

ARKANSAS HIGHWAYS



LITTLE ROCK — HOT SPRINGS
HIGHWAY

VOL. 2

JUNE
1925

NO. 6

OLD FASHIONED COMMON SENSE

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ARKANSAS HIGHWAYS



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VOL. II.

JUNE, 1925

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Wonderful Dreams Come True as Hot Springs Road Opens.

July Fourth to Be Joyous Day of Realization.

WITH a pretty little ceremony, briefer than most celebrations of the kind, but filled with color and sentiment, the Little Rock-Hot Springs highway, one of the most important units in the State highway system, will be formally opened on the afternoon of July Fourth at Highway Park, two and one-half miles from Hot Springs. After a decade of dreaming and planning, and eight years of agitation, legislative maneuvering and Herculean physical labor, this 53-mile stretch of hard-surfaced highway is complete, a perfect highway meeting the very latest ideas of permanent road construction.

Little Master Herbert R. Wilson, Jr., charming son of the State highway commissioner, with a bright new pair of scissors, will snip a gateway of ribbons, symbolizing the removal of the last obstruction between the Capital City and the nation's Spa, while motion picture cameras click, and the road is opened for all time, and dedicated to the use of this and all succeeding generations.

Further carrying out the symbolism, Mayor Harry A. Jones of Hot Springs and Mayor Charles E. Moyer of Little Rock, will act as "posts" of the gate that swings open to traffic, while L. B. White of Benton will act as the first official "traffic cop."

There will be speech-making, of course, for those who like to hear recounted the history of notable achievement, but the program will be short, and after it there will be a drive over the interesting mountain roads of Hot Springs, and an entertainment of the crowd by Hot Springs citizens.

Among those who will speak briefly at the park will be Commissioner Herbert Wilson; R. A. Jones, chairman of the district commission; A. M. Lund, engi-

neer of the road; Douglass Hotchkiss of Hot Springs; W. T. Sitlington of Little Rock, and J. S. Abercrombie of Benton. George R. Belding of Hot Springs will be chairman of the program.

At the request of Commissioner Wilson, refreshments and concessions at the park have been turned over to the American Legion, which will stage its own patriotic celebration following the program. Ample provision will be made to provide food and cold drinks for the crowd, which is expected to be one of the largest ever gathered in Central Arkansas.

Engineering Figures.

According to A. M. Lund, engineer in charge for the Federal and State bureaus, the total length of the highway from city limits to city limits is 53 miles. Of this, 11.9 miles are in Pulaski county, 29.3 in Saline county and 12.6 miles in Garland county.

The Pulaski county section, which was completed in 1922, is paved with asphalt over an eight-inch rolled stone base, a type of construction adopted because of the old macadam road over which the route was laid, which it was desired to utilize to the fullest possible extent. The asphalt surface is 18 feet wide, with six-inch curb of concrete, and a six-foot earth shoulder.

The Saline and Garland county sections, completed this month, total 41.91 miles in length, and are of the so-called Bates type of reinforced concrete construction, 18 feet wide with a six-foot shoulder. This type of road, developed by the Illinois State highway department after a series of severe tests at Bates, Illinois, is six inches thick for the middle 14 feet, the outer two feet on either side increasing from six to nine inches in thickness.

Along its center, the slab is divided by a sheet of "V" shaped steel, with a five-foot steel rod attached at five-foot intervals to the "V" and extending horizontally, so that the two halves of the road are securely fastened together, but with ample play so that each side may be raised or lowered without breaking. This design allows for the expansion and contraction of the sub-grade, due to moisture or dryness, without cracking of the surface, so often the first step in the breaking up of a pavement.

Through the thickened section at each side of the pavement there runs a reinforcing rod of steel five-eighths of an inch in diameter, which gives additional strength at the edge of the pavement, and prevents cracking. There are also, at frequent intervals, asphalt-filled expansion joints one inch in width, designed to prevent cracking as a result of tension in cold weather.

A black strip of asphalt along the center of the highway serves both to keep water out of the hinged joint, and as a guide to traffic.

In the laying of the Saline and Garland sections several records in concrete construction were made, according to Mr. Lund. The first concrete was laid on June 18, 1924, and the last on May 28, 1925, an average of 2 1-2 miles per month. Inasmuch as all of the sand and gravel used in the highway was obtained from streams and creek beds along the right-of-way, this was an unusually fast bit of construction. More than 33,000 cubic yards of sand, 56,000 cubic yards of gravel and 355,000 bags of cement were required.

Constant supervision of the work by State and Federal authorities was maintained. At least 12 samples of the concrete were sent each week to laboratories where the crushing strength was determined. It developed that the concrete at seven days had an average strength of 1,864 pounds and at 28 days of 3,030 pounds, or 37 per cent stronger than the actual requirements of such a type of road.

The maximum grade of the road is six per cent, and the sharpest curve, around a slate bluff in Saline county, has a radius of 204.6 feet. All curves are widened and banked, and with its wide shoulders, sowed to Bermuda grass, the highway is as nearly fool-proof as possible.

Several miles of shoulder work will remain uncompleted July 4, when the highway is formally opened, but a large force of men will finish this task during the month. The total cost of the project will reach approximately \$3,000,000, it is said.

The highway follows very faithfully the route of the old Hot Springs stage line from Little Rock to Benton, but there it takes a new route by way of Owensville, on which there are no railroad grade crossings, and much easier grades. The old highway by way of Lonsdale, which has been maintained by the State highway department in the best possible condition for the past two years, will be kept open by the counties as an optional route, filled with beauty and historic interest for those with plenty of time at their disposal in making the trip.



ROBERT A. JONES

Chairman Little Rock-Hot Springs Highway Commission.

Turning from the physical side of the new highway to its political history, there is much of interest. Dreamed of first more than 10 years ago by Justin Matthews of Little Rock, George R. Belding of Hot Springs, and other progressive and far-sighted citizens of both cities, who saw the necessity of joining the Capital and the Spa with easier transportation, the project was scoffed at by many as visionary, impractical, and financially beyond the reach of the communities involved.

A Stormy Political History.

For the Arkansas Democrat of Little Rock, Mr. Matthews recently indulged in some reminiscences which are of historic value here. Said Mr. Matthews:

"A Mr. Garrett had been working in Little Rock and Hot Springs and had organized the Little Rock-Hot Springs Interurban Railway Company for the purpose of building an interurban line between Little Rock and Hot Springs, and had interested many Little Rock and Hot Springs citizens in the enterprise, who went into the proposition more with a view of helping the two cities than of making a profit in the operation of the interurban line.

"Later H. C. Couch and his associates came into the company and advanced the idea of forming an independent land company to buy cheap acreage along the line of the proposed interurban. This land company was formed and bought considerable acreage between Little Rock and Hot Springs.

"Three or four years passed. The automobile was causing great interest in the construction of roads all over the country. The United States government had recognized the importance of roads and Congress had made large appropriations in aid in road building.

"This good roads movement was having its effect on the future of interurban railroads.

"At a meeting of the directors of the Little Rock-Hot Springs Interurban Ry. Co., held in the fall of 1916, there were present several directors from Hot Springs, Mr. Couch and others associated with him, and, among others H. A. Bowman, E. O. Bagley, M. B. Moore, O. D. Tucker, M. B. Sanders and myself of Little Rock. The general situation was discussed. I took the view that it would be impossible to finance the building of an interurban railway in the face of the good roads program that had been started all over the country, and suggested that the project be abandoned and that we interest Hot Springs and Little Rock in the building of a highway between the two cities and take advantage of the government aid, and develop the lands of the company as far as practical; that the highway would be of great benefit to the two cities and should be so constructed as to open up new routes into both Little Rock and Hot Springs.

"This suggestion met with favor and it was planned to go to the legislature and ask for creation of such a district, with three commissioners, one from Saline county, one from Garland and one from Pulaski county. Later, it was decided that W. S. Sorrels of Garland county should be selected as one of the commissioners, myself of Pulaski county and someone from Saline county who would be acceptable to the Saline county property holders.

"The plan was to start the highway at Markham and Broadway in Little Rock, go straight out Broadway through the Weidemeyer tract, dropping just over the crest of the hill, and proceeding in a general westerly direction around what is known as Braddock's Park at the end of the West Ninth street car line, crossing on a viaduct the Rock Island and Missouri Pacific tracks near the county hospital, thence proceeding to intersect the Hot Springs highway about the Four Mile Grocery; thence over the present Hot Springs highway over the northern route, opening up a new road into Hot Springs. This plan would have given Little Rock a new boulevard into Little Rock and a real link in a city boulevard system. It was planned to pave the road the full width of Broadway to Weidemeyer tract and then 40 feet wide on out to where the Hot Springs highway was intersected at the Four Mile Grocery; and 24 feet wide from there on for a considerable distance, and 18 feet wide for the balance of the way through Saline county.



MASTER HERBERT R. WILSON, JR.
Who will officially open highway on July Fourth.

"The legislature of 1917 convened, the bill was drawn and it was decided that it would be best to have it introduced by the Saline county representative. The bill was turned over to Representative Shockley, who was representative of Saline county in the lower house. Opposition sprang up from the senator representing Saline county and it became apparent that some hard work had to be done if the bill were to be passed; so a meeting was held in Little Rock, at which the Hot Springs interests were present and the question of lobbying the bill was discussed at length. It was suggested at this meeting that I undertake this work, which would necessitate a strong fight in Saline county in order to get them in line. I agreed to undertake this work but stated it would be necessary to substitute someone else as commissioner from Pulaski county in my place as I couldn't consistently work for the passage of a bill that would name me commissioner. It was then decided to draw a new bill and name E. O. Bagley as commissioner, representing Pulaski county. A new bill was drawn and I headed a committee seeking to pass the bill.

"Various meetings were held in Benton and W. R. Donham of Little Rock, who was then an attorney in Benton, was responsible for getting the consent of the Saline county interests for the passage of the bill as was finally agreed on. The final draft left it up to the property holders of Saline county to ratify the bill and make it effective after the plans and assessments of benefits had been filed. It was a long, hard fight, but the bill was finally drawn to meet the approval of the Saline county interests, and was introduced by Representative Shockley and finally passed.

Opposition to Bill.

"The act expressly provided that it would not become operative until after the plans and assessment of benefits had been filed in all three counties. There was no way of paying for this work, in case a majority of the Saline county property holders failed to sign for the district after the plans and assessment of benefits in all three counties had been filed and at the time of the passage of the bill, there was much opposition in Saline county. Citizens between Benton and Hot Springs on the old road were aroused to a high pitch against the bill. No route was laid out by the bill; the commissioners were allowed to select the route and the land owners on the old road between Benton and Hot Springs who were aroused in Saline county thought that would be the route of the road. The excitement was at such high tension that Representative Shockley was burned in effigy. They little knew that it had never been the intention to go the old route. The old route had many heavy grades, had 13 main line railroad crossings and it had been the intention of myself and others interested from the start to build new routes so as to open up new territory and give two roads into Little Rock and Hot Springs, instead of one.

"After the passage of the bill, a year elapsed with nothing done as no way was found to finance the cost of making the assessments and surveys and for a time it looked as though the project would die. Finally Engineers Lund & Hill agreed to make the surveys and to make the necessary plans ready for filing, and take their chances on the project being ratified by the property holders of Saline county. The Business Men's League of Hot Springs agreed to raise \$1,200 to take care of abstract work and making up the books in Garland county and agreed to advance \$4,500 to pay for cost of making up the assessment records in Saline, Garland and Pulaski counties. This arranged for, the preliminary work proceeded. Plans and assessments were finally filed and were ratified by a majority of the land owners in this district in Saline county, late in the winter of 1919, two years after the passage of the bill. Judge Abercrombie of Saline county did much to convince the Saline county property holders that it was to the interest of Saline county to see the road built.

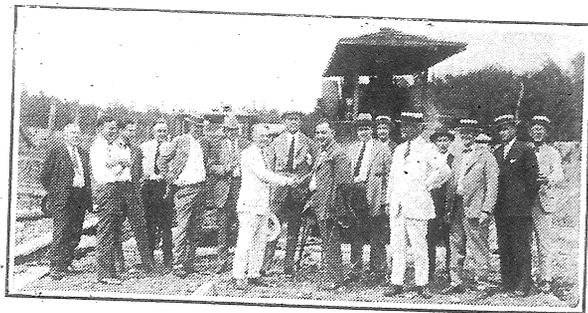
"The plan of getting new routes into Little Rock and Hot Springs was carried out so far as Garland county was concerned, but it failed in Pulaski county. A news item was put in the papers that the commissioners were

contemplating paving Broadway, going through the Weidemeyer tract, around Braddock's Park and strike the old highway about the Four Mile Grocery. This sounded the death knell of the plan, for the property holders along Nineteenth street pike stormed the county judge with protests against laying out any such new highway, so Little Rock has one narrow paved road leading toward Hot Springs and lost an opportunity of having a splendid link in a real boulevard system."

Much litigation, threatened litigation, legislative lobbying and maneuvering, many personal enmities and bickerings have marked the eight years that the highway project has been actually under way.

The original commission, named in the act creating the district, was composed of E. O. Bagley of Little Rock, George Buzbee of Benton, and W. S. Sorrels of Hot Springs.

This commission immediately laid out the entire route of the road. The paving on the Pulaski county end was contracted and completed, and grading and right-of-way work on the remainder was done. About this time, however, the commission became involved in lawsuits and threatened lawsuits, brought chiefly by irate Pulaski county taxpayers, who objected to Pulaski county paying for a greater part of the 34 miles in the county



"CONGRATULATIONS ARE IN ORDER."

Commissioner Wilson and Chairman Jones have laid the last batch of cement.

of Saline. Under a legislative act, Saline county's total tax contribution to the road cannot exceed, during the entire life of the district, \$160,000. This amount will be sufficient to pay for about eight of the 34 miles of concrete highway in the county.

Arguments were brought forth, however, that Little Rock and Hot Springs would be the chief beneficiaries of the costly paving. The Saline county lands through which the road runs, for the most part, are of small value.

Compromises were reached with the Pulaski County Taxpayers' League and allied organizations which had fought the commission's plans in 1922. But the state then was involved in an argument with the Federal Bureau of Roads, and no federal aid was forthcoming. The district had less than \$700,000 available to pave the 44 miles from Red Gates, on the Pulaski-Saline county line, to Hot Springs. The minimum estimate of engineers for the amount necessary to complete the road was \$1,350,000.

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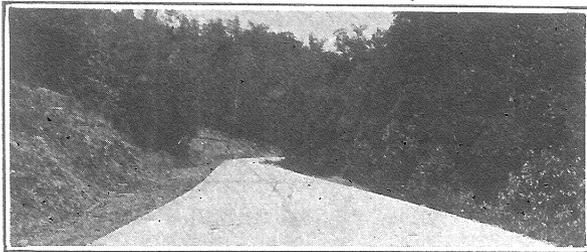
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In 1923, the General Assembly passed a measure enlarging the commission by adding W. T. Sitlington and Gordon N. Peay of Little Rock, Orlando Hays and Charles Lewis of Benton, and R. A. Jones and Sidney M. Nutt of Hot Springs as members. Mr. Jones was elected chairman and Mr. Buzbee secretary of the re-organized commission.

Under Mr. Jones' leadership a strong effort was started to bring about a reconciliation with the Federal Bureau of Public Roads. Officials of the Bureau came to Little Rock for several conferences. The bureau was dissatisfied with previous work, not only in this district, but in numerous other districts. The federal bureau chiefs declared, however, that they considered the Little Rock-Hot Springs highway the most important then pending in the state, and admitted that this district had to be assisted first. This sentiment met a hearty response in the State highway department, headed by Commissioner Wilson, and R. C. Limerick, state highway engineer, lent every effort to expedite action.

The district commission in 1923 entered into an agreement with the federal bureau of roads and the highway department to turn over the entire construction responsibilities to the federal and state authorities if they, on the other hand, would give adequate assurances that completion of the road would be financed. A. M. Lund, the district's engineer, resigned, and then took charge of the work as the direct representative of the federal and state highway bureaus.



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.

Passage of Act No. 5 of the Extraordinary Session of 1923, approved by Governor McRae on October 10, assisted in restoring the State's good standing at Washington, and made possible the success of the district commission's plans. From then on, the completion of the project was largely a matter of physical labor, which was completed expeditiously by the two construction companies to which the job was let, the Houston Construction Company of Houston, Texas, and the Koss Construction Company of Des Moines, Iowa.

PINEY BRIDGE OPENED THIS MONTH.

June, 1925, will long be remembered by those using the Fort Smith-Little Rock highway in Johnson county, as the month in which a hated obstacle to easy and expeditious travel was finally removed.

The obstacle was the makeshift ford and ferry over Piney Creek, which have been replaced by a steel and concrete span, 310 feet long, built by the State highway department at a cost of approximately \$40,000.

The Piney bridge was officially opened by Commissioner Herbert R. Wilson on June 25. Commissioner Wilson and Senator Paul Grabel were guests of honor at a luncheon of the Clarksville Rotary Club celebrating the event on that day.

Earlier structures which had spanned Piney Creek were inadequate to withstand the strain of flood and storm, the last one having been washed away several years ago, since which a small ferryboat had been operated. In wet weather the ferry was dangerous, and in dry weather there was scarcely enough water in the stream to operate the ferryboat, and long delays were frequent.

ARIZONA ISSUES ROAD LITERATURE.

Some idea of the importance which is attached by other states to the distribution of road information, descriptive matter, maps and routings among the people of the rest of the country may be gained from the announcement from Arizona that more than 200,000 pieces of such printed matter were sent throughout the country in 1924. And Arizona is a small state, from the standpoint of wealth and population, with a very limited mileage of permanent modern highways.

Are You a Contractor?

Here is the place to get your supplies
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CENTRAL SUPPLY CO.
LITTLE ROCK, ARK.

Arkansas No Longer Has Highest Gas Tax

Georgia Takes Lead With Five Cents.

NO LONGER can Arkansas boast of the highest gasoline tax levied by the States of the Union. Her sister State of South Carolina now collects a tax of five cents per gallon, one cent more than that collected in Arkansas, and North Carolina has jumped to four cents. Utah and Georgia have adopted a tax of three and one-half cents a gallon, and several, including West Virginia, Virginia, Tennessee, South Dakota, Oregon, Oklahoma, New Mexico, Mississippi, Maine, Kentucky, Indiana and Arizona, collect three cents for the maintenance and construction of highways.

All of which disposes of the old fear that Arkansas, by raising the gasoline tax to four cents, might drive tourist traffic away, thus "killing the goose that laid the golden egg." As predicted by advocates of the four-cent tax in 1923, the manifest justice of the gasoline tax as a producer of road revenues has resulted in a general movement among the states looking toward its universal adoption.

H. W. Anderson of Little Rock was in Conway last Saturday returning from Jasper and Eureka Springs, where he went on business. He says the roads are fine all the way.—*Conway Times*.

The New Highway Law

IS GIVING US

GOOD ROADS



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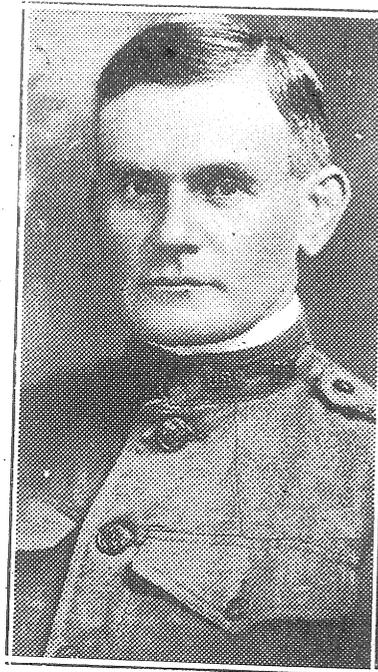
Good Printing

209 Spring St.

Little Rock, Ark.

Only six states have not as yet adopted the gasoline tax in some form. They are Illinois, Massachusetts, Michigan, Nebraska and New York. Of the states which have adopted it, Florida has the lowest, levying but one-eighth of a cent per gallon. Other states levy either one or two cents. These are figures secured from the various highway departments effective June 1.

MAJOR MILLER DIES HEROICALLY.



Major Charles H. Miller.

Arkansas Highways is proud to add its voice to the general eulogy of the Arkansas press which has been elicited by the heroic death of Major Charles H. Miller, one of the State's most distinguished engineers, in the U. S. Steamer Norman disaster near Memphis last month. As he lived, so he died, thinking of the safety and welfare of others. Himself an expert swimmer, in perfect physical condition, witnesses to the disaster all agree that Major Miller could have saved his own life had he not repeatedly risked it in seeking to save others.

Major Miller was vice-president of the Southern Material and Construction Company of Little Rock, one of the largest paving concerns in the state. Because of his high professional attainments, and the universal respect in which he was held, he was selected to prepare a report on the Conway county road troubles for the State highway department and the Federal Bureau of Public Roads as a basis for final settlement. He had just completed this work a few days prior to his untimely death.

THE HIGHWAY TAX SITUATION

DeQueen Bee.

Who is paying for the improved highways?

A little of the pay comes from Federal aid; a little more comes from the tax on gasoline and automobiles; most of the pay comes from farmers who live within three miles of the highway.

Who is using the improved highways?

Tourists from this and other states; salesmen from Fort Smith, Little Rock and numerous cities; joy riders, motor buses, transportation trucks, farmers, hunters, fishermen and many others.

Who benefits from the highways?

Those who use them directly or indirectly.

Is it fair that farmers, who use them least, should bear the greater part of the cost?

In some cases the taxes amount to more than the rental value of the land.

In some cases the farmer is not able to make enough to pay his taxes, and forfeits his land.

Does this situation demand immediate relief?

Governor Terral thinks it does not. He says in substance, "Think it over for two years."

Then perhaps in another year or two a remedy can be applied.

If a man's house was burning up, would the governor want to deliberate a week or two on methods to put the fire out?

Thousands of homes are slipping from the grasp of their owners.

Is there time for lengthy deliberation?

There has been too much deliberation now. Some of the best minds in our state have studied out a solution of the highway tax problem. It is a fair solution. It provides simply that those who use and benefit from the use of the highways should pay more for them. A special session of the legislature is necessary in order to apply this solution before another taxpaying period. No one but the governor can call a special session of the legislature. Southwestern Arkansas and other tax-burdened sections of the state are calling upon the governor for relief. Will they call in vain?

SOME COMPARISONS

Cotter Record.

Two of the world's greatest educators have come to Arkansas and Baxter county—the automobile and highways. And the course in education has merely begun.

Five years ago there was not a good road in Baxter county and the distance was measured by time instead of miles. It was three hours from Cotter to Mountain Home, seven hours to Henderson, three days to Batesville and about the same to Springfield. Today it is thirty minutes to Mountain Home, an hour to Henderson, four hours to Batesville, seven to Springfield, and to Fort Smith, Joplin and Little Rock, one day. Those towns have in effect been moved close together and near Cotter.

MISSOURI TO BUILD LINK.

Highway Commissioner Rush of Missouri recently was a visitor in Blytheville conferring with officials of the Blytheville Chamber of Commerce about the proposed completion of the last Missouri link in the hard-surfaced road from Memphis to St. Louis. Contract for the construction of this link, running from Portageville to the Arkansas line, was let this month, the contract calling for completion by the end of the present year. When it is finished, the tourist can go from Memphis through Arkansas, Missouri and Illinois to Chicago without leaving a concrete or asphalt surfaced highway. Arkansas completed her section of the highway this month, when the Mississippi county link of 52 miles was opened with a mammoth celebration at Wilson.

COM. WILSON TO ADDRESS LETTER CARRIERS.

Herbert R. Wilson, State highway commissioner, has accepted an invitation to deliver an address on "Good Roads" before the annual convention of the Arkansas Rural Letter Carriers' Association in Little Rock on August 11.

LITTLE RIVER HIGHWAY TO BE BUILT.

E. L. Terry of Wilburton, Oklahoma, has been given the contract for the construction this summer of 11 miles of gravel highway in Little River county by commissioners of District No. 7 of that county. The highway will cost \$42,502.



Russell Portable Screening Crushing and Loading Plant!

One handling of material performs all three operations—screening, crushing and loading. Conveys the material from gravel pit, screens, crushes and delivers a uniform product directly into wagon, truck or bin.

The feed back principle to crusher makes all material uniform—no oversize can pass the screen. Hopper arrangement and wide 24 inch delivery conveyor affords rapid loading of trucks.

Construction of this outfit is most substantial and durable insuring steady service and long life. Weight complete 28,500 pounds.

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

A very complete 72 page catalog sent free and postpaid.

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

Arkansas Selected as Route for Jefferson Highway

State Organization of National Association Formed.

WHILE the State highway department is not concerned officially with the many national highways that cross the State under different names, it recognizes their importance as tourist and trade attractions, and unofficially leaves nothing undone in the way of encouragement and co-operation. It is, therefore, a matter of gratification when the State is selected as a route for so important a road as the Jefferson highway, from Winnipeg to New Orleans, as has recently been done.

At a meeting at the Hotel Marion, Little Rock, on June 8, the Jefferson Highway Association of Arkansas was formed, to co-operate with the national organization in the marking of the route, and the advertising of Arkansas' features of interest along its course. Ben E. McFerrin of Harrison, former lieutenant governor, was elected president, and Senator Paul Grabiell of Little Rock was named as secretary. Directors named were Reece Caudle, Russellville; J. A. McLeod, Pine Bluff, and W. B. de Yampert, Ashley county. A. J. Keith, general manager of the Jefferson Highway Association, of St. Joseph, Mo., attended the meeting, congratulating Arkansas upon the adoption of the route through the state, which enters at Eureka Springs, and goes through Harrison, Jasper, Dover, Russellville, Morrilton, Conway, Little Rock, Pine Bluff, Gould, Varner, Dumas, Dermott and Lake Village to the Louisiana line.

Senators Creed Caldwell of Pine Bluff and Harvey Parnell of Dermott, who called the meeting, expressed their gratification at the fact that of the 13 counties through which the road passes, all but two were represented by delegations. Those in attendance included Albert Ingalls, Eureka Springs; Ben E. McFerrin and Tobe Tennison, Harrison; W. P. Murray, W. W. Moore, W. J. Pruitt, Dr. J. O. McFerrin, Judge A. B. Arbaugh, R. B. Fowler, R. O. Arbaugh, Jeff Fowler, H. B. Moore, Carl Reeves and J. F. Carlton, Jasper; W. D. Eakes, N. M. Campbell, and Reece Caudle of Russellville; W. S. Holt, Florence Donohue, W. D. Dickinson and Don McCrea of Little Rock; J. A. McLeod, Charles E. Taylor, Creed Caldwell and W. P. Larimore of Pine Bluff; Robert Rice of Varner; E. R. Collins of Gould; T. S. Lovett of Grady; Arthur Johnson and Clyde Fish of Star City; K. G. Morley and Norman Moore of Dumas; W. D. Trotter and Harvey Parnell of Dermott; and Judge Y. W. Etheridge of Hamburg and Sid Herren of Portland.

In view of the prospective construction of a \$500,000 concrete bridge over the Arkansas river at Dardanelle, and the building of an optional loop road through Dardanelle to Hot Springs, delegations from Yell and Garland counties were invited to participate in the meeting, and Robert A. Jones of Hot Springs; George F. Upton, Sr., George F. Upton, Jr., P. B. Miller, Bruce Veazey, C. D. Singer, Jim Howard, R. H. Cunningham, H. V. George, Robert Pierce, Fred Burnett, Herman Hess and E. M. Mueller of Dardanelle, and Lee Tippin of Ola were seated.

To organize county branches of the association, President McFerrin appointed the following chairmen: Carroll, Albert Ingalls, Eureka Springs; Boone, Tom Milburn, Harrison; Newton, W. W. Moore, Jasper; Pope, W. D. Eakes, Russellville; Faulkner, Frank Farris, Conway; Conway, Wood Rainwater, Morrilton; Pulaski, Florence Donohue, Little Rock; Jefferson, Creed Caldwell, Pine Bluff; Lincoln, E. R. Collins, Gould; Desha, K. G. Morley, Dumas; Drew, R. H. Wolfe, Tillar; Chicot, W. D. Trotter, Dermott; Ashley, Judge Y. W. Etheridge, Hamburg; Garland, R. A. Jones, Hot Springs; Yell, H. V. George, chairman.

On motion of Senator Caldwell, the matter of county quotas of membership and financial support was referred to the Board of Directors.

Following luncheon, the Board of Directors met and the following quotas for 1925 were assigned: Carroll, \$800; Boone, \$700; Newton, \$300; Pope, \$800; Conway, \$500; Faulkner, \$800; Pulaski, \$1,500; Jefferson, \$1,000; Lincoln, \$400; Desha, \$800; Drew, \$200; Chicot, \$600; Ashley, \$800.

On motion of Mr. Caudle, local organizations of the highway association were directed to secure or subscribe for sufficient memberships in the association, at \$5.00 each per year, to raise the county quota assigned, same to be forwarded to the president, and by him in turn to the international headquarters, to cover expense of marking rout and circulating advertising of highway routing and points of interest to tourists throughout the country.

The State Highway Department has had eight inspectors out over the state running down violators of the motor vehicle law, and in three weeks they found 3,908 violations and collected \$25,000 in fines. Violations included operation of cars with license, without displaying any or both tags, operating taxis without chauffeur's license and for misusing dealer's license. The "drive to catch 'em" will continue.—*Gravette News-Herald*.

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Best Results are Obtained from the Baths Under a Physician's Instruction

Every local citizen of Hot Springs, Arkansas, will extend every courtesy and kindness to you while here, and they join in the wish that you leave here with pleasant recollections and resolve to speak a good word for our resort to your friends at home.

(Courtesy Hot Springs Chamber of Commerce)

A NEW BUS AND A NEW ROAD.



Dr. John Stewart, superintendent of the Arkansas Tuberculosis Sanatorium at Booneville, reports the receipt of the above White bus for use in transporting patients from Booneville to the sanatorium, a distance of six miles. The bus was provided for the institution by the last General Assembly, to replace a ramshackle old auto that had been in service more than eight years.

In connection with the arrival of the new bus, Dr. Stewart has been notified by Commissioner Herbert Wilson that the sanatorium road over which it will be operated has been made a part of the State highway system, and after July 1 will be re-graded and maintained in good condition by state forces. Built several years ago under a special bill passed by the legislature, the road has not been maintained and has become rough and filled with pot-holes which have made travel uncomfortable and even dangerous, particularly to the sick folk traveling over it.

With the new bus and the new road, life for patients under Dr. Stewart's care promises to be much "smoother" than ever before.

Great road activity is now under way in Dallas county, where the state highway forces just have completed the Poyen-Leola road at a cost of \$28,000. The road from Fordyce to Kingsland, an important link in the Camden-Pine Bluff highway, has been taken over by the department, and will be put immediately into good all-weather condition.

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POINSETT COUNTY PLEASED

Herbert R. Wilson, state highway commissioner, is still on the job. He has two big Holt tractors, with heavy graders, a crew of teams and several smaller outfits at work in this county, with J. E. Black in charge, doing some very effective work.

Only the first of last year, the roads of this county were in a critical condition. The motorist who attempted to drive to Jonesboro was either a "stranger" or a "hero." It was next to impossible to drive to Waldenburg. The road to Marked Tree was impassable. The road south gave the motorist many chances to show his skill.

Now the roads are in excellent condition. For five miles north, the "winding trail" of a year ago, is now a speedway. The Marked Tree road is completed to the graveled section four miles east and is an excellent piece of work, with a standard roadway instead of a path and real curves instead of turns. The roads south and west are in splendid traveling condition.

R. C. Limerick, chief engineer for the state highway department, was through one day last week on a tour of inspection. He was accompanied by A. W. Buford and F. J. Herring, district engineers of this district.

Everyone seems highly pleased with the showing that is being made, and the best part of it is that it does not raise the taxes on our real estate one cent.—*Harrisburg Modern News.*

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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.

ENGINEERING BOARD ORGANIZES.

Created by the last General Assembly to have charge of the regulation of the engineering profession in Arkansas, and its personnel appointed by Governor Terral June 11, the State Engineering Board has organized with the election of R. E. Warden of Little Rock as president, and M. Z. Bair, Little Rock, as secretary-treasurer.

Mr. Warden is a member of the engineering staff of the Missouri Pacific railroad, and Mr. Bair is sanitary engineer for the State Board of Health. J. H. Rhyne of Corning is vice president. Other members are F. J. Herring, assistant district engineer of the State highway department, Forrest City; James H. Rice, former city engineer of the City of Little Rock, and W. N. Gleason, Fayetteville.

Definite action on the adoption of regulations for the licensing of engineers has been postponed by the board until August 1, when a meeting will be held for the purpose.

WHITE RIVER COUNTRY ROADS.

Bad roads now are only a bad dream—a bad dream that has been slowly but surely fading away for the last five years. The state highway departments of Arkansas and Missouri have turned agony into pleasure. All interstate and inter-county seat roads now are fine, broad, wide, smooth trails that a car can roll over without effort. Any way you come into the White River Country you can come on an improved road—*Baxter Bulletin*.

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A Good Roads Rhapsody--In Words

Steve Meador, in Okolona Messenger.

Wednesday morning, soon after the bluebirds began to chirp, the editor and Mrs. Meador, Mrs. Jack Thorn, Miss Marjorie and Little Jack Thorn, boarded the Thorn's Studebaker special six, and turned her headlights toward England, Arkansas.

We sped over the 21 miles of splendid gravel pike to Arkadelphia in less than an hour, and were taking our morning coffee in the county capital just as the streams of sunlight peeped over the shimmering Ouachita.

Refreshed with a cup of Java, we headed our "battle ship" for Hot Springs, and Mrs. Thorn gently "stepped on the gas." Just a few minutes' drive, and we crossed over the beautiful Caddo river; then we were off for a thirty-six-mile ride through as charming mountain scenery as the world affords.

Partially hypnotized by the matchless, ever-changing, but unlimited, panoramic views that caught our vision at every angle, we found ourselves at the Ouachita river again almost before thinking.

As the hands on the car clock pointed to 9:30, we were riding up Central avenue, Hot Springs. Soon deciding that we could not "see Hot Springs in a day," and go anywhere, we headed the machine for Little Rock, and let her go. And, it was then that we drove out on the Hot Springs and Little Rock pike.

This road is 56 miles long, and one of the very finest highways in America. It makes one big city of Hot Springs, Benton and Little Rock. We arrived in Little Rock at 11:30; the writer stopped there but the rest of our party went on down to England, for a visit with our daughter, Mrs. J. W. Dobbins, and a letter from Mrs. Meador tells that they arrived there safe and sound—in due time for dinner.

WHO AM I?

I have scattered bread crusts, tin cans, Sunday supplements and paper plates from the Caves in southern Oregon to Mount Baker in northern Washington.

I have hacked forest trees and left campfires burning from the California line to the Canadian border.

I have hooked pears from a Medford orchard and walnuts in the Willamette Valley, "Rome Beauties" from beautiful Hood river and "Delicious" apples from the Broad Yakima Valley.

I have rolled rocks into the sapphire depths of Crater Lake and thrown tin cans into Lake Chelan.

I have seen all, heard all, and in my weak way have managed to destroy much.

I am the careless and thoughtless American Tourist!—*Winslow American.*

Geo. Lewis, highway engineer, who has headquarters in Hardy, says that the road connecting the towns of Hardy and Mammoth Springs is being constructed at a cost of \$1,026 per mile. The same work on various private projects cost \$4,500 a mile and is no better, experts say. This is a good illustration of the advantage to the taxpayers of building roads under state supervision.—*McCrary Leader.*

TO THE LIVING.

In your garden are many roses,
Some of them are white, and some are red,
Really, I am very fond of roses,
But I want them now, not when I'm dead.

Don't wait to show me your affection,
When the earth is piled above my head.
In your garden there are many roses,
But I want them now, not when I'm dead.

Why wait until my labor's ended?
Don't you think it better if you said,
"Please accept this little bunch of roses,
You want them now, not when you are dead."

For in your garden there are many roses,
And their blossoms, like our years, are sped;
Really, I am very fond of roses,
But I want them now, not when I'm dead.
—*Anon.*

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Others Claim it--
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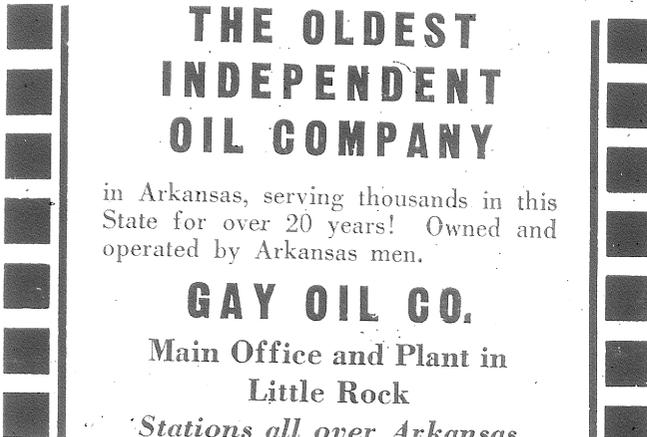
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Little Rock, Arkansas

A PERFECT DAY.

When you come to the end of a good Detour,
 And you sit and look at the sign,
 And the arrows point in another way—
 To the road you left behind;
 Oh this is the end of a "Perfect Day"
 And the end of your patience, too,
 As you voice your thoughts in a "quiet" way
 And the air around gets blue.

Nina Baker.



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Because of this the modern paved highway has become an economic necessity.

Yet although the mileage of Concrete Roads and streets has been steadily increasing, our highway system today lags far behind the automobile. The great majority of our highways are as out of date as the single-track, narrow gauge railway of fifty years ago.

Such a condition not only seriously handicaps the progress of the automobile as a comfortable, profitable means of transportation, but also holds back commercial, industrial and agricultural advancement in practically every section of the country. It is costing taxpayers millions of dollars annually.

Highway building should be continued and enlarged upon.

Your highway authorities are ready to carry on their share of this great public work. But they must have your support. Tell them you are ready to invest in more and wider Concrete Highways now.

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The highway being constructed by Supervisor Fulsom from the east end of the Cotter road to Salem, Fulton county, is attracting considerable attention and receiving much favorable mention. No less than four crews of highway engineers have been over the road recently. It is proposed to standardize the highways of the state and it is possible the road being built by Fulsom will be taken as the model through the rougher parts of the state. In point of economy, excellence and time under construction the road is not equaled elsewhere in the state, it is said.—*Cotter Record*.

A lie should be trampled on and extinguished where ever found. I am for fumigating the atmosphere, when I suspect that falsehood, like pestilence, breathes around me.—*Carlyle*.

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THE WINDING ROADS OF PIKE.

Oh, the roads they go a-winding
Through the purple hills of Pike;
Here a-plunging through the Caddo,
Yonder circling Markham's Dyke.

Lofty heights and leaping waters,
Peaceful vales and mirrored streams,
Such as elsewhere, than Pike county
You'll see only in your dreams.

Oh, the moon and stars seem nearer
And the sun by day more bright
Seems to those who learn to wander
O'er the winding roads of Pike.

'Tis the hunter's horn that echoes
And the auto horn that thrills
With a challenge to the vandals
Who would desecrate these hills.

So I crank my little jitney
When I'm blue, and hit the hike
For an hour or two of ecstasy
Among the hills of Pike!

Graham Burnham.

Glenwood-on-the-Caddo.

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PRESS COMMENTS

Herbert R. Wilson, our state highway commissioner, may be a trifle shy of legs but he is long on highway building and with an efficient force is stretching very little money over a great deal of territory, and covering it thoroughly. Look over blue print of the state highways, note work under construction, and in prospect, and you can't help being astonished at its magnitude. This is not the Arkansas of five or even two years ago, and far from what it will be in another five years if the Wilson program is left alone.—*Cotter Record*.

Governor Terral has appointed Ed Kendall of Marble, this county, to succeed J. S. Turner of Ozark, and Chas. E. Moyer, mayor of Little Rock, to succeed W. Y. Foster of Hope, on the honorary board of the State Highway Commission. Northwest Arkansas is fortunate in the selection of Mr. Kendall to represent this part of the state on the Commission.—*St. Paul Mountain Air*.

Lake City is pleading with the highway department to have the highway go through the main streets of the town instead of down the levee bank. When the road is completed to the Mississippi county line Lake City will plead much more earnestly for the traffic to be diverted anywhere but through its streets.—*Monette Sun-Times*.

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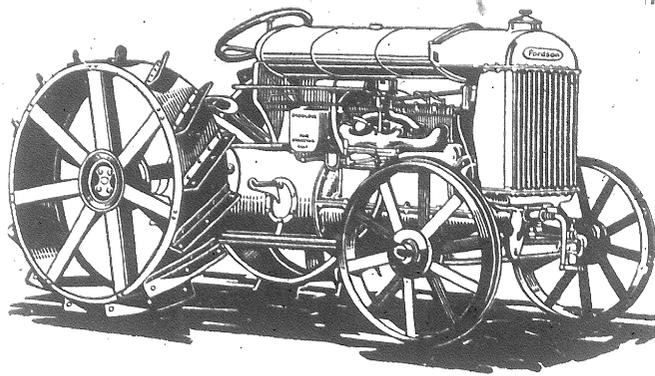
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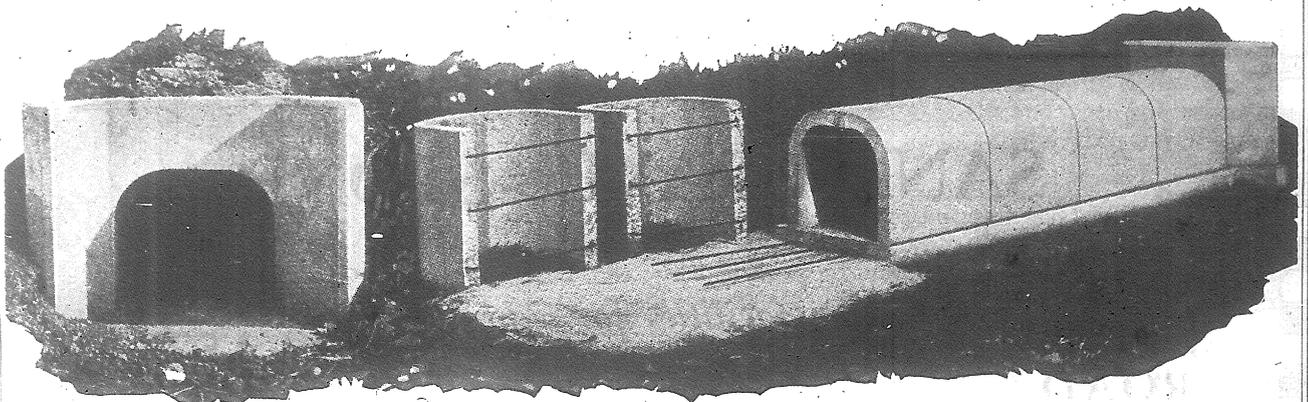
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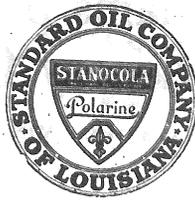
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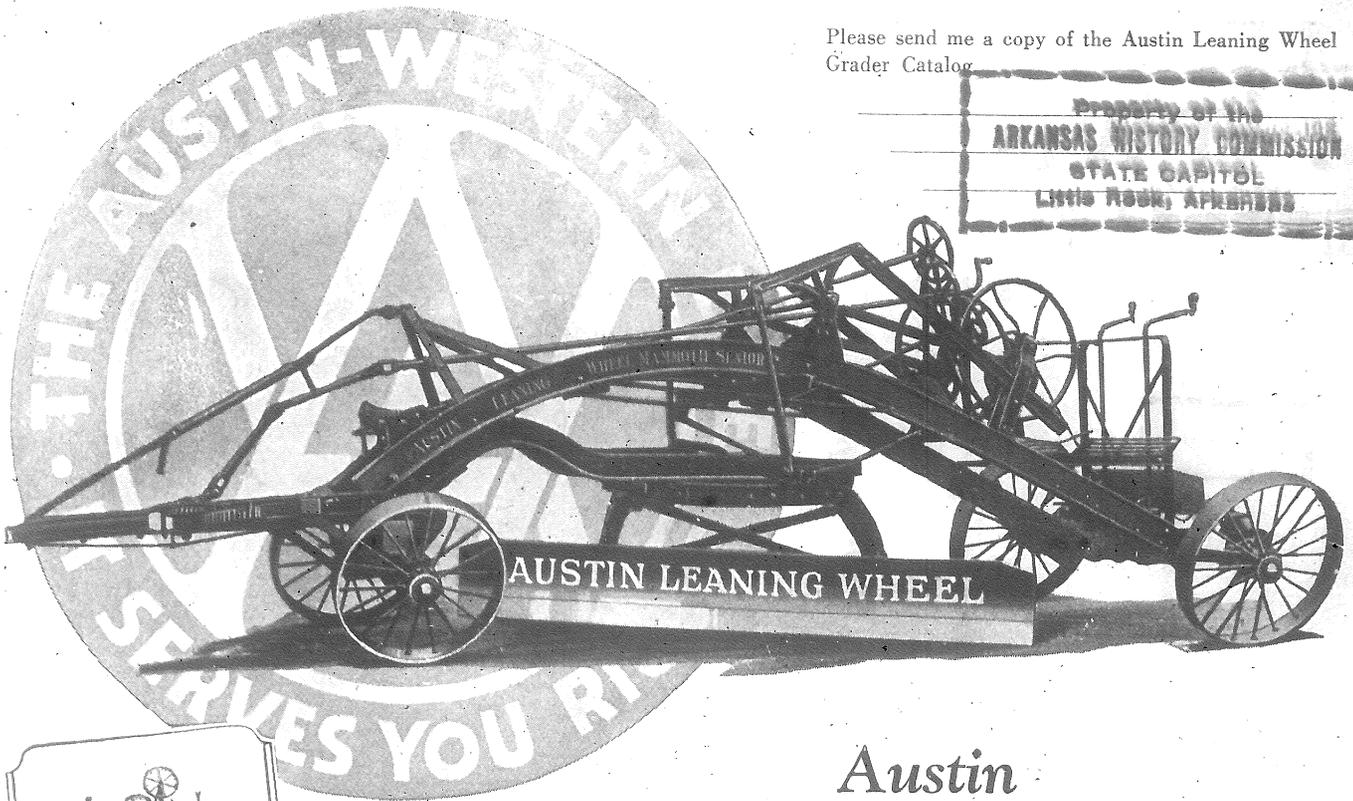
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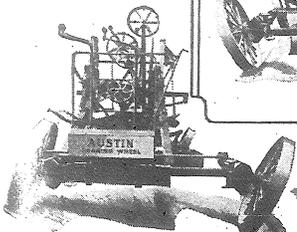
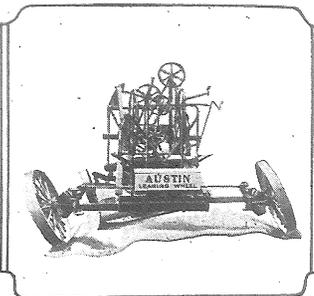
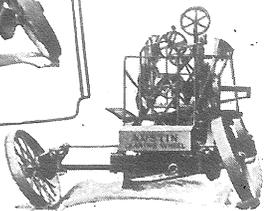
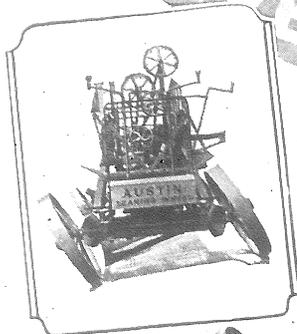
The time-tested features that have made Austin Graders the choice of experienced operators for over 40 years will all be found on the Leaning Wheel models. In addition, they are distinguished from all other Leaning Wheel graders by several improvements of great practical value. The Telescopic Rear Axle, Timken Tapered Roller Bearings and Alemite High Pressure Lubricating System are exclusive features whose value will be admitted by all impartial authorities.

The advantages of the telescopic axle are obvious. It is never in the way as a long, one-piece axle is very apt to be, and when fully telescoped has the further advantage of being much stronger than any long axle can hope to be.

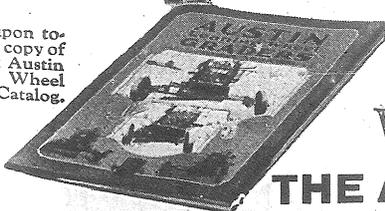
Timken Tapered Roller Bearings are dust-tight and have many mechanical advantages over all other types. No other bearing is designed to stand the variable loads, or pressure, to which all grader wheels are subjected, and no other type can be taken up for wear instead of replaced.

The Alemite High Pressure Lubricating System is standard equipment on more than 250 automobiles, trucks and tractors. Its chief advantage is the fact that lubricant is forced into all bearings under a pressure of several hundred pounds to the inch, thus reaching every part of the wearing surface, and at the same time forcing out all foreign matter.

The Telescopic Rear Axle, Timken Bearings and Alemite Lubricating System are but three of the things that contribute to Austin superiority.



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