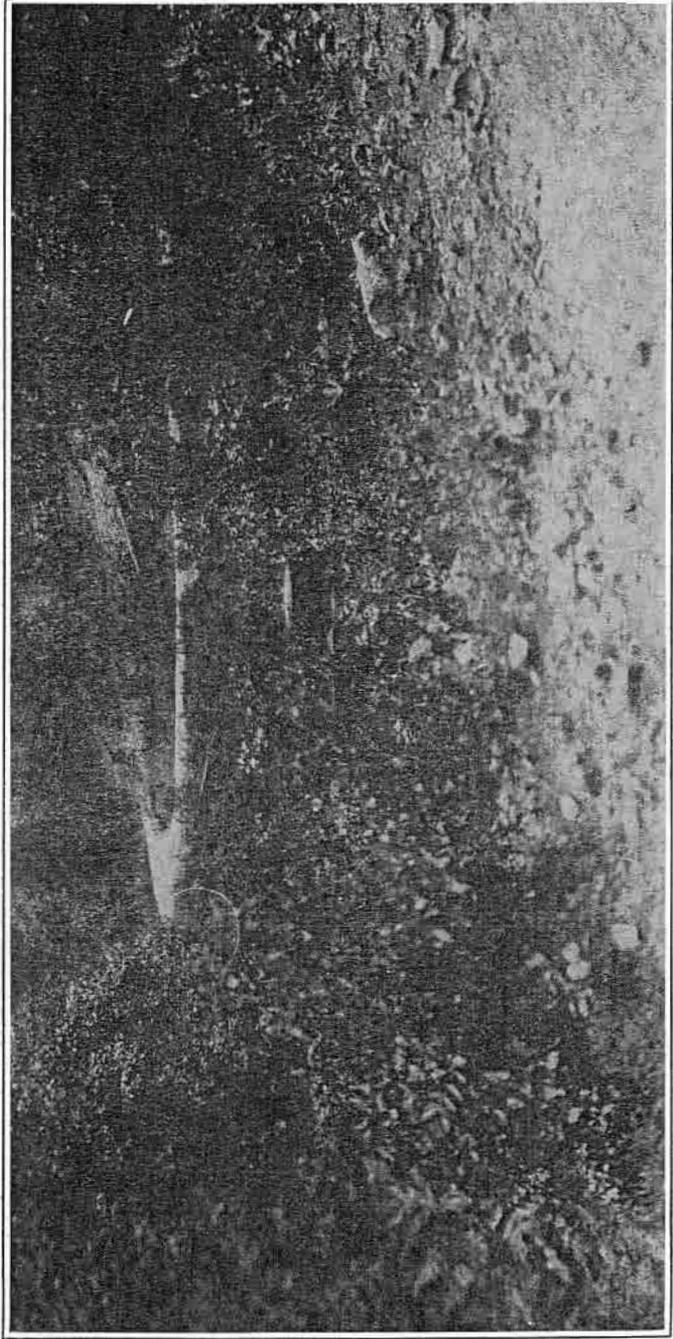
Counties	.01c Tax 1921	.01c Tax 1922	.01c Tax Jan. 1 to Apr. 1, 1923	.03c Tax Apr. 1 to Dec. 31, '23	Total County	Total State
Little River:						
County	626.94	696.46	195.83	8,217.42	9,736.65	1,519.23
State	626.94	696.46	195.83			
Logan:						
County	839.03	789.91	156.65	13,027.80	14,813.39	1,785.59
State	839.03	789.91	156.65			
Lonoke:						
County	1,092.27	1,029.53	209.38	16,823.15	19,154.33	2,331.18
State	1,092.27	1,029.53	209.38			
Madison:						
County	70.72	131.74	39.19	7,511.30	7,752.95	241.65
State	70.72	131.74	39.19			
Marion:						
County	42.80	44.75	44.49	5,119.34	5,251.38	132.04
State	42.80	44.75	44.49			
Miller:						
County	876.52	1,139.26	245.24	12,101.02	14,362.04	2,261.02
State	876.52	1,139.26	245.24			
Mississippi:						
County	2,094.08	975.83	1,785.06	23,831.30	28,686.27	4,854.97
State	2,094.08	975.83	1,785.06			
Monroe:						
County	606.57	957.99	539.65	10,882.99	12,987.20	2,104.21
State	606.57	957.99	539.65			



A View of the Material Plants Furnishing Sand and Gravel for the Little Rock-Hot Springs Highway. Note Material Batcher in Foreground



A Big Concrete Mixer at Work on the Little Rock-Hot Springs State Highway Between Benton and Hot Springs. This Entire Project will be Completed Early in 1925 and will Furnish a Paved Road from Little Rock to Hot Springs, 53 Miles.



A View of the Marshall-Mountain View State Highway in the Mountains of Stone County

(Continued)
TABLE NO. XXI
Distribution of Gasoline Tax, April 1, 1921, to December 31, 1923

Counties	.01c Tax 1921	.01c Tax 1922	.01c Tax Jan. 1 to Apr. 1, 1923	.03c Tax Apr. 1 to Dec. 31, '23	Total County	Total State
Montgomery:						
County	204.55	344.01	222.01	5,595.97	6,366.54	770.57
State	204.55	344.01	222.01			
Nevada:						
County	591.51	665.52	301.48	11,050.67	12,609.18	1,558.51
State	591.51	665.52	301.48			
Newton:						
County	67.29	54.47	27.27	5,640.10	5,789.13	149.03
State	67.29	54.47	27.27			
Ouachita:						
County	1,144.06	1,881.73	775.93	10,388.70	14,190.42	3,801.72
State	1,144.06	1,881.73	775.93			
Perry:						
County	127.31	103.71	82.39	4,986.93	5,300.84	313.91
State	127.31	103.71	82.39			
Phillips:						
County	3,037.66	3,088.36	905.28	20,327.85	27,359.15	7,031.30
State	3,037.66	3,088.36	905.28			
Pike:						
County		279.01	127.32	6,801.34	7,207.67	406.33
State		279.01	127.32			
Poinsett:						
County	713.71	1,911.88	229.36	10,213.60	13,068.55	2,854.95
State	713.71	1,911.88	229.36			

(Continued)
TABLE NO. XXI
Distribution of Gasoline Tax, April 1, 1921, to December 31, 1923

Countries	.01c Tax 1921	.01c Tax 1922	.01c Tax Jan. 1 to Apr. 1, 1923	.03c Tax Apr. 1 to Dec. 31, '23	Total County	Total State
Polk:						
County	693.64	867.77	247.78	8,972.68	10,781.87	1,809.19
State	693.64	867.77	247.78			
Pope:						
County	886.83	1,345.67	291.04	13,046.24	15,569.78	2,523.54
State	886.83	1,345.67	291.04			
Prairie:						
County	711.18	441.84	222.87	14,807.19	16,183.08	1,375.89
State	711.18	441.84	222.87			
Pulaski:						
County	15,589.43	23,308.84	8,054.49	49,139.68	96,092.44	46,952.76
State	15,589.43	23,308.84	8,054.49			
Randolph:						
County	170.76	383.69	260.25	8,862.80	9,677.50	814.70
State	170.76	383.69	260.25			
Saline:						
County	874.75	1,127.76	567.67	8,223.15	10,793.33	2,570.18
State	874.75	1,127.76	567.67			
Scott:						
County	187.89	256.28	83.49	6,753.34	7,281.00	527.66
State	187.89	256.28	83.49			
Searcy:						
County	36.13	124.59	67.96	10,107.84	10,336.55	228.71
State	36.13	124.59	67.96			

(Continued) **TABLE NO. XXI**
Distribution of Gasoline Tax, April 1, 1921, to December 31, 1923

Counties	.01c Tax 1921	.01c Tax 1922	.01c Tax Jan. 1 to Apr. 1, 1923	.03c Tax Apr. 1 to Dec. 31, '23	Total County	Total State
Sebastian:						
County	6,532.15	9,517.49	2,193.23	26,066.24	44,309.11	18,242.87
State	6,532.15	9,517.49	2,193.23			
Sevier:						
County	924.34	1,125.13	430.24	8,746.21	11,225.92	2,479.71
State	924.34	1,125.13	430.24			
Sharp:						
County	132.85	137.61	67.92	6,733.32	7,071.70	338.38
State	132.85	137.61	67.92			
St. Francis:						
County	1,001.90	606.87	285.67	13,016.76	14,911.20	1,894.44
State	1,001.90	606.87	285.67			
Stone:						
County	60.63	108.22	27.38	5,788.68	5,984.91	196.23
State	60.63	108.22	27.38			
Union:						
County	2,684.56	3,761.85	879.72	13,904.78	21,230.91	7,326.13
State	2,684.56	3,761.85	879.72			
Van Buren:						
County	173.08	164.49	28.22	12,172.93	12,538.72	365.79
State	173.08	164.49	28.22			
Washington:						
County	1,564.09	2,760.64	592.39	17,808.52	22,725.64	4,917.12
State	1,564.09	2,760.64	592.39			

TABLE XXII.

**Number and Make of Passenger Cars Licensed
in Arkansas During 1923 and 1924**

Make	No. 1923	No. 1924
Allen	143	86
Ambassador	2	1
American	9	8
Anderson	9	6
Apperson	33	27
Auburn	68	57
Austin	1	1
Argo	1	
Beggs	2	1
Birch	14	2
Briscoe	136	85
Bour Davis	8	4
Buick	3910	4195
Bush	4	2
Chrysler		65
Cadillac	431	374
Case	76	66
Chalmers	349	276
Chandler	390	281
Chevrolet	4466	5672
Cleveland	82	68
Climber	94	91
Cole	139	114
Columbia	37	30
Commonwealth	7	5
Crow-Elkhart	61	31
Cunningham	12	2
Curtis	14	12
Climax		1
Champion	1	
Comet	2	
Carter	2	
Daniels	1	1
Davis	15	16
Dixie Flyer	38	32
Dodge	6735	7099
Dorris	1	3

TABLE XXII (Continued)
 Number and Make of Passenger Cars Licensed
 in Arkansas During 1923 and 1924

Make	No. 1923	No. 1924
Durant -----	347	375
Dort -----	548	385
Detroit -----	3	
Earl -----	1	2
Elgin -----	31	17
Elcar -----	46	43
Emmerson -----	4	2
Empire -----	16	3
Essex -----	696	818
Enger -----	1	
Everett -----	1	
Foster -----		1
Ford -----	65914	85529
Franklin -----	282	306
Flint -----		12
Graham Bros. -----		1
Gardner -----	132	124
Grant -----	102	62
Gray -----	119	255
Glide -----	3	
Gordon -----		1
Halliday -----	1	1
Harroun -----	1	5
Haynes -----	129	136
Hollier -----	1	1
Holmes -----	4	3
Hudson -----	727	734
Huffman -----	3	3
Hupmobile -----	1058	1135
Hanson -----		1
Hercules -----	1	
Interstate -----	17	6
International -----		20
Jackson -----	11	6
Jeffrey -----	61	38
Jewett -----	73	117
Jones -----	2	4

TABLE XXII (Continued)
 Number and Make of Passenger Cars Licensed
 in Arkansas During 1923 and 1924

Make	No. 1923	No. 1924
Jordan -----	60	78
Kin -----	47	29
Kissell -----	36	30
Krit -----	1	
Lexington -----	101	63
Liberty -----	36	26
Lincoln -----	46	116
Locomobile -----	5	5
Lozier -----	3	2
Mack -----		1
Maibohm -----	3	2
Maxwell -----	1533	1346
Mercer -----	4	4
Metior -----	4	6
Metz -----	18	6
Michigan -----		1
Mitchell -----	106	67
Monroe -----	27	14
Moon -----	117	122
Marmon -----	56	63
Milburn -----		14
Marion -----	2	
Marshall -----	1	
Moline King Bee -----	1	
Nash -----	858	908
National -----	23	13
Oakland -----	567	506
Oldsmobile -----	627	596
Olympia -----	1	2
Overland -----	4048	4124
Packard -----	152	211
Paige -----	464	357
Pan American -----	7	5
Pathfinder -----	5	3
Patterson -----	5	4
Peerless -----	37	36
Piedmont -----	26	17

TABLE XXII (Continued)
 Number and Make of Passenger Cars Licensed
 in Arkansas During 1923 and 1924

Make	No. 1923	No. 1924
Pierce Arrow -----	3	4
Premier -----	21	18
Pullman -----	5	5
Pilot -----	2	
Pratt -----	1	
Rickenbacker -----		2
Ranger -----	1	2
Regal -----	18	13
Roamer -----	16	10
R. C. H. -----	1	1
Reo -----	399	362
Rockfall -----		3
Rollins -----		22
Saxon -----	187	88
Sayers Scovall -----	3	2
Scripps Booth -----	43	32
Seneca -----	1	1
Standard Steel -----	2	2
Stearns Knight -----	33	32
Stephens -----	244	173
Stevens -----	11	14
Stoddard Dayton -----	1	1
Studebaker -----	2696	2885
Stutz -----	30	27
Stafford -----		2
Star -----	906	1256
Spacke -----	1	
Sun -----	1	
Templar -----	3	
Texan -----	9	4
Tulsa -----	18	17
Toyland -----	1	
Veile -----	191	162
Vim -----	2	
Wescott -----	24	24
White -----	7	5
Willis St. Claire -----	13	14

TABLE XXII (Continued)

**Number and Make of Passenger Cars Licensed
in Arkansas During 1923 and 1924**

Make	No. 1923	No. 1924
Winton -----	17	14
Willys Knight -----	385	515
Yellow Cab -----	40	52

Electric

Columbus -----		1
Detroit -----	35	29
Maibohm -----	12	1
Ohio -----	4	4
Rauch Long -----	11	10
Wood -----	2	3
Melbourne -----		1
Milburn -----	6	

Steamers

Stanley -----	4	6
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Motorcycles

Excelsior -----	18	16
Harley Davidson -----	153	191
Henderson -----	11	20
Cleveland -----	1	
Indian -----	42	36
Iver Johnson -----	1	
Thor -----		1
Ace -----	1	1
Pope -----	2	
Yale -----	1	
Nearacar -----	1	

TABLE XXIII
Number and Make of Trucks Licensed in
Arkansas During 1923 and 1924

Make	No. 1923	No. 1924
Accason	4	4
Acme	14	5
Apperson		1
Armleder	47	38
Auto Car	3	2
Avery		1
Alco	1	
All American	1	
Ambulances and Hearse	4	
Bethlehem	17	6
Buick	27	32
Briscoe	1	1
Cadillac	11	9
Case	1	2
Chalmers	3	3
Chandler		1
Chevrolet	137	296
Climber	8	6
Clydesdale	8	8
Cole	1	3
Commercial	4	3
Cunningham	1	3
Continental		1
Collier	1	
Davis		1
Day Elder	23	11
Dearborn	1	1
Defiance	2	2
De Kalb	2	1
Denby	3	4
Diamond T	25	20
Dodge	462	478
Dort	6	4
Duplex	7	4
Dayton		1
E. M. F.		1
Fed. Knight		1

TABLE XXIII (Continued)
**Number and Make of Trucks Licensed
 in Arkansas During 1923 and 1924**

Make	No. 1923	No. 1924
Federal -----	190	167
Ford -----	8167	13347
F. W. D. -----	5	1
Graham Bros. -----		23
Garford -----	63	59
Gary -----	5	7
G. M. C. -----	105	97
Grant -----	2	2
Gran Bernstein -----	13	2
Garfield -----		3
Herbert -----		1
Hudson -----	3	8
Huffman -----	3	1
Hupmobile -----	1	10
Hulbert -----	1	
Haynes -----	1	
Hug -----	1	6
Indiana -----	30	29
International -----	324	274
I. H. C. -----		5
Jeffrey -----	1	
Kankakee -----		1
K. K. K. -----	1	
Kelley -----	23	17
Kissell -----	24	10
Koehler -----	2	2
King -----	1	
Laudinghoss -----	2	2
Little Giant -----	9	3
Lorine -----	4	1
Lunford -----	1	
Masters -----	2	3
Mason K. -----		4.
McNamer -----	1	
Mitchell -----	1	
Mack -----	20	20
Maxwell -----	116	85

TABLE XIXIII (Continued)
**Number and Make of Trucks Licensed
 in Arkansas During 1923 and 1924**

Make	No. 1923	No. 1924
Meteor -----	7	14
Moon -----	3	2
McCormack -----		1
Nash -----	71	28
Oneida -----	1	
Oakland -----	1	1
O. K. -----	42	23
Oldsmobile -----	78	66
Old Hickory -----	2	
Overland -----	25	33
Oklahoma -----	1	
Piedmont -----	1	1
Packard -----	43	32
Paige -----	9	3
Parrot -----	2	1
Peerless -----	5	3
Pierce Arrow -----	19	9
Patriot -----		3
Ranger -----	3	
Reo -----	117	112
Rush -----	1	
Republic -----	288	186
Rockfall -----	3	1
Ruggles -----	2	3
Rochler -----		1
Stearnes Knight -----		1
Sampson -----	3	2
Sanford -----		1
Sayers Scoville -----	4	7
Stephens -----	1	
Seldon -----	2	1
Service -----	35	17
Standard -----	2	2
Sterling -----	1	
Stewart -----	8	5
Studebaker -----	25	12
Star -----	9	13

TABLE XXIII (Concluded)
Number and Make of Trucks Licensed
in Arkansas During 1923 and 1924

Make	No. 1923	No. 1924
Traffie -----	43	24
Tropic -----		1
U. S. -----	24	23
Velie -----	1	2
Vim -----	18	9
White -----	180	201
Wichitaw -----	16	13
Willys Knight -----		2
Wilson -----	3	2
Winton -----	1	1
Trailers and Semi-Trailers -----	84	274

Table XXIV
State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
ALABAMA	Horse Power Under 25 .....\$11.25 25 to less than 30.... 18.75 30 to less than 40.... 28.25 40 or over 30.00 Steam, per car 25.00 Electric, per car 20.00	Tons Capacity Under 1 ton .....\$15.00 1 to less than 2..... 22.50 2 to less than 3..... 50.00 3 to less than 4..... 100.00 4 to less than 5..... 200.00 5 to less than 6..... 400.00 6 to less than 7..... 750.00 7 and over 1000.00 Tractors, each 100.00 except where used on farm	Maximum gross weight, 10 tons. Maximum gross weight, 10 tons.	Maximum .....30 Gas tax, 2c per gallon (b)
ARIZONA	Horse Power 25 or less\$ 5.00 25-40 10.00 Over 40 15.00	Tons Capacity 1 1-2 or less .....\$10.00 Over 1 1-2 to 3..... 15.00 Over 3 25.00	Maximum gross weight, 15 tons. With six wheels, 20 tons. Maximum load, 700 lbs. per inch width (base) of tires. Metal tires 500 lbs. Maximum Dimensions Width, 96 inches. Height, 12 feet 6 inches. Length, 30 feet. Combination of vehicles, length, 85 feet, width 108 inches. Traction engines, width 108 inches.	City .....10-15 County .....30 Gas tax, 8c per gallon. (b)

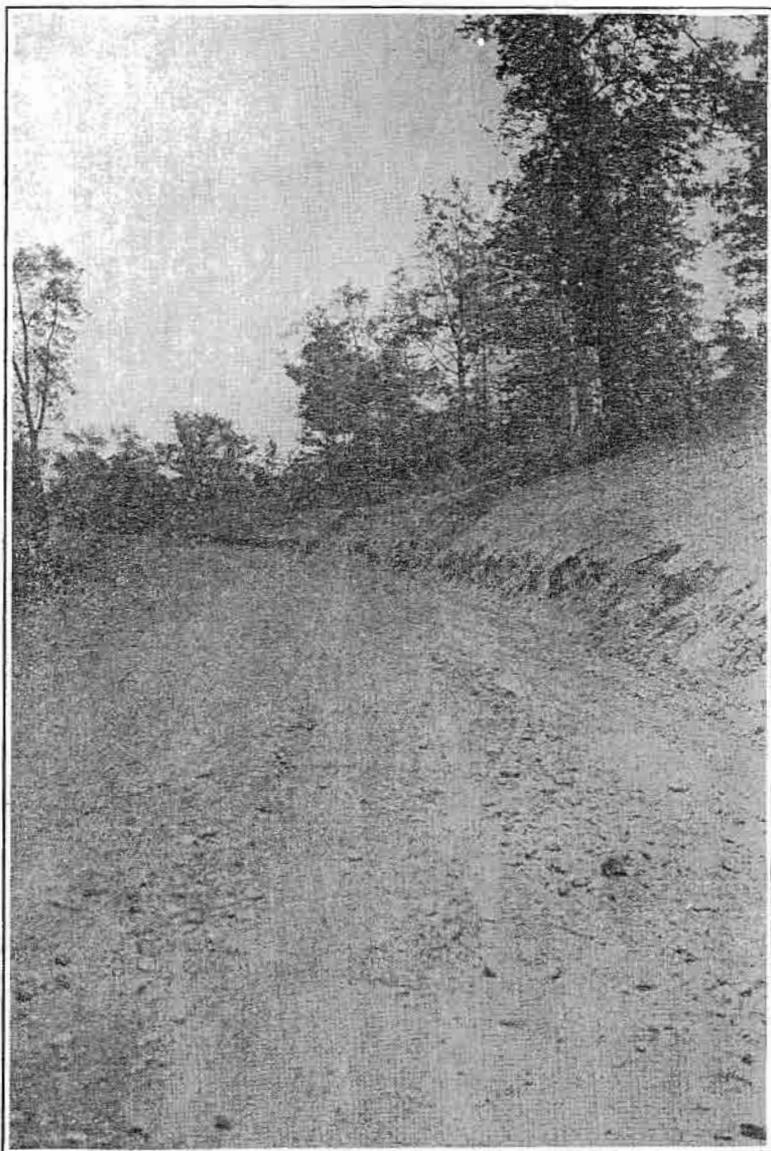
(a) Registration fees are in lieu of all property taxes.
 (b) All motor vehicles taxed as personal property.

Table XXIV (Continued)
State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

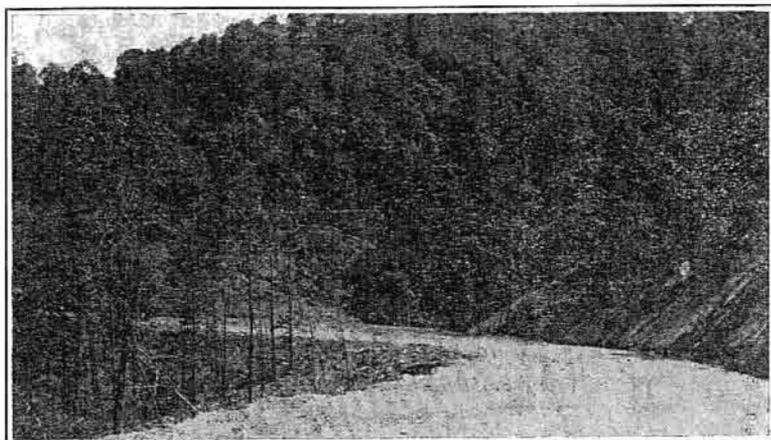
STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
ARKANSAS	<p>Horse Power and Pounds Gross Weight 12 1-2c per H. P. and 55c per 100 lbs. gross weight of vehicle and load. Equipped with pneumatic tires,) Minimum Fee .....\$15.00</p>	<p>Tons Capacity (Pneumatic Tires.) 1 ton or less.....\$25.00 1-2 tons.....35.00 2 tons.....60.00 1-2 tons.....90.00 3 tons.....125.00 1-2 tons.....150.00 4 tons.....175.00 1-2 tons.....225.00 3 tons.....300.00 6 tons.....400.00 Equipped with two or more solid tires, one and one-half times the above schedule except for trucks of 1 ton or less capacity. Minimum fee .....\$15.00</p>	<p>Maximum gross weight 11 tons. Rear axle limit 3-4 of gross. 1-2 axle load on one wheel. Trailers with two wheels shall be figured as carrying 3-4 of gross. A graduated scale of weight limits based on nominal tire widths is also prescribed. Maximum Dimensions Width, 96 inches. Length, 80 feet. Height, 12 feet 6 inches. Length of combination, 65 feet.</p>	<p>Open country .....35 Suburban, Trucks 4 to 6 ton.....15 Over 6.....10 Metal tires.....6 Gas tax, 4c per gallon Oil tax, 10c per gallon (b)</p>

Table XXIV (Continued)
State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

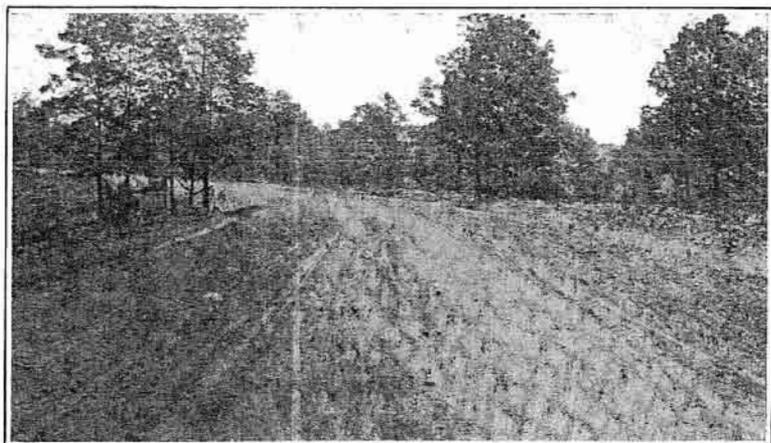
STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
CALIFORNIA	Flat Rate Per car \$ 3.00 Steam per car 8.00 Electric per car 13.00 When used as common carrier 88.00	Flat Rate Plus Weight Per car \$ 3.00 Plus following fees Wt. Unladen Fnet. Solid Less than 3,000. \$ 5.00 \$10.00 3,000 to 5,999. 10.00 20.00 6,000 to 9,999. 15.00 30.00 10,000 or over. 20.00 40.00	Maximum gross weight, 12 tons With six wheels, 17 tons, 700 lbs. per inch (base) width of rubber tires. 600 lbs. metal tires. Maximum Dimensions Width, 96 inches, 102 inches for common carriers on highways exceeding 15 feet in width. Length of combination of vehicle, 60 feet.	Open country 35 Business district 15 Residence district 20 Trucks—Gross Weight 8 tons or more 20 Iron and Steel Tires 4 1-2 to 6 tons 25 Over 6 to 11 15 Over 11 10 Trailers 4 or more 15 With metal tires 6 Gas tax, 2c per gallon (b)
	COLORADO	Cost Price 1 1-2 of 1 per cent of cost price job factory. 80 per cent reduction after 5th year. 60 per cent reduction after 8th year. Maximum fee \$ 5.00	Tons Capacity 1 ton \$10.00 Over 1 to 2 17.50 Over 2 to 3 25.00 Over 3 to 4 37.50 Over 4 to 5 50.00 Each additional ton over 5 25.00	Maximum gross weight, 8 tons.	Maximum ..... 35 Mountain roads ..... 20 Gas tax, 2c per gallon (b)



A Side Hill Cut on the Winslow Mountain, Crawford County



Another View of the Winslow Highway. This Road was Built by the State Highway Department through the Co-operation of the People of Fort Smith and Van Buren and Crawford Counties.



A Beautiful Section of the State Highway on Winslow Mountain, Crawford County. Work Done by State Highway Department Forces

Table XXIV (Continued)
 State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)		
	Passenger Cars	Motor Trucks				
CONNECTICUT	Cubic Inch Displacement	Tons Capacity	Maximum gross weight 12.5 tons. Not less than 20 per cent on one axle, 800 pounds per inch (base) width of tire. Weight limits per wheel running from 500 lbs. for 3 inch tire to 6,500 lbs. for 10 inch tire, are also prescribed. Thickness of tire: 5 inches or less wide, 7-8 inch thick, 6 inches to 8 inches, 1 inch thick, Over 8 inches, 1 1-8 inches thick. Maximum Dimensions Width, 102 inches. Length of combination of vehicles, 40 feet	Open country .....30 Thickly settled .....20 Trucks Solid tires .....16 Pneumatic tires .....20 Gas tax, 1c per gallon (b)		
	Per cu. in. displacement	1-2 or less			Solid	
	Minimum fee	1			\$15.00	\$30.00
	Per horse power	1-2			22.50	30.00
	Minimum fee	2			30.00	40.00
	Electric	2-1-2			37.50	50.00
	Per horse power	3			60.00	60.00
	Minimum fee	3			70.00	70.00
		3 1-2			90.00	90.00
		4			137.50	137.50
		4 1-2			162.50	162.50
		5			187.50	187.50
		5 1-2			218.75	218.75
	6	250.00	250.00			
	6 1-2	350.00	350.00			
	7	350.00	350.00			
	Tractors each	.....	\$30.00			

Table XXIV (Continued)
State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
DELAWARE	Pounds Gross Weight Per 500 lbs. \$ 2.00 Measured by sum of weight of vehicle plus seating ca- pacity times 125 lbs.	Pounds Gross Weight Per 500 lbs. \$ 2.00 Measured by minimum load capacity plus weight of vehicle.	Maximum gross weight, 11 tons. On one axle, 8 tons. 700 lbs. per inch of tire width. For metal tires, maximum gross weight, 3 ton. Maximum Dimensions Width, 96 inches. Traction engine, 108 inches. Height, 12 feet 2 inches.	No vehicle whose gross wt. is over 6,000 lbs. shall op- erate at speed in excess of 30 miles per hour. Pneumatic Tires Gross Wt. Country Suburb, 6,000 35 15 8,000 25 15 12,000 25 15 16,000 25 15 20,000 22 12 22,000 20 12 Solid Tires 6,000 25 15 8,000 20 15 12,000 18 15 16,000 16 15 22,000 15 15 Gas tax, 2c per gallon
FLORIDA	Pounds Gross Weight Per 100 lbs.50	Pounds Gross Weight Per 100 lbs. (pneu) . . \$.75 Per 100 lbs. (solid) . . 1.12 Air Cushion tires on 1 ton trucks, 20 per cent more than for pneumatic. Air cushion on over 1 ton trucks, same as solids.	Outside Municipal Corpo. Gross Weight Pneu. Solid Trucks 15,000 8,000 4 wheel trailers 8,000 3,000 2 wheel trailers 3,000 1,500 Maximum dimensions: Width, 84 inches. Height, 12 feet.	State highways 30 Urban 15 Passenger vehicles carry- ing more than 7 25 Gross weight, 4,000 lbs. or less 25 More than 4,000 20 Solid tires 12 Gas tax, 3c per gallon (b)

Table XXIV (Continued)
 State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
GEORGIA	H. P.	Tons Capacity	No Restrictions	Maximum .....30 Gas tax, 3c per gallon (b)
	23 or less	1 or less		
	Over 23 H. P.	Over 1 to 1-2		
	per horse power	Over 1-2 to 2		
		Over 2 to 2-1-2		
		Over 2-1-2 to 3		
		Over 3 to 3-1-2		
		Over 3-1-2 to 4		
		Over 4-1-2 to 5		
		Over 5 to 6		
	Over 6 to 7			
		Over 7		
IDAHO	Pounds Gross Weight	Tons Capacity	Maximum gross weight, 500 lbs. per inch width of tires for tires over 2 inch. Under 2 inch wide \$50 lbs. No truck over 2 ton capacity shall operate on any but rubber tires. Minimum thickness of rubber tires 3-4 inch. Point of measurement, pneumatic tires, between flanges of rim; solid tires, the base.	Country .....30 City .....20 Gas tax, 2c per gallon
	2,000 or less	1 or less		
	Over 2,000 to 3,000 ..	1 to 1-2		
	Over 3,000 to 4,000 ..	1-2 to 2		
	Over 4,000 to 4,500 ..	2 to 2-1-2		
	Over 4,500 to 5,000 ..	2-1-2 to 3		
	Over 5,000 to 5,000 ..	3 to 3-1-2		
	Over 5,000 to 5,000 ..	3-1-2 to 4		
	Over 5,000 to 5,000 ..	4 to 4-1-2		
	Over 5,000 to 5,000 ..	4-1-2 to 5		
	Over 5 tons, \$50.00 each additional ton (special permit to operate.)			
	Metal Tires			
	1 ton or less			
	Over 1 to 1-2			
	1-2 to 2			

Table XXIV (Continued)
 State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
ILLINOIS	Horse Power	Pounds Gross Weight	Maximum gross weight, 12 tons.	Vehicles Not Carrying More Than 7 Passengers
	25 or less	5,000 or less	On one axle, 8 tons	Country
	Over 25-35	Over 5,000 to 12,000	800 lbs. per inch width of tire.	Suburban
	Over 35-50	Over 12,000 to 16,000	Gross weight including any trailer or semi-trailer, 16 tons.	Residence
	Over 50	Over 16,000 to 20,000	50 per cent greater load allowed in cities of 20,000 or more.	Business
	Electric per car	Over 20,000	Maximum Dimensions Width, 36 inches. Combination length, 65 feet.	Gross Wt. 5,000-12,000
				Pass. Frt. 12,000-15,000
				Solid Tires
				More than 15,000.12 (b)

Table XXIV (Continued)
 State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
INDIANA	Horse Power Plus Lbs. Wt.	Tons Capacity	Maximum gross weight, 12 tons. On one axle, 9.75 tons. 800 lbs. per inch of width of tire measured between flanges of rim.	Business
	Less than 25 H. P.	1-2 or less		Residence
	2,000-2,500	1-2 to 1		Suburban
	2,500-3,000	1 to 2		Country
	3,000 or more	2 to 3 1-2		Gas tax, 2c per gallon
	25 H. P. Less than 40 H. P.	3 1-2 to 5		(b)
	Less than 2,500	5 to 7 1-2		
	2,500-3,000	7 1-2 or more		
	3,000-3,500			
	3,500-4,000			
	Over 4,000			
	Less than 3,500 H. P.			
	3,500 to 4,000			
4,000 or more				
Electric, per car				
Steam, per car, same as gas cars.				

Table XXIV (Continued)
State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
IOWA	<p>Value Plus Lbs. Gross Weight</p> <p>1 per cent of value plus 40c per 100 lbs. or fraction thereof.</p> <p>Minimum annual fee, \$10.00</p> <p>Executive council annually fixes basing value and weight for computing fees.</p>	<p>Tons Capacity</p> <p>1 ton or less, \$15.00</p> <p>1 to 1 1-2..... 22.50</p> <p>1 1-2 to 2..... 30.00</p> <p>2 to 2 1-2..... 45.00</p> <p>2 1-2 to 3..... 55.00</p> <p>3 to 3 1-2..... 90.00</p> <p>3 1-2 to 4..... 105.00</p> <p>4 to 4 1-2..... 120.00</p> <p>4 1-2 to 5..... 135.00</p> <p>5 to 6..... 150.00</p> <p>175.00</p> <p>Trucks over 2 ton capacity in city limits pay 2-3 of regular fee.</p> <p>Steel Tires</p> <p>1 ton \$40.00</p> <p>Over 1 to 1 1-2..... 50.00</p>	<p>Maximum Gross Weight, 14 tons.</p> <p>On one wheel, 8,000 lbs.</p> <p>Per inch width of tire.</p> <p>800 lbs. on hard surface road.</p> <p>400 lbs. on earth or gravel.</p> <p>Point of measurement of tire is at base.</p> <p>Common carrier maximum weight.</p> <p>Pneumatic tires, 10 tons.</p> <p>Solids, 8 tons.</p> <p>Maximum Dimensions</p> <p>Width, 96 inches</p>	<p>Gross Wt. Solid Pneu.</p> <p>Less than 3 ton .25 30</p> <p>3 to 6 ..... .20 25</p> <p>6 ton or over...12 16</p> <p>2 or more metal tires....10</p>
KANSAS	<p>Flat Rate Plus Lbs. Wt.</p> <p>Flat Rate \$ 8.00</p> <p>Over 2,000 lbs. per each 100 lbs. .... .50</p> <p>Electric</p> <p>Flat rate 10.00</p>	<p>Tons Capacity</p> <p>1 ton or less..... \$15.00</p> <p>Over 1 to 1 1-2..... 22.50</p> <p>Over 1 1-2 to 2..... 30.00</p> <p>Over 2 to 2 1-2..... 37.50</p> <p>Over 2 1-2 to 3..... 45.00</p> <p>Over 3 to 4..... 70.00</p> <p>Over 4 to 5..... 100.00</p> <p>Over 5..... 100.00</p> <p>Plus \$25.00 per ton or fraction thereof over 5 tons.</p>	<p>No restrictions.</p>	<p>Country 40</p> <p>City (b) 12</p>

Table XXIV (Continued)
 State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
KENTUCKY	Horse Power Plus Gross Wt. Per H. P.25 Plus each 100 lbs. gross weight40	Pounds Capacity Over 1,000-2,000 \$22.00 Over 2,000-3,000 30.00 Over 3,000-4,000 40.00 Over 4,000-5,000 50.00 Over 5,000-6,000 60.00 Over 6,000-7,000 70.00 Over 7,000-8,000 90.00 Over 8,000-9,000 110.00 Over 9,000-10,000 130.00 Over 10,000 150.00 Plus \$50.00 for each additional ton over 5 tons.	800 lbs per inch width of rubber tires 500 lbs. per inch width of metal tires Point of measurement, surface contact. Dec. 15th to April 1st Gross Weight Per inch width of tire Metal Rubber Less than 3. 5,000 6,500 3 less than 4. 6,800 6,500 4 less than 5. 6,500 7,500 5 or more 7,000 10,700 On brick, concrete and similar heavy construction, a 50 per cent greater load allowed.	Country 30 Residence 20 Business 16 Trucks Rubber Tires Capacity Co. Ur. Cy. 1 ton or less. 25, 15, 10 1 to 2 3-4 20, 14, 7 More than 2 3-4 15, 11, 7 Truck or trailer, iron or steel tires. 10, 8, 5 Gas tax, 1c per gallon (b)
	Horse Power Per H. P.68 Minimum Fee 15.00	Horse Power Plus Tons Capacity68 Per H. P.68 Plus tons capacity. 4,000 lbs. or less 10.00 4,001 to 5,000 12.50 5,001 to 6,000 15.00 6,001 to 8,000 20.00 8,001 to 10,000 25.00 \$150.00 per 100 lbs. in excess of 10,000 lbs. capacity, except where such vehicle operates in city of over 10,000 population. Minimum fee \$25.00	Maximum gross weight, 7.5 tons on rear axle. Not more than 10 per cent in excess of rated capacity allowed. 600 lbs. per inch (base) width of rubber tires 350 lbs. per inch (base) width of metal tires. Maximum Dimensions width, 84 inches.	Open country 35 Cities 15 Trucks 1-2 tons 12 More than 2 15 Gas tax, 1c per gallon (b)
LOUISIANA				

Table XXIV (Continued)
 State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
MAINE	Horse Power Plus Lbs. Wt. Per H. P.25 Per 100 lbs. (pneu.) . . .25 Per 100 lbs. (solid) . . .50 Minimum fee10.00 Steam H. P. rating based on the system of rating adopted by the United States Govt. Electric Rating to be normal H. P. rating designated by the manufacturers of the electric motor or motors in vehicle, plus lbs. weight.	Pounds Capacity, Pneu. 1,000 lbs. or less.\$10.00 Over 1,000-2,00015.00 Over 2,000-4,00020.00 Over 4,000-6,00025.00 Over 6,000-8,00030.00 Over 8,000110.00 If equipped with 2 or more solid tires, 33 1-3 per cent more. Tractors Horse Power Plus Lbs. Wt. Per H. P.25 Plus each 100 lbs.25 Solid Per H. P.25 Plus each 100 lbs.50 Metal Per H. P.25 Plus each 100 lbs.80	Maximum gross weight, 9 tons. 50 per cent more on six wheels. Not more than 13,500 lbs. distribution per axle nor more than 700 lbs. per inch (base) width of tire. If weight distribution is not more than 600 lbs. per inch (base) width of tire, nor more than 16,000 lbs. per axle, gross weight may be 20,000 for 4 wheels. Maximum Dimensions Width, 96 inches. Height, 12 feet 6 inches.	Passenger Car Country25 City15 Trucks Solid Pneu. Country15 City20 Gas tax, 1c per gallon (b)

Table XXIV (Continued)
 State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
MARYLAND	Horse Power	Pounds Carrying Capacity	Maximum gross weight, 10 tons. 650 lbs. per inch width of tire. Vehicles with rated carrying capacity of more than 10,000 lbs not registrable Maximum Dimensions Width, 90 inches. Traction engines, 100 inches.	Country 25 Suburban 20 Town 15 Gas tax, 2c per gallon (b)
	Per H. P. ....	.32 Equipped with pneumatic tires same rate as for passenger cars.	
		Solid Tires		
		2,000 or less \$10.00		
		Over 2,000-3,000 15.00		
		Over 3,000-4,000 20.00		
		Over 4,000-5,000 25.00		
		Over 5,000-6,000 30.00		
		Over 6,000-7,000 40.00		
		Over 7,000-8,000 50.00		
		Over 8,000-9,000 62.50		
		Over 9,000-10,000 75.00		
		Over 10,000-12,000 300.00		
	Over 12,000-14,000 500.00			
	Electric			
	Equipped with solid tires up to 10,000 lbs. capacity, double the fee as for gasoline propelled.			
	Tractors			
	Flat rate 25.00			

Table XXIV (Continued)
 State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
MASSACHUSETTS	Horse Power	Tons Capacity	Maximum gross weight, 14 tons.	Country .....20
	Less than 30	1 or less	800 lbs. per inch width of tire.	City .....15
	30-39	Over 1-2	Maximum Dimensions	Referendum vote at next state election whether there shall be a 2c tax on gasoline.
	40-49	Over 2-3	Width, 96 inches.	
	50 and over	Over 3-4	Length, 28 feet.	
	Steam	Over 4-5	Length of combination, 65 feet	
	10-20	For each additional ton or fraction thereof over 5 tons \$10.00.		
	20-30	Electric		
		One-half of regular truck fee.		
MICHIGAN	Horse Power Plus Lbs. Wt. Plus each 100 lbs.	Horse Power Plus Lbs. Wt. Tractors	Maximum gross weight, 14 tons.	Country .....35
	..... .25	Same as for passenger cars.	On one axle, 9 tons.	Suburban .....20
	..... .35	Same as for commercial cars if operated on highway.	700 lbs. per inch of tire width, measured according to manufacturer's list.	City .....15
	Same as for gasoline Electric		Maximum Dimensions	
	Per H. P. \$ 1.00 Plus each 100 lbs. .... .35		Width, 96 inches. Height, 12 feet 6 inches. Length, 40 feet. Length of combination, 60 feet	

Table XXIV (Continued)
 State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
MINNESOTA	Value Plus Lbs. Weight. 2 3-4 per cent of value. Minimum fee for vehicles weighing less than 2,000 lbs. ....\$12.69 Weighing over 2,090 lbs. 15.00 10 per cent depreciation allowed for each year after first year, up to and including seventh year. 70 per cent allowed for eighth year and each subsequent year. Electric Same as above	Value Plus Tons Capacity 2 3-4 per cent of value Minimum Fee 1 ton or less .....\$15.00 Over 1 and under 2... 20.00 2 to 3 30.00 3 to 4 60.00 4 to 5 85.00 5 to 6 125.00 6 and over 150.00 Electric, same as above Tractors, same as commercial cars.	Maximum gross weight, 14 tons. On one axle, 11.2 tons. 500 lbs, per inch (base) width of tire. Maximum Dimensions Width, 96 inches. Height, 12 feet 6 inches. Length, 30 feet. Length of combination, 85 feet. Width of traction engines, 108 inches.	Country 25 Residence 15 Business 10 Referendum to be held in 1924 whether there shall be a gas tax.
MISSISSIPPI	Horse Power Per H. P. .... .50 Minimum fee 5.00 Electric Flat rate 15.00 Tags extra 1.00	Tons Capacity 1 ton or less .....\$10.00 1 1-2 up to 2 15.00 2 to 2 1-2 30.00 3 to 3 1-2 35.00 4 to 4 1-2 75.00 5 to 5 1-2 115.00 6 to 6 200.00 Over 6 tons 250.00 Tags \$1.00 extra.	No restrictions.	Country 30 Residence 15 Business 15 Gas tax, 1c per gallon (b)

Table XXIV (Continued)
 State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
MISSOURI	Horse Power Less than 12 \$ 5.00 12 under 24 7.00 24 under 36 11.00 36 under 48 15.00 48 under 60 17.00 60 under 72 21.00 72 and over 25.00 Flat rate Steam 7.00 Flat rate Electric 7.00	Tons Gross Weight Less than 2 \$ 7.00 2 less than 5 12.00 5 less than 6 18.00 6 less than 7 20.00 7 less than 8 24.00 Over 8, \$10.00 per ton extra	Maximum gross weight, 14 tons. On 6 wheels, 21 tons. On one axle, 11.2 tons. 800 lbs. per inch of tire width, measured at base. Maximum Dimensions Width, 108 inches. Height, 15 feet. Length, 30 feet. Length of combination, 85 feet.	Maximum Trucks 25 Solid Tires 2 tons or less 20 2 to 5 15 5 or more 10 (b)
MONTANA	Horse Power 23 or less \$ 7.50 Over 23 to 37 15.00 Over 37 22.50 Electric, per car 15.00	Tons Capacity 1 or less \$10.00 Over 1 up to 2 22.50 Over 2 up to 3 37.50 Over 3 up to 5 60.00 Over 5 200.00	No restrictions.	Speed limit Reasonable Gas tax, 2c per gallon (b)

Table XXIV (Continued)
 State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
NEBRASKA	Pounds Gross Weight 2,000 or less .....\$10.00 Per 100 lbs. over 2,000 .50 Gross weight taken when seating capacity exceeds 7. (Passengers estimated at 150 lbs. each.)	Pounds Gross Weight 2,000 lbs. ....\$10.00 Per 100 lbs. over 2,000 .50 Two wheel truck weighing less than 1,000 lbs., 5.00	On one wheel, 7,000 lbs. 600 lbs. per inch of tire width. Maximum Dimensions Width, 90 inches. Height, 12 feet.	Maximum .....35 (b)
NEVADA	Pounds Gross Weight Plus Capacity. .... .35 Factory advertised weight plus seating capacity times 126 lbs. per person. Steam Same as for commercial cars	Pounds Gross Weight Per 100 lbs. .... .35 Plus body allowance weight and rated loaded capac- ity.	Maximum gross weight, 12.5 tons. On 6 wheels, 15 tons. 600 lbs. per inch of tire width (base). These restrictions do not apply to tractors with movable tracks.	Speed limit Reasonable Gas tax, 2c per gallon (b)

Table XXIV (Continued)
State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

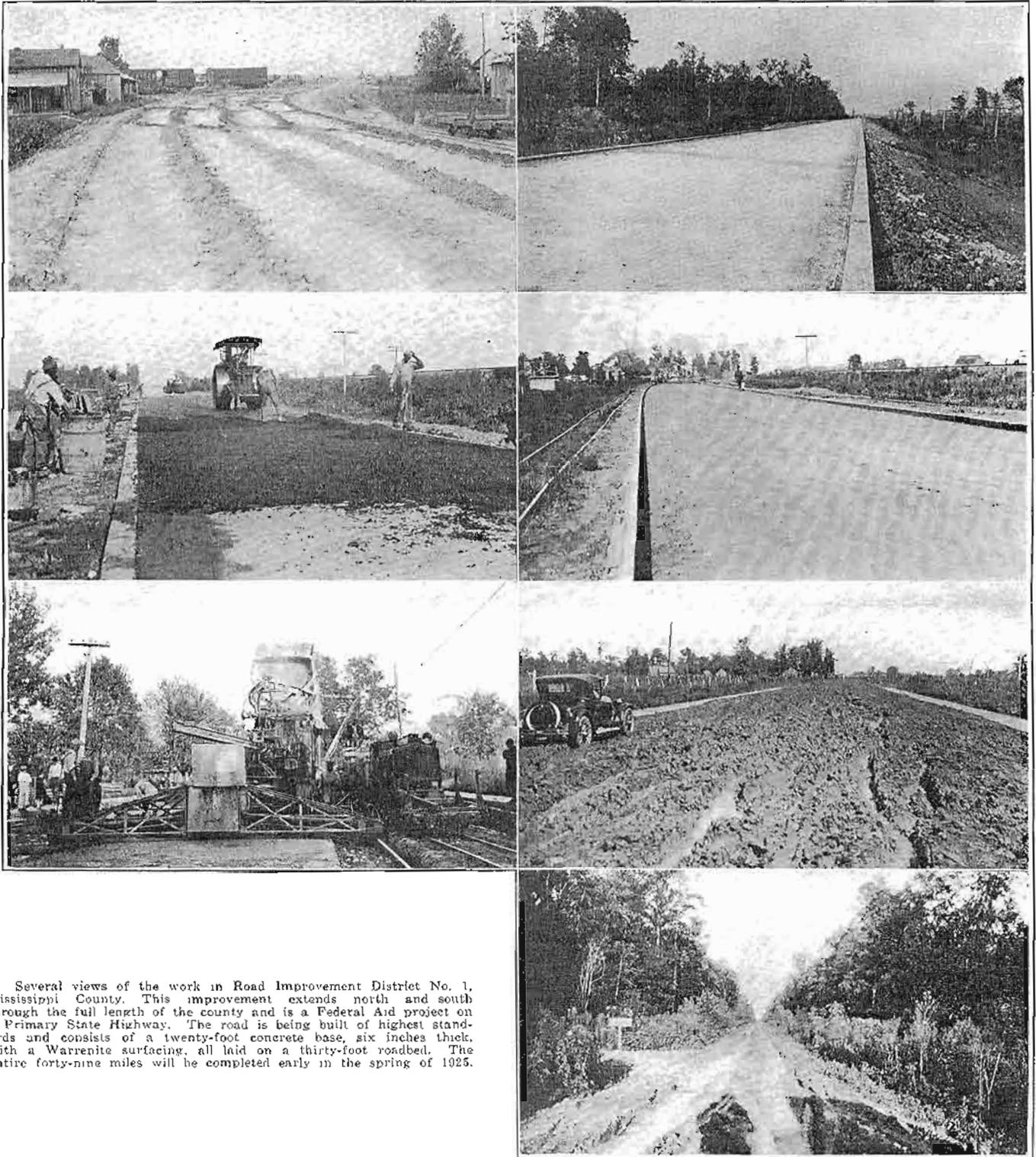
STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
NEW HAMPSHIRE	Pounds Gross Weight (Pneumatic)	Pounds Gross Wt. Solid	Maximum gross weight, 10 tons. On one axle, 7.5 tons. 750 lbs. per inch (base) width of tires. Maximum Dimensions Width, 98 inches. Length, 30 feet. Length of combination, 85 feet.	Country .....25 Suburban .....15 Business .....15 Gas tax, 2c per gallon
	Up to 4,000, per 100	Up to 4,000, per 100		
	4,001-6,000, per 100	4,001-6,000, per 100		
	6,001-8,000, per 100	6,001-8,000, per 100		
	Over 8,000, per 100	Over 8,000, per 100		
	Minimum fee, \$10.00, up to and including 2,200 lbs.	Minimum fee, \$15.00 up to and including 2,900 lbs.		
	Passengers figured at 150 lbs. each, times seating capacity.	Equipped with pneu tires, same rate as pas. cars. Tractors, 20c per 100 lbs. additional.		
NEW JERSEY	Horse Power	Pounds Gross Weight	Maximum gross weight, 15 tons. 800 lbs. per inch (base) width of tire. Specific limits are prescribed for various sizes of tires and wheel diameters Maximum Dimensions Width, 96 inches. Height, 12 feet 6 inches. Length, 28 feet. Length of combination, 85 feet.	Country .....30 City .....(b) .....12
	29 H. P. or less.....	1,000 or less .....\$10.00		
	Over 29	1,001 to 2,000		
		2,001 to 3,000		
		3,001 to 4,000		
		4,001 to 5,000		
		Per 1,000 lbs. over 5,000 up to 29,000 lbs. gross		
		From 29,001 to 30,000 lbs		
		Tractors		
		Same as commercial cars		

Table XXIV (Continued)
State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES			Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks			
NEW MEXICO	<p>Horse Power Per H. P.40 (Formula of National Automobile Chamber of Commerce). Steam Same as above. (Formula adopted by U. S. Government.) Electric Flat rate, for two persons \$12.00 More than two persons 25.00</p>	<p>Flat Rate Plus Carrying Capacity Over 3,000 lbs. carrying capacity equipped with pneumatic tires . . \$15.00 Plus 50c for each 100 lbs. of carrying capacity over 3,000 lbs. Trucks having any solid tires of rubber or other material, 25 per cent additional charged.</p>	<p>Maximum loading, 6 tons. Per inch width of tire, 700 lbs. Maximum Dimensions Width, 96 inches.</p>	<p>Country35 Business16 Trucks Under 6,000 lbs. cap . . .25 5,000 to 8,00020 8,000 to 10,00018 Over 10,00016 Gas tax, 1c per gallon</p>	
NEW YORK	<p>Pounds Weight Per 100 lbs, 3,500 or less50 Minimum fee8.00 3,500 or more75</p>	<p>Tons Gross Weight 2 tons or less \$16.00 Each additional ton . . 8.00</p>	<p>Maximum gross weight, 14 tons. One axle, 4.9 tons. One wheel, 2.8 tons. 700 lbs. per inch width (base) of tire. Maximum Dimensions Width, 96 inches.</p>	<p>Country30 Trucks 2 tons or under20 Over 2 tons15 With pneumatic tires 5 miles per hour extra for trucks. Cities of first and second class may regulate speed. Other cities and towns may limit speed to 15 miles per hour.</p>	

Table XXIV (Continued)
State Motor Vehicle Registration Fees and Regulations Effective January 1, 1924.

STATE	LICENSE FEES		Weight and Dimension Limits	Special Provisions and Speed Limits (Miles per Hour)
	Passenger Cars	Motor Trucks		
NORTH CAROLINA	Horse Power 24 or less .....\$12.50 Over 24 to 30 20.00 Over 30 to 35 30.00 Over 35 40.00 Steam Same as above Electric Same as above	Tons Capacity Less than 1-2 .....\$12.50 Over 1-2 up to 1 15.00 1 to 2 25.00 2 to 3 75.00 3 to 4 200.00 4 300.00 Electric Same as above	Maximum loading, 5.5 tons. Maximum Dimensions Width, 96 inches.	Country .....30 Residence .....20 Business .....10 Gas tax, 3c per gallon (b)
	Factory Selling Price, Net Weight and Horse Power First Registration Per \$1.00 value 0.006 Per each 100 lbs. .... .20 Per each H. P. .... .10 Second Registration 10 per cent reduction Third Registration 25 per cent reduction All Other Registrations 40 per cent reduction Minimum fee in all cases 5.00 \$2.00 in lieu of H. P. fee.	Factory Price, Net Weight Plus Horse Power Same basis as for passenger cars plus the following rates per ton capacity. 1 ton up to 3 ton, per ton\$ 3.00 3 ton up to 4 ton, per ton 5.00 Over 4 ton 10.00	No restrictions.	Country .....30 City .....10 Gas tax, 1c per gallon
NORTH DAKOTA				



Several views of the work in Road Improvement District No. 1, Mississippi County. This improvement extends north and south through the full length of the county and is a Federal Aid project on a Primary State Highway. The road is being built of highest standards and consists of a twenty-foot concrete base, six inches thick, with a Warrenite surfacing, all laid on a thirty-foot roadbed. The entire forty-nine miles will be completed early in the spring of 1925.

Top Row—Left: Curing the Concrete Base on a Curve.
Second Row—Left: Placing the Warrenite Top Course.

Right: A Completed Section of the Concrete Base
Right: The Sub-Grade Ready for the Concrete Base

Third Row—Left: The Contractor's Outfit Ready to Move.

Right: A Gumbo Fill North of the Crittenden-Mississippi County Line.

Bottom—Right: The Old County Road Before Improvement.