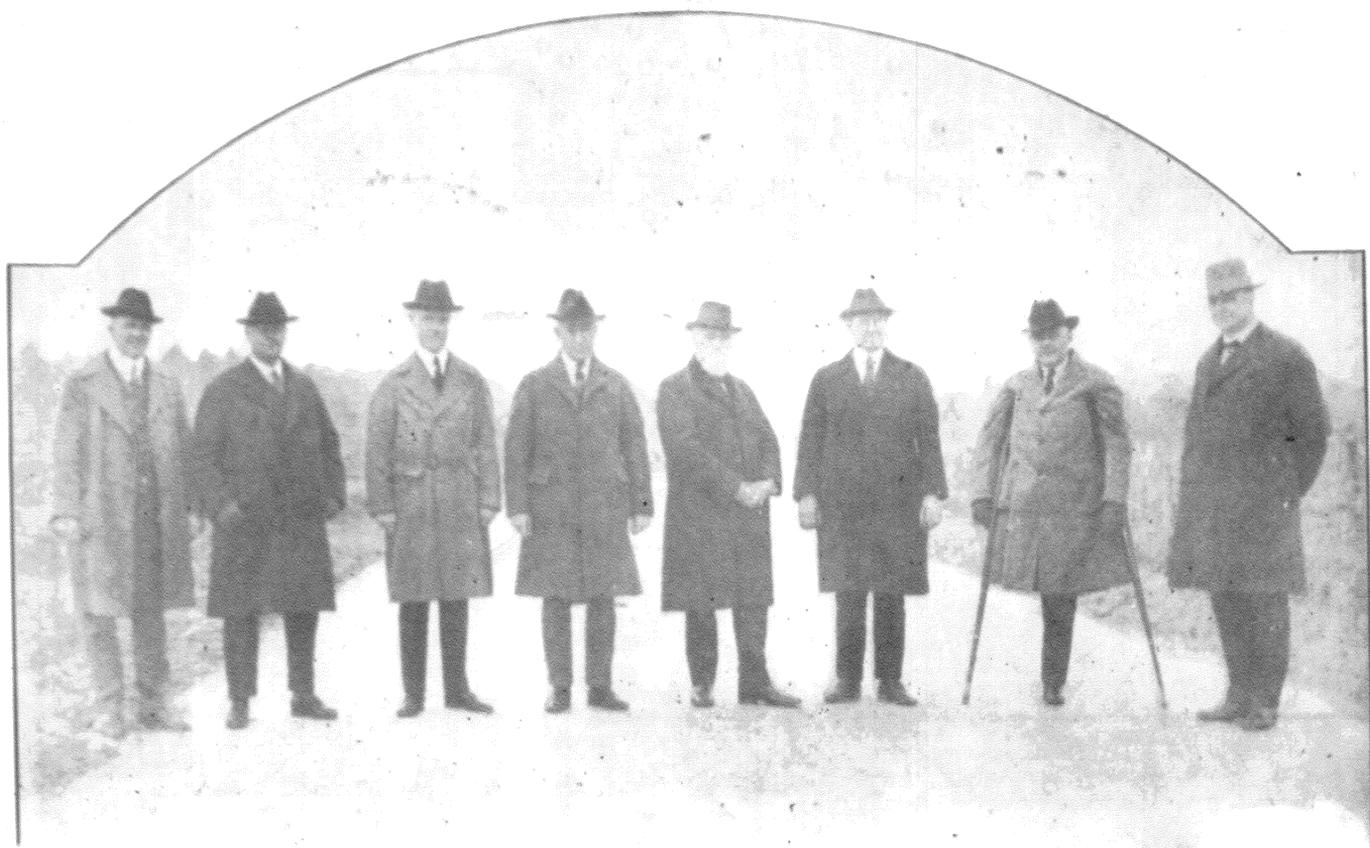


ARKANSAS HIGHWAYS



The Commission on the Job

VOL. I

**APRIL
1924**

NO. 4

Harry E. Cook,
County Judge, Lake
Village, Ark., who
after two years of
experience, repeats
his assertion that the
combination of the
Avery Road Tractor
and Road Razer is
unbeatable.

Below Avery 25-
50 Road Tractor
making good roads
cheap.

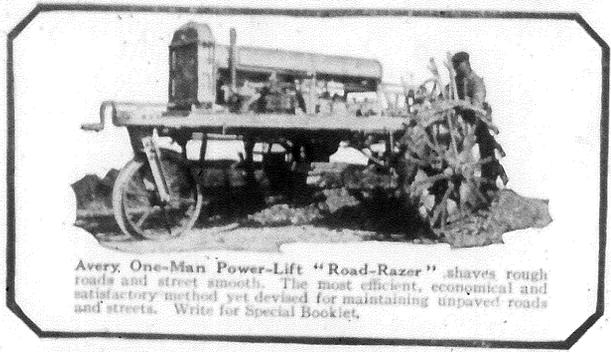


The Combination is Still Unbeatable

Two years ago, Harry E. Cook, County Judge of Lake Village, Arkansas, wrote us a remarkable letter endorsing Avery Tractors and the Avery Road-Razer and telling us the two machines made an "UNBEATABLE COMBINATION" for the maintenance of good roads at a minimum cost. And now, after two years of service with these same machines, he writes us again. Read, in part, what he says under date of March 15, 1924.

"With reference to your favor of January 29, 1924, in which you desire to know whether my faith and confidence in the 25-50 H.P. Avery Tractor and Avery "Road-Razer," purchased through your agent, Mr. H. H. John, of Stuttgart, in 1921, remained as strong today, after a lapse of three years' hard usage, as it was when I wrote you on August 26th and 28th, 1922, duly received. In reply, I can but say that time and continued usage have but confirmed and strengthened the opinion then voiced.

"In 1921, our dirt roads were flat, no road bed, no drainage. With the Avery Tractor we graded and drained 250 miles of roadway, pulling two large graders, one in the ditch and one to move the fresh earth to the center. While we realized that we were overloading this tractor, funds were limited and the work imperative and the old Avery re-



Avery One-Man Power-Lift "Road-Razer" shaves rough roads and street smooth. The most efficient, economical and satisfactory method yet devised for maintaining unpaved roads and streets. Write for Special Booklet.

sponded nobly to every call. In 1922, we supplemented our equipment with an Avery "Road-Razer" and eliminated the rear grader on the tractor, using the "Razer" to pull the loose earth to the center of the roadway, to fill holes and finish the road bed. The success of this venture exceeded our fondest hopes. In 1923 we continued the same program with reduced expenses, and in a much shorter period of time. When not constructing roads, the "Razer" is used for trimming and smoothing graded roadways after rains and heavy traffic."

The Avery One-Man Road-Razer shaves unpaved roads and streets, keeps them smooth as boulevards. Clears off snow in winter. A self-propelled unit—power and blade all in one machine and easily operated by one man.

Avery Special Road Tractors are guaranteed to build roads 50% cheaper than animal power and do it cheaper, quicker and better than any other tractors.

An Avery Road-Razer and an Avery Tractor is a combination that will cut your costs down to lowest possible level. Don't decide on anything until you find out all about the Avery. There's an Avery machine for every kind of work and a size for every job. Send for prices and special information.

AVERY

Road Building, Maintenance
and Hauling Machinery

"It Pays to Avery-ize"

AVERY COMPANY

STUTTGART, ARKANSAS

H. H. JOHN, Manager

ARKANSAS HIGHWAYS



Official Monthly Bulletin of the State Highway Commission
PAUL GRABIEL, Editor

"Arkansas Highways" is edited in the offices of the State Highway Department at Little Rock. Communications relative to advertising or articles and photographs submitted for publication should be sent to The Editor, care Highway Department, Little Rock. The bulletin is sent free of charge to State and County officials, newspapers of the State and Road Commissioners who apply for it. Permission to reprint any matter contained in "Arkansas Highways," with proper credit, is hereby granted to all newspapers of the State.

VOL. I.

APRIL, 1924.

NO. 4

Importance of State Highway Department Publications

By V. D. FUGLER, in Texas Highway Bulletin.

SINCE the invention of the printing press the public has depended upon newspapers and magazines for information concerning the activities of the outside world and for accurate facts relating to any important public issue. Public sentiment is molded through the news and editorial columns of our daily papers and periodicals. Every publication from the little country weekly with a local circulation to the great dailies with a national circulation has a part to play in the forming of public opinion and in the development of this great country. The press has the confidence of the public and is depended upon for reliable information, but before the Press can function it must have some way of obtaining this information from those who are in a position to know the facts. Private citizens as well as State and county officials who are interested in, and friendly to any public enterprise, depend upon those who have made a study of the situation, and those who are actually in charge for ammunition which they can use in gaining support for the movement, and in counteracting blind criticism.

It is necessary to engage the interest of the people before any movement of a public nature can be successfully carried on. To engage their interest, you must advertise—you've got to show

Our front cover page this month shows the Arkansas Highway Commission "on the job" in a recent inspection tour. Reading from left to right the members may be identified as follows: R. C. Limerick, state highway engineer; R. H. Wolfe, commissioner, Tillar; J. S. Turner, commissioner, Ozark; A. R. Losh, Federal district engineer, Fort Worth; Theodore Maxfield, commissioner, Batesville; F. D. Hudgins, senior local Federal engineer, Little Rock; Herbert R. Wilson, State Highway Commissioner, and W. Y. Foster, commissioner, Hope. During the next few months the commission hopes to cover most of the State system, pushing the work of the department everywhere as rapidly as finances and weather conditions will permit.

them that there is a need—and that there are benefits to be derived, then you've got to convince them that your plan of operation is the proper one. You've got to accomplish something and tell them about it; in other words, you've got to sell your idea and keep it sold. Road building and modern highway transport is a new idea and the only way to sell a new idea is to advertise it.

Every important public movement that has been successfully carried on has an official organ. This is necessary, first, because more details regarding the activities of the organization can be given. Second, because it offers a medium through which accurate facts can be given out without being added to or taken from. Third, because it reaches those most directly interested.

The building and maintaining of a great system of State and National highways is the one big problem before us today. Hundreds of millions of dollars must be raised. To raise this money and to successfully carry on this movement will require the co-operation of all State and National agencies. It will require organized effort, publicity campaigns and enthusiasm. Public opinion must be courted, and the confidence of the people gained. We've got to sell the public on modern methods of road building and highway transport and then we've got to keep them sold. Officials in charge of this great work have a duty to discharge and they should employ every legitimate means to get the sympathy and co-operation of the people.

In my opinion, no better method of keeping the people informed can be found than through the columns of the State Highway Department's official publication. A publication that has one subject and one motive, the information is first hand and sufficient detail can be given. Newspapers depend upon such publications for editorials and news items affecting highway development. It is an economical means of distributing the information; it adds stimulus to the movement, it offers a medium through which persons engaged in road construction and maintenance can exchange ideas, and through which the Department can send out rulings and instructions to county officials; and it is very helpful in securing the passage of needed legislation.

In 1921 the State Highway Department of Texas had to fight for its existence because the people were not familiar with the activities of the Department and the members of the Legislature didn't understand why there was a need for a State Highway Department. All the information that had been given out came

(Concluded on Page Seven.)

Carelessness Chief Cause of Trouble on Arkansas Highways

Patrol Reports to Commissioner Wilson on Accidents of Past Month Are Interesting—Corn Whisky and Bad Brakes Also Figure Largely.

Compilation of patrol reports on the accidents of the past month on Arkansas highways, a feature of Commissioner Herbert R. Wilson's campaign to make the use of State roads safe for everybody, shows that carelessness and the reckless driver caused the principal trouble that was noted by State maintenance foremen.

The intoxicated driver ran second, and the inexperienced driver third, while "bad brakes" and the need of additional safety features, such as guard rails and the elimination of signs obscuring dangerous curves, also figured.

One of the worst accidents, however, as had been anticipated from past observation in this and other States, was chargeable solely to intoxication on the part of the driver. In this instance, the lives of the occupants of a powerful car, and all innocent tourists using the highway at the same time, were endangered when the big motor was speeded up to fifty miles per hour and left the road, crashing through a barn, five fence posts and a sign board before it stopped. By some freak of Fate, no one was seriously injured, although the accident occurred on a main-traveled highway in Northeast Arkansas in the middle of the day, when traffic was most congested.

drunkenness, and one each to inexperienced driving and bad brakes. In two instances, guard rails and a little wider shoulder on the highway would have prevented the trouble. In these cases, measures are already being taken by the State highway department to eliminate the cause of the risk.

A miniature reduction of the report blanks which have been supplied by Mr. Wilson to all maintenance patrols for the reporting of accidents on their road sections is shown herewith. It will be readily seen how the regular filing of such reports will enable the department to reduce the hazards of driving on Arkansas highways to an absolute minimum through the attainment of the three objectives announced by Commissioner Wilson last month in the inauguration of his safety campaign, viz:

Straightening out of dangerous curves where possible and erection of adequate guard rails and warning signs.

Elimination of the incompetent, reckless or intoxicated driver, through forfeiture of chauffeur's licenses and prosecution of other offenders.

Rigid enforcement of traffic rules and regulations framed by the highway commission as "Safety First" measures.

Mr. Wilson realizes, however, that he must have the co-operation of all who use the highways, if the campaign is to be a success, and to each automobile driver in the State, in this connection, he calls attention to the following simple code, which if followed, will contribute greatly to the increased safety of the traveling public:

1. Keep to the right.
2. Give the vehicle passing you one-half the road which is the consideration you are entitled to receive yourself.
3. At intersections, give the vehicle on your right the right of way.
4. When you park your car, park it where it will not obstruct or impede traffic.
5. Above all, keep your car under control, drive reasonably and cautiously—particularly at curves, hills, narrow places in the road, etc.
6. There are signs at all railroad grade crossings. When you approach one, be sure that you are proceeding safely. "Stop, Look and Listen." Take no chances. Many grade crossing accidents have occurred when the driver saw the train approaching and felt sure that he could get across in time, but his engine stalled on the crossing.
7. If you are an inexperienced driver, avoid heavy traffic; get your experience by driving where there is the least chance of injuring yourself and others. Remember, when you drive, that an accident endangers not only yourself but everybody in the car. Many accidents occur because of reckless driving—that is, speeding; and all accidents, whether avoidable or unavoidable, are aggravated by speed.

Walter Needham, representing the State Highway Department, is in the city checking up on delinquencies in the matter of automobile licenses, and similar violations of the new highway law. Mr. Needham says that there are not as many willful or negligent violations of the act as would be supposed. The most common neglect being to take out license on Ford touring cars used as trucks, but licensed as regular touring cars, and that other seeming insignificant but very important matter, running a car with only one tag. Mr. Needham's methods and manner do not suggest that he is out to pinch all violators regardless, for many times there are "mitigating circumstances" and he lends a ready ear to all of these; but once the people are fully informed as to the details of the new law and all of its requirements, it were easy to see that second offenders are not likely to fare quite so well as those not initiated, which is as it should be.

—Harrison Times.

ARKANSAS STATE HIGHWAY DEPARTMENT
ACCIDENT REPORT

Must be used in reporting all accidents, wrecks, collisions, etc., involving vehicles on the State Highway System, and must be forwarded in duplicate to District Engineer as soon as possible after accident occurs.

Date _____ 19__

State District in which accident occurred _____

Maintenance Section on which accident occurred _____

Location of place of accident _____

Date of accident _____ 19__ Hour _____ M., Day of Week _____

Kind of vehicle or vehicles in accident _____

Give number of license or licenses, and by which State licensed, if automobiles _____

Names and addresses of persons in accident _____

Names of any witnesses _____

Nature of accident—describe fully _____

Probable cause _____

Could the accident have been prevented by additional or different safeguards, change or warning signs, or improvement of road, surface or bridge? _____

If so, how—describe fully _____

Signed _____

TITLE _____

The driver of the car was not a chauffeur, or his license would have been revoked immediately by Commissioner Wilson. Unfortunately he was a man of considerable influence in his community, and nothing was done about the matter by local officials, although such a driver is a constant menace to all who use the highways.

Of the sixteen reports of accidents sent in by State maintenance patrols during March, nine showed the basic cause to have been carelessness in driving, three were directly due to

Another Good Roads Essay Contest is Announced

It Is Hoped Arkansas Girl or Boy May Win Firestone Prize.

Many Arkansas high school girls and boys are trying for the latest prize offered for the best good roads essay. Four years at college, with money furnished for all expenses of the student is the inducement held out by the Highway Education Board at Washington for the best essay on "The Relation of Improved Highways to Home Life."

Announcement of this proposal has been made to all state, city and county school officials. The offer is in the form of a contest, in which all students of high school grade are eligible to compete. The four years at college constitute a scholarship given annually by H. S. Firestone, Akron, Ohio, for the best essay on a subject pertaining to elementary highway economics. The contest is the fifth conducted in as many successive years under the auspices of the highway organization.

In the conduct of the contest the board will have the active assistance of extension divisions of the leading universities in each state, or of the state departments of education, as well as the almost unanimous endorsement and support of city and county school authorities.

The rules of the contest are simple. Any student of high school grade is eligible to enter. Essays to be written must not exceed seven hundred words in length, and the closing date on which essays must be presented to school principals is April 21, 1924. Aside from the usual statements that essays must be written on one side of the paper only, must be the original work of the writers, and that the decision of the judges is final, there are no other conditions.

The award is known as the H. S. Firestone Four Years' University Scholarship, which will be given to the high school student writing the best essay on "The Relation of Improved Highways to Home Life." Essays must not exceed seven hundred words in length and must be written in accordance with the simple rules of the contest.

Altogether it is estimated that more than eight thousand pupils have submitted essays in the four previous contests, probably the most sustained educational competition, according to the records of the board, in the United States.

Four students are now in college as the result of their participation. The first successful pupil was Miss Katherine F. Butterfield, Weiser, Idaho. She will be graduated this year from Northwestern University, Evanston, Illinois. The second to win this national honor was Miss Garland Johnson, Bridgeport, West Virginia, now attending the University of West Virginia at Morgantown. A young man was the winner of the third contest, Karl G. Pearson, of Kansas and the District of Columbia, being the successful contestant. His essay was written on the subject "How Good Roads Are Developing My Community." He is a student at George Washington University, Washington, D. C.

The last winner was Miss Dorothy Louise Roberts, Harlan, Kentucky, located in the heart of the Kentucky mountains. Miss Roberts, the daughter of a Methodist preacher, wrote the best essay of approximately one hundred and fifty thousand submitted in the 1923 competition on the subject, "The Influence of Highway Transport Upon the Religious Life of My Community," which was published recently in *Arkansas Highways*. She is attending school at Marietta College, Marietta, Ohio, where her father has been transferred as pastor of a church.

Thus \$16,000 already has been appropriated by the donor for the education of young people who have been successful in these competitions. The scholarship this year is precisely as offered in the past, which is intended to defray all expenses incident to tuition, room, board, books and special fees of the successful student at any college or university in the United States he elects to attend.

The character of the judges who review the essays is the highest type possible to obtain. Last year, for instance, the

national judges were the secretary of war, John W. Weeks; Dr. Albert Shaw, editor of the *Review of Reviews*, New York city, and Bishop William F. Anderson, Methodist Episcopal church, Cincinnati, O. The board offers assurances that judges of the same repute and high standing will be chosen to make the selection of the best essay this year.

Any information desired on the contest will be very gladly supplied if inquiries are addressed to Highway Education Board, Willard building, Washington, D. C.

"HE THAT BUILDETH A GOOD ROAD."

North Carolina Highway Bulletin.

We hear much about the "dignity of labor." Many other professions and callings have their own particular graces and embellishments. But what about the dignity of the road builder? We seldom hear such an expression in the ordinary transmission of thoughts and ideals which govern the everyday information of the world. Nevertheless when mentioned, the road builder enjoys dignity of no low degree. Centuries ago the inhabitants of Thebes wished to disgrace Epaminondas because he had failed in an attempt to capture the City of Corinth, so they elected him telearch, or street cleaner. Thereupon Epaminondas rebuilt, ornamented, and beautified the streets until he raised the position of telearch from one of ill repute to that of the highest dignity in the city. H. G. Wells selected the six greatest men in the history of the world, and one of the reasons he gave for leaving the name of Alexander the Great off the list, was because with all his great conquests and brilliant victories, he had failed to establish any good roads. John Tyler at his retirement from the presidency of the United States, had fallen so low in the scale of popularity that his neighbors elected him road overseer in his home precinct. The law at that time empowered the overseer to call out the farmers to work the roads whenever he saw fit. To the surprise of all, Tyler accepted the job, and worked the roads with such frequency and energy that he developed the best roads in the county. Two years ago a great American statesman said in speaking to the young men of Lincoln, that the safest, sanest, strongest and soundest principle for a politician to advocate was this, "A hard road to every farmer's door in America." So it is that he that buildeth a good road is greater than he that taketh a city.

THE SNOWFLAKE AND THE MOUNTAIN.

Along uncharted aerial paths
A tiny snowflake flew
And fearsomely it made its way
As toward the earth it drew.
How it could be sustained when there
No snowflake ever knew.

A massive mountain towered above
The ancient hills around.
The flake upon its shoulder broad
A resting place soon found.
Nor did the mountain feel its weight
Its strength was so renowned.

That massive mountain is our God,
That trembling flake are you;
Rest on the shoulder of His power
And He will bear you through,
Nor weary of the tiny load
Till you His glory view.

—Joseph Gordon Grabel.

Lee County Voters Go On Record For Good Roads

Recent Election Shows Overwhelming Sentiment — \$500,000 Program Endorsed.



The Leaders Who Put It Across

(1) Dr. O. L. Williamson; (2) P. R. Turner (3) Judge J. A. Plummer; (4) H. M. Jackson.

With a fervor almost equal to that of the old-time religious revival Lee county, the first to vote on the highway construction question under the operation of the new State-wide law, has gone on record as favoring the immediate building of 80 miles of hard-surfaced roads connecting the county with the State system at a cost of virtually half a million dollars.

Only 37 votes were recorded against the decision in the entire county. Of these, two were cast in Marianna, and the remainder in one precinct of an outlying section.

Chief credit for the good roads victory has been assigned by Lee county people to Dr. O. L. Williamson, one of the best informed authorities on road building in the State, who served on the Honorary Commission which drafted the present State highway law last summer before the Extraordinary Session of September, and who was selected by Governor McRae as a member of the new Highway Commission, but declined to serve on account of the pressure of his private business.

Other leaders who devoted their time and efforts unselfishly to the pre-election campaign for good roads were P. R. Turner, president of the Marianna Business Men's Club; County Judge J. A. Plummer; H. M. Jackson, editor of the *Marianna Courier-Index*; and David Plummer, attorney, who assisted in preparing the legal and financial statements for landowners, upon which the campaign was based.

Three roads, which will be constructed as rapidly as possible through the co-operation of the State highway department, the Federal Bureau of Public Roads and the commissioners of the Lee county districts, will tie Marianna and Lee county in with the already completed systems of St. Francis, Crittenden, Phillips and Monroe counties adjoining.

GAS TAX IS "PAINLESS."

A set of tires costing \$150 may run 10,000 miles on average roads. The same set will run double the mileage on improved roads. * * * Where the roads are unimproved, each 100,000 car owners spend \$7,500,000 a year on tires, which they otherwise would have. Proponents of the argument say that a tax on gasoline, spent on roads, is the only "painless tax." —*Rushford (Ky.) Record.*

The Three Wise Men are: Stop, Look and Listen.—*Georgia Highways.*

One of the highways will run from Wheatley through Marianna to Hughes; another from Haynes to Marianna, and the third from Marianna south to the Phillips county line north of Barton.

Preliminary work already is being rushed by the State highway department under the direction of Herbert R. Wilson, State highway commissioner.



Clear Creek Bridge in Washington County
(Federal Aid Project No. 37)

Built by the Lutten Bridge Company

OFFICES AT:

LITTLE ROCK, ARK.
CHARLOTTE, N. C.

KNOXVILLE, TENN.
DALLAS, TEXAS

Other projects of which we are proud in Arkansas may be seen in Crawford, Scott, Pope, Searcy, Garland and Hot Spring counties.

Plans and Estimates Furnished Free.

Write us about your problems.

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Franklin
Fulton
Garland
Grant
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Arkansas Road Bonds And Their Interest Charges

A Summary by Counties, Showing Also the Rate at Which Sold.

Frequent misstatements concerning the interest rates being paid on Arkansas road bonds, and inquiries which show that the general public is poorly informed on this question, have led to the decision to publish in these columns a summary of all bonds sold in the various counties of the State, as compiled by the State highway department incident to the preparation for the distribution of bond relief under the new highway law July 1.

It will be noted with the exception of one \$35,000 issue in Lafayette county, no Arkansas road bonds bear interest charges of over six per cent, and that more than half the total issue of \$70,260,600 sold at 5½ per cent or less. It will also be remembered that of this total of \$70,260,600 sold, virtually \$6,000,000 already have been retired, the total outstanding indebtedness now being \$64,888,425.

The table showing the bonds sold, classified by counties and by the rate of interest paid, is as follows:

COUNTY	Bonds Issued 5%	Bonds Issued 5½%	Bonds Issued 6%	Bonds Issued 8%	COUNTY	Bonds Issued 5%	Bonds Issued 5½%	Bonds Issued 6%	Bonds Issued 8%
Arkansas	\$ 1,879,000.00	\$ 1,962,018.00	\$ 755,527.90	\$	Miller	400,000.00	40,000.00	99,000.00	
Ashley			865,133.80		Mississippi		2,222,000.00	3,836,000.00	
Baxter		187,000.00	10,000.00		Monroe		202,000.00	578,898.75	
Benton		732,500.00	1,019,300.00		Montgomery			90,000.00	
Boone			94,000.00		Nevada		47,340.85		
Carroll	115,530.00	249,000.00	32,204.50		Newton		58,000.00	148,431.80	
Chicot		206,000.00	1,640,295.05		Osage		94,000.00		
Clark	625,000.00		70,000.00		Phillips	465,000.00	12,000.00	2,951,000.00	
Cleveland		263,500.00	196,000.00		Poinsett	608,000.00	232,400.00	842,000.00	
Columbia		99,500.00	115,000.00		Polk		650,000.00	265,000.00	
Conway	1,092,000.00	450,000.00	260,000.00		Pope		600,000.00	345,555.00	
Craighead		897,000.00	270,000.00		Prairie	60,000.00	813,729.70	523,856.00	
Crittenden	1,640,000.00	691,000.00	3,287,500.00		Pulaski	4,691,448.08	1,771,605.00	829,970.50	
Cross		125,000.00	1,615,000.00		Randolph		50,000.00	299,000.00	
Dallas		715,000.00	20,000.00		Saline	97,392.00	44,730.00	74,237.00	
Desha		19,967.45	901,852.00		Searcy	552,146.60	527,500.00	356,946.40	
Drew			277,215.15		Sevier		44,000.00	354,814.00	
Faulkner			1,260,000.00		Sharp			48,000.00	
Franklin	210,000.00		75,000.00		St. Francis		1,776,500.00	380,000.00	
Fulton		180,994.75			Stone			89,000.00	
Garland	358,330.00	179,165.00	25,595.00		Van Buren		329,000.00	19,566.80	
Grant	2,224.00	876,500.00	209,449.30		Washington		120,500.00	685,000.00	
Hempstead	505,000.00	413,659.14	25,000.00		White		768,000.00	680,000.00	
Howard	377,853.40	130,000.00	227,286.00		Woodruff	615,500.00	778,752.00	814,735.25	
Independence		158,295.50	90,000.00		Yell		430,000.00	104,500.00	
Izard		205,709.75							
Jackson		785,000.00							
Jefferson	498,586.00	121,000.00	563,720.30						
Johnson		334,000.00							
LaFayette		188,500.00	55,000.00	35,000.00					
Lawrence	125,000.00	689,000.00	449,000.00						
Lincoln		288,532.55	389,504.00						
Little River	1,225,000.00	49,000.00	334,000.00						
Logan		55,000.00							
Lonoke	22,519.92	500,500.00	996,500.00						
Madison	181,970.00		27,295.50						
					TOTALS	\$16,347,500.00	\$23,454,000.00	\$39,424,100.00	\$35,000.00

It is interesting to note the following summary:

Total Bond sold, all rates	\$70,260,600.00	or 100%
Total Bond sold, at 5%	16,347,500.00	or 23.26%
Total Bond sold, at 5½%	23,454,000.00	or 33.38%
Total Bond sold, at 6%	30,424,100.00	or 43.32%
Total Bond sold, at 8%	35,000.00	or 00.04%
		100%

AUTO COSTS AND ROAD CONDITIONS

By J. T. Madison, in *Engineering News-Record*.

From the reports on 60 Ford cars operated by the Kentucky Highway Department during 1922 and 1923, a study of the effect of road conditions on the cost of operation and upkeep of automobiles was recently made. This was done to determine how much less it cost to operate an automobile over a good road than over a poor one. The cost of operation and upkeep includes all expenditures for gasoline, oil, tires, repairs, renewals, and storage; other items constituting legitimate charges against the automobile were included under these headings.

Under good roads were included all high-type pavements, waterbound macadam and gravel in a reasonably good condition. The total miles traveled by the 36 Ford touring cars operating over these roads was 170,794; the total cost for operation and upkeep was as follows:

Item	Cost	Percentage of Total Cost
Gasoline	\$2,907.57	36.34
Oil and grease	526.51	6.58
Tires	745.80	9.32
Repairs	3,031.85	37.91
Storage	787.39	9.85
Total	\$7,999.12	

*Average cost per mile excluding storage \$0.0422.

Poor roads include unimproved earth or rock roads, such as are found in many counties of eastern and western Kentucky. Many of these are impassable to automobile traffic during some of the winter months. There were 24 Ford automobiles of the touring type reported under this heading. They operated a total of 98,246 miles at a total cost as follows:

Item	Cost	Percentage of Total Cost
Gasoline	\$2,308.68	31.43
Oil and Grease	557.33	7.59
Tires	792.55	10.79
Repairs	2,951.06	40.17
Storage	735.39	10.02
Total	\$7,245.01	

*Average cost per mile excluding storage \$0.0672.

It is found from the average cost per mile for the two classifications of roads that traveling over poor roads costs \$0.0250 per mile in excess of that over good roads.

When making comparison between percentages for any item such as gasoline, under the headings of good and poor roads, it must be remembered that nearly twice as many miles were traveled on good as on poor roads that that the average cost per mile for gasoline on good roads was \$0.017 and on poor roads \$0.023.



Mr. Wilson Inspects Grant County Highways.

A firm believer in the truth of the old saw that "the proof of the pudding is in the eating," Commissioner Herbert R. Wilson has a variation to the effect that the proof of the roads is in the riding, which he is putting into operation in systematic personal inspection of the maintenance work of the highway department in all sections of the State, whenever the routine of office work will permit his absence from the capitol.

In the above picture Mr. Wilson is shown on an inspection tour of Grant county gravel roads, accompanied by three of the Grant county foremen of the department. Reading from left to right those shown in the snapshot are Ed Hamilton, L. G. Reaves, Mr. Wilson and J. L. Glover. The drag shown in the picture is a model that is proving very efficient in bringing the Grant county roads back to perfect condition. The tractor and heavily loaded trailer in the background show what sort of traffic the roads of this county have to sustain. Only constant maintenance such as the State highway department is giving them will keep them in good condition, as no gravel road, however well built, will stand up under logging operations without frequent and regular attention.

"Scott County Roads Greatly Improved"

Scott County Record.

On Sunday afternoon the editor took a little drive to Square Rock, several miles north of town, to see the condition of the roads and enjoy a brief outing. The drive was delightful on account of the splendid condition of the roads. In fact, that particular stretch of road is in better shape than it has been at any time since we have had occasion to travel over it.

Under the direction of the State Highway Department, Solon Cantrell has been working a crew of men on this road for several weeks, and Mr. Cantrell has shown clearly that he is a capable road man. Under the supervision of Judge A. F. Smith, the county is co-operating with the State Highway Department in the improvement of this road, which is officially designated as a primary road.

The improvement of the highways of the county at this time, both by the county and the State, is of the greatest importance, and it looks now as if this excellent work will be continued and extended. There is a large volume of tourist travel between Fort Smith and Hot Springs for which this is the natural and logical passage. Much of this travel has been compelled to de-

tour on account of the impassable condition of the roads the greater portion of the time. With the improvement of our roads there will be a vast increase in the number of tourists traveling between these points who will pass through this county. Not only will they spend money here, but they will advertise this section throughout the country to our advantage. Hitherto, they have been charmed with the attractive scenery of the county, and disgusted with the bad roads; and they have given us the wrong kind of advertising.

Then the economic value of improved highways cannot be overlooked. They mean much to the farmer who is compelled to travel over them. The cost of all kinds of travel and transportation is materially reduced, to say nothing of the comfort and pleasure they afford. In his campaign in the interest of a system of improved highways throughout the state, Herbert R. Wilson, Commissioner of State Highways, has shown himself to be a man of industry and broad vision. The splendid work which is being done throughout the state under his capable supervision, is sufficient proof of that fact. As we have said before, the Harrelson law is probably not perfect, but real, substantial progress is being made under its provisions.

YOUR PROFIT AND PLEASURE.

(From Colorado Highways)

Modern roads have brought the markets closed to the farmer and have made our citizens more efficient by widening their range of activity, besides bringing the people of rural communities and those of the cities closer together.

When these facts are considered, it is to be seen that modern highways are not to be thought of as things that cost money, but as things that greatly improve living conditions and give out money to everyone.

For example, how much would a doctor be worth to society today, if he was limited in his activities to the horse and buggy and the poor roads of the past? Or how about the truck traffic that is moving thousands of tons of commerce over our modern highways? And how much less time would there be for work on the farm if the milk was hauled over the poor roads of yesterday?

The improved highway is coming more and more. We cannot do without it. And being your highway, it is up to you to vote for it, to impress upon your elected officials the importance of same, and to support the better roads program, knowing the returns and the wealth it is bringing you.

IMPORTANCE OF HIGHWAY PUBLICATIONS.

(Continued from Page One.)

from politicians and misinformed citizens who realized that criticizing the Highway Department was a popular issue. No publicity campaign was carried on to counteract these false and exaggerated reports, and the Department had no medium through which it could give out the facts to defend itself, and as a result many members of the Legislature, voicing the sentiment of their people, wanted to abolish the Highway Department. Shortly after that session of the Legislature we started the Texas Highway Bulletin, official organ of the Department. Through this publication and through the press we have kept the public informed regarding our activities, we've explained in detail any point that we thought was not clear to the average citizen, we've carried our needs to the people; and as a result, the last Legislature doubled the license fees, turning over to the State Highway Department all of the increased fees; passed a tax on gasoline; three-fourths of which goes into the State highway fund; placed the maintenance of all State highways under the control of the Department, submitted a constitutional amendment which would have authorized the Department to take over the construction and maintenance of all State highways. Of course, we do not claim that the Bulletin was altogether responsible for this change, but it at least played a prominent part. The papers reprinted our articles and our friends used the information to advantage.

The people cannot be blamed for refusing to support something they don't understand; they should refuse. They cannot be blamed for believing false reports when they have no other information to go by. Publicity acts as an antidote for blind criticism that highway departments receive at the hands of politicians and misinformed citizens, and it is a State highway department's duty to give publicity to its activities. The people want and expect it. They are naturally interested and when the actual facts are not made known, they are prone to believe false reports.

The people can be depended upon to do the right thing, when they know what the right thing is. The people should rule and the people will rule. I, unlike some of these modern, mysterious prophets, still have confidence in the people, and the form of government under which this great nation has grown to be the most powerful and most wonderful in all the world. I don't believe the country is going to the Bow Wows or that the reds and foreigners are about to take it over.

Yes, I believe in one flag and one government, and that government is based upon the Constitution of the United States.

The activities of the State Highway Department should be open and aboveboard. Tell the people all your troubles and

needs. They will have confidence in you and will co-operate with you.

Most of the States are now getting out an official publication, and some of them are getting out weekly news letters to the papers and all of these States will admit that their publication has been a great help to them in carrying on their program and especially in securing needed legislation.

Of course, the mere fact that the highway department issues a weekly or monthly publication is not sufficient proof that the department will secure the desired results from this form of publicity. Much will depend upon the contents of the publication, the circulation and the manner in which the information is published. A publication of this kind should not be restricted to cold facts pertaining strictly to the subjects of highway construction, highway maintenance and the activities of the department. A few good pictures and jokes make any magazine more attractive and readable. Whether or not certain articles are read will depend a great deal upon the manner in which they are arranged and the titles given them. Few of us like to sit down these days and read dry articles or instructions pertaining to a subject for which we have no special interest, other than that of a citizen, but if this article is gotten up in an attractive style and well illustrated, we will often read and digest it. If this were not true, it would be just as well for us to have these articles and instructions mimeographed and mailed out to these people.

The contents should include proposed legislation, instructions to county officials, activities of the various counties of the State, rulings of the department, projects advertised, contracts awarded, activities of other States and general news pertaining to the highways of this country, and as I said before, a few good pictures and jokes mixed in with this information will add greatly to the attractiveness of the publication. Pictures alone often tell a story, and a joke often conveys an idea in a more forceful manner than an article a page long could have.

Tourist information and articles catering to tourists are not at all out of place in a magazine of this kind. Tourists bring money and prosperity into a State. Articles telling of the pleasure and health resorts, the places of historic interest, and calling attention to the natural scenery boost the State, cause local tourists to see their State first, and has a magnetic effect on out of State tourists.

The circulation should include county and State officials interested and engaged in road construction and maintenance, law makers, newspapers, civic clubs, engineers and contractors, and other interested citizens who make application to receive the publication.

In summarizing the benefits to be derived from State highway publications and stressing the importance of such publication, it seems that there are about five reasons why every highway department should have an official organ, gotten out under its direct supervision. First, it helps to mold public sentiment in favor of modern road building and modern highway transport. Second, it keeps the public informed with reliable information. Third, it reaches those directly interested. Fourth, it is instructive, and fifth, it stimulates interest and study on the part of those actually engaged in the work.

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Leaves From the Editor's Notebook

"ROLLING OUT THE ROUGH PLACES"

Radcliffe, in his editorial cartoon for the month, graphically calls attention to the present status of the good roads program in this State.

Both the rough places in the roads and the rough places in public sentiment, the latter artificially worked up by petty and selfish politicians and obstructionists, are being rolled out and smoothed down. The real importance and value of the good roads program is looming up in the public mind by way of contrast with the ridiculous smallness of the opposition, and such part of it as is not at the present moment scurrying for the bushes and the tall timber is in imminent danger of being "ironed out" as completely as are the rough spots on the highways.

The good people of the State of Arkansas are in no humor to see the program halted at this stage of the proceedings, and those who insist on getting in the way, if there are any such, must take the consequences.

We trust there will not be anyone so foolish. The indications are there will not be. The boys who were blowing themselves red in the face some months ago in opposition to the highway program seem to have subsided a good deal as a result of the well-confirmed news that the people back home sort o' like a good roads system that reduces their bonded debt while it insures State-wide highways "that go somewhere," and go there all the year round, "rain or shine."

Yes, the Good Roads program under the new law is "rolling out the rough places" both on the highways and in public sentiment. If you want proof of the first statement, use your car on the roads. If you want proof of the second, use your ears anywhere folks happen to be discussing public matters.



HONOR ENOUGH FOR ALL

One of the most flattering sidelights on the work which the State Highway Department has been able to do thus far under the operation of the new Highway law has come from an indirect and unwilling source, as illustrated in two instances that will here be related.

An engineer from this office was driving over a section of the Little Rock-Memphis highway, in a county the name of which it is not necessary to give here, whose county judge had been a strong opponent of the present statewide highway law. The section, prior to its taking over by the State Highway Department, had been impassable in winter time, and notoriously rough in summer. To his companion, a prominent and influential business man from the county seat of the county in which they were traveling, the engineer commented on the improved condition of the road, which permitted comfortable travel at 30 miles per hour.

"You couldn't ride this way over this road before the highway department got busy on it, could you?" the engineer asked.

"Has the highway department been doing this fine work?" the business man countered.

"Why yes, who did you think had been doing it?" the engineer replied.

"Well," said the business man, "I suppose I am partly accountable for my own ignorance, but I was riding over this very stretch two weeks ago with our county judge, and commented on the great improvement in the road, and he said 'Yes, I have worked hard on this piece, and have it in pretty fair condition.'"

"So you thought the county judge had done this work?" asked the engineer.

"Yes, indeed, I did," replied the business man. "It looks like the highway department has been too busy to do any bragging, or I should have known better."

The second instance, almost a parallel with the first, was disclosed while the writer was inspecting a section of natural gravel road in a southern county in which the county judge while hostile to the State Highway Department, was claiming credit for the work done by the department.

It is not our purpose, in referring to these instances of misplaced credit, to preach a sermon on honesty, or declaim against county judges or other local officials who would rob the State department of its just praise.

It is rather to call attention to the sincere, though indirect, flattery that is involved in such misappropriations of credit. If the work already done by the department, in the short time which it has had to show results, is of a quality that hostile local leaders are willing to have pass as their own, surely it is a vast improvement over the hit or miss system of the past, and an honest return for the money that has been contributed through the gasoline and oil taxes by those who use the roads.

Nor is the State Highway Department complaining if part of the praise for the good work is absorbed by once hostile local leaders, for perhaps even they, as they get a taste of the popularity of the present program, will lose some of their hostility and gradually turn from enemies into friends and boosters of the great and patriotic labor of lifting Arkansas out of the mud. In which work, in the words of a great man and a patriot, "there is honor enough for all."

SPLENDID CO-OPERATION OF COUNTY JUDGES

One of the most gratifying signs of the times is the way the majority of the county judges of the State are co-operating whole-heartedly with the highway department, both in the work of completing connecting links on the State system, and in the building up of the subsidiary county roads.

With but rare exceptions, all the judges are doing their utmost by way of such co-operation, in a patriotic and unselfish spirit.

And the county roads not on the State system are much more important than they are sometimes considered, for in many cases, they link up important farming sections with the nearest State-wide highway, and so bring its benefits right down to the farmer's door who formerly had no connection and could not benefit directly from it.

Only through such whole-hearted co-operation can the interests of the entire State be pushed forward uniformly. It is a tribute to the public-spirited citizenship of Arkansas that it is forthcoming in many cases even from judges who at first felt that the new highway law had improperly invaded a realm that was their own.

CONSIDER LEE COUNTY

Those who are halting between two opinions on the highway question will do well to consider Lee county, where the first election under the new State-wide law recently resulted in a vote of over 17 to one in favor of a program calling for the construction of some 80 miles of hard-surfaced highways, at a cost of half a million dollars.

Here was a case in which the people themselves had the choice between roads and no roads, road tax or no road tax, and they made it, unmistakably.

So, in the near future, Lee county, long without improved roads, will be reaching out to tie up with the already completed systems of surrounding counties, making its own fertile lands accessible over State highways from every section of Arkansas.

Of course, in such a movement, wise and patriotic leadership counted for much, and we are glad to publish elsewhere in this issue the pictures of the four men who are credited by their fellows with "putting the big drive across." Such men are worth "looking over," and we are proud to make it possible for the readers of *Arkansas Highways* to do so.

GOOD NATIONAL ADVERTISING

Arkansas received some wonderful advertising in a recent issue of the *American Legion Weekly* incident to the publication of a leading article on "Broad Highways of Democracy," by Herbert Corey.

The article was illustrated by "before" and "after" pictures of a stretch of State highway near DeQueen. The pictures showed the same "flivver" standing in the same spot on the highway, before and after it had been graveled, and bore the question, "what'll you take, mud or gravel?"

In view of the large nation-wide circulation of the Legion paper, this was an invaluable bit of publicity for the work which the State is doing in the improvement of its highways.

Did you miss seeing it? If so, turn to your own or your neighbor's copy of the *Weekly* for March 28. Then send it to someone outside the State who may still be under the impression that Arkansas has nothing but swamps and mud.

"WE BUILD FOREVER"

"Therefore when we build, let us think we build forever. Let it not be for present delight, nor for present use alone. Let it be such work as our descendants will thank us for, and let us think as we lay stone upon stone, that a time is to come when those stones will be held sacred because our hands have touched them and that men will say as they look upon the labor, and wrought substance of them, 'See, this our fathers did for us'."

—John Ruskin.



Leaves from the Engineer's Album

In the previous issues we have commented on the excellence of the Franklin county unit of the Little Rock-Fort Smith highway. Here we have another view of a mountain curve, splendidly laid out and protected by guard rails, near Ozark, home of Commissioner J. S. Turner.

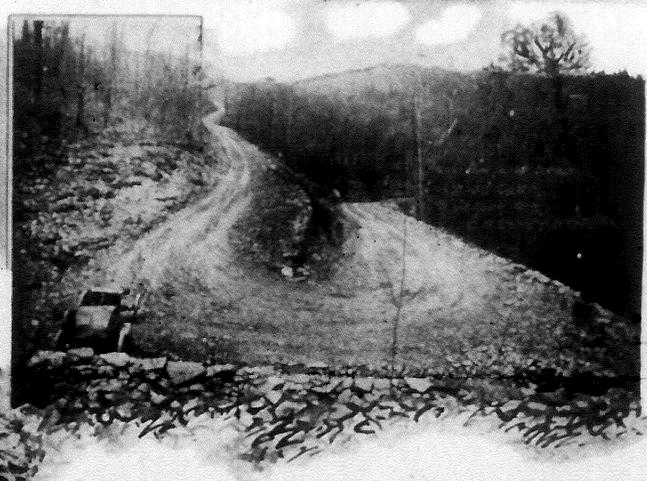


A beautiful stretch known as the "Big Creek fill" on the Helena-Marvel road in Phillips county, which exemplifies the guard rail system which Commissioner Wilson plans to extend throughout the State, wherever dictated by the safety of the traveling public.

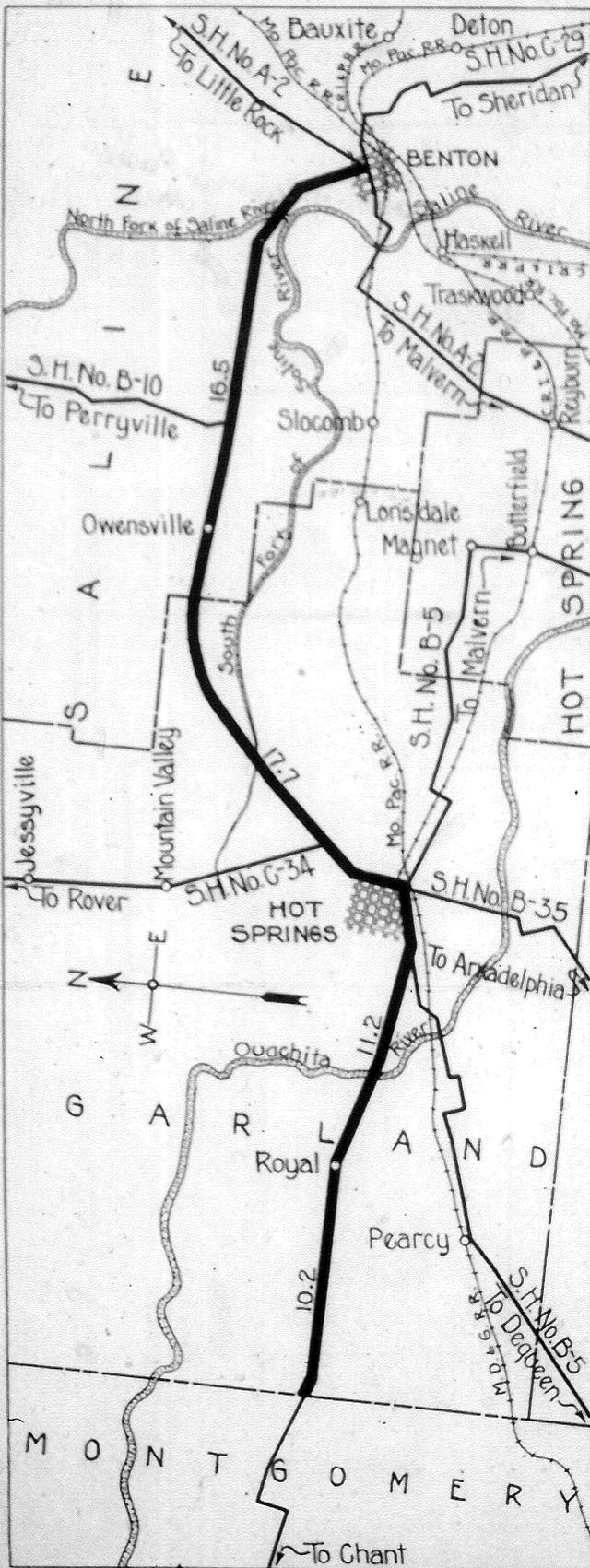
White county is justly proud of its unit of the Arkansas-Missouri Highway, running from Little Rock northeast to the Missouri line. This is a sample of the road just north of Judsonia.



The "Gleason cut-off" on the Little Rock-Fort Smith highway, four miles west of Conway. Long notorious for its terrors to wet weather tourists, and a productive source of revenue for adjacent teamsters, the Highway department has decreed that it must go. Under State supervision it is being made a passable "all-weather" road.



Picturesque in the extreme is the State highway running from Russellville to the Diamond Cave at Jasper. Hair-pin loops are under the "ban" of Commissioner Wilson, but Newton county's mountains make them inevitable. The loop shown in the picture, however, is to be protected with a well-anchored guard rail.



Giving Readers of *Arkansas Highways* an Idea of a Road "Log" Now in Preparation Under Commissioner Wilson's Direction Covering All Roads in the State System.

State Highway No. A-6
 BENTON—HOT SPRINGS
 MT. IDA—CHANT

These readings from Benton toward Chant. For opposite direction change RIGHT and LEFT.

Miles from Chant	Miles from Benton	Directions
107.3	0.0	BENTON—Corner North and Norman Sts.—Go west on North St., State Highway No. A-2 south on Norman St. to Malvern also leading to State Highway No. C-29 to Sheridan.
107.0	0.3	Angle right to Narrowway St.—2 blocks north of courthouse.
106.9	0.4	Turn right to Market St.—go 1 block and turn left to Carpenter St. and keep straight ahead.
106.7	0.6	Straight ahead—local road to left.
103.4	3.9	Cross bridge over north fork of Saline river.
95.0	12.3	Keep straight ahead—State Highway No. B-10 to right to PERRYVILLE and MORRILTON.
90.8	16.5	OWENSVILLE—Keep straight ahead.
87.6	19.7	From SALINE to GARLAND COUNTY—Line is marked by notches on a forked Red Oak on left of road.
81.2	26.1	Cross bridge over south fork of Saline river.
79.5	27.8	Fountain Lake and Arbordale Mineral Springs to right of road.
76.8	30.5	Keep straight ahead—State Highway No. C-34 to right to Rover.
75.3	32.0	City limits of HOT SPRINGS.
75.2	32.1	Turn left to Park Ave. at end of trolley car tracks—follow car tracks.
74.3	33.0	Turn left to Central Ave.
73.6	33.7	Straight ahead—State Highway No. B-5 to left to MALVERN.
73.5	33.8	Turn right to Ouachita Ave.—State Highway No. B-35 straight ahead to ARKADELPHIA.
73.1	34.2	Garland County courthouse on left.
72.8	34.5	Turn left to 3rd St. and follow car line.
72.6	34.7	Turn right to Hobson Ave., follow car line.
72.3	35.0	Turn left to Summer St., follow car line.
72.2	35.1	Turn right to Thornton Ferry Road.
72.1	35.2	City Limits—Keep straight ahead.
71.3	36.0	Turn right—State Highway No. B-5 to left to GLENWOOD and DE QUEEN.
68.8	38.5	Straight ahead—local road to right.
68.2	39.1	Straight ahead—local road to right.
65.3	42.0	Cross steel bridge over Ouachita river.
64.6	42.7	Straight ahead—local road to right.
62.6	44.7	Ford small stream.
61.9	45.4	ROYAL postoffice.
61.0	46.3	Ford Rogers Creek.
59.3	48.0	Straight ahead—local road to left.
58.5	48.8	Ford small stream.
53.3	54.0	Cross bridge over Three Forks Creek.
51.7	55.6	From GARLAND to MONTGOMERY COUNTY—Line is marked by notches and blazes on a large pine tree to right of road—Keep straight ahead.

INSPECTION TOUR IN SECOND DISTRICT.

Accompanied by R. C. Limerick, state highway engineer, E. B. Reynolds, local district engineer, E. P. Shuman, federal engineer, and Paul Grabel, editor of *Arkansas Highways*, Herbert R. Wilson, state highway commissioner, arrived in Pine Bluff late yesterday afternoon at the conclusion of a three-day tour of inspection of the roads of the second district, which are a part of the new state system of 6,700 miles.

After inspecting the local district office, and viewing the repair work now in progress on the Dollarway, Mr. Wilson expressed satisfaction at the progress already made under Engineer Reynolds' direction in putting the state highways of this district under maintenance in spite of unusually bad weather conditions and declared that with a few weeks of favorable spring weather every mile of the state system in this district would be placed in good condition.

Mr. Wilson also stated that if the weather conditions are suitable, he will place one or two extra crews at work on the Dollarway, in order that the road to Little Rock may be completely opened up within the next few weeks. The Pulaski county end of the highway, a part of district No. 10 of that county, which is of sheet asphalt, 18 feet wide, has been completed and with the repair of the Dollarway under Engineer Reynolds, will make a pleasant and easy trip between the two cities.

During the trip which he completed last night, Commissioner Wilson covered both branches of the Arkansas-Louisiana highway to the Louisiana line, all of the state highways in Lincoln county, and most of the Jefferson county roads. The trip was curtailed somewhat by the heavy snow which fell Wednesday but roads that were not inspected by Mr. Wilson on this visit will be covered in a second trip next month, it was said.

Work is progressing all over the state as weather conditions permit, Mr. Wilson said, all the organization work having been completed by his office some weeks ago. The opening of spring weather will see the highway department active in every county in the state.—*Pine Bluff Graphic*.

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who own and operate more road building machinery than any other firm in Arkansas, with the Southern Sand Company operating the largest sand producing plant in the State.

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PRESS COMMENTS

"Arkansas Highways," published by the State Highway Commission, and edited by Senator Paul Grabel. It is a very interesting publication, and one that should be of much assistance in helping to rebuild good roads sentiment in Arkansas. Mr. Grabel is a well known writer, formerly connected with the *Arkansas Democrat*. Arkansas needs all kinds of sensible and conservative publicity, and we need much of it right here in Arkansas. The majority of us are not well enough "sold" on our own State, and there are others of us whose intentions are good but whose exaggerations tend to indirectly ridicule the State. Truthfulness and more of it will benefit us at home and abroad. The *Arkansas Utility News* is not in politics and has no political connections or ambitions, and we shall be very happy to join *Arkansas Highways* in working for a better developed and more prosperous State. * * * *Arkansas Highways* has our best wishes for a long life of statewide usefulness.—*Arkansas Utility News*.

GOOD ROADS AND THE FARMER.

"The farmer between whose farm and town is an all-the-year three-ton road realizes more on every pound of products he sells than does the farmer whose products must be hauled over occasional roads to the destruction of both vehicles and horses, not counting his own needless time spent between home and town, and lack of ability to take quick advantage of favorable market conditions."—*Fort Smith Southwest-American*.

You may not have your path through life strewn with flowers, but that doesn't keep you from planting a few on the highway for the other fellow.—*Colorado Highways*.

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THEY ARE MADE IN ARKANSAS BY AN ARKANSAS CORPORATION FOR ARKANSAS ROADS.

The Dixie Culvert Manufacturing Co.

LITTLE ROCK, ARKANSAS

PRESS COMMENTS

We feel that there is every reason for us to be elated over our good road prospects, and over conditions in our county as a whole, for with the building of good roads through the county, we believe there is no doubt that we will enjoy an era of progressiveness we have never known in the past.—*Yellville Echo*.

The Harrelson bill is proving a blessing in disguise to land owners. It will decrease the road tax one-third this year and one-half next year. It is true the tax on automobiles has been increased, but it is about time the people who use the roads on motor trips paid something for them. The farmers and land owners have been carrying the burden and have become land poor paying the debt. In the meantime there will be more money for road building and spring will find many miles of good gravelled roads added to the mileage already established the past year. The Harrelson bill not only secures revenue to retire the bonds on roads already established but guarantees more money for building other roads and maintaining them under state and federal aid.—*Jonesboro Tribune*.

Already a noticeable improvement has been made in the roads of this section.—*Mountain Home Bulletin*.

"GIVE THE LAW A CHANCE."

"The NEWS-HERALD favors giving the Harrelson law a chance—Let it prove itself a relief or a failure—* * * One favorable feature * * * is that it precludes future grafts."
—*Gravette (Ark.) News-Herald*.

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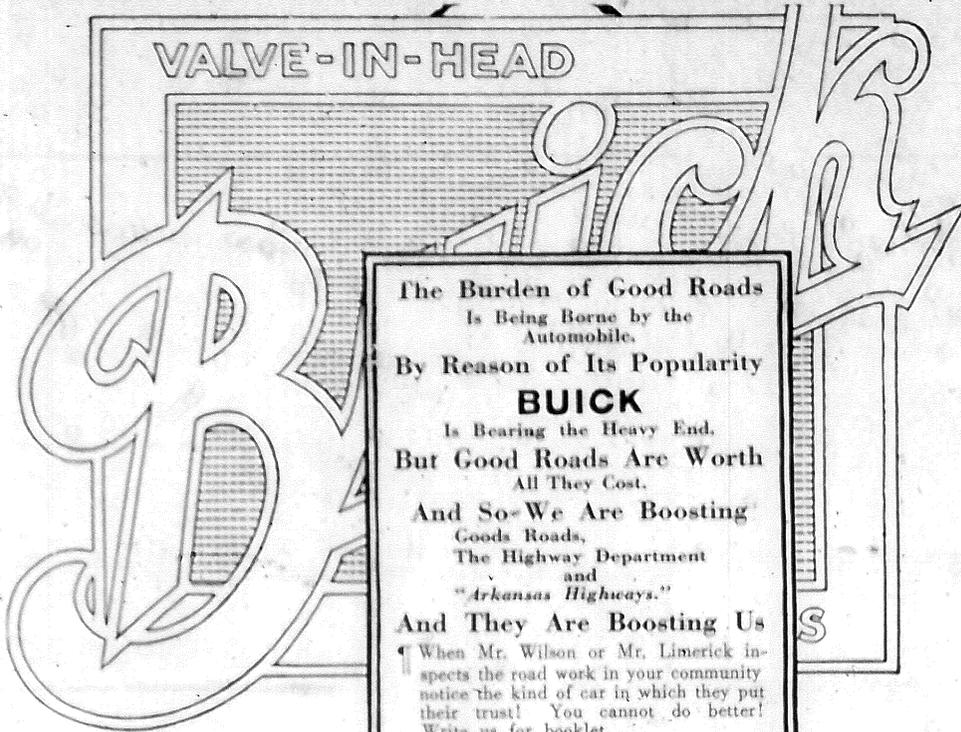
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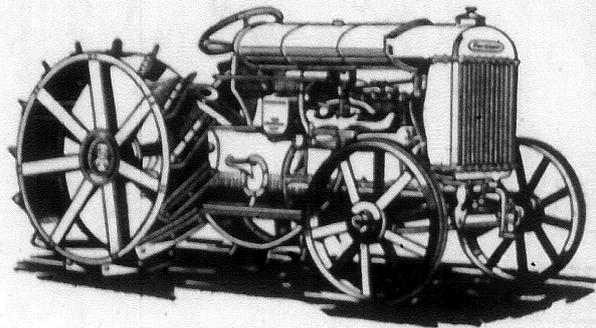
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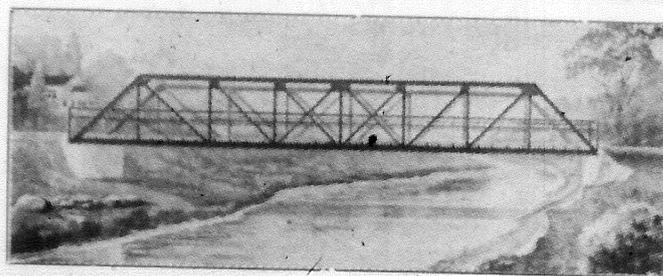


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Every Day is a Fresh Beginning

By Susan Coolidge.

Every day is a fresh beginning;
Every morn is a world made new,
You who are weary of sorrow and sinning,
Here is a beautiful hope for you—
A hope for me and a hope for you.

All the past things are passed over;
The tasks are done and the tears are shed,
Yesterday's errors let yesterday cover;
Yesterday's wounds, which smarted and bled,
Are healed with the healing that night has shed.

Yesterday now is a part of forever,
Bound up in a sheaf, which God holds tight—
With glad days and sad days and bad days which never
Shall visit us more with their bloom and their blight,
Their fullness of sunshine and sorrowful night.

Let them go, since we cannot recall them;
Cannot find and cannot atone,
God in His Mercy receive, forgive them!
Only the new days are our own—
Today is ours, and today alone.

Here are the skies, all burnished brightly;
Here is the spent earth all reborn;
Here are the tired limbs springing lightly
To face the sun and to share with the morn
In the chrisom of dew and the cool of dawn.

Every day is a fresh beginning!
Listen, my soul, to the glad refrain,
And spite of old sorrow and older sinning
And puzzles forecast and possible pain,
Take heart with the day and begin again.





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says:—

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