

ARKANSAS HIGHWAYS



THEY ALL LEAD TO THE CAPITOL

AUGUST

VOL. I

1924

NO. 8

STEEL

FOR BRIDGES AND
BUILDINGS

REINFORCING BARS

Over 500 tons in stock for immediate
shipment.

"One Piece or a Carload"

Arkansas Foundry Company

1500 E. 6th St.

Little Rock, Ark.

*"We Can Repair or Duplicate any Piece of
Road Machinery"*

The New Highway Law

IS GIVING US

GOOD ROADS



PARKE-HARPER
PUBLISHING CO.

can give you

Good Printing

209 Spring St.

Little Rock, Ark.

CLOSE AT HOME



This 36-inch 14-gauge ARMCO Culvert was installed in Pulaski county, near Scott, Arkansas, in 1908. It was inspected and photographed in June, 1923, and found to be in perfect condition in spite of its slight protection from heavy traffic and the water which stands in it at least nine months out of each year.

After sixteen years of service this ARMCO (Pure Iron) Culvert has not only proven its rust-resisting qualities but it has proven its strength and ability to give years and years of service under adverse conditions.

There are thousands of other installations under varying conditions which prove that ARMCO Culverts are just as permanent as any roadway that can be built.

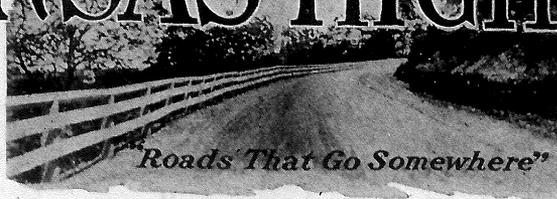
MADE IN ARKANSAS
BY ARKANSAS PEOPLE

**THE DIXIE CULVERT
MANUFACTURING COMPANY**

LITTLE ROCK, ARKANSAS

Property of the
ARKANSAS HISTORY COMMISSION
STATE CAPITOL
Little Rock, Arkansas

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.

AUGUST, 1924.

NO. 8

Northwest Arkansas Hears With Joy of Piney Creek Bridge

Commissioner Wilson Approves Contract Which Starts Actual Construction.

Second only to the great Winslow mountain project in its importance to the highway system of the State and in the number of people vitally affected by it, actual construction work was begun on the Piney Creek bridge in Johnson county under the direction of the State highway department, Monday morning, August 4.

Contract for the structure, which is the last link in the complete opening of the Little Rock-Fort Smith highway, was signed by Herbert R. Wilson, chairman of the highway commission, R. C. Limerick, State highway engineer, and Commissioners Turner, Maxfield, Wolfe and Foster, on July 31. The lowest and the successful bidder was the St. Louis Structural Steel Company of St. Louis, Missouri, which began to place its machinery and material on the ground Monday morning. Under the contract, the bridge must be completed in 180 working days, when the last bad weather "terror" of the overland journey from Fort Smith to the State capital will have been permanently removed.

The bridge will replace a ferry, which in turn had replaced an old-fashioned bridge which was destroyed by a tornado in the spring of 1920. The ferry was difficult of approach in bad weather, and was a source of annoyance to tourists, both because of the tolls, and the uncertainty of service after nightfall.

In size the bridge will be 317 feet and nine inches long, with an 18-foot roadway between curbs, concrete floor and reinforced concrete piers and abutments. It has been designed by N. B. Garver, bridge engineer of the State highway department, who will have direct supervision of its construction. Mr. Garver designed it to carry a 15-ton truck, with an additional safety factor of 30 per cent for impact. The price of the bridge, with all engineering and incidental contingencies included in the estimate, will be \$44,695.69, of which the people of Johnson county will

only pay \$15,000, the highway department and the Federal government financing the remainder of the cost.

Announcement of the beginning of actual work on this important bridge has been hailed with joy by the entire northwest section of the State, which is vitally interested in the highway from Fort Smith to the capital city.

ALL ROADS LEAD TO ROME

In the days of Augustus it was said, and said truly, that all roads led to Rome, the capital city of the Empire.

In the great empire now a-building which we know by the loved name of Arkansas, all roads lead to the City of Roses, set like Rome, upon her seven hills.

And it must be a source of joy to all true citizens of Arkansas to know that at the end of the splendid highway that runs past their door there is set, on one of those seven hills, a capitol building as beautiful and as everlasting as any of the beautiful and classic structures which were the boast of ancient Rome.

On our front cover this month we have pictured Arkansas' capitol building, as seen by the traveler at night, looming against the background of the sky, the tracery of its elegant lines brought out by electric floodlights with all the clean beauty of a cameo, cut from native Batesville marble.

As the zero milestone of every Arkansas highway, Arkansas' capitol forms a picture that ought to be graven deep in the minds and hearts of all true lovers of our "Wonder State."

Hot Springs National Park Vitaly Interested in Building Good Highways

From Hot Springs Chamber of Commerce.

No city in Arkansas is more interested in the building of good roads than Hot Springs. And the city itself is setting a splendid example by a city-wide pavement movement, thus being prepared to give the best connections to the present highways entering the resort—the Bankhead, Albert Pike and Lee.

Millions of dollars are being spent on highways throughout the entire state and Arkansas will soon be a network of good roads. The striking feature of the program is that the type is permanent.

Of surpassing importance in the state, is the road leading from Hot Springs to Little Rock, the state capital, known as the Little Rock-Hot Springs highway, but in reality a section of the Bankhead Highway, a transcontinental trunk line intersecting with roads of all sections.

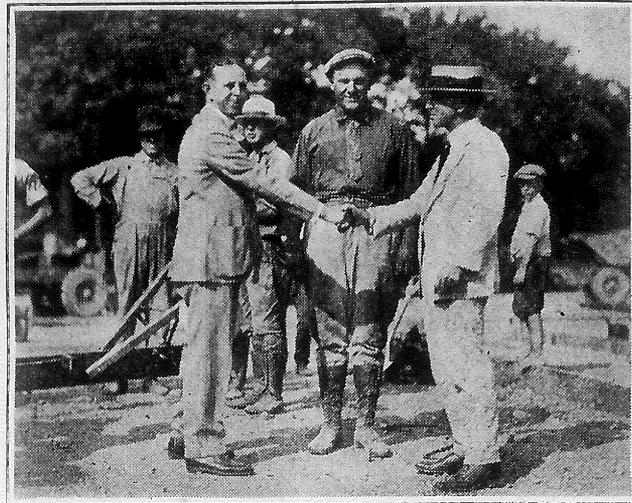
The importance is rightly based on the world-wide popularity of Hot Springs, "The Nation's Health Resort," which for years has annually attracted hundreds of thousands of visitors. They come from all parts of the country and by every mode of travel, some seeking relief from bodily ills in the famous radioactive waters; others pleasure bent and still others business bound.

With the tremendous increase in the number of automobiles in use each year, tourists will be afforded a better opportunity, with the coming of modern highways, to visit the most famous spot in the Ozark mountain region, the Hot Springs of Arkansas.

And so taking all things into consideration the completion of the Little Rock-Hot Springs Highway into Hot Springs will be a vital movement both to the resort and the state. The more permanent roads built leading into Hot Springs the more the resort will prosper. And this benefit will also be felt throughout the state.

Much of the road mileage on the Little Rock-Hot Springs Highway, an 18-foot concrete road with 6-foot gravel shoulders, now under construction, will be completed this year. Fourteen miles of the highway leading out of Little Rock toward Hot Springs was finished several years ago, and the entire 55-mile stretch will soon become a solid unit, such excellent progress is being made on the remaining 41 miles, with two companies on the job, employing three construction gangs.

The ten-mile stretch between Red Gates on the Pulaski



Scene at the first pouring of concrete at the Hot Springs end of the Little Rock-Hot Springs highway.

Robert A. Jones, chairman of the district commission, and A. M. Lund, chief engineer, congratulate each other on the actual beginning of construction work.

county line and Benton has been let to the Houston Construction Company, of Houston, Texas. Work started the latter part of July.

The Koss Construction Company, of Des Moines, Iowa, got the balance of the contract. They have crews working out of Benton coming toward Hot Springs and one crew at Hot Springs working toward Benton. They are pouring a daily average of 500 feet of concrete. In fact, both companies are doing everything possible to push the project to completion by January.

The figure for the 41 miles was \$1,175,000.

Contract for the bridge substructures was awarded to the Oliver Construction Company at \$61,171 and for the bridge superstructures to Leroy Johnson, of Joplin, Mo., at \$16,106.87.

SPLENDID ARKANSAS PUBLICITY.

Little Rock and Arkansas are given thousands of dollars worth of free publicity in the current issue of the "Manufacturers' Record" through the publication on pages 67 to 74, inclusive, of an article by Warren King, assistant manager of the Little Rock Board of Commerce, exploiting the many advantages of the city and state.

Those who have not already seen the article would do well to look it up, as it gives the Arkansas reader a new thrill of pride in his citizenship. Among the many fine pictures which accompany the article are views of the Broadway and Main street bridges, which tie the Northern and Southern halves of the new State road system together at Little Rock, the State capitol, the Little Rock city hall, the Albert Pike Memorial Temple and the Bert Johnson peach orchard in Pike county, the largest orchard in the world, out

of which more than 1,200 car loads of the finest Elberta peaches will be shipped this summer.

"Mr. King is to be complimented upon this splendid piece of "press-agentry" which he has "put across" for "The Wonder State."

Charles S. Barrett, president of the National Farmers' Union, who came to Little Rock during the extra session of the legislature when the new road law was under consideration and tried to defeat any constructive road legislation, is again in the state, making speeches and trying to influence the voters in the coming election. Mr. Barrett is using some of the roads he tried hard to defeat, in getting around to his speaking appointments. He might as well have stayed at his home in Georgia for all the influence he will have in shaping the coming election—*Monroe County Citizen.*

A History of the National Military Roads in Arkansas

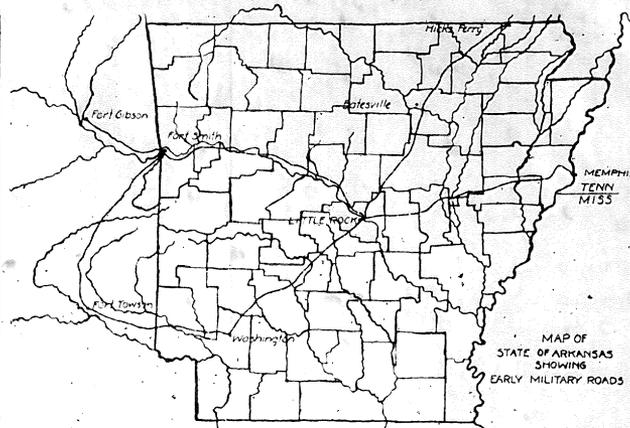
Written Especially for *Arkansas Highways* by Dallas T. Herndon.

EDITOR'S NOTE—This is the fourth and last installment of Mr. Herndon's story of the early road building that laid the foundation for Arkansas' development. In the articles that have gone before he has told of the thrilling experiences of military couriers who made the first overland journeys from Memphis to Little Rock over the present route of the State highway, experiences that made it impracticable for the ordinary civilian traveler to attempt a land journey. He also told of the building of the first 64 miles of road from Memphis to the home of William Strong on the St. Francis river, the generosity of Congress toward Arkansas, and the final opening of the highway for the entire distance. Mr. Herndon here takes up the story with the plans that were made for the continuance of the military road to the Indian frontier at Fort Smith.

By far the greater amount of money was spent in the time of Governor John Pope's administration, and under his personal supervision. And in this, as in other matters of administration, Pope's rugged honesty was proven beyond a question. The zeal of his conscientious endeavors to do, with the means afforded him, the very best possible by the community over which he was set during six critical years to govern was never duly compensated; indeed, to this very day the merits of the man and, as well, his achievements are but little understood. There was a reason. A single word—politics—is the key to the riddle. Politics, at the time of his arrival on the scene was arrayed in two bitterly antagonistic feuds. No man could have satisfied both. The only thing left him, then, was to choose between the two and use the leaders of what seemed the least undesirable faction as best he might for getting through the tasks laid out for him. Those whom he drew in to the government of the Territory and relied most on for support in putting through his creative and constructive measures, themselves for the most part turned savagely upon him as he approached the end of his term of office; and for no better reason, it would seem, than his stern insistence upon honesty and efficiency in office. And yet, excepting possibly Sevier, no other dozen men combined did in that early time a tenth part of what Pope accomplished in the matter of actually setting the Territory forward in wealth and enlightenment.

At the conclusion of Pope's term of office, while certain politicians of Arkansas were turning heaven and earth to poison opinion against him, the government at Washington, with whom his dealings in expenditures made of the road fund were had, caused a thorough investigation to be made of his administration. As a result, Congress even went out of its way to give him a vote of its confidence.

Touching the vastly improved conditions of the Memphis road, as it was when Pope's administration passed out, no want of unbiased evidence is available. Indeed, not even his enemies could gainsay the manifest excellence of the road. The following description, by one who had traveled a stretch of the road but a day or two before the publication of the statement here quoted, was printed by the *Memphis Enquirer* in October, 1836: "Travel on the National Road from this place hence into Arkansas, as we have had occasion but a few days ago to experience, makes traveling a pleasure. We were delighted not only with the country through which it passes, but equally so with the



road itself. To build such a road was truly a herculean task. In places the results show the mastery of man over the most hideous frowns of physical nature." With the thousands of dollars appropriated in 1835, improvements were still in progress at the moment when this was written. The work was now in charge of a Major Bowman of the regular army. The writer found the road, wanting only a few finishing touches in places, "as smooth as the unruffled bosom of a lake." "Arkansas," he said, "may shortly rejoice in having one of the best built roads anywhere in the West, if not in fact in the Union." Since 1832, when Pope took the work in hand, very much of this, and that too through the most difficult portion of the route, had been altogether made over. And, now, after four years of gradual and substantial improvements throughout its length, "the price of property convenient to the road," as reported by the *Arkansas Gazette*, "had risen very considerably."

An account of the opening of the Memphis road would be sadly lacking if wanting some mention of its continuance from Little Rock westward to Fort Smith and beyond the frontier into what was then known as "the Indian country." If the plan to extend the road thence was in any sort an afterthought, the second thought followed close on the heels of the resolution taken to open a passage through the Mississippi swamp and into the interior of Arkansas Territory. Congress passed in 1825 the initial appropriation for laying out a road from Little Rock to Cantonment Gibson, situated then well beyond the frontier of white settlement. Thus only about a year intervened between the launching of what was in reality the two halves of a single enterprise. To clear the right-of-way of its timber and underbrush and make it otherwise fit for traveling, was appropriated at first but ten thousand dollars.

Not to have continued the road to the frontier would have been to leave it, as a military project, high in the air. That necessity might require the hurried dispatch of an army to the border no man dared gainsay the likelihood. Sevier, when, in 1832, he asserted the temper of the immigrating tribes to be such as to constitute a standing menace to the Territory, but voiced the general opinion of those he represented at the bar of Congress. Beginning before even the Territory was formed, by degrees under greater
(Continued on Page Eleven.)

Highways Opening Arkansas Resorts

By Jno. R. Fordyce.

EDITOR'S NOTE—Mr. Fordyce here concludes an article begun in the last issue of *Arkansas Highways*, covering a tour of the resorts and beauty spots of Northwest Arkansas which are receiving increasing attention this summer as a result of the good roads that have been built under the new highway system.

We came over the new Winslow Mountain road, just after a hard rain and the Highway Department had been out dragging it. The building of this road is one of the outstanding accomplishments of the State Highway Department for this year. It is opening up all northwestern Arkansas to the Arkansas river valley towns. It is already attracting thousands of tourists from Oklahoma and Texas, south Arkansas and Louisiana.

Natives Are Converted.

When it becomes better known this mountain will be lined with summer cottages, hotels and resorts. The natives will not be able to raise enough to feed the summer visitors. Already the small farmers living down the valleys are finding a good market for their eggs, chickens, butter, vegetables and fruit. They are not anti-highway now, and I am looking for more and more political funerals of those men who opposed highways. Fort Smith cars passed us in bunches. One man told me that they felt a new world had been opened up to them with the completing of this mountain road.

We reached Fayetteville after about four hours' actual running time; it had been a most enjoyable trip and we had seen some wonderful mountain scenery.

The Western Methodist Assembly has a new summer resort on Mount Sequoyah. The highways are making it possible for the patrons of this resort to reach here by auto.

While we were there one car came in from Dallas, Tex., and nine others were reported on the way. They said that the roads were fine when they struck Arkansas.

As we rolled down off the mountain and glided along the splendid roads we passed orchard after orchard of apples and cherries, the latter just beginning to ripen.

New vineyards are beginning to be seen since the Italian colony at Tontitown has shown us that the finest kind of grapes can be grown. The Welsh Grape Juice Company has built a factory at Springdale. There are 11 varieties of wild grapes in Arkansas, and the great vines which hang from the trees in valleys and on hills point in the most unmistakable way that nature intended Arkansas to be a grape raising state. Turn them into grape juice, and the state will have another great source of income and from a part of the state where other things cannot be raised to such an advantage. At Rogers and at Bentonville in the heart of the apple country the good roads are bringing thousands of tourists who have to be fed and supplied with gasoline, oil and repair parts. Farm house after farm house is beginning to turn into dining places for the campers along the road.

We began to see a strange marking along the road, "B. V. D.," and wondered much until we found out that it stood for Bella Vista Drive; so, of course, we had to go and see Bella Vista. A valley stream had been dammed up to

make a swimming lake. Golf links have been laid out around the lake. On the side of the hills on both sides of the valley there are about 500 rustic cottages. A hotel with a large dining hall, used also for dancing and a gathering place for the cottagers who come in their cars and gather here. We saw cars bearing license plates from all the near-by states and also Texas, Louisiana, Mississippi, Tennessee and Kentucky. This resort is not on a railroad and the auto and the highway alone make it possible.

We back tracked through Bentonville and Rogers and started northeast, again headed toward Missouri, but just before we reached the line we turned east toward Eureka Springs. The road is well located and built, and winds along the top and sides of the mountains coming out at points where you can see for miles and miles. The shadows of the clouds shifted slowly over the hills, and the sunlight fell on first one and then another far off valley or hill and made an ever changing picture of rare beauty. We made all the speed we dared to make with safety knowing that there were no bad places to be avoided. The road was just perfect, and surfaced with native flint. It certainly took some engineering to locate these roads.

Eureka Springs is so well-known that it needs no description from me. With its splendid Crescent hotel on the top of the mountain and its various others along the sides of the hills and in the valley, it easily ranks first among the summer resort towns of north Arkansas. It took a real engineer to lay off the streets so that they could be used at all. Until the Missouri and North Arkansas railroad gets to be more dependable, Eureka Springs is going to have to rely more and more on the highways and auto tourists.

Our highway department is on the job, and as we journeyed east toward Harrison, via the thriving little city of Berryville, we found crew after crew of men dragging the road or improving it here or there. It had become an axiom with us that whenever we found a bad piece of road there was a highway department gang at work fixing it.

Jasper lies to the south, and is only 20 miles away, but the road is under construction and not much speed can be made. As I watched the road construction it all at once dawned on me that the rock which has been blasted from the hillside and used in road work was pure marble of a most beautiful type. It certainly sounds grand to be riding on a marble road, yet here it was. The character of the trees was different. Around Eureka there were many pines, but here cedars, oaks and walnuts predominated.

Crossing the Buffalo river bridge we soon came into Jasper and had a most enjoyable dinner with Mr. Murray. The Diamond cave, of which we had heard, was only four miles away, and so we had to see it. The cave is now in charge of a company which is improving it and building a dining house for the autoists who come in the grove below the mouth of the cave. Mr. Moore, the manager, invited us to see the cave and then spend the night with them. The cave deserves a special article; it is one of Arkansas' great attractions. I have seen the Cave of the Winds at Manitou, Col., and it can't compare with this. I have also seen the Mammoth Cave of Kentucky, and

(Concluded on Page Thirteen.)

"ONE POPULAR TAX"

Ft. Smith Times Record

QUICK popularity of new forms of taxation is conclusive proof of their justice.

It has been but a few years since the first tax on gasoline was proposed. It was greeted by objections, for all new forms of taxation raise objections. No one likes to pay more taxes. But the significant thing about gasoline taxes is the rapid spread of the idea to so many states, and the uniform acceptance of it as a proper measure of highway service.

At this moment, 36 states out of the 48 have gasoline taxes of various sizes. Arkansas has the distinction of leading the entire United States in the amount of tax collected from gasoline, and Arkansas isn't paying any more than is just in return for the highway service which the gasoline tax makes possible.

Arkansas collects four cents per gallon on all gasoline used in motor vehicles. Seven states charge three cents. They are Arizona, Florida, Georgia, South Carolina, North Carolina, Oregon and Virginia.

Two states, Oklahoma and Utah, charge two and one-half cents.

Fifteen states—Alabama, California, Colorado, Delaware, Idaho, Indiana, Maryland, Montana, Nevada, New Hampshire, Pennsylvania, South Dakota, Tennessee, Washington and West Virginia—charge two cents.

Ten states—Connecticut, Kentucky, Louisiana, Maine, Mississippi, New Mexico, North Dakota, Texas, Vermont and Wyoming—charge one cent.

Twenty-eight of the states which charge the tax devote the proceeds entirely to road purposes. Various divisions between the state highway departments and the counties are used.

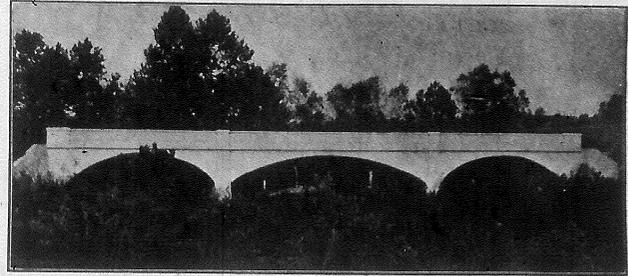
All of the remaining seven use part of the gas tax for roads, except one. In North Dakota all of the tax goes into the general state fund.

The gasoline tax is admitted by all students of highway economics to be the fairest tax that can be devised. Certainly there is an obligation on the motorist to pay part of the cost of construction and upkeep of roads. Much of the agitation against good highways arose from the unjust practice of charging the entire cost of a road to the land which lay along it. Gasoline taxes meter highway service, and cannot consistently be opposed by any user of the highway.

The trend of the tax since its inception has been upward. It is probable that the next few years will see many of the one cent and two cent states come into the three-cent and four-cent columns.

ANTICS OF THE "WHITE MULE."

The white mule was out Ford driving on our pike Sunday afternoon. He landed one. After turning a double somersault into a ditch, some broken parts, some missing hide, a missing wheel, a lizzy refused to proceed on three legs—but when the missing wheel was supplied she proceeded to function.—*Maberry Correspondent of the Brinkley Argus.*



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

Built by the Luten 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.

Contractors', Road Builders' Equipment

Advance-Rumeley Tractors	Clyde Steam, Gas and Electric Hoisting Engines
Schramm Compressors	Clyde Steel and Timber Derricks
Trenchers and Back Fillers	Steel Bridges
Fuller & Johnson Engines	Concrete Carts and Wheelbarrows
Sand and Gravel Pumps	G. M. C. Trucks
Rex Mixers and Pavers	Conveyers

The Blaw-Knox Lines

Batcher Plants	Road Forms
Clam Shell Buckets	Truck Turntables
Steel Buildings	Steel Bins

PROMPT SHIPMENT!

Joe Lyons Machinery Co.

112 N. Louisiana St. (Marion Hotel Bldg.)

LITTLE ROCK, ARK.

Leaves From the Editor's Notebook

THE PINEY CREEK BRIDGE.

Everybody who uses the Little Rock-Fort Smith highway will appreciate the announcement, carried in this issue of *Arkansas Highways*, that actual construction work has been begun on the splendid bridge that is to replace the ferry at Piney Creek in Johnson county.

Since the destruction of the old bridge at this point during a tornado in 1920, Piney Creek has been a dreaded spot on the tourist map, by reason of the difficulties of the approach to the ferry, and the uncertainty of service at night and during bad weather.

Commissioner Wilson has worked hard on this problem for many months, and is to be congratulated upon his successful handling of the difficulties involved. Under his plan, the people of Johnson county will pay only \$15,000 of the total cost of \$45,000, the difference being borne by the State highway department and the Federal government.

Thus is recorded another decisive answer to the ignorant or malicious critics who last fall pooh-poohed and ridiculed the new highway law and declared it would never bring about the return of Federal aid or relieve the people of tax burdens even if it were passed.

"WHEN IT BECOMES BETTER KNOWN."

Discussing the new Winslow Mountain road completed in June, which he calls the "outstanding accomplishment" of the State highway department, John R. Fordyce declares that "when it becomes better known" the mountain will be lined with summer cottages, hotels and resorts, and the mountain farmers will get rich selling vegetables, fruit, butter, eggs and chickens to tourists.

"When it becomes better known." That is the precise thing which *Arkansas Highways* is seeking each month to do—to make Arkansas' new roads, of which every good citizen is justly proud, and the natural beauties which they reveal to the tourist, better known to citizens of the State themselves, to tourists from other States and to the wide world in general.

That was the precise object of the framers of the new highway law when they provided for the issuance of such a publication by the State highway commission. To make Arkansas and her new highway program better known, in order that they may command admiration and respect from the outside world, and support and co-operation from her own citizenship, that was the purpose. We cannot act wisely until we know truly.

Once our new highway program is known, the beauties and the advantages of our State will become known, for the tourists who follow the new roads into sections hitherto unknown and impassable, soon advertise far and wide the wonders that are ours.

PROPERTY INCREASES IN VALUE.

"Property has advanced one-third in value since the road was built and one can't find an empty house," says the *Monette Sun-Times*, commenting on a Mississippi county highway recently completed. "Merchants are all doing a big business and everybody is happy except the fellows who made such direful predictions."

That is the common experience with good roads. They increase property values by much more than their cost. It is significant that every real estate booster, every man who has property which he wants to put on the market, is a worker for good roads. He knows best of all what a good road adds to the value of his property.

And under the new system in Arkansas, the adjoining property bears but a small per cent of the cost of the good road. A large portion of the cost has been transferred to the shoulders of the tourist and joy-rider who never paid any taxes before, and who in many cases did not even live within the boundaries of the State.

It is a great day in which we live, and even greater days are just ahead for the great State we love.

HOT SPRING COUNTY SENTIMENT CHANGES.

Those familiar with the details of the long and hard fight to get a comprehensive State highway system will remember the strong opposition to virtually any constructive program by Hot Spring county.

But under the actual operation of the new law it is interesting to note how sentiment has changed, local pride having displaced the former critical spirit.

Referring to the work of the State highway department, the *Malvern Meteor*, in its current issue, says: "We hope the good work will continue."

"Many times in the past we have heard remarks made in other parts of the State about the roads of Hot Spring county, but at the present rate we will soon have as good roads as any county in the State, and without bonding the homes of the county to do it. The road commissioners of Hot Spring county and the State highway department deserve much credit."

There is no argument against good, honest, efficient work. We may quibble and quarrel over theories, but it is hard to gainsay actual accomplishments. Petty criticisms and partisan bitterness melt away in the face of constructive achievements.

It is to these that the highway department points by way of answer to the contentious and doubting spirits who said it couldn't or wouldn't be done. Most of them, in the presence of the facts, are like Hot Spring county, forgetting their criticisms in their pride.

This is, of course, a political year, and there are still those who for political reasons, though they are forced to admit what has been done, declare it can't be kept up, and will not be done in future.

But just as it has been done, where there were those who said it wouldn't be done, it will continue to be done, where there are those who say it will not be done. Arkansas has set her heart on good roads. She has at last found a just and equitable and effective system under which she is getting them, and can get more and more as the years go by. And she isn't going to take any chances on not getting them. The change of sentiment in Hot Spring county ought to reassure everyone on that score.

MORE COURTESY ON THE HIGHWAYS.

Someone, in comparing the old days with the present, has said that to commit suicide, men used to inhale gas, but now they "step on it."

Another comparison that might be made is that it was formerly "after you, my dear Gaston" at highway intersections, but now it is "after me, and my dust, and be damned," quite often with the latter result for one or both, when the rapidly moving cars come together. At least two deaths, and several serious personal injuries have resulted during the past month directly from the practice of motorists of gritting their teeth and racing for an intersection, in order to be the first across it.

What we need in these days on the highways, more than anything else, is more courtesy, more consideration for the rights of others, less of the selfish heedlessness that eliminates everyone else from the picture, and makes us and our progress along the highways seem the most important thing of all.

Very few of us really have to go anywhere so fast that we have no time for the consideration of the plain rights of others. True enough it is that good highways such as Arkansas now has are a temptation to faster moving than ever. But the moving ought to be in the open, and away from traffic which is endangered by speed.

Arkansas is a great state, and her highways, under the new system, are entirely worthy of her name, but they belong to all of us, not just a few who happen to own powerful and expensive cars. Let us have a return of courtesy and consideration for others on the public roads.

WIDENING THE HIGHWAY SHOULDERS.

The rapid increase in the number of cars owned in the State, which is most apparent on Saturdays, Sundays and other holidays, is emphasizing the need of wider roads. In many instances, heavy traffic results in two endless processions of cars, proceeding slowly in opposite directions. All, perhaps, are out for pleasure, yet all are forced to take a snail's pace, and any accident anywhere along the line, such as a blowout or carburetor or engine trouble, compels the whole line to halt.

One of the direct results of the new maintenance system will be the increasing width, from year to year, of road shoulders, which through use and settlement, will finally form a base for the permanent surfacing that will come in the natural course of highway development.

“OF INCALCULABLE VALUE.”

Fayetteville Democrat.

The work of the State Highway Department, under the direction of Herbert Wilson, in building the gap in the Jefferson highway between here and Springdale is of incalculable benefit to this county as it makes a clean stretch of hard-surfaced road entirely through the county and will no doubt materially increase the tourist travel. Filling this gap gives a fine road from the Missouri line to Fort Smith and will relieve Washington county of the large amount of adverse advertising that this particularly bad piece of road caused. Other roads throughout the county and the northwest are being brought under state control by Mr. Wilson as fast as it is possible for him to do so.

The highway department is just beginning to function splendidly all over the state under the new law and it would seem to be an unwise move at this time to put the department in new hands when an entirely new organization would have to be perfected and perhaps new policies adopted.

High praise is given Elbert B. Reynolds, district engineer under Herbert Wilson, state highway commissioner, and Mr. Reynolds' assistants, for the manner in which they have improved the highways between McGehee and Arkansas City and McGehee and Lake Village, in a recent issue of the *Desha County News*, published at McGehee. The work was supervised generally by Mr. Reynolds and his assistant engineers. Bridge work was in charge of Ben Thompson and Charles Long had charge of building up broken down shoulders and other road repairs.

Of Mr. Reynolds the article says:

“State Highway Commissioner Herbert Wilson has certainly picked very efficient men to do road improvements if they all are as good as we have in this section. We feel that it is certainly worth while to hold on to a man who not only is trying to do something, but is doing it.”—
Pine Bluff Graphic.

Manila had some folks who said the hard road to Blytheville would kill the town. Property has advanced one-third in value since the road was built and one can't find an empty house. Merchants are all doing a big business and everybody is happy except the fellows who made such direful predictions.—*Monette Sun-Times.*

INDEPENDENT CHAT

for

MAINTENANCE and CARPET TREATMENT

Our Special SCREENED CHAT is best for this work.
Producers Crushed Limestone and Flint.

INDEPENDENT GRAVEL CO.

Joplin, Mo.

WE ARE PROUD OF ARKANSAS!

- her good roads
- her constructive statesmanship
- her progressive spirit

WE ARE PROUD TO BE KNOWN AS

“*The Arkansas House*”

and to have our part in the favorable
advertising of the State.

Come in and Look Us Over in our Wonderful
New Home—

“*The Art Metal Store*”

Democrat Printing and Lithographing Company

Second and Scott Sts. Little Rock, Ark.

The Russell Super-Mogul

The strongest grader of them all—a powerful combination machine—grader and scarifier in one unit—operated together or independently as work requires. Weighs complete 10220 pounds—the blade is 12 feet long and 24 inches wide.

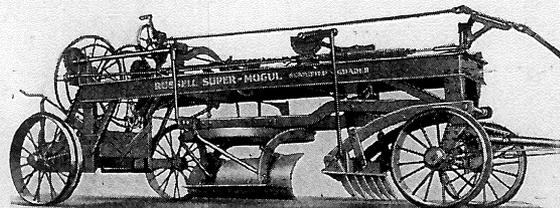
Russell Machines are models of efficient, simple and economical operation. They have extra strength built into all the parts we know are most likely to be put to unusual and extreme demands.

Be thoroughly posted on the complete Russell line for road construction, road maintenance and road repairing—

The complete Russell Line includes—8 SIZES ROAD MACHINES, 2 SIZES ELEVATING GRADERS, MAINTENANCE PATROL MACHINES FOR BOTH MOTOR AND HORSE POWER, SCARIFIERS, ROAD DRAGS AND WHEEL SCRAPPERS, DRAG LINES, GRAVEL SCREENING, CRUSHING AND LOADING EQUIPMENT, STEEL BEAM BRIDGES, ETC.

Our 68-page catalog of special interest to all road builders—sent free and postpaid.

RUSSELL GRADER MFG. CO. OF TENNESSEE
489 Main St., Memphis, Tenn.



PRESS COMMENTS

The roads of the State are rapidly assuming the best condition in many years.—*Prescott News*.

Arkansas now has an organization thoroughly competent to spend road money.—*Fort Smith Times-Record*.

The time is propitious for building roads, and Arkansas should keep the ball rolling.—*Fort Smith Times-Record*.

The way the new road law is working out, we would say that it was the best piece of legislation ever passed in the state.—*Mountain Home Bulletin*.

Constitutional rights to life and liberty remain unchallenged, but the pursuit of happiness should be held down to 30 miles an hour.—*Arkansas Gazette*.

When the question of road building comes to the front, Arkansas has the right to hold her head high—and we have just begun to build roads in this State.—*Arkansas Democrat*.

The work being done under the direction of Herbert Wilson in this section is of the very highest type, and is being accomplished at a comparatively low price.—*Nashville News*.

The citizens have just cause to be proud of their roads, and should be more than appreciative of the efforts of the men who are maintaining them in a manner which will mean years of service therefrom.—*Dallas County News*.

A very worthy movement has been started by D. B. Cutler, state highway department engineer, to complete the road from the high bank of White river at Newport to the Independence county line in Oil Trough, beyond the Dickens farm. The road is approximately five miles in length. The department engineer already has the road graded and in readiness for the gravel, which will be furnished by Marion Dickens free of charge.—*Newport Citizen*.

The road work between here and Rector is progressing rapidly under the direction of J. T. Herrod, who is with the State Highway Department of Little Rock. The road has been widened, stumps blown out and the road-bed has been graded and put in first class condition. The road from this city to Rector is in better condition now than it has been in many years. Ditches have been made on each side of the road to allow surface water to drain off.—*Paragould Press*.

Arkansas' new highway law adopted last fall at a special session, and Oklahoma's new highway law, adopted at a later special session, are founded upon the best principles which experience has developed in highway financing and construction control. The two states are getting roads that go somewhere, they are getting roads maintained, and they are getting them built economically through central control. The people of both states will not permit a step backward. We have paid for our experience.—*Fort Smith Southwest-American*.

A HISTORY OF NATIONAL MILITARY ROADS.

(Continued from Page Five.)

weight of pressure, the government, in carrying out its policy of removal, had dumped down higgley-piggley the savage wards of the nation by thousands and tens of thousands in the West. Meanwhile the pioneers were on that account more and more apprehensive of danger to themselves. Hence the strategic motive was a heavy make-weight in impressing Congress and the rest of the government with a sense of the nation's duty to provide not only amply for the road from Memphis to Little Rock but also for its extension to and along the line of the Indian frontier.

The work of opening the western extension was begun at Little Rock in 1827. As in the case of the Memphis-Little Rock division, so also the road from Little Rock to Fort Smith—that is to say to the line of the western boundary—was done by contract, under the superintendence of an officer of the regular army. Lieutenant Dawson let the contracts at Little Rock in July, 1827. The awards were made on the basis of a five-mile unit of road, in order, as was said, to give small, would-be, contractors among the resident pioneers a chance to bid in the work. The specifications called for a uniform opening "full sixteen feet in the clearing." Trees "of less than six inches diameter" must be cut to the level of the ground; those of more than six inches in diameter might stand six inches above the surface. All contracts were drawn for full execution by or before December 1, 1827. The road, as cut out by contract, was a hundred and fifty-two miles in length. When the work had been finished, it was found that the road was longer than the fund which Congress had allowed. Thus, in 1828, to pay off the deficit incurred, the further sum of five thousand five hundred and fifty-eight dollars was provided.

Meantime, as a matter of military expediency, the road was continued a distance of fifty-six miles from Fort Smith to Cantonment Gibson. In that part of the route, however, the road was opened by soldiers quartered then at the cantonment, and perhaps also at Fort Smith, working in two squads or companies under the command of Captain Butler and Lieutenant Archer. Also, as part of the plan or strategy of military expediency, the soldiers opened a road from Fort Smith south to Fort Towson. The latter fort was situated near Red river, but a short distance west of the southwest corner of the Arkansas Territory. Fort Smith, by this north and south road, was distant from Fort Towson a hundred and ninety miles. In this manner was completed by 1830 a cordon of connecting roads and forts stretching along the greater part of the line of the western border.

Next was begun a north and south national road, cut all but squarely across the middle of the Territory. The first appropriation of fifteen thousand dollars looking to that end was approved by President Andrew Jackson March 2, 1831. Thence to 1835, to put the project through to completion, not less than sixty thousand dollars was expended, not to mention a not inconsiderable outlay of labor performed by soldiers quartered at Fort Towson. Lieut. R. D. C. Collins, of the Fourth Regular Infantry, surveyed, contracted for and otherwise supervised the enterprise, covering the period from 1831 to 1836. James S. Conway, the first governor of the state, as was then presently to be, took the contract for a section in Lafayette county at eight

(Concluded on Page Fourteen.)

PRESS COMMENTS

The value of farm lands will be enhanced by the building of these roads, and the lands will not be taxed one penny for the building of them.—*Yellville Echo*.

If you have any doubts about where the gasoline tax money goes, go out and see the highway outfits at work, and see for yourself that the money is being well spent.—*Salem Banner*.

The road work that is being done in this county by the State Highway department clearly demonstrates what can be done by a properly organized department. The primary and secondary roads are being kept in first-class condition, and those in charge seem to understand just what they are doing. The roads are in good shape and are being kept in good condition. Quite a contrast with their former appearance.—*Augusta Advocate*.

Northwest Arkansas generally was opposed to the new road law when it was before the legislature for adoption. The editor spent several days in Washington, Benton, Carroll and Madison counties last week and finds that sentiment has changed. Many of the roads in these counties have already been taken over by the State Highway Department, are maintained by regular crews, and the people admit readily that the new system is far more satisfactory than the old.—*Russellville Courier-Democrat*.

Arkansas prosperity, or something else, is shown in the fact that the people this year own 20,000 more automobiles than they did last year. State Highway Commissioner Herbert R. Wilson says that two and a quarter millions of dollars will be paid in licenses by the owners of cars for the first six months of 1924, besides many thousands of dollars for gasoline, tires, etc., which disproves the cry that the Wonder State is not rich and luxurious. This State must either cease growling about the high cost of living or check the luxurious indulgences of our people.—*Conway News*.

Building good roads is giving Arkansas more favorable advertising in six months than it had received in the past fifty years. The good things have always been here, but it has been impossible for outsiders to see them because of the lack of roads. We have the railroads, it is true, but you can see more of the good points of a country in a day's travel in an automobile than you can in many trips on the train. Instead of hurting the railroads, the improved highways are going to help them by making it easier for the farmers to get their products to shipping points.—*Brinkley Citizen*.

INTENSIVE ADVERTISING.

A Thought for Today: Aren't we overlooking a bet by not advertising our hospitals on the highways that reckless motorists use?—*Arkansas Gazette*.

Voss-Hutton Co.

Little Rock, Arkansas

Wholesale Distributors—

Klaxon Horns	South Bend Lathes
Walden Wrenches	Wright Hoists
Raybestos	Black & Decker Drills
Pedrich Rings	Timken
Weaver Equipment	Hyatt
Welding Equipment	New Departure
	Bearings

Automobile Accessories

Garage Equipment

214-16-18-20 West Fourth St.

LONG DISTANCE TELEPHONE

4-0433, 4-0434

PITTSBURG TESTING LABORATORY

Inspecting Engineers and Chemists

INSPECTION OF—

Bituminous Pavements

Cement

Steel

Cast Iron Pipe

Chemical Analysis and

Physical Tests.

27 Urquhart Bldg.

Little Rock, Ark.

HIGHWAYS OPENING

ARKANSAS RESORTS

(Continued from Page Six.)

while it is larger it is not more beautiful than the "Diamond Cave."

We were moving again early next morning after having breakfasted with Mr. Moore. Next year it will be easy to get to Diamond Cave from either Harrison on the north or Russellville on the south, and every Arkansan should see it.

Soon we were on the summit of the mountain again and in the Ozark Forest Reserve. This road was in bad repair but it will soon be in good shape again, as our State Highway Department has two tractor and grader outfits at work and several gangs of men at other parts where it is in need of repairs. At one place we got stuck in the mud, but the highway men soon hauled us out. This was the only time on the whole trip that we had to have help. The road after we left the Forest Reserve was bad again, but work is under way all the way to Russellville, via Dover. This part of the road is being built and will be completed in the fall.

Russellville and Dardanelle should be connected by a bridge, and then there should be a southern road to Hot Springs via the Arkansas Forest Reserve. This will no doubt soon come, and a large part of the tourists who come to Hot Springs can be routed directly north to the north Arkansas resorts.

Morrilton Improving.

The Fort Smith-Little Rock highway was under construction east of Russellville, so we had to detour to Atkins, but from Atkins to Morrilton the road was fine. Morrilton is paving its streets, building a skyscraper and a new water works and is by far the most prosperous looking town we have seen. They have a bridge across the Arkansas river and good roads leading to the south and north as well as east and west.

Soon the road to Hot Springs toward the south will be under way and when this is done the two towns will be close neighbors. Plumerville was passed, and then Conway, the city of schools and colleges; with their new hotel and the good roads this will soon enjoy a big summer trade, especially if the summer school work is pushed. Conway is on the line between the south country and the northeastern mountain region, including Heber Springs, Mammoth Spring and the new lakes which the Little Red river will form when its new dams are done.

We were fortunate in being able to take the regular pike to Little Rock, and so the trip in all only took about an hour. After stopping a few hours, we went on to Hot Springs, after having been gone only a week.

This trip has shown me that Arkansas is a great summer resort state, and that the various resorts and sections of the country should organize and advertise Arkansas as the summer playground state of all this big Southwest. The Forest Reserves will make splendid places to camp and fish and spend an outdoor vacation. Roads are getting better and better.

Tourists coming from Louisiana, Mississippi and Texas naturally come to Hot Springs first. We can route them west, north and northeast. A summer auto tourist does not stay in one place, he wants to see it all and will stay longest where he is having the best time. This will bring

BUILDING TO THE ROAD

Ft. Smith Southwest American.

The town of Chester is building a road to connect with the U. C. T. highway, north of Mountainburg.

That is significant, in that it is a forecast of what will happen in a hundred, yes, a thousand places in Arkansas in the next few years.

State roads have to be located where they will connect important centers of population, without regard to smaller units. State roads must be located like railroads are located, with due regard to grade, curves, distance and service.

It is impossible to make state roads go through every town that is near. It is impractical to make them conform to county divisions. It is proper to locate them with regard to the greatest good for the greatest number.

Then when they are built, every town in striking distance will find a way to connect up. Chester is doing that now, connecting up with local money. And Chester will be just as well served as any other town located on the route.

One of the important benefits from state control of road construction on through highways is this matter of location. If a county official has to decide the route of a road, it is but natural that he will be influenced by political considerations. Demands from every town near the logical route for the road to come through the main business street will naturally have some effect on him.

When the state highway department has to do the locating the influence of this local pressure is almost nothing. And the public profits thereby, for it gets the shorter, more economical route. Then the town that was missed awakes and builds to the road, and everybody is happy.

A ROAD TRANSFORMATION.

"They've been working on the road out there, and say, it's some road."

You can hear that sentence often now. And it reveals a change of the utmost importance to Arkansas and the country around Fort Smith.

The last six months have brought more real constructive work on roads that go somewhere than this section has ever seen before.—*Fort Smith Times-Record.*

LOTS OF 'EM IN POLITICS.

"What's a zebra, father?" "A sport model jackass, my son."—*Farm Life.*

about competition among the resorts, and we will all soon be devoting more and more of our energy to making things attractive to tourists. We in Hot Springs have the additional health feature with our hot water, bath houses and doctors, but we will put the tourists in shape to enjoy their trips and stay longer as they go into north Arkansas.

I hope that the various commercial boards will unite in an Arkansas resort league. Nature has done so much to make our state attractive that we should let these lowland dwellers know about it and tell them how to get here and give them good roads to travel over. Our farmers will then have a home market for what they can raise, and all will prosper.

THE END.

A HISTORY OF NATIONAL MILITARY ROADS.

(Continued from Page Eleven.)

thousand nine hundred and seventy-eight dollars. The road began at Jackson in Lawrence county, at the southern boundary of Missouri. Thence it proceeded to Hix's ferry on Current river. Continuing southward from Hix's, it crossed White river eight miles below the town of Batesville at Rucker's ferry; crossed the little Red river at Britton's ferry; and ran thence to Little Rock. From Little Rock the course pursued lay, as before, in a southwesterly direction to Washington in Hempstead county, whence it parted in the middle, one route leading due south to Fulton on Red river and the other nearly due west to Fort Towson.

The year 1836 saw laid on the last finishing touches of all this far-reaching scheme of road building enterprise. Thus the so-called military roads had been in the process of building almost exactly ten years. Not counting many miles of post roads opened by the federal government since 1830, the outlay of capital by the government in behalf of "National Military Roads," counting actual cash and its equivalent in labor performed by soldiers, was something more than a quarter of a million dollars. In view of General Jackson's well known scruples, as regards the undertaking of such improvements at the expense of the federal government; in view of the spirit of sectional jealousy quick in that time to detect and resent whatever smacked of local favoritism in the disbursement of the federal patronage, the sum expended in Arkansas for roads was nothing short of extraordinary. Not less so were the prompt and visible results.

From Little Rock, situated very near the center of the Territory, four great highways led outward toward the cardinal points of the compass. Each was complete and continuous in its course to the north, east, south and west boundaries. As the government left its task, the quality of the road was such that, by a little method in common effort on the part of the communities traversed, presently very few states in the Union might have been any better off in this regard. However, public opinion among the pioneers was yet but little trained, hardly schooled at all in the habit of compounding efforts for the common weal. Hence these eight hundred miles of national highways, once the support of the federal government was withdrawn, as it was upon the admittance of the Territory to statehood, were allowed to decay and waste away for want of repair.

On the other hand, in the period while the roads were still in the making, the results immediately apparent mark distinctly an epoch. From 1826 to 1836 the population more than doubled in numbers. But even more convincing still, the flow of immigration only found its stride in 1830, after the opening of the Memphis road in all its length. Thereafter the pioneers, save for their fears of possible massacres—painted dark on occasion chiefly for political effect—had, in fact, but little to complain of on the score of the government's Indian policy. After 1828 the line of the western boundary seemed finally and really secure. Now and again by degrees the Indians—those long since resident in and others but lately quartered on the Territory—were going to their own homes assigned them in the region beyond the frontier. With a road leading from the center of the Territory straight to the frontier in the southwest; with another open from Little Rock well beyond the frontier

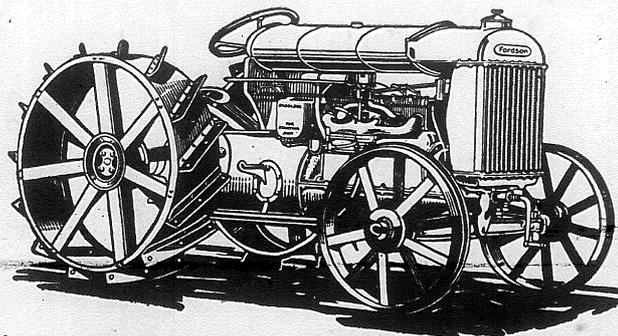
toward the northwest; with a third route open along the line of the western boundary, connecting a cordon of forts near the border—the settlements seemed now everywhere reasonably secure. In spite of the familiar old refrain of the tommyhawk and scalping knife—a song long the fashion in Arkansas politics when Congress was wanted to dance to the tune of the necessary federal funds for the opening and improvement of the roads—immigrants swarmed along the frontier undaunted. The roads leading thither teemed with scores and hundreds of travelers; new and populous communities sprang up quickly; one after another new counties were added to the tale of those already formed. In fine, the Territory was by the roads got ready for admittance to the Union long before what otherwise must have been its time.

THE END.

ARKANSAS RANCH WINS NOTICE.

One of the sights for the auto tourist in Northwest Arkansas is the famous Nettle Ranch near Rogers, in Benton county, operated by Mr. and Mrs. Charlie H. Clouston. Beautiful for situation, located in a picturesque bend in the White River valley, it contains a herd of the finest Jersey cattle in the world, whose influence is raising the standard of cattle breeding throughout the northwest section of the State. It is a pleasure to find in the current issue of "The Jersey Bulletin and Dairy World," a national publication of wide circulation and influence in the trade, an extended article describing the ranch, and congratulating Mr. Clouston and his manager, Mr. Larry Palm, upon their record. This is the kind of publicity that is really worth while to the State.

SEE US FOR
TRUCKS AND TRACTORS
FOR ROAD WORK



SHOEMAKER-BALE AUTO CO.

Oldest and Largest Ford Dealers in This Territory.

601-607 W. Markham St. Little Rock, Ark.

ROADS

BY CLIO HARPER.

The shining ways,
The winding ways,
The roads that darken with the dusk and brightly
burgeon with the dawn;
The olden ways,
The golden ways,
The roads that run 'neath moon and sun where
restless hordes have come and gone.

*And thro' our life's uncertain fabric the golden web com-
mingles with the woof of dull and heavy lead.*

The weary ways,
The dreary ways,
The roads where strewing palms have followed fast
upon the cruel cross;
The shady ways,
The gaudy ways,
The roads that go where roses blow then cling
to rocks where torrents toss.

*And e'er between the darkneses that cling upon the skirts
of day the sunlight's magic carpeting is spread.*

The worldly ways,
The God-like ways,
Where roads caress sky-piercing peaks then skirt calm
lake and fallow field;
The blissful ways,
The wistful ways,
The roads that wind and leave behind more joys and
woes than they revealed.

We Carry in Stock For Immediate Shipment

- ROAD SCRAPERS
- ROAD PLOWS
- ROAD FRESNO
- ALL SIZE CHAIN SHOVELS-
SCOOPS AND GENERAL
LINE OF
ROAD MATERIAL

FONES BROTHERS HARDWARE CO.

Little Rock, Ark.

ARKANSAS HIGHWAYS CAN NOW SECURE EFFICIENT AND ECONOMICAL CON- STRUCTION SERVICE THROUGH THE RE- CENT COMBINATION OF GREGORY & WILSON

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. There is no longer any question regarding the value of good roads when economically and properly built to meet required conditions. Combining the material production with the construction end of the business tends toward economy.

SOUTHERN MATERIAL AND CONSTRUCTION CO.

624-27 Southern Trust Building
LITTLE ROCK, ARK.

A. C. BUTTERWORTH,
President.
J. A. GREGORY,
Vice President.

CHAS H. MILLER,
Vice President.
R. S. WILSON,
Secretary and Treasurer.



Ever Improving

says

The King of the Black-Tops

Years ago our engineers were told that our pavement was practically perfect—but they were not content. They kept at their tests and research—ever improving, ever providing for better service. and they are still at it—and always will be

Warrenite - Bitulithic Pavement

The last word in pavement performance today—years ahead of other types in all around utility and in ability to stand hard use without damage. The leader now, proud of past achievement, confident of the work it is doing, this pavement will, in the future, reflect the sincere efforts of a tried organization to be “best by every test.”

WARREN BROTHERS COMPANY

EXECUTIVE OFFICES

BOSTON, MASSACHUSETTS

DISTRICT OFFICES

New York, N. Y.
Portland, Ore.
St. Louis, Mo.
Winnipeg, Man.
Harrisburg, Penn.

Birmingham, Ala.
Vancouver, B. C.
Chicago, Ill.
Phoenix, Ariz.
Washington, D. C.

Utica, N. Y.
Minneapolis, Minn.
Oakland, Cal.
Toronto, Ont.
Salt Lake City, Utah

Memphis, Tenn.
Los Angeles, Cal.
New Orleans, La.
Charlotte, N. C.
Dallas, Tex.