

ARKANSAS HIGHWAYS

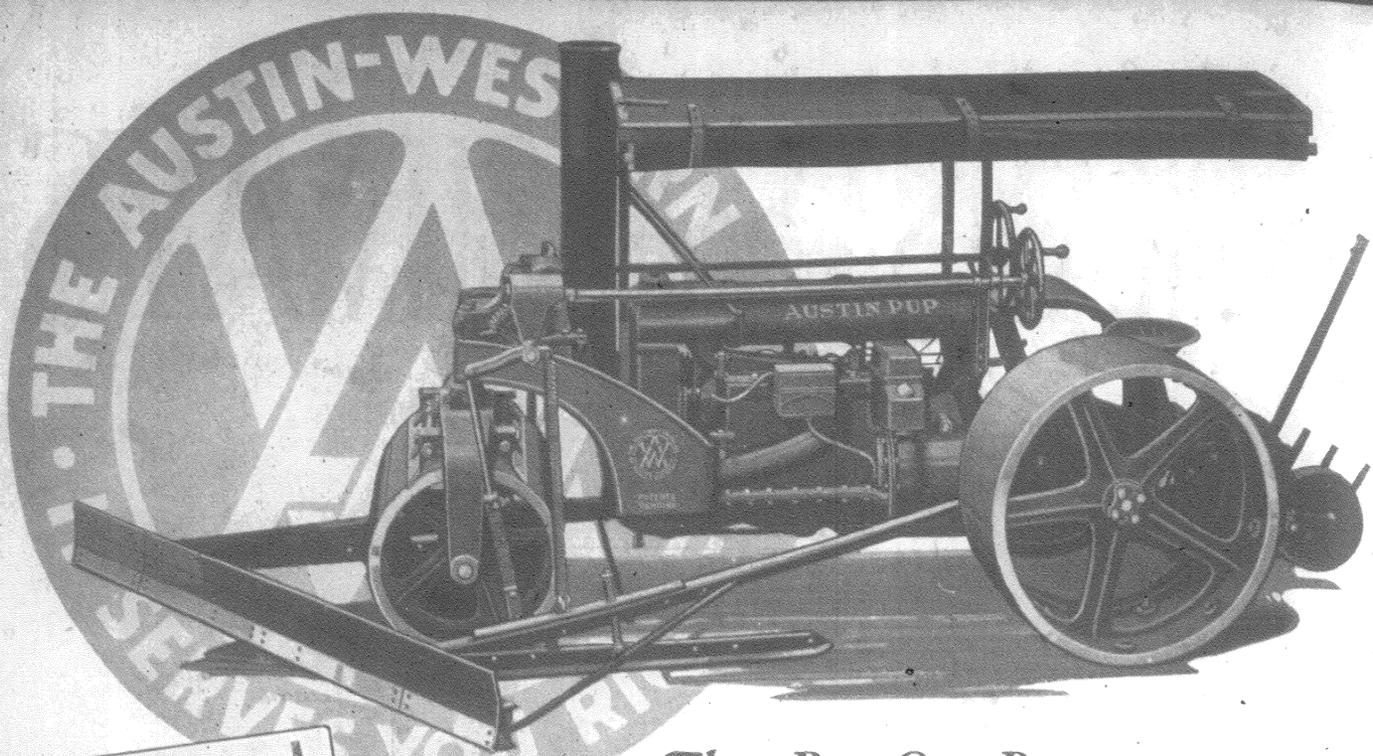


Little Rock-El Dorado Highways

VOL. 2

JULY
1925

NO. 7



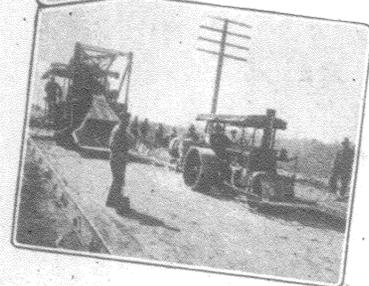
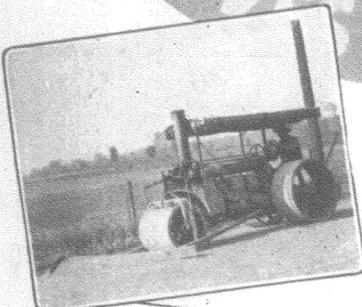
They Buy One Pup and then Come Back for More

UNTIL the Austin Pup was exhibited at the 1923 Good Roads Show, no one supposed that a single, one-man machine, costing little to buy and next to nothing to run, could combine the features of a road maintainer, roller and scarifier, and replace elaborate outfits costing several times as much both to buy and operate. In a word, the Pup seemed almost too good to be true, so while some officials and contractors were quick to realize its possibilities, they generally ordered but a single machine at first to make sure it was really as good as it looked.

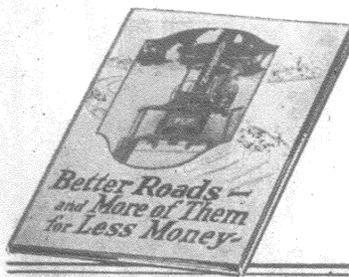
They bought one Pup and then came back for more, and there is no better evidence of satisfactory performance than repeat orders. Space will not permit anything like a complete list of all the fleets of Pups that are now engaged in saving time, labor and money for their owners, but here is a list of 100 "Repeats" that is typical of all the rest.

Florida State Highway Department	5	New York State Highway Department	8
Georgia	5	N. Carolina	10
Indiana	2	Ohio	2
Michigan	11	Virginia	6
Missouri	2		
University of Iowa	2	Joseph Kesi & Sons	Ill. 2
Berrien County	3	The Madison Const. Co.	2
Town of Northcaste	4	Verhey Construction Co.	2
Oswego County	2	George T. Miller	Ind. 2
Caddo County	2	Harrison Const. Co.	Iowa 2
Hamilton County	3	Ritchie & Ramsey	Kans. 2
Bryson Paving Co.	2	Louis Des Cognets Co.	Ky. 2
Cecil R. Scott	2	Devendorf Corporation	N.Y. 4
Milburn Bros.	2	McDonald Const. Co.	2
		J. C. Devine Co.	Ohio 2
		Connell Laub &	
		Bracht Const. Co.	2
		Green Construction Co.	Okla. 2
		David Schoentag, Inc.	Penn. 2
		W. L. Pearson & Co.	Tex. 3
		Smith Brothers Inc.	3
		Uvalde Rock Asphalt Co.	2
		Hoffman Construction Co.	2

Pup imitators are making desperate efforts to construct a machine that will do the work of the Pup, by attaching a blade to a roller, without the long runners or the depth gauges or the springs that are covered by our patents. One concern has made as many as three different types, all of them failures. These elements of runners, depth gauges and springs are an essential feature of this machine, and no machine can be made to do its work without them. The value of the Pup lies, to a great extent, in its blade equipment, as nothing can equal it in maintaining, grading and leveling at a minimum expense. The work of the blade is made possible by the long runners that hold it to a level course through hills and hollows, while blades without these runners ride over the hills and deepen the hollows. This explains why nearly all Pups are sold with full blade equipment and why some competitors are trying to sell rollers alone, concerning which there is nothing new, because of being unable to attach any blade equipment without infringing our patents. The blade is the most important part of this machine, and even though you don't need it now, you probably will on the next job, so don't buy a Pup without its blade.



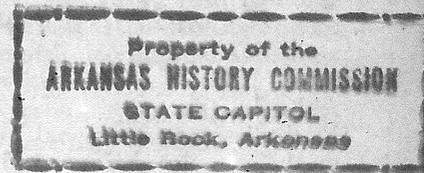
The coupon will bring you the whole story of the Austin Pup. You'll find it interesting.



I'd like to know more about the Austin Pup.

THE AUSTIN-WESTERN ROAD MACHINERY CO. CHICAGO

ARKANSAS HIGHWAYS



Official Monthly Bulletin of the State Highway Commission

"Arkansas Highways" is edited in the offices of the 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 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 granted to all newspapers of the State.

VOL. II.

JULY, 1925

NO. 7

Big Drive on License Violators Completed

Deputy U. A. Obenschain Rounds Up 1,010 Cars in Oil Fields.

LOCAL peace officers in the counties in the Arkansas oil fields said the recent boom, due to the finding of second and third sands, had brought foreign cars into the State in such numbers that it was impossible to enforce the State automobile license laws effectively.

Herbert R. Wilson, State highway commissioner, thought it could be done, if the proper man was in charge, and in looking about for the proper man his eyes were laid upon Uther A. Obenschain, deputy commissioner in charge of the auto license bureau in the Little Rock office. Mr. Wilson asked Uther if he didn't think the law could be enforced, even in a "hard-boiled" country like the Arkansas oil field, and in the words of another hero, whose fame is memorialized on a beautiful tablet on the grounds of the old State capitol, replied, "I'll try, sir."

How It Was Done.

And so it came about that Mr. Obenschain, one of the busiest and most indispensable of all the human factors in the highway department, was given a "vacation" in June to round up law violators around El Dorado and Smackover. Net result: The "vacation" put the proper tags on 1,010 cars and trucks, and new, shiny aluminum badges on 200 chauffeurs, and netted the highway fund in the State treasury the neat sum of \$21,832, for use in building and maintaining the State's highways.

In recognition of his gallantry in action, Commissioner Wilson has verbally decorated "Obie" with the highway department "croix de guerre" and given the editor of *Arkansas Highways* instructions to run the hero's picture, along with a detailed account of his exploits.



UTHER OBENSCHAIN.

When Mr. Obenschain reached the oil fields, he found them over-run with cars bearing foreign license tags, the Arkansas licenses being plainly in the minority. Many oil companies were operating hundreds of cars out of Shreveport. Buses were shooting back and forth across the State line, tearing up Arkansas' roads without paying anything toward helping replace and maintain them. Chauffeurs were operating as though there were

Many New Road Projects Ready for Construction

By O. L. Hemphill, Assistant State Highway Engineer.

JULY promises to be an unusually busy month in road construction throughout Arkansas, as a result of the many contracts awarded by the State highway commission at its last monthly meeting, or put in shape to be awarded as soon as formalities are consummated in the Bureau of Public Roads at Washington.

In response to advertisements covering the entire list of projects earlier in the summer by Commissioner Herbert R. Wilson, a large number of bidders were represented at the meeting, as well as local road commissioners and road boosters interested.

Because of the length of the list of bidders, it is possible in this space only to give the successful bidder, or the low bidder who is in line for the award of contract when approval is received from Washington. The list of awards is as follows:

Federal Aid Project "187-A"—placing gravel surface on Greenwood-Mansfield Road in Sebastian county, 11.86 miles, awarded to McCord & Nuckolls, Ft. Smith, \$20,461.40.

Federal Aid Project "213-A"—Placing gravel surface on Luna Landing Lower Leland Road in Chicot county, 3.9 miles, awarded to J. D. & R. P. Sims, Capleville, Tenn., \$7,801.42.

Federal Aid Project "222-A"—Construction of Ogden-Index Road in R. I. D. No. 9, Little River county, awarded to N. M. George Contracting Company Shreveport, La., \$13,413.37.

Federal Aid Project "224-A"—Construction of 1.6 miles of gravel road from Montrose east to county line, awarded to Martin McMurray, Lake Village, \$4,827.77.

Bituminous surface treatment, approximately four miles of Conway-Palarm Road in Faulkner county, awarded to Mobley Construction, Morrilton, \$6,945.82.

Bituminous surface treatment, approximately 5.7 miles of Jonesboro-Egypt Road, in Craighead county, awarded to Mobley Construction Company, Morrilton, \$7,624.70.

Low bidders who will be awarded contracts as soon as approval is received from the Bureau of Public Roads at Washington are:

Federal Aid Project "179-B"—Part of Marked Tree-Harrisburg Road in Bay St. Francis R. I. D. in Poinsett county, 5.44 miles of gravel road, Clay Gregory, Little Rock, \$21,213.73.

Federal Aid Project "180-C"—Placing gravel surface on 3.8 miles of Nettleton-Truman Road in Craighead county, C. L. Hager, Augusta, \$2,538.90.

Federal Aid Project "183-D"—Construction of 2.1 miles of gravel road from Kokomo to the Lee-St. Francis county line in Lee county, W. D. Banker Construction Company, Memphis, \$20,310.10.

Federal Aid Project "191-C"—Construction of

bridge over L'Anquille River in Lee county north of Marianna, Vincennes Bridge Company, Vincennes, Indiana, \$28,783.03.

Federal Aid Project "198-A"—Construction of bridge over Fourche River, near Boleo, Scott county, Boardman Company, Oklahoma City, \$48,928.94.

Federal Aid Project "201-B"—Construction of 5.4 miles gravel road, Prescott-Hope highway in Nevada county, N. M. George Contracting Company, Shreveport, La., \$45,567.78.

Federal Aid Project "203-A"—Construction of 5.75 miles of gravel road, Foreman-Lewis Ferry Road of R. I. D. No. 9 in Little River county, Mississippi-Arkansas Construction Company, Little Rock, \$31,403.30.

Federal Aid Project "206-A"—Construction of 4.27 miles of asphaltic-macadam, Almyra-Dewitt road in Arkansas county, Hogan Construction Company, Little Rock, \$60,178.37.

Federal Aid Project "214-A"—Construction of 2 miles gravel road and high embankment across Sulphur River bottoms, Texarkana-Shreveport road in Miller county, McWilliams Dredging Company, Chicago \$43,069.76.

Federal Aid Project "216-B"—Construction of concrete arch bridge over Frog Bayou on Van Buren-Alma Road in Crawford county, Luten Bridge Company, Knoxville, Tenn., \$30,701.85.

Federal Aid Project "220-A"—Gravel surface on 5.7 miles of Nettleton-Lake City Road in Craighead county, C. L. Hager, Augusta, \$6,594.21.

Federal Aid Project "232-A"—Construction of roadway and structures on 12.9 miles of Magnolia-Village Road in Columbia county, Tarrant & Miles, El Dorado, \$42,327.57.

DIDN'T TAKE.

"What became of the girl you were making love to in the hammock last summer?"

"Oh, we fell out."

BIG ROCK STONE CO.

OFFICE: 111 Center Street,
LITTLE ROCK, ARK.

Capacity 50 Carloads Daily

FAMOUS BLUE TRAP ROCK

All sizes of Crushed Stone, Rip-Rap and Sand—Best material produced in the South for Macadam, Concrete and Reinforced Concrete construction.

Write for prices and full information.

State Highway System is Re-Districted

Four New Districts Created and All Made Smaller.

GREATER efficiency in highway construction, re-construction and maintenance throughout the State is expected to result from the increase in highway districts from six to 10, announced July 2 by Herbert R. Wilson, State highway commissioner. The principal effect of the re-districting will be to give district engineers and their organizations considerably less mileage to look after, with consequently greater chance for intensive effort.

The four cities selected for the new district offices are Russellville, Camden, Jonesboro and Harrison. Other district offices remain as they have been. Only one of the present district engineers was affected by the change, D. B. Cutler of the Batesville district being brought to Little Rock to serve in the newly created office of state maintenance engineer, working immediately under R. C. Limerick, State highway engineer, with general supervision of maintenance work throughout the state. Mr. Cutler's place at Batesville has been taken by E. E. Bonowitz, former assistant to Mr. Cutler.

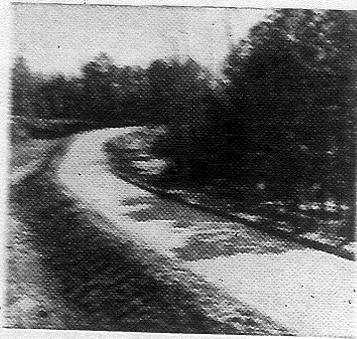
All of the engineers placed in charge of new districts have been with the department several years, and all promotions were made on the basis of proven efficiency.

As now constituted, the 10 districts of the State, with the engineer in charge and the headquarters, are:

No. 1, A. W. Buford, Forrest City; No. 2, E. B. Reynolds, Pine Bluff; No. 3, R. Ayres, Hope; No. 4, W. W. Mitchell, Fort Smith; No. 5, E. E. Bonowitz, Batesville; No. 6, R. A. Kern, Little Rock; No. 7, M. F. Hill, Camden; No. 8, F. L. Hargett, Russellville; No. 9, H. C. Sellars, Harrison, and No. 10, F. J. Herring, Jonesboro.

Mr. Hill was promoted from assistant engineer of District No. 2, Mr. Hargett from maintenance and equipment engineer, Mr. Sellars from assistant engineer of District No. 4, and Mr. Herring from assistant engineer of District No. 1.

Other promotions announced by Commissioner Wilson follow: C. W. Holderbaum, equipment engineer, to succeed Mr. Hargett, and Mr. Cutler from engineer of District No. 5 to State maintenance engineer.



Every Arkansas highway leads to the

STATE FAIR

AT LITTLE ROCK,
October 12-17, 1925

The new Premium List, with its \$30,000 in premiums, is off the press. Exhibitors may get their copy by writing the secretary.

Ben D. Brickhouse,
President.

E. G. Bylander,
Secretary.

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6116

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MARKING ARKANSAS HIGHWAYS

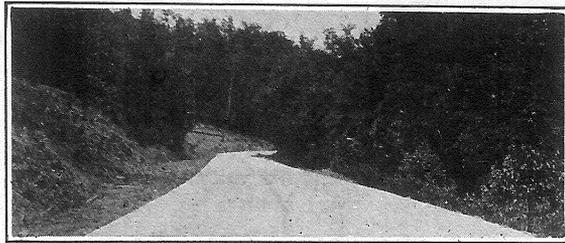
Arkansas Gazette.

Arkansas has gotten roads that go somewhere and now we are going to get signs that tell where the roads go.

The State highway department is advertising for bids for several thousand signs. These will be of metal, with black raised letters on a white background, and the legend will give in a clear, succinct way the information that everybody not acquainted with a highway desires to know for his guidance. Eventually it is planned to install 25,000 of these signs on the highways of Arkansas, and State Highway Commissioner Wilson says that within a year or two every intersection on a state highway will be marked.

Everybody who has traveled by motor car, knows of the invaluable purpose that direction and distance markers serve and everybody who has traveled by motor in Arkansas knows of the great deficiencies that exist at present in regard to such markers. It is not enough to have some sort of road sign. Road signs should be uniform and authoritative and that is the kind of sign the highway department is now proceeding to install.

Maybe this wouldn't be so restless an age if the automobile hadn't made it possible to be restless sitting down.—*Arkansas Gazette.*



The Hot Springs Highway.

TUCKER

SAND AND GRAVEL CO.

Benton, Arkansas

WASHED AND SIZED GRAVEL
CONCRETE SAND AND
CONCRETE MIX

We furnished Sand and Gravel for
the construction of 26 miles of the
Little Rock-Hot Springs Highway.

*Permanent
roads are a
good investment
—not an expense*

Why America Must Have More Paved Highways

Almost every section of the United States is confronted by a traffic problem.

Month by month this problem is becoming more and more serious.

Hundreds of cars pass a given point every hour on many of our state and county roads. Down-town city streets are jammed with traffic.

Think, too, how narrow many of our roads are, and how comparatively few paved highways there are in proportion to the steadily increasing number of cars.

If the motor vehicle is to continue giving the economic service of which it is capable, we must have more Concrete highways and widen those near large centers of population.

Every citizen should discuss highway needs of his community with his local authorities.

Your highway officials will do their part if given your support.

Why postpone meeting this pressing need?
An early start means early relief.

PORTLAND CEMENT ASSOCIATION

Syndicate Trust Bldg.
ST. LOUIS, MO.

*A National Organization to Improve and
Extend the Uses of Concrete*

OFFICES IN 29 CITIES

State Highway System is Widely Extended

Commissioner Wilson Announces Taking Over of 83 New Roads.

AN announcement of widespread interest made this month by Commissioner Herbert R. Wilson is that the State highway department, acting under a decision of the State highway commission at a recent meeting, will take over, as a part of the State highway system for construction, reconstruction or maintenance, as may prove necessary, a total of 83 stretches of road throughout the State for a total mileage of 1,490 miles.

Under the decision of the highway commission, and the provisions of the Harrelson law which are applicable, these additional roads will be taken over as rapidly as possible. In cases where the roads are not already laid out and constructed, it is specified that the entire right-of-way, over the exact location decided upon by R. C. Limerick, State highway engineer, must be dedicated to the State by property owners before construction can be begun. In view of the fact that much new construction is involved, it will be the policy of the department to give first consideration to roads on which there are no disputes over right-of-way.

Included in the new roads taken over are six leading to State institutions not heretofore located on the State highway system.

A complete list of the 83 roads, with approximate mileage of each, is as follows:

A road extending from Stuttgart to an intersection with the present gravelled road west of DeWitt at a point about six miles west of said town of DeWitt, 15; a road extending from the Hamburg-Monticello road to the Warren-Hermitage road, 15; Rogers-Monte Ne-Eureka Springs road, 20; Siloam Springs-Fayetteville road, 24; Bentonville-Pea Ridge-Elkhorn Tavern road, 12; Gravelle-Maysville-Oklahoma Line road, 10; Siloam Springs-Maysville road, 15; Harrison-Bergman-Missouri State Line road, 25; Warren-New Edinburg-Fordyce or Kingsland road, 25; Eureka Springs north to Missouri State Line road, 8; Eudora Kilbourne road, 9; Gaines Landing road, 6; Arkadelphia-Amity-Glenwood road, 30; Hollywood-Okolona-Little Missouri River road, 15; Gurdon-Whelen Springs road, 12; Knobel-Walnut Ridge road, 25; Pansy-Pine Bluff road, 25; Magnolia-Louisiana Line southwest, 20; Morrilton-Scotland-Clinton road, 40; Jonesboro-Bono-Walnut Ridge road, 20; Earle-Turrell road, 15; Parkin-Birds Eye-Sherry Valley-Hickory Ridge-Bedeville, 45; Parkin south to the Widener-Memphis road, 12; Fordyce north to Saline river, 20; Arkansas City to McGehee-Watson road, 10; Monticello-Pansy road, 15; Holmes Store to Mt. Vernon, 20; Ozark-Charleston-Greenwood road, 30; Roseville-Webb City road, 10; Booneville-Waldron road, 15; Booneville-Charleston road, 12; Salem-Ash Flat road, 20; Leola-Sheridan road, 15; Paragould-Pocahontas road, 30; Hope-Camden road, 45; Hope Blevins road, 12; Hope-Columbus-Mineral Springs road, 20; Prescott-Nashville road, 10; Malvern-Bismarck road, 25; Malvern-Tulip road, 15; Donaldson-Friendship road, 12; Dierks-Mur-

freesboro road, 20; Nashville-Lockesburg road, 15; Bakersville-Strawberry-Lynn-Black Rock road, 40; Melbourne-Sylamore road, 15; Sage-Evening Shade road, 10; Grubbs-McCrory road, 30; Sherrill-Tucker-England road, 12; Moro-Blackton road, 12; from a point of the Star City-Grady road to the Arkansas-Louisiana highway, 10; Lonoke-Beebe, 25; DeLaney-Fayetteville road, 25; Yellville-Western Grove-Lurton road, 40; Leachville north to Missouri State Line, 6; Manila-Etowah road, 12; Holly Grove-Indian Bay road, 20; Stephens-Mt. Holly road, 12; Ola-Ava-Hot Springs road, 15; Elaine-Helena road, 25; Wabash-Barton road, 10; Kirby-Amity road, 10; Atkins-Hector road, 15; Biscoe-Dixie-Augusta-Tupelo road, 50; Grays-Gregory road, 10; Little Rock-El Paso road, 30; Dalton-Missouri State Line road, 10; Mt. View-Leslie road, 30; Fort Smith-Hartford road, 25; Gilliam-Oklahoma State Line road, 15; Evening Shade-Williford road, 20; Widener-Memphis road, 25; El Dorado-Haynesville road, 20; Springdale-Huntsville road, 20; Danville-Dardanelle road, 18; Searcy-Pleasant Plains road, 25; Judsonia-Higginson road, 10.

Many girls emulate the "clinging vine" type, but it is dangerous to the public of Mansfield when they wind their tendrils about the automobile driver.—*Mansfield Messenger*.

Jonesboro Gravel Co.

DEE, ARKANSAS

ROAD SURFACE GRAVEL IN ANY QUANTITY

It is water-rounded and has the proper amount of clay binder.

Shipping Point, Ridge Station
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Are You a Contractor?

Here is the place to get your supplies—Wheelbarrows, Scrapers, Plows, Singletrees, Hoisting Engines, Pumps, Air Compressors, Concrete Mixers, Shovels, Spades, Picks, Structural and Concrete Steel, Bar Cutters and Benders, Hose, Pipe, Roofing and Tools of all kinds.

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REINFORCING BARS

Over 500 tons in stock for immediate shipment.

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Arkansas Foundry Company

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

S. G. Adams Stamp & Stationery Co.

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Manufacturers of

ROAD MARKERS AND ROAD SIGNS—METAL TAGS—EMPLOYES' IDENTIFICATION BADGES—RUBBER STAMPS — SEALS — STENCILS—AUTO LICENSE PLATES, ETC.

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Motorists Find—

Litwood MotrGain Oils and GearGain GREASES

Put money in the bank for them by

**REDUCING UPKEEP and
INCREASING TRADE-IN
VALUE**

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Manufactured by

Litwood Oil & Supply Co.

HOME OFFICE, FORT WORTH, TEXAS

K. A. SMITH, Hot Springs

Factory Representative.

Batesville-Mammoth Spring Highway Opened

Celebration Is Held at Melbourne July 2, 3 and 4.

MARKING the completion of the 77-mile highway from Batesville to Mammoth Spring, which opens up a large trade territory never previously served either by highway or railroad, a celebration was held at Melbourne July 2, 3 and 4, which attracted the citizenship of virtually all the communities affected in Independence, Izard and Fulton counties.

A large number of former residents, also were attracted by the homecoming feature of the entertainment. Programs each day included speech-making, class singing, ball games, athletic contests, and camp fires for Civil war veterans. Among the prominent speakers were Judge Emmett Jeffery, former minister to Uruguay under Woodrow Wilson; Senator T. H. Caraway, Congressman W. A. Oldfield, Stephen Brundidge of Searcy, Earl W. Hodges of Little Rock and H. L. Ponder of Walnut Ridge.

The highway is of the very best modern gravel construction, laid upon a carefully prepared sub-grade, with permanent culverts and bridges.

In connection with the opening of this highway, it is of interest to note that satisfactory progress is being made on the projected bridge over White river at Batesville which will link the several highways converg-

ing there with the roads of the State system to the east and south.

According to Representative Thornberry Gray, author of a measure passed by the last General Assembly providing for the formation of a district for the construction of the bridge, preliminary work is progressing so rapidly and satisfactorily that the actual completion of the structure is expected next year.

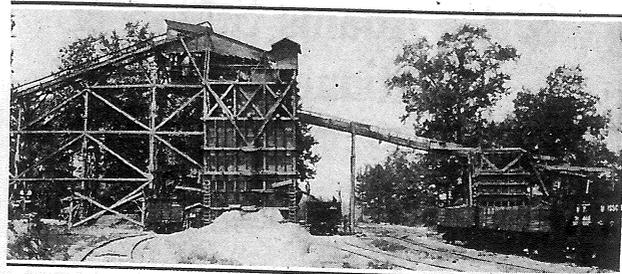
OUR COVER PAGE.

Our cover page this month shows an interesting stretch of the Little Rock-El Dorado highway on the Spring Lake section leading out of the Capital City. By reason of the increased activity in the Arkansas oil fields, this road is getting unusually heavy traffic these days. We are glad to note that one of *Arkansas Highways'* best advertisers had a part in the building of this splendid unit, Marquette Cement figuring largely in the contract.

Fifteen rahs for the road builders! They have the grading nearly done from the north Perry county line to Perry. Road's mighty fine.—*Perry County News.*

Ball-Benton Gravel Company

821 Southern Trust Bldg. Little Rock, Ark.



Plant: Benton, Ark.

REAL GRAVEL—

FOR HIGHWAYS—FOR RAILROAD BALLAST
—FOR CONCRETE CONSTRUCTION

Our road clay gravel, weighing 3,000 pounds per yard, is best by every test for road building purposes. Our capacity is from 50 to 60 cars per day, as a result of our separate road gravel loading organization using Bucyrus "70-C" shovels and Baldwin 50-ton locomotives.

Our capacity for washed ballast, washed concrete gravel or washed sand is from 60 to 70 cars per 12-hour shift.

Our service to road districts, railroad projects and large construction jobs is of proven dependability.

Call us over Telephone 4-3788 or Long Distance 133, Little Rock, or Benton 93, for quick action.

J. J. BALL, President
CHAS. M. KING, Secretary

W. D. CAMMACK,
Vice President & Treas.

Southern Material & Construction Co.

624-27 Southern Trust Bldg.
Little Rock, Arkansas.

When you employ this firm to build your streets and highways, you get the services of an experienced organization owning more construction equipment than any other Arkansas firm of contractors.

We own and operate the largest sand producing plant in the state, furnishing Arkansas river, washed, channel sand exclusively.

A combination of the material production with the construction business means an ultimate economy to the purchaser.

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President.

CHAS. H. MILLER,
Vice President.

J. A. GREGORY,
Vice President.

R. S. WILSON,
Secretary and Treasurer.

J. B. COOK AUTO MACHINE CO.

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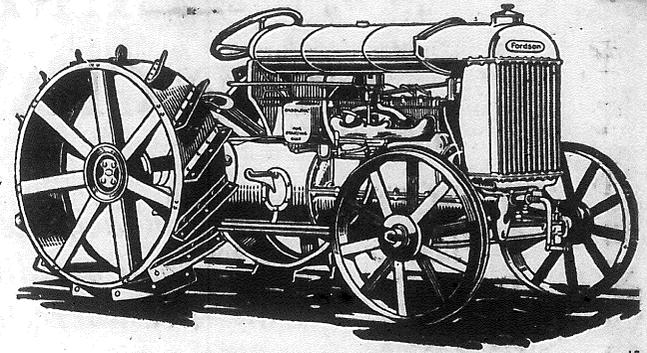
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We Carry in Stock For Immediate Shipment

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Hercules Powder and Dynamite



FONES BROS. HARDWARE CO.

LITTLE ROCK, ARKANSAS



HERMITAGE PORTLAND CEMENT SAND-GRAVEL-STONE

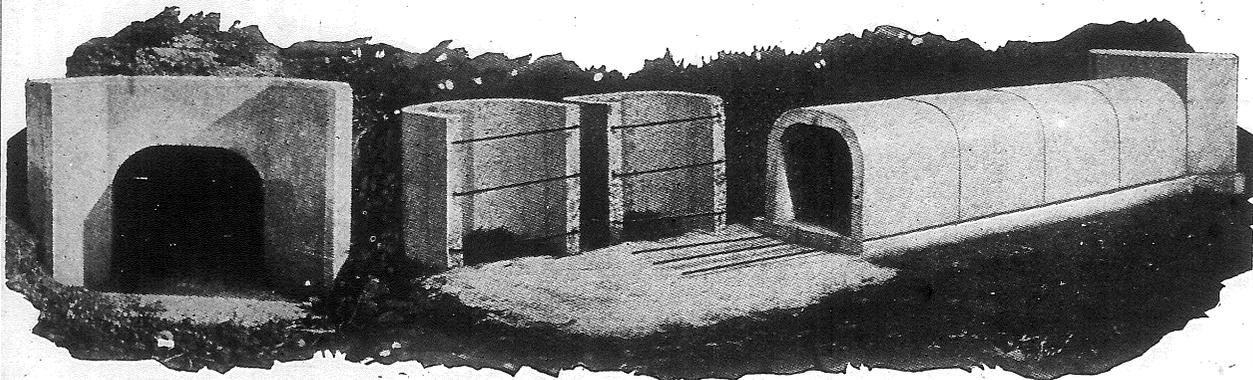
TRUSCON
STEEL
ROAD
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Our facilities for supplying
road building materials
are unexcelled

CAREY'S
ELASTITE
EXPANSION
JOINT

FISCHER LIME and
CEMENT Co.
MEMPHIS

NELSEN PRECAST CONCRETE CULVERT



SPEAKS FOR ITSELF

Built like an arch—reinforced like a bridge—not affected by the elements—easiest and quickest laid—no traffic interruptions—lasts forever. All types and sizes for immediate shipment.

"Concrete for Permanence"—"Nelsen for Quality"

NELSEN CONCRETE CULVERT CO., of ARKANSAS

JONESBORO, ARKANSAS,

Plants at—
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Regardless of the Material You Select or the Price You Pay, There Is No Better Material Than

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