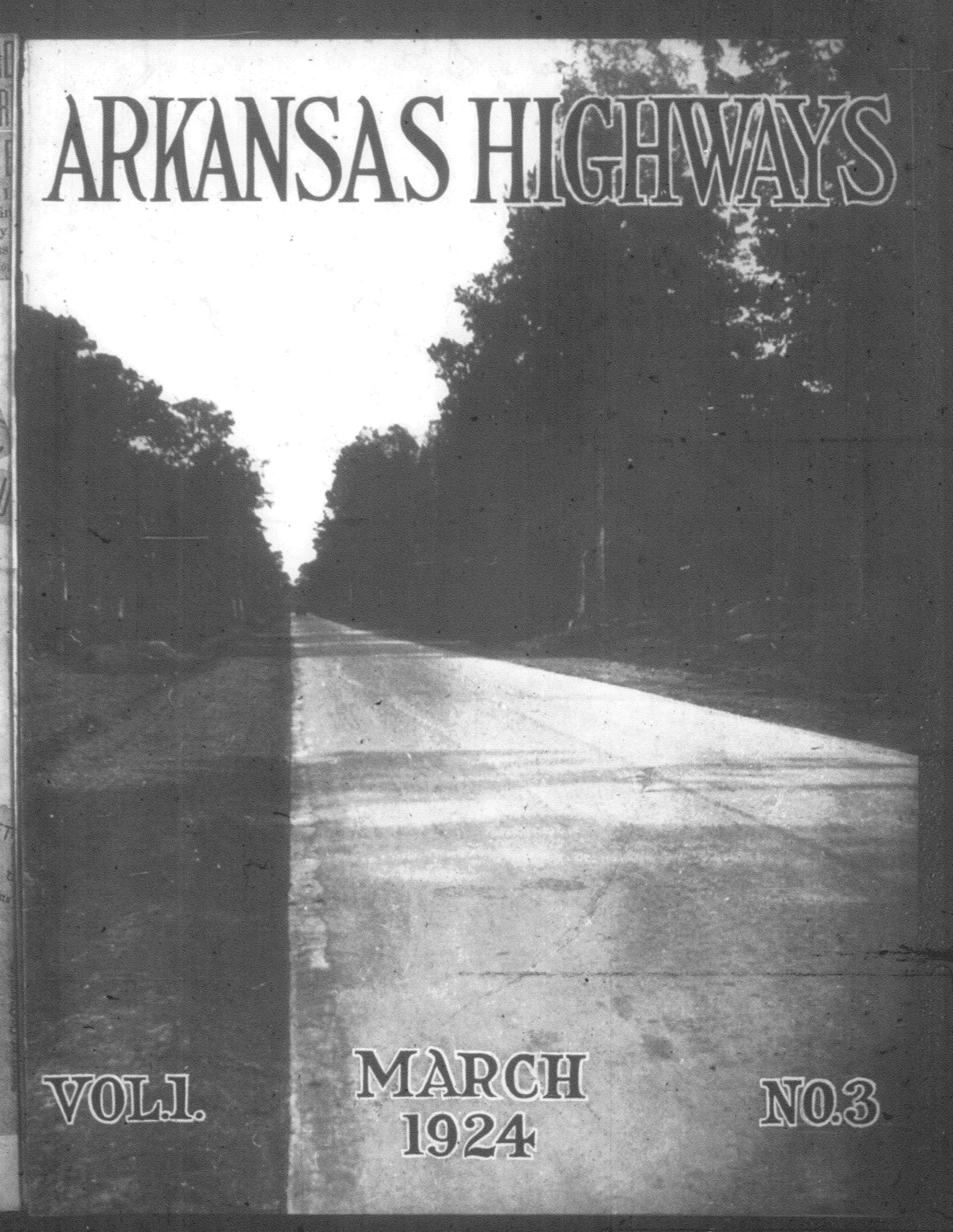


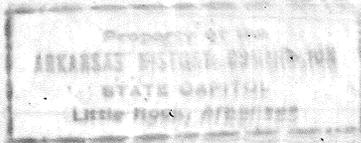
# ARKANSAS HIGHWAYS



VOL. 1.

MARCH  
1924

NO. 3



PHILLIPS county, one of the banner good roads counties of the State, which has built virtually \$4,000,000 worth of surfaced highways during the past few years, has furnished the front cover page for this month's *Arkansas Highways*.

The scene gives us a glimpse of an interesting stretch on State Highway "B-31," between Helena and Old Town. This road, built of "warrenite" on a concrete base, parallels the Mississippi river from the north to the south end of Phillips county, penetrating a territory of fertility greater than that of the far-famed valley of the Nile, and which, but a few short years ago, was forest primeval.

With the exception of a short gap between Old Town and Modoc, this high grade pavement is complete from Helena to Ferguson, where it connects with the projected highway through Tichnor to Gillett, where it will tie Phillips county's great system up with the equally wonderful system of Arkansas county.

On the annual cost of this and other roads in Phillips county the property owners will receive back as aid from the State highway department July 1, under the provisions of the new highway law, more than \$50,000 as their pro rata share of the bond reduction fund.



# 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.

MARCH, 1924.

NO. 3

## Making Arkansas Highways Safe for Everybody

Commissioner Wilson Planning Three-fold System for Protection of Traveling Public on State Highways.

**D**URING the past month a comprehensive plan for the determination of causes of accidents on Arkansas highways, and the gradual reduction of all the hazards of driving in the State has been worked out by Herbert R. Wilson, Commissioner of Lands, Highways and Improvements, which it is believed will make the roads safe for everyone—much safer than they have ever been since the advent of the automobile and the era of motor transportation:

The three principal objectives of the plan are:

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.

Commissioner Wilson always has been an advocate of straightening out dangerous curves, but until the enactment of the Harrelson law he had no power or authority to do anything effective along these lines. Now, however, he has the means at hand of remedying many bad conditions, and the first objective named above is being pursued by engineering forces of the department in a number of instances. A notable example is on a bad curve on the Arkansas-Missouri highway near the town of Austin, where many cars have been wrecked and several lives lost in recent months as a result of an unguarded right-angle "jump-off."

By Mr. Wilson's direction, District Engineer G. H. Sykes already has started the work of straightening out this angle into a well-graded and easy curve, which will eliminate all danger of such accidents as that which wrecked the Booth car some weeks ago.

Several other similar danger points are being analyzed from an engineering standpoint, for similar treatment where possible, while stout and conspicuous guard-rails are being erected at such points as may necessitate continuation of sharp curves. Here and there in the mountainous sections, it is impossible to eliminate the sharp or hair-pin curve. A notable example is to be found at the point near Jasper, pictured elsewhere in this issue of *Arkansas Highways*. But in such cases the erection of strong guard rails, painted white so as to be easily seen at night,

and the use of a system of warning signs, will reduce the danger to the careful tourist to an absolute minimum.

Commissioner Wilson's second objective, the elimination of incompetent, reckless or intoxicated drivers from the highways is even more difficult of attainment, perhaps, than the first, but it still is so important a factor in the safety of the automobile traveler as to warrant his most determined efforts.

A very effective weapon, which he intends to use to the limit of its possibilities, is the provision of the Harrelson Act requiring the licensing of chauffeurs. The license law gives Mr. Wilson power to investigate and refuse to issue licenses to incompetent drivers or those addicted to the use of intoxicating liquors while operating motor vehicles. However, in issuing so many licenses, it is a manifest impossibility for the commissioner to sift out all the incompetent and unworthy from those who apply and, accordingly, the law gives authority for the revocation of the license, when it is established that it is held by such persons.

Mr. Wilson has supplied all members of maintenance patrols in the State with blanks, on which it is their duty to record every accident of every kind occurring on their particular stretch of highway, with an investigation of the causes for such accident. These reports, coming to his office each week, will furnish the basis for intelligent action in the weeding out of drivers who are incompetent to the point of endangering traffic, or who so far forget their responsibility to their fellow man as to attempt to operate a motor car on the public highway while under the influence of "hooch."

"For the protection of the innocent public using our roads," Commissioner Wilson declares, "I am determined to drive the incompetent, reckless or drunken operator of motor vehicles off the highways. Drivers must be brought to an awakening and a realization of their personal responsibility for the lives and happiness of others who use the roads. They must be impressed with the truth that, whatever their opinion may be of prohibition and the Eighteenth Amendment, there is a great and solemn difference between 'taking a nip' and trying to operate a high-powered car on the public thoroughfares while under the influence of 'several nips.'"

"There is no greater criminal, in my judgment, than the man who loads up on whisky until he could not hit the ground

(Concluded on Page Seven)

# HIGHWAY MAINTENANCE

An Address by G. Hunter Sykes, District Engineer, State Highway Department, read before the annual convention of the Arkansas Chapter, American Association of Engineers, February 23, 1924.

**A**FTER a highway is constructed, it enters a period which will prove whether or not the investment necessary has been a good or bad one from a business standpoint.

If the highway is properly, systematically and continuously maintained, it will prove a wise investment. If it is not properly maintained, the political subdivision suffers a very material financial loss and the particular section of the country suffers a serious set-back and is handicapped in being unable to progress in line with the neighboring communities, and it would have been much better had the original improvement never materialized.

This causes us to face the problem as to the best methods of maintaining the many highways which have been constructed in Arkansas within the last few years, where it has been the exception rather than the rule to find a road on which maintenance was a fact rather than a mere farce, until the recent passage of the Harrelson Bill, which provides adequate and systematic maintenance.

The main types of roads which have been constructed in Arkansas consist of earth or graded roads, gravel, macadam, concrete and bituminous roads.

As highway maintenance covers a great deal of territory I will confine my talk to the maintenance of earth and gravel highways.

## Earth Roads.

The most important requirement of an earth road as well as a road of any other type is adequate drainage, for without proper drainage the water seeps into the bed of the road, thereby reducing the bearing power of the surface and in a short time traffic breaks through the surface, causing ruts which in turn are followed by mud holes, impassable sections of road and general discontent.

After securing and maintaining proper drainage the next important step is to secure a uniform grade and maintain a uniform surface or cross-section, to be used by the public with the least inconvenience. This can best be secured, first by the use of a suitable grader or road machine which will give the road the proper section or crown to shed the water to the side drains. This however, is not enough as the earth thus thrown up is light and loose and would, after the first rain, be filled with numerous lateral washes. It is necessary to compact the surface of the road so as to increase the bearing power of the surface, in order to prevent ruts and pot holes which would hold water after each successive rain. The desired result can best be accomplished by the use of either a roller or heavy three-line drag. The heavy three-line drag is to be preferred on earth roads as there is no likelihood of its becoming mired and the cost of operation is reduced to a minimum, as it can be pulled with either a tractor or team. It is my opinion that the majority of the light, ineffective drags on the market are absolutely useless, as they do not even attempt to increase the bearing power of the surface of the road, which, therefore, cannot withstand the traffic.

Earth roads should be dragged after each rain. First setting the drag straight across the road and operated along the crown of the road so as to push all water from the center. This should be followed by dragging of the side of the road next to the ditch up one side and down on the other, then gradually working up toward the center on each successive trip.

Should mud holes or low swags occur in the surface do not attempt to remedy them by piling in stone, gravel or brush, as is so frequently done with the sure result of either obtaining two mud holes or one larger one. By all means secure proper drainage by removing the water from all holes and fill same with earth which should be free from any vegetable matter or humus. The subsequent trips of the drag will eventually compact the surface and in a short time an earth road will result which will at all seasons of the year support comparatively heavy traffic.

## Gravel Roads.

The maintenance of a gravel road is practically the same as the maintenance of an earth road, especially where gravel is used of the kind available in this immediate vicinity.

However, when a gravel road has become pitted and the surface broken additional gravel should be spotted in the holes, using just enough additional material to fill the holes level full then the road should be lightly scarified, then bladed to bring the road to the typical cross-section and either rolled or dragged with a heavy three-line drag. The gravel should be dragged after each rain, giving enough rake or slant to the drag to either bring the loose material to the center or to carry from the center as desired, so that the loose material may be shuffled ahead of the drag and deposited in the pot holes or ruts and then compacted.

After the road is in use a short time numerous small particles of the mineral aggregate, free from binder or clay, will be cast to the side of the road by traffic. By all means preserve this material as it should be brought back and evenly distributed over the surface of the road. This will do a double duty in that it will take up the wear rather than cause the compacted road surface to take it and it will also prevent the effect of the vibratory cycles commonly known as a wavy surface which is caused by the kick-back of the drive wheels of motor vehicles.

Do not attempt to maintain a gravel road by constant blading as the blade will continue to dislodge the larger particles and in a short time the effective thickness of the gravel is materially reduced. By all means use the blade for shaping and a heavy three-line drag for smoothing up and compressing the gravel thereby increasing the bearing power of the surface.

A few important outstanding points should be summarized as follows:

1. Secure and maintain adequate drainage.
2. Use blade or grader to secure proper cross-section only.
3. Fill holes and make patches with the same material as was used in the original material construction.
4. Drain off all water before making repairs.
5. Use a heavy three-line drag for maintaining earth and gravel roads in order to thoroughly compact surface and increase the bearing power thereof.

## ARKANSAS AUTO TAXES IN 1923.

Figures compiled by R. C. Limerick, State Highway engineer, for the U. S. Bureau of Public Roads, covering motor vehicle registrations, licenses, and gasoline taxes for 1923 in Arkansas, show that a total of 102,000 passenger cars was registered during the year, from which gross license receipts were \$1,224,000.

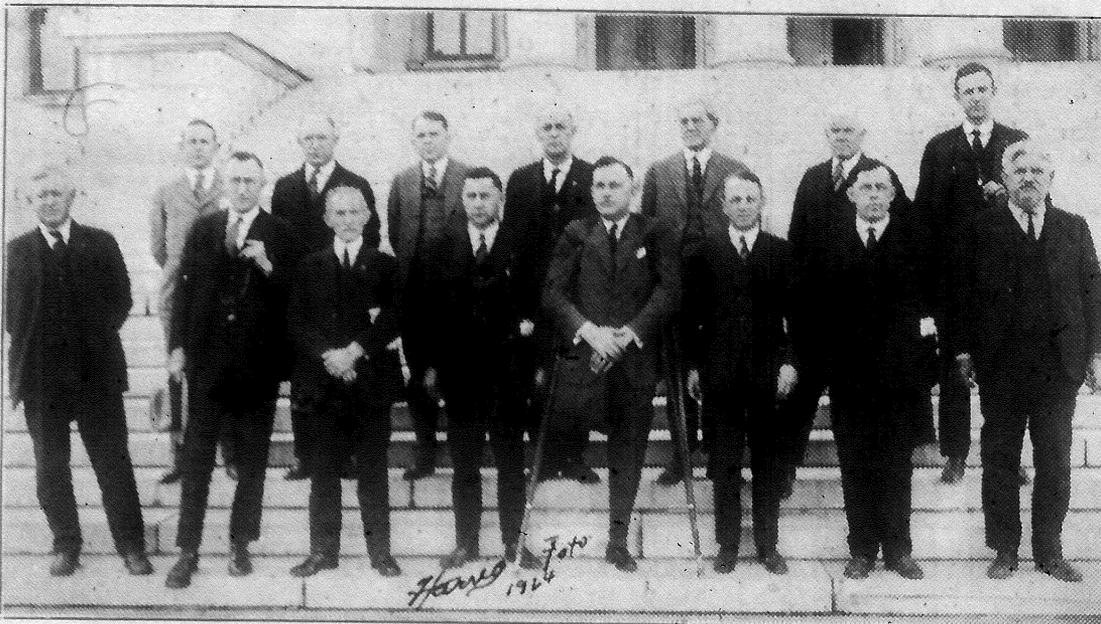
Motor trucks registered totaled 11,300, licenses paid in amounting to \$192,100. Three hundred motorcycles paid \$1,550 into the State treasury, and chauffeur's licenses and registrations, transfers and duplicate plates brought in \$4,517.40. There were 484 licensed dealers and manufacturers of automobiles, who paid license fees aggregating \$118,000. Trailers paid \$1,000. Total gross receipts from motor licenses were \$1,435,090, of which, under the old law, only \$430,527.12 was applicable to State work on the State system of roads, the remainder going to the county judges.

Gross receipts from the three-cent gasoline tax were \$1,219,198.75, of which \$301,094.76 went to the highway department.

For those who want to do a little figuring of their own for 1924, with 1923 figures as a basis, it may be suggested that whereas the average license fee paid in 1923 was \$12, it will be approximately \$20 in 1924, with at least 30,000 more cars owned in the State. The gasoline tax will be four cents instead of three, and there is a tax of 10 cents per gallon on motor oil never before collected.

# Actual Construction Begins on Hot Springs Road

Contract Is Let, and Long-Delayed Operations Begin on Largest Reinforced Concrete Job in South.



Left to Right, Front Row: Robert B. Oliver, president Oliver Construction Company; W. T. Sittlington, managing editor Arkansas Democrat and a member of the Little Rock-Hot Springs Highway Commission; Judge W. S. Sorrels and George F. Buzbee, members of the commission; Herbert R. Wilson, state highway commissioner; Robert A. Jones, E. O. Bagley and C. W. Lewis, members of the commission.

Left to Right, Back Row: A. M. Lund, engineer for the commission; A. R. Losh, Federal district engineer of Fort Worth; R. C. Limerick, state highway engineer; E. P. Shuman, retiring senior highway engineer in charge of the Little Rock office of the Federal Bureau of Public Roads; F. D. Hudgins, successor to Mr. Shuman; Gordon N. Peay and Orlando Hays, members of the commission.

**D**ELAYED for so long that many of its proponents despaired of its ultimate completion, work has at last been commenced on the uncompleted 40-mile section of the Little Rock-Hot Springs highway west of Red Gates Inn. Under this contract it must be completed in 330 working days.

Moving promptly, as soon as telegrams were received announcing the approval of plans and the release of \$400,000 Federal aid by the Bureau of Public Roads at Washington, Commissioner Herbert R. Wilson and Highway Engineer R. C. Limerick secured a meeting of Federal district engineers with members of the Little Rock-Hot Springs highway commission two weeks ago in Mr. Wilson's office at the State capitol, at which final details were worked out with J. F. Loughborough, attorney for the district, and the contract let to Robert B. Oliver, president of the Oliver Construction Company of Little Rock.

Estimated to cost, with bridges, approximately \$1,100,000, the project is regarded as one of the most important in the entire country, involving as it does a vital link in a trans-State highway, connecting the capital city with the world famous health resort which is one of Arkansas' most widely advertised attractions for the tourist.

Specification under which Mr. Oliver will build the road call for an 18-foot roadway from Red Gates Inn, on the Pulaski county line, to Hot Springs, through Benton. The pavement, which is to be of concrete, reinforced with steel according to the latest and best engineering standards, will be seven inches thick on the sides and six inches thick in the center.

Construction will be under the supervision of Highway Engineer Limerick and staff, with A. M. Lund, former engineer for the Little Rock-Hot Springs highway commission, in direct charge for the department.

Mr. Lund's recognized proficiency as an engineer, together with his familiarity with every detail of the big project, through

his handling of the work during the first two years under the district commission, was responsible for his selection.

Mr. Oliver, to whom the construction contract was awarded, is a road builder known throughout the country as a result of the large projects which he has handled with success, among them being Faulkner county's splendid system of highways radiating out of Conway, with which Little Rock will be connected during the coming summer through the completion of District No. 10's road from North Little Rock to Palarm.

## POPE COUNTY AT WORK.

As noted in the February issue of *Arkansas Highways*, Pope county was first in securing actual restoration of Federal aid, closely followed by the Hot Springs and the Batesville projects.

As these lines go to press, reports from Russellville are to the effect that the three commissioners of the project, Mayor Brown of Dover, and J. Q. Hill and O. H. Wilson of Russellville, expect to complete construction work from Russellville to the Ozark Forest Reserve line south of Freeman Springs before bad weather sets in next winter. This will include the elimination of the bottomless stretches of mud north and south of Dover that have kept the town partially isolated from automobile traffic this winter, and virtually cut off all travel through Russellville to the north.

With the completion of the Pulaski county unit of the Conway road early this spring, this will give the autoist a connected all-the-year-round highway from Little Rock to Diamond Cave and on to Seligman and the Missouri system of highways.

The new road will be penetration macadam, 18 feet wide as far as Dover, and 14 feet wide from Dover north. It will be constructed under the direct supervision of the State Highway Department, which will take it over and maintain it by the patrol system as soon as it is completed.

**"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.

**"SOUND AND ETERNAL"**

Fulton County Democrat.

UNDER the old road laws of Arkansas the farmers of our state have been burdened with all the expense of road building and maintenance. Every cent of construction cost has had to be met by a tax on real property of which the farmers had most.

The Harrelson law now in force, and which has the endorsement of the Federal Government, is a radical departure from the old order and does not tax the lands a cent. Surely the farmers of Arkansas will favor the Harrelson highway law. The Harrelson law might have its defects along with every act of man, but it is so far ahead of the old laws that the farmers will welcome it despite the propaganda of Chas. S. Barrett of Georgia, national president of the Farmers' Union. The new law makes automobiles that use and tear up the roads build and maintain them, while the old law was based on the principle that good roads enhance the value of lands through which they pass and that hence the lands should bear the burden of construction and cost.

Before and even after the coming of the automobile this argument was made to the hurt and burden of the farmer until high taxes and low prices for the products have combined to almost paralyze the farming industry. The new road law, relieving the farmers of every cent of road tax where properly applied and properly functioning, puts all the cost of through-country highways upon automobiles, the vehicles that benefit more than all else, automobiles, trucks, etc., that use the roads.

The automobile owner who possesses no farm will probably kick on the new order, and the farmer who owns no automobile would probably kick to go back to the old order; but all men who stand four-square for the right will put their stamp of approval upon a law that puts the burden of execution upon the real beneficiaries thereof, such as the Harrelson road law. If defects are found in the Harrelson law future legislatures may and will remedy them, but the principles of the law are sound and eternal.

Mr. Barrett's propaganda has not injured it in the least in this section of the state.

The completed concrete road from Leachville to Manila has been opened to the public and is proving a great convenience. It is making Manila and Leachville almost like one town, the intervening seven miles being cut to a few minutes in a Ford car on a concrete road. The finished road is going to prove a big factor in the rapid development of Neal and Big Lake townships and help Leachville and Manila grow more than the enthusiastic ever dreamed. No matter what one may argue, it is a fact the prosperity of one town means prosperity of the other one. The two represent a large part of Mississippi county, cut off from the balance of the county by Big Lake and Little River: A territory sufficiently large when found cleared and developed to support two towns twice as large as the present Manila or Leachville. This concrete road will hasten and help this development.

—Leachville Star.

**HARRELSON ACT RETURNS.**

Fort Smith Times-Record.

Not only has the Harrelson act, or general highway law of 1923, inaugurated for the first time in Arkansas, systematic maintenance of roads, but every month is turning large sums of money back into the coffers of the counties for localized road work and improvements, through collection of the four-cent gasoline tax.

While the additional gasoline tax money is providing funds for county road work, the state highway department is also accumulating funds for the construction of state highway systems. Arkansas has had some stretches of excellent road; but it was the common complaint of tourists that in hardly any direction could an automobilist traverse the state without undergoing hardships comparable to those of the pioneers.

During December the counties received \$86,151.02 of gasoline tax money. With the coming of good weather, the returns will be very much larger.

The tax has done little to annoy the motorist. Fuel is the smallest item of cost in the operation of an automobile and and ninety-nine, out of every hundred motorists realize that good roads would be worth more than even a higher tax per gallon on gasoline, by reducing wear and tear on their cars.

**The Harrelson Bill**

Insures

**GOOD ROADS**



**PARKE-HARPER  
PUBLISHING CO.**

for

**Good Printing**

209 Spring St.

Little Rock, Ark.

# Federal Aid in Dollars and Cents

(By Districts)  
By R. C. Limerick, State Highway Engineer.

Last month in *Arkansas Highways* I gave a statement covering the status of Federal aid allotments by counties, as of December 31, 1923.

Supplementing that statement, I am showing herewith the status of Federal aid allotments, and payments BY DISTRICTS, as of the same date.

Districts whose allotments have been cancelled are not given, but every other Federal aid project is covered, as to the net amount of the original allotment, the amount already paid, and the amount yet to be paid the district. This localizes the information in a way which it is felt will be of further benefit to the taxpayer interested in the finances of his particular district.

Federal Project No.	District	County	Net Allotment	Amount Paid	Amt. to Be Paid	Federal Project No.	District	County	Net Allotment	Amount Paid	Amt. to Be Paid
1	1	Carroll	\$ 13,878.27	\$ 13,878.27	\$ .....	73	3	Searcy	12,200.00	.....	12,200.00
2	Camp Pike	Pulaski	54,718.96	54,718.96	.....	75	2	Dallas	40,000.00	40,000.00	.....
3	1	Sevier	6,840.93	6,840.93	.....	78	3	Lincoln	18,741.29	18,741.29	.....
4	1	Miller	17,441.52	17,441.52	.....	79	5	Conway	56,000.00	.....	56,000.00
5	1	Lawrence	11,590.86	11,590.86	.....	80	5	Arkansas	173,000.00	153,679.79	19,320.21
6	2	Lawrence	2,500.00	2,500.00	.....	82	8	Little River	30,522.74	30,522.74	.....
7	1	Miller	2,558.48	2,558.48	.....	83	4	Sevier	17,000.00	17,000.00	.....
8	3	Lonoke	10,000.00	10,000.00	.....	85	4	Conway	109,325.00	96,945.02	12,379.98
9	1	Monroe	31,391.80	31,391.80	.....	86	1	Cleveland	45,000.00	38,448.13	6,551.87
10	1	Cross	2,085.83	2,085.83	.....	87	1	Pope	65,000.00	20,793.46	44,206.54
11	1	Woodruff	10,000.00	10,000.00	.....	91	Northern	Arkansas	137,500.00	137,500.00	.....
12	1	St. Francis	10,000.00	7,462.06	2,537.94	92	4	Grant	24,400.00	24,400.00	.....
13	2	St. Francis	5,467.10	5,467.10	.....	93	7	Crittenden	138,000.00	138,000.00	.....
14	19	Jefferson	10,000.00	10,000.00	.....	94	8	Crittenden	50,000.00	50,000.00	.....
17	1	Craighead	53,000.00	12,904.96	40,095.04	95	9	Crittenden	167,800.00	167,800.00	.....
18	1	Benton	15,637.13	15,637.13	.....	96	Ozark Trail	Poinsett	117,000.00	99,403.16	17,596.84
19	4	Craighead	60,836.16	60,836.16	.....	97	7	Howard	55,000.00	55,000.00	.....
20	1	Poinsett	32,442.82	18,710.51	13,732.31	98	12	Woodruff	20,800.00	20,800.00	.....
22	2	LaFayette	21,760.72	21,760.72	.....	99	Osceola	Little River	80,000.00	.....	80,000.00
23	4	Jackson	68,800.00	68,800.00	.....	100	1	Mississippi	325,000.00	127,459.51	197,540.49
24	Arkansas-Louisiana	Ashley, Chicot, Drew, Desha, Lincoln	567,000.00	567,000.00	.....	101	1	Polk	141,536.07	87,594.09	53,941.98
26	2	Johnson	105,000.00	17,742.55	87,257.45	102	Conway-Damascus	Faulkner	84,631.20	75,493.57	9,137.63
27	2	Columbia	37,272.50	37,272.50	.....	103	Conway-Vilonia	Faulkner	-33,247.42	33,247.42	.....
28	3	St. Francis	104,000.00	104,000.00	.....	104	Conway-Palarm	Faulkner	62,815.80	62,815.80	.....
29	1	Craighead	33,000.00	23,136.30	9,863.70	108	2	Benton	57,360.70	57,360.70	.....
30	1	Franklin	104,546.48	104,546.48	.....	109	1	Baxter	27,250.00	27,250.00	.....
31	4	Cleveland	38,000.00	38,000.00	.....	113	8	Lawrence	12,600.000	12,600.00	.....
32	Hope, Fulton, Emmet	Hempstead	53,000.00	53,000.00	.....	114	Arkansas-Missouri	N. Little R.	7,800.00	7,800.00	.....
33	4	Cross	23,705.00	23,705.00	.....	116	Galloway	Pulaski	21,000.00	21,000.00	.....
34	1	Cross	13,200.00	13,200.00	.....	118	Dermott-Collins	Chicot-Drew	40,000.00	.....	40,000.00
35	Little Rock-Hot Springs	Pulaski	87,500.00	87,500.00	.....	119	Blytheville-Manila	Mississippi	75,000.00	.....	75,000.00
36	2	Washington	113,071.43	113,071.43	.....	121	Leachville-Helena-Ferguson	Phillips	110,148.36	110,148.36	.....
37	1	Washington	39,283.53	39,283.53	.....	124	2	Craighead	37,500.00	37,500.00	.....
38	Howard-Sevier No. 1	Howard-Sevier	70,000.00	70,000.00	.....	126	4	Saline	11,341.55	11,341.55	.....
39	6	Grant	39,287.71	39,287.71	.....	127	1	Columbia	34,407.07	34,407.07	.....
41	1	Clark	125,739.03	125,739.03	.....	128	3	Cleveland	13,500.00	.....	13,500.00
43	Douglas-Gould Star City	Lincoln-Desha	11,200.00	11,200.00	.....	129	22	Jefferson	20,000.00	20,000.00	.....
44	9	Lonoke	37,000.00	37,000.00	.....	131	7	White	24,000.00	24,000.00	.....
45	10	Lonoke	21,000.00	21,000.00	.....	132	1	Pope	50,000.00	15,299.72	34,700.28
46	2	Grant	18,000.00	18,000.00	.....	133	Arkansas-Missouri	Lonoke	20,000.00	20,000.00	.....
47	4	Crittenden	82,008.18	82,008.18	.....	134	N. Arkansas No. 1	White	48,852.64	48,852.64	.....
50	Helena-Old Town	Phillips	105,373.88	105,373.88	.....	135	Bridge	Sebastian	100,000.00	100,000.00	.....
51	2	Conway	64,156.00	48,601.11	15,554.89	137	West Helena-Marvell	Phillips	35,000.00	35,000.00	.....
54	West Helena-Marvell	Phillips	85,000.00	85,000.00	.....	138	6	Benton	31,274.28	31,274.28	.....
55	Hazen-La-Grue-Slovak	Prairie	21,400.000	21,400.00	.....	139	1	Pope	35,000.00	19,804.63	15,195.37
56	3	Cleveland	8,700.00	8,700.00	.....	140	Helena-Ferguson	Phillips	130,350.00	67,241.98	63,108.02
58	Saratoga-Fulton-McNab	Hempstead	17,400.00	17,400.00	.....	141	2	Conway	73,445.23	63,445.23	10,000.00
59	N. Arkansas No. 2	Independence-Izard-Fulton	250,000.00	.....	250,000.00	142	Howard-Sevier No. 1	Sevier	55,000.00	55,000.00	.....
61	3	Benton	34,500.00	34,500.00	.....	144	Conway-Vilonia	Faulkner	20,000.00	20,000.00	.....
63	N. Arkansas No. 1	White	48,000.00	48,000.00	.....	145	Conway-Damascus Bridge	Faulkner	39,050.57	39,050.57	.....
66	7	Little River	75,000.00	.....	75,000.00	.....	.....	Marion	8,500.00	6,288.98	2,211.02
67	1	Dallas	38,353.17	38,353.17	.....	.....	.....	.....	.....	.....	.....
69	3	Conway	17,500.00	17,500.00	.....	.....	.....	.....	.....	.....	.....
70	Marshall-Witt Spgs.	Searcy, Pope, Van Buren	53,000.00	53,000.00	.....	.....	.....	.....	.....	.....	.....
72	4	Lincoln	17,040.00	17,040.00	.....	.....	.....	.....	.....	.....	.....

(Concluded on Page Seven)

Co-Operators Celebrate "Arkansas Highway Day"



Evidencing its interest in civic affairs and the upbuilding of the community and the State, the Little Rock Co-operative Club last month devoted one of its luncheon dates to the State highway department, an entire program being given over to the discussion of the new program of the department under the Harrelson Act.

Herbert R. Wilson, State highway commissioner, was the guest of honor and chief speaker at the "Arkansas Highway Day" luncheon at the Young Women's Christian Association. By courtesy of Elmer Schoggen, president of the club, Senator Paul Grabel, editor of *Arkansas Highways*, acted as chairman of the luncheon, introducing Mr. Wilson, and making a brief talk on the mission of the new publication, copies of which were distributed among the membership as souvenirs of the occasion. A musical program was rendered by the Dixie Quartet, composed of Percy Machin, Henry O. Topf, John Ketcher and W. B. Kely.

The luncheon was one of the most largely attended in the recent history of the Co-operative Club, which is devoted to civic progress, and is comprised of leading young business and professional men of the city. Following the luncheon the above photograph commemorating the event was made by Jimmy Harris.

Tourist Camps in the White River Country

President of Automobile Association Reports on Activities in Picturesque Section.

To the Editor, *Arkansas Highways*:

I cannot refrain from giving your readers a brief description of a wonderful section of Arkansas through which I have just traveled, and in which I have found the citizenship alert and enthusiastic over the tourist possibilities of the new highway program, and thoroughly alive to the duty of providing an adequate system of tourist camps.

That section lies along the White River Division of the Missouri Pacific railroad, between Newport and Cotter, a section which can rightfully boast, I surely believe, of as beautiful natural scenery as may be found anywhere in the world.

On one side of the railroad flows the White river, as clear as crystal. On the other side rise cliffs of variegated color, a sight for tired eyes. I reached Cotter, the new division point of the railroad, one morning about 11 o'clock, finding a progressive little city, destined, I believe, to become one of the important commercial and industrial centers of the State, by reason of the water power projects that are developing. Its citizens responded to the tourist camp idea in a co-operative spirit that was good to see.

Leaving Cotter the following day, I came to Calico Rock, and everything I have said about Cotter applies equally to this

solidly-built town, of 1,500. Two new hotels are under way, and arrangements are being completed for a tourist camp where the welcome of the community will be extended to tourists who come as a result of the three new highways that are being built tributary to this territory.

From Cotter I went to Batesville, which is the largest town on the White River Division between Little Rock and Joplin, Missouri, and the home of Theodore Maxfield, oldest member of the honorary highway commission appointed by Governor McRae. Mr. Maxfield was one of the principal speakers at the recent breaking of ground for the great Batesville-Mammoth Spring highway that is to be completed this summer, and is one of the most consistent and enthusiastic good roads boosters of this section.

It is a great country up here, and one with which the entire State will want to get better acquainted as soon as the road program being pushed by Commissioner Herbert Wilson and his department has opened it up to easy automobile traffic.

Very truly yours,

E. S. LOCKETT, SR., President,  
Arkansas-Louisiana Automobile Association.

Dirt Begins to Fly on the Batesville Highway

Commissioner Maxfield Assists in Formal Opening of Construction Work.

Rejoicing is general throughout Independence, Izard and Fulton counties over the beginning last month of actual construction work on the long-delayed Batesville-Mammoth Spring highway, a 78-mile hard-graveled road that will tie Arkansas in with the Missouri system at Thayer, and open up an inland territory not served by railroad facilities.

A formal program at Batesville, in which Commissioner Theodore Maxfield of that city, took a prominent part, marked the beginning of actual construction, Miss Blanche Kennard and James A. Hardy, sub-contractor, turning the first shovelful of dirt. Commissioner Maxfield made an address congratulating his fellow-townsmen on the success of their preliminary work, and explaining the new policies of the State highway department

in connecting up all missing links in the State system of primary and secondary roads.

Others who made talks included the Rev. Mr. Bearden; Mayor Woodward of Batesville; Ed Parsons, J. W. C. Gardner and J. E. Rosebrough. G. E. Yeatman acted as chairman. All speakers were optimistic over the benefits that would accrue to Batesville as a result of the highway, opening a new trade territory tributary to the Independence county metropolis.

The proposed highway, which will be completed during the present year, passes through the towns of Cushman, Mount Pleasant, Melbourne, Oxford and Salem. It will be a 24-foot road, with a 20-foot hard-graveled surface, all streams being spanned with bridges of steel and concrete.

**"DON'T ROCK THE BOAT"**

Batesville Guard.

We note that Representative Eads of Conway county is contemplating the initiation of a proposed highway bill, and it seems to be his intention to carry on his losing fight against the present Harrelson road law which he bitterly opposed during the last session of the legislature.

The Harrelson highway measure is the outcome of much serious thought and a great amount of discussion, and now that it is a law under which this state is operating and has met with the approval and the requirements of the federal government in respect to federal aid, it seems to us that it is indeed unwise to, in any way, attempt to handicap its administration by further complicated legislation until it has at least had a fair and complete trial.

One of the greatest hindrances to the progress of Arkansas is legislative activity upon the part of ambitious and oftentimes misguided township statesmen. This state is just now endeavoring to stage a "come-back" on the great problem of highway construction and a number of important projects are in course of construction under the provisions of the new road law. It is a critical time in our road building history, and legislative novices should keep their hands off of the machinery. Give the Harrelson law a fair trial. Don't rock the boat. Let it alone.

**MAKING ARKANSAS HIGHWAYS SAFE**

(Continued from Page One)

with his hat, and then climbs into a car and starts out to have sport at the expense of such innocent and unfortunate people as happen to be using the highway at the same time. When it is shown to me that a chauffeur has so endangered innocent lives, for even one time, I will promptly and finally revoke his license. Such a driver is a menace to all law-abiding citizens who drive on the highways of the State, and will not be tolerated.

"Where our patrol reports show private citizens who own their own cars, and, therefore, have no licenses to be revoked, it will be the policy of this department to co-operate with the courts and local authorities in the reduction of the evil."

Preliminary to the pursuit of the third objective, the enforcement of other "Safety-First" measures, the highway commission has prepared for promulgation under authority of the Harrelson Act a set of traffic rules which it will be the duty of highway maintenance patrols to help emphasize on the traveling public.

Copies of these rules, which are too lengthy for reproduction here, have been ordered printed, and will be sent by the department to those who apply for them. All are based on common-sense, courtesy, or the dictates of maximum safety for tourists and those who use the highways with wagons or buggies, who also have rights which must be respected.

Under the rules, automobiles will be limited in speed, where rounding curves on which the vision may be obstructed for some distance ahead, to 15 miles per hour. Coasting on mountain roads is forbidden. Cars cannot be stopped for repairs in such a way as to retard or endanger traffic. Buses or other vehicles carrying school children must be brought to a dead stop before crossing railroad tracks. The speed limit for clear straightaways is 35 miles per hour. Trucks and trailers must not be loaded or unloaded where traffic will be retarded thereby. Cars cannot be driven on the highways without adequate and efficient brakes. Autoists participating in accidents of any kind must stop their cars, and give their names and license numbers to authorities, and assist in carrying the injured to medical attention. Cars left standing along the road at night for any reason must bear warning lights. Overloading of cars, trucks or trailers is forbidden, as is racing between cars.

These instances and many others cover the ground as experience in this and other States has shown necessary for the most

complete protection of the public, and it is the plan of the department to modify and add to the rules as further experience shows advisable.

Compilation of patrol reports on accidents, based upon the first month's operation of the new system, will be given in the April issue of *Arkansas Highways*, in order that the public may begin to analyze for itself the causes of highway casualties, and adjust itself to the plan for their elimination, wherever possible.

**FEDERAL AID IN DOLLARS AND CENTS.**

(Continued from Page Five)

Federal Project No.	District	County	Net Allotment	Amount Paid	Amt. to Be Paid
146	Bridge	Scott	13,000.00	13,000.00	
147	W. Helena-Marvell	Phillips	69,000.00	55,250.00	13,750.00
148	18	Woodruff	10,000.00	10,000.00	
149	Blytheville-Manila-Leachville	Mississippi	125,000.00		125,000.00
150	10	Pulaski	100,000.00	20,444.56	79,555.44
151	10	Pulaski	150,000.00	33,124.50	483,896.63
152	1	Miller	20,000.00		20,000.00
153	3	Newton	1,000.00		10,000.00
154	8	Crittenden	7,788.52	7,788.52	
155	3	Monroe	55,000.00	37,524.29	17,475.71
156	4	Monroe	20,000.00		20,000.00
157	Caddo Bridge	Pike	13,000.00	5,067.67	7,932.33
159	Bridge	Sharp	5,000.00		5,000.00
160	Hope	Hempstead	24,072.77	24,072.77	
161	1	Clark	29,000.00		29,000.00
162	1	Clark	16,000.00		16,000.00
163	Conway-Vilonia	Faulkner	17,000.00	17,000.00	
164	Fort Smith-Greenwood	Sebastian	35,000.00		35,000.00
166	6	Little River	25,000.00	16,141.34	8,858.66
167	W. Helena-Marvell	Phillips	91,000.00	67,624.80	23,375.20
168	3	Monroe	15,000.00	9,630.88	5,369.12
170	2	Pope	137,000.00		137,000.00
171	2	Pope	13,000.00		13,000.00
172	4	Grant	6,500.00		6,500.00
173	2	Chicot	50,000.00		50,000.00
174	Conway-Damascus	Faulkner	45,949.43		45,949.43
175	Little Rock-Hot Springs	Saline	250,000.00		250,000.00
176	Little Rock-Hot Springs	Garland	150,000.00		150,000.00
177	1	Washington	6,500.00		6,500.00
178	2	Lonoke	1,000.00		1,000.00
179	Bay St. Francis	Poinsett	35,000.00		35,000.00
180	Bay St. Francis	Poinsett	40,000.00		40,000.00
181	5	Lonoke	1,000.00		1,000.00
	8	Lonoke	1,000.00		1,000.00
		Miller	30,000.00		30,000.00
	Garland-Richland Township	Monroe	20,000.00		20,000.00
	Bridge	Scott	4,500.00		4,500.00
	2	Washington	12,500.00		12,500.00
	2	Conway	15,000.00		15,000.00
	7	Jackson	20,000.00		20,000.00
	5	St. Francis	25,000.00		25,000.00
TOTALS FOR STATE			\$7,855,898.13	\$5,139,125.18	\$2,716,772.95

**"SAY IT WITH PICTURES"**

Designing & Illustrating of every kind

Printing Plates in one or more colors



**PEERLESS ENGRAVING CO.**  
Fourth and Louisiana - Little Rock

## Leaves From the Editor's Notebook

### "OUT OF THE MUD."

In the editorial cartoon which he has drawn for us this month, Radcliffe strikingly portrays the present highway situation in Arkansas.

The public, which for many months was stalled by the mud of the missing links of the State highway system and by the "mud" of politics which was thrown profusely by those who thought to gain personal advantage from the wrecking of the constructive plans of the highway department, begins to see the tangible evidences of the relief that is under way.

Uncle Sam, with the tools of the Federal Aid in one hand, and the plans and specifications of the new highway program of the Harrelson Act in the other, is actually here, and all that remains to remedy the situation and lift Mr. Public and his flivver out of the mud is the actual physical labor involved.

And that is under way, on virtually 4,000 miles of the State system, as the latest progress map, to be found on Page Eleven of this issue of *Arkansas Highways*, will show.

Yes, Arkansas roads are coming out of the mud as fast as a new and an efficient organization, backed by adequate Federal aid and State funds, can perform the physical task of bringing them out.

It is a political year, and there are evidences that some of the politicians still have overlooked the lessons of Arkansas' recent experience in road matters, and are preparing to throw a little more political mud, in the hopes of landing some desirable jobs.

*Arkansas Highways* is a good roads bulletin, and not a political sheet, and it is interested in politics only as they affect good roads and the good roads program in Arkansas. But it cannot overlook the fact that cheap politics in the past have cost the public dearly, in the paralysis of constructive road work of every kind. And it cannot live up to its mission in the pushing and strengthening of the present good roads movement if it does not sound a warning against a repetition of such political agitation.

And it does sound that warning, confident in the belief that the thoughtful people of this great commonwealth never again will permit it to be maneuvered into a situation of the kind which embarrassed them in 1923.

If Arkansas is to go forward; if the vital movement now so auspiciously under headway is to be uninterrupted, there must be a firm resolve upon the part of her people everywhere, at all times, in every way, to stamp out radicalism and the loose-thinking and looser talking that form its fringe, and drive out of our public life those who would slip into office under a smoke screen and behind a barrage of political mud.

For strange as it may seem, there is, and always has been, and always will be, a close, an intimate and a vital relationship between the mud in our politics and the mud on our highways.

### ROAD CLASSIFICATION.

The progressive citizenship of Dermott, in Chicot county, represented by C. M. Measel, secretary of the Chamber of Commerce, have called our attention to an apparent discrimination against their city, in the classification of their highway from McGehee to the Louisiana line as a secondary rather than a primary road on the State system.

They point out that their highway was laid in the same way, of the same width, and of the same material as the pavement that runs from McGehee through Halley and Lake Village to the Louisiana line, which is classified as a primary road. This, they feel, militates against their city, by reason of the through traffic that follows the primary rather than the secondary route.

There is much merit to this complaint. The road from McGehee to Dermott is as fine a highway as the one which runs through Halley, yet because of the classification, the tourist sometimes does not find it out, to the detriment of Dermott's business.

In cases like this it is especially apparent that the use of the words "primary" and "secondary" by the Federal



## ARKANSAS HIGHWAYS

Bureau of Public Roads many times works injustice. Yet that is the usage, and the State highway department has no alternative, if Federal aid is to be secured, but to follow the Federal usage.

Commissioner Wilson has called the matter to the attention of Federal officials with a view to relieving such situations as this, but as yet has met with no success. The matter can be offset only by such publicity as we are glad to give Dermott in these columns and always, viz: That the road from McGehee to Dermott and beyond is as good a road as that through Halley, and that the tourist who fails to visit Dermott by reason of this "map" classification is missing one of the best towns, and one of the most progressive groups of citizens to be found anywhere in Arkansas.

So there you are, Mr. Measel, and, as they used to say in the story books—"more anon."

### HIGHWAY DEPARTMENT FINANCES.

A very important function of *Arkansas Highways* is to keep the taxpayers of the state thoroughly informed on the exact way in which the highway department's finances are being handled, how much money is being spent on the new highway program, and where it is going.

In the carrying out of this function, we have asked Mr. Limerick to furnish us each month with an analysis of the department's finances during the previous four weeks, giving an easily understood accounting for all funds expended in putting the new program of road building and maintenance into operation. To this end, a complete and comprehensive bookkeeping system has been established, so that at the end of the month the highway commissioner, the members of the commission, the readers of this bulletin, and the taxpayers generally may be informed on the exact cost of operation of the various departments and the progress of the work.

As this policy has just been inaugurated, a complete statement is given below, summarizing all expenditures from the beginning of the operation of the new law down to February 1.

#### STATEMENT

Appropriations biennial period, July 1, 1923, to June 30, 1924, and expenditures of the Department of State Lands, Highways and Improvements, July 1, 1923, to February 1, 1924.

#### REGULAR APPROPRIATIONS.

Designated Appropriation	Amount	Expended	Balance
Land Division—Salaries as provided by law:			
1 Commissioner .....	\$ 2,500.00	\$ 1,458.31	\$ 1,041.69
1 Deputy Commissioner .....	2,400.00	1,400.00	1,000.00
3 Clerks .....	5,400.00	1,555.00	3,845.00
Clerks and Stenographer .....	1,300.00	575.00	925.00
Land Division—Maintenance .....	2,500.00	441.99	2,058.01
Automobile Division—Salaries as provided by law:			
1 Deputy Commissioner .....	2,400.00	1,400.00	1,000.00
2 Clerks .....	3,600.00	1,800.00	1,800.00
Extra Clerks for rush period .....	2,400.00	1,793.64	606.36
Automobile Division Maintenance .....	50,000.00	44,134.12	5,865.88
Highway Department—Salaries as provided by law:			
1 Chairman .....	750.00	437.50	312.50
1 State Highway Engineer .....	5,000.00	2,916.62	2,083.38
2 Assistant Engineers .....	6,000.00	1,249.90	4,750.10
1 Secretary .....	2,700.00	1,575.00	1,125.00
1 Accountant .....	2,700.00	1,575.00	1,125.00
2 Stenographers .....	3,000.00	825.00	2,175.00
1 Chief Clerk .....	1,800.00	900.00	900.00
3 Draftsmen .....	5,400.00	1,740.00	3,660.00
Highway Department—Maintenance .....	40,000.00	20,604.01	19,395.99
State Highways—Maintenance, Construction and Reconstruction .....	1,357,550.00	291,567.56	1,065,982.44
Aid—Construction of State Highways .....	1,000,000.00		1,000,000.00
Federal Aid Fund .....	3,000,000.00		3,000,000.00
Distribution to Counties and Road Improvement Districts .....	3,000,000.00		3,000,000.00
Salaries—Assistant Attorney General and Stenographer .....	2,700.00	900.00	1,800.00
Salary—Extra Clerk, State Treasurer's Office .....	1,350.00		1,350.00
Examination of Gasoline and Oil Records .....	5,000.00	442.47	4,557.53
<b>TOTALS</b> .....	<b>\$8,506,650.00</b>	<b>\$ 379,291.12</b>	<b>\$8,127,358.88</b>

**MAINTENANCE.**

Maintenance of the State Highway System has progressed as rapidly as was expected by the State Highway Department. Advantage has been taken of the usual unfavorable weather during January and February to organize field forces, purchase and repair equipment and to get ready for effective work when conditions are more suitable for road work. During this period, even though expenditures have been held to the minimum, quite a good deal of work has been done.

The Highway Department is now carrying forward the maintenance work in every county of the State and in many counties has completed the organization for the entire State mileage. On good weather days during the latter part of February as many as 1,700 to 2,000 men were employed with many teams, graders, trucks and tractors. While actual figures have not yet been compiled, careful estimate shows that the mileage of road now under regular maintenance totals near 4,000.

It is hoped that the public will be patient for a while and give the Highway Department an opportunity to accomplish effective work. It must be realized that it is practically impossible to start work on the entire mileage of the Highway system at one time. Before satisfactory work can be done by maintenance foremen, they must be equipped for the work outlined. This equipment must either be purchased or furnished from the equipment owned by the Highway Department. It should also be well understood that the problem ahead of the Department is one of rebuilding as much as one of maintenance, for many hundreds of miles of improved roads have reached the stage where practical rebuilding is necessary before strict maintenance can be carried on and there are many more miles of unimproved roads that must practically be built and drained before the maintenance work will be worth while.

The following table shows the progress of maintenance work in each of the six engineering districts into which the state has been divided.

Dist. No.	Total No. of Sections	Total Miles in District	Total Miles Under Maintenance	Expenditures to Feb. 1, 1924	Location of District Office
1	130	1,051.7	677	\$18,899.86	Forrest City
2	115	1,119.8	665	14,828.18	Pine Bluff
3	103	1,069.0	680	19,558.32	Hope
4	113	1,173.7	775	20,670.56	Fort Smith
5	113	1,234.9	552	10,248.25	Batesville
6	100	988.0	478	13,425.11	Little Rock

**AN ANCIENT IRON-WORKER.**

Clink, hammer, clink and clang apace;  
Be Dunstan's benison on this place!

And, that the iron may glow,  
Blow, bellows, blow!

Look ye, this iron is better far  
Than pallid gold and silver are;  
Hark! while I sing to you  
What it may do. . . . .

The shepherd's crook with iron is tipped;  
The rushlight wand in iron is clipped;  
The coulter and the spade  
Thereof are made.

Though it be cold and hard and dull,  
'Tis iron that maketh granaries full,  
That maketh furrow and field  
Their foison yield.

Time's solemn glass, where falls the sand,  
Is held with iron loop and band;  
Till falleth his last grain  
These will remain. . . . .

Clink, hammer, clink and clang apace;  
Be Dunstan's benison on this place!

And, lest the flame sink low,  
Blow, bellows, blow! By D. M. S., in *Punch*.



A BRIDGE OF WHICH SCOTT COUNTY IS PROUD.

Among those who appreciate fully how much Federal Aid and the State Highway Department can mean to a community that has reached the end of its own resources in road building and bridge construction are the worthy citizens of Scott county.

To knockers and doubters they need only to point to the above landmark, the massive and beautiful concrete bridge just completed over Fourche river, near Parks, on the highway from Waldron to Plainview.

False economy in the lack of capable and proper engineering supervision of the construction of a county bridge of steel at this point resulted in the prompt washing out of the structure by the first flood water. This left the people of southeastern Scott county without a bridge crossing the swift and dangerous Fourche river.

County funds were so low it looked as though no relief could be secured, until Commissioner Herbert R. Wilson was appealed to. The extreme necessity and importance of the situation led Mr. Wilson to initiate a movement which resulted in a combination of State and Federal Aid, through which the entire cost of the project, \$28,000, was divided equally between the State highway department and the Federal Bureau of Public Roads, without cost to the taxpayers of Scott county. It came almost as a God-send to the people of Scott county, and anyone who would try to ridicule the benefits of the State system and of Federal aid to them would meet with a cold reception.

The bridge project is officially known as Federal Aid Project No. 146, the job being handled by the Luten Bridge Company, contractors, under the supervision of the State highway department, with C. J. Peacock of the engineering forces directly in charge.

**CAMPS FOR TOURISTS ARE IMPORTANT.**

Calico Rock, Batesville, Cotter, Newport and Mineral Springs will have tourists' camps ready to care for this year's wave of motor travelers. Other Arkansas towns should provide camps, for we need tourists from other states, not so much for the money they spend, though they spend a considerable amount of money, as for the advertising they will give Arkansas after their visits. No state has more to show and few states need proper advertising so much as Arkansas.

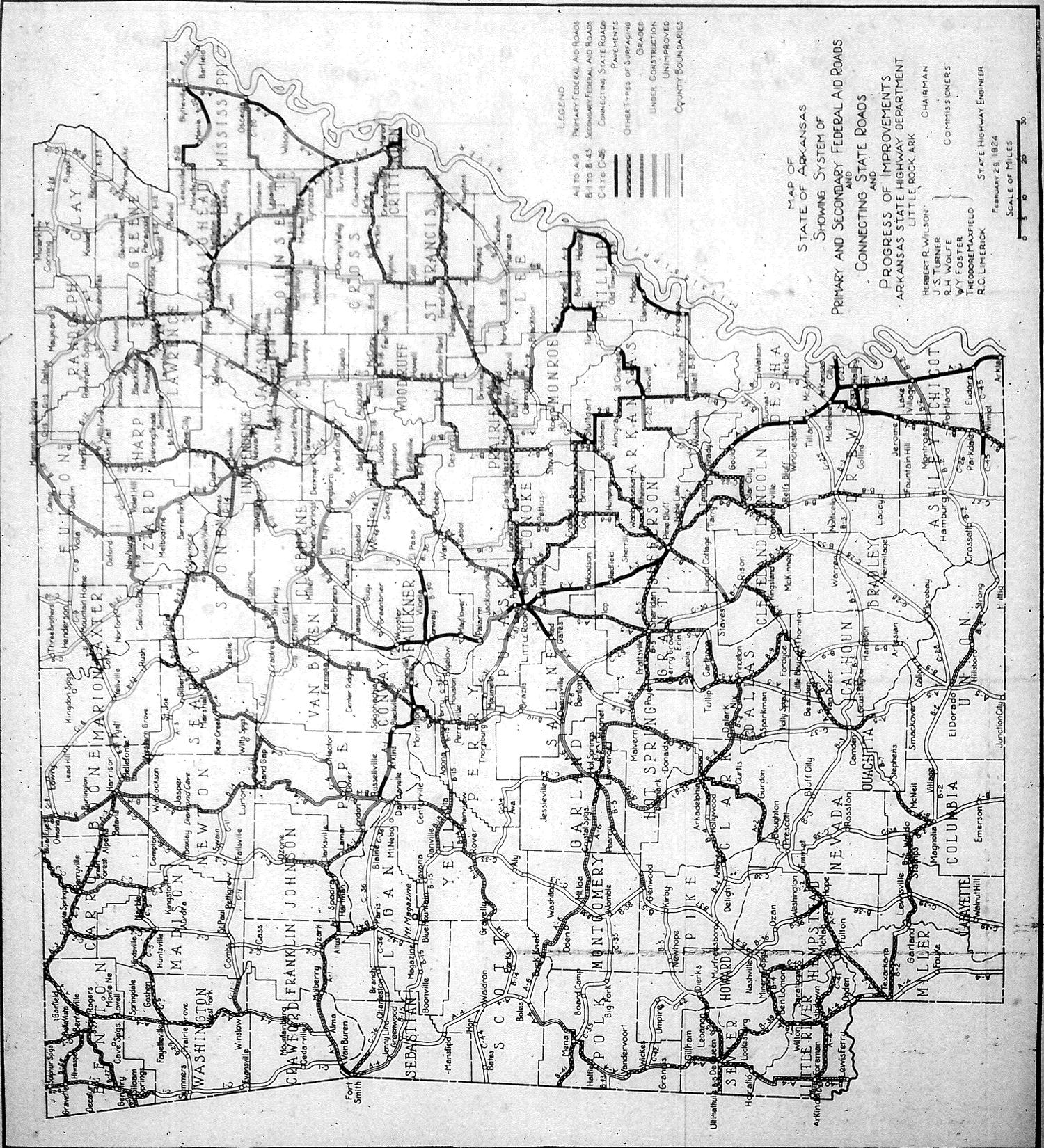
The cities and towns that provide conveniences for the tourists and treat the tourist with fairness and courtesy render a distinct service to the state.—*Arkansas Gazette*.

**HEADS CHURCH BOARD.**

It is with pleasure that we note in the local press that N. B. Garver, the quiet, unassuming and capable bridge engineer of the State highway department, has been elevated to the position of chairman of the official board of the First Christian church, of which the Rev. Harry G. Knowles is pastor.



Before You, Citizens of the "Wonder State," Are Your "Arkansas Highways!"



**AN EVADER GETS FOOLED—AND FINED.**

Andrew J. Farrer, col., who "stays" on the Burkett farm near DeView, was "all set" for the State Highway Department patrolman so far as new tags for his Ford were concerned, he thought. To get himself "all set" with the new road law, Andrew secured new 1924 tags from Mississippi in which state the price is about half that of Arkansas. He placed the pretty new tags on his Lizzie and felt perfectly easy so far as the law was concerned.

Mr. W. J. Mitchell, who has been employed by the State Highway Department to look after the tags on cars as well as the roads in this section of the county, together with City Marshal Harold V. Holder, arrested Andrew and his Lizzie Saturday. The case was tried before Esq. R. A. Jones who assessed the lowest fine upon Andrew's pleading guilty, which was \$35.00 and the costs, which totaled \$40.70.

It is said that the Mississippi tags cost Farrer about \$12.00. The fine and costs was \$40.70, and in addition to this he will have to secure Arkansas tags which are \$16.00 and the penalty which has now accrued will amount to probably \$16.00 or more.—*Arkansas Central Leader (McCrory)*.

**MY RATTLE TRAP.**

The hours I spent in thee, old dear,  
 Were great and I don't give a rap;  
 You cost a heap of hard earned dough—  
 My Rattle-trap! My Rattle-trap!  
 Each hour a jolt, each jolt a joy,  
 I loved you and your praises sung,  
 I take each piece apart with tender care  
 And theré a bill is hung.  
 Oh, memories that bring the tears,  
 Are as a string of jewels rare;  
 I gaze upon you now, just like you are—  
 And have to swear, dear one, and have to swear..  
 —NINA E. BAKER, in *Illinois Motorist*.

**ARKANSAS HIGHWAYS CAN NOW SECURE EFFICIENT AND ECONOMICAL CONSTRUCTION SERVICE THROUGH THE RECENT 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.

**VOSS-HUTTON COMPANY**

Wholesale Distributors

Automobile Accessories and Garage Equipment



**DISTRIBUTORS**

- |                 |               |                             |
|-----------------|---------------|-----------------------------|
| Hi-Speed Rings  | Timken        | Weaver Equipment            |
| Klaxon Horns    | Hyatt         | South Bend Lathes           |
| Walden Wrenches | New Departure | Billings & Spencer Wrenches |
| Raybestos       | Bearings      | Wright Hoists—Trolleys      |

214-16-18-20 West Fourth Street.

Little Rock, Arkansas.

Long Distance Telephone.  
 4-0433, 4-0434

### PRESS COMMENTS

The Little Rock-Hot Springs paved highway is one of Hot Springs' greatest assets. The people have watched the situation eagerly, hoping the federal aid controversy would be smoothed out as soon as possible, and it is with much gratification that the news is received that things now look bright for the resumption of work with the completion of the road in view by the end of the year.—*Hot Springs New-Era*.

"Arkansas Highways," published by the State Highway Department, reached this office last week. It is ably edited and contains much valuable information on the subject of Arkansas Highways, and particularly with reference to the practical working of the Harrelson law. It is to be hoped that this publication will justify its advent into the journalistic field by promoting a sane, sensible highway program throughout the state. There is a splendid opportunity for it to render highly important service by throwing light on many phases of the subject of highways which are not clearly understood by many, and it can also do a great deal toward establishing confidence among the people of the state in the State Highway Department.—*Waldron Record*.

#### TOO GOOD TO BE TRUE.

Let us hope we have heard the last of that good roads knocker, Barrett.—*Crowley Ridge Chronicle*.

#### SPEAKING OF BARRÉTT.

"\* \* \* Arkansas needs no imported talent to correct errors, direct legislation, or to promote unrest."—*DeQueen (Ark.) Bee*.

## TO THE PROGRESSIVE CITIZENSHIP OF ARKANSAS:

Your friendship, warm and abiding, has made possible the wonderful new home of

*"The Arkansas House"*

Come in and look us over.

**DEMOCRAT PRINTING  
AND LITHOGRAPHING CO.**

Second and Scott Streets

Little Rock.

*"The Art Metal Store."*

# Armco Pure Iron Culvert Pipe

## 99.84 1/3 PURE IRON

So confident are we that practically every ARMCO Culvert in service now will be in service twenty years from now, that we are placing a triangular date tag on each pipe manufactured, showing the year it was made. You can identify ARMCO CULVERTS by this tag. Within twenty years' time the truly permanent material will have established itself, and we know that we will be proud of having furnished ARMCO CULVERTS, and you of having chosen them. We know that they will last because they are made of pure iron and pure iron resists rust.

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

# The Dixie Culvert Manufacturing Co.

LITTLE ROCK, ARKANSAS

**PRESS COMMENTS**

**SUGGESTION FOR BARRETT.**

If President Barrett of the National Farmers' Union would work as hard putting on some kind of constructive work as he does to keep others from doing so, his name would acquire a bigger place in history.—*Wynne Progress.*

"Arkansas Highways" answers a lot of important questions about the road situation in this state. \* \* \* More of these facts and figures will be presented by *The Democrat* from time to time. In the meantime, you might apply to the Highway Commission for copies of the periodical—it is both interesting and instructive.—*England Democrat.*

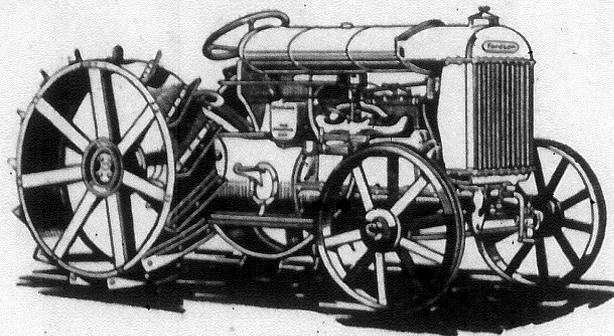
**ARKANSAS OVERCOMING MISTAKES.**

\* \* \* a fair investigation will sustain the view that Arkansas has recognized her mistakes, has framed a law to overcome them so far as possible in a single session, and is honestly and fairly trying to put that law into execution.—*Fott Smith Times-Record.*

In our opinion, after thoroughly perusing the new law, we now have the best road law enacted that we ever had. It is not perfect, but like all laws, will need later to be amended to make it still better.

The Harrelson Bill will be the means of reducing taxes on the bonded hard surface road through the county. Already for this year, the road commissioners have ordered a 20 per cent tax reduction and it is believed next year the reduction will be 30 per cent.—*Ozark Democrat-Enterprise.*

**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.



**TO ARKANSAS and  
GOOD ROADS**



**WE ARE WELL ON OUR WAY TO MAKE THE GOOD ROADS A FACT**

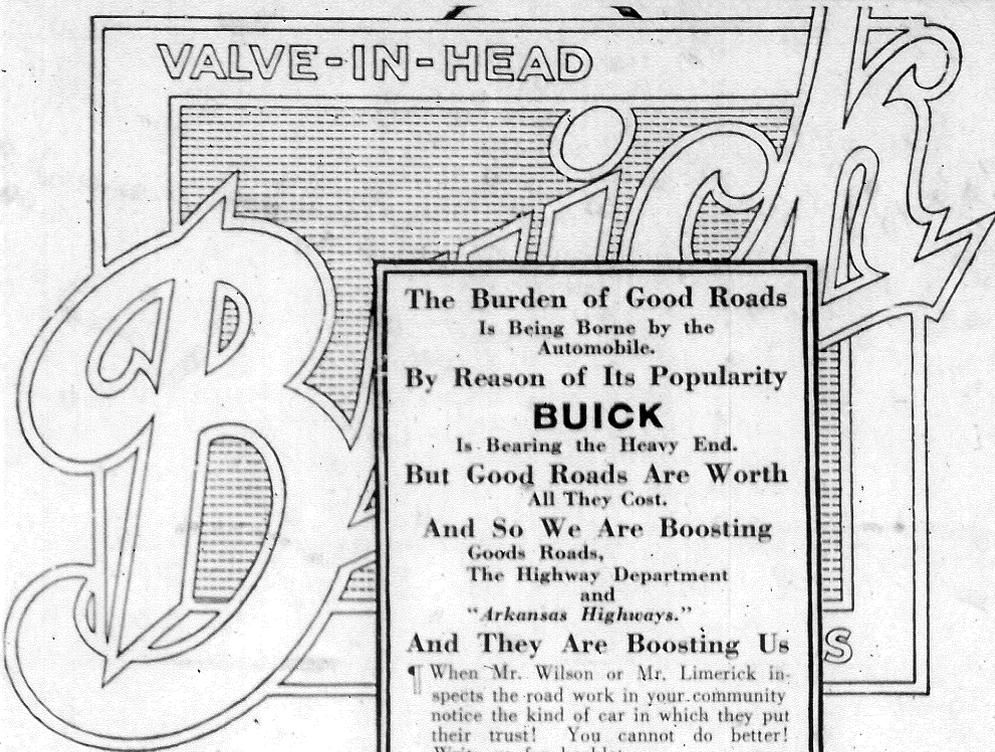
Your Investments and your Farms will substantially increase in valuation with  
**Accessible Roads.**

**FONES BROS. HARDWARE CO.**

**LITTLE ROCK, ARK.**

**Exclusive Arkansas Agents  
for  
VULCAN ROAD PLOWS**

**Complete Stock  
ROAD SCRAPERS  
FRESNOS ROAD MATERIAL**



The Burden of Good Roads  
Is Being Borne by the  
Automobile.

By Reason of Its Popularity

**BUICK**

Is Bearing the Heavy End.  
But Good Roads Are Worth  
All They Cost.

And So We Are Boosting  
Goods Roads,  
The Highway Department  
and  
"Arkansas Highways."

And They Are Boosting Us

When Mr. Wilson or Mr. Limerick in-  
spects the road work in your community  
notice the kind of car in which they put  
their trust! You cannot do better!  
Write us for booklet.

Arkansas Buick Company

321 West Third Street  
Dr. J. H. Estes      R. J. Brooks  
Gus Bush

## 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.

## REINFORCING STEEL BARS

Square deformed and round deformed rolled from new  
billett stock, guaranteed to pass all State Highway Speci-  
fications.

500 TONS IN STOCK FOR IMMEDIATE  
SHIPMENT

THE PRICE IS RIGHT.

STRUCTURAL STEEL FOR BRIDGES AND  
BUILDINGS

—BEAMS	—BARS	—TRUSSES
—CHANNELS	—PLATES	—GIRDERS
—ANGLES	—TEES	—LINTELS

Send us your plans and specifications for estimates.

WE MAKE DELIVERIES, NOT PROMISES

**Arkansas Foundry Company**

1500 East 6th Street

Little Rock, Ark.

"Road Machinery Repaired"

## "Concrete for Permanence"

That's what the State highway department and the Commissioners of the Little Rock-Hot Springs highway district said when the contract for this tremendous and vitally important project was let last month to the Oliver Construction Company.

And that's what the contractor, Mr. Robert B. Oliver, said when he selected Atlas Portland Cement for the big job, and placed his name on the dotted line for the biggest individual order ever given in "The Wonder State."

"Atlas Portland" is the cement par excellence, that spells permanence for this great trunk highway, that will advertise Arkansas to the nation as a progressive commonwealth, and stand as a monument to the vision and discrimination of her citizenship of this generation for a thousand years to come.

Over the Little Rock-Hot Springs highway in the coming years increasing thousands of tourists will travel in luxurious ease, marveling at the beauties of Arkansas scenery, and the foresight and energy of the builders who based her ultimate greatness upon so abiding a foundation.

It is with pride, therefore, that we participate in the great project through our Arkansas representative, Mr. C. B. Hord, who is ready to serve other districts in equally comprehensive and satisfactory manner.

For "Roads That Go Somewhere" should be "built forever."

### The Atlas Portland Cement Company

Citizens First National Bank Bldg.

Independence, Kansas.

*"Concrete for Permanence."*

## *If A Man Die---*

1.

All art is cold. The stately, towering shaft  
That glisters in the air was built by rule  
And square. The vast cathedral, rich within  
With paintings, tapestries; without, a dream  
Of architecture, grandly beautiful,  
Obeys the silent, mathematic law.  
The poem, glowing rhapsody of words,  
Or blazoning great deeds in every line,  
Speaks to the eager soul in metric feet,  
And rhythm, measuring mind's wandering thoughts,  
The highway, winding through the rugged land,  
Its lines a joy to eye, a boon to trade,  
Bears in its heart obedience true and deep  
To laws the transit and the rod reveal.

2.

And is He cold? He who beyond our touch  
Has strewn infinite space with countless worlds?  
Made suns to shine and dews to glisten in  
Their rays? Made thunderbolts to shake the rocks  
Of Adamant to sand? Made humankind  
To live, love, hate, despair, adore, then drop  
To earth, and be again insensate clay?

—CHARLES S. BLACKBURN.



## THE KING OF THE BLACK-TOPS SAYS:



A particularly well informed public official said:

“The public is impatient. It is demanding increased highway service, and this service can only be rendered by better maintenance, by as large an annual program of construction of roads suited to the needs as the funds will permit, by better construction, and by reducing cost.”

### DISTRICT OFFICES

New York, N. Y.  
Portland, Ore.  
St. Louis, Mo.  
Winnipeg, Man.  
Harrisburg, Penn.  
Vancouver, B. C.  
Chicago, Ill.  
Phoenix, Ariz.  
Washington, D. C.  
Salt Lake City, Utah.  
Minneapolis, Minn.  
Oakland, Cal.  
Los Angeles, Cal.  
New Orleans, La.  
Charlotte, N. C.  
Dallas, Tex.  
Toronto, Ont.  
Utica, N. Y.  
Memphis, Tenn.

## WARRENITE-BITULITHIC PAVEMENT

is today, as it always has been, meeting the demand for more roads, better roads and roads that cost less in the long run.

*Would Our Illustrated Road Booklet Interest You?*

## Warren Brothers Company

Executive Offices    :-    :-    Boston, Mass.