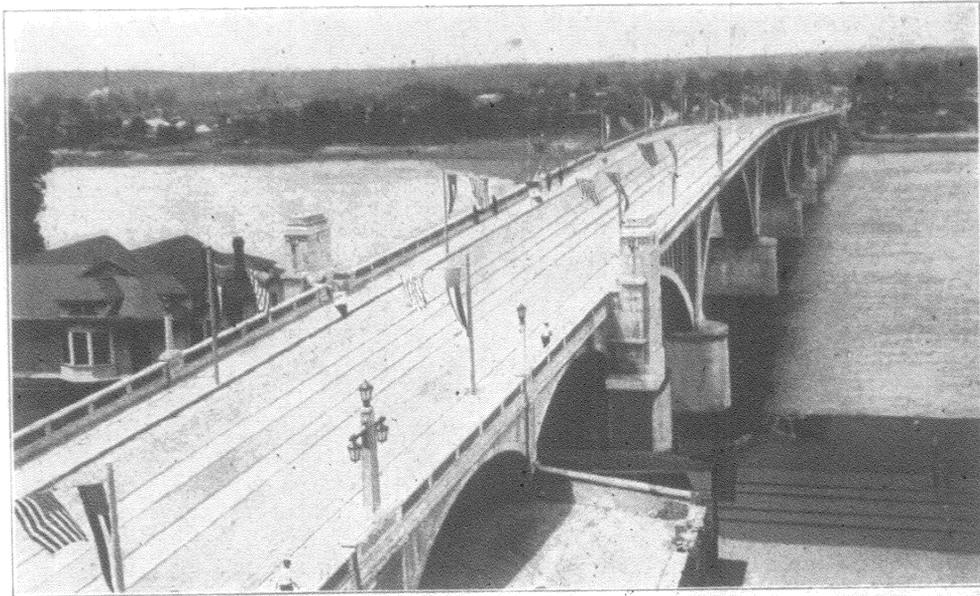
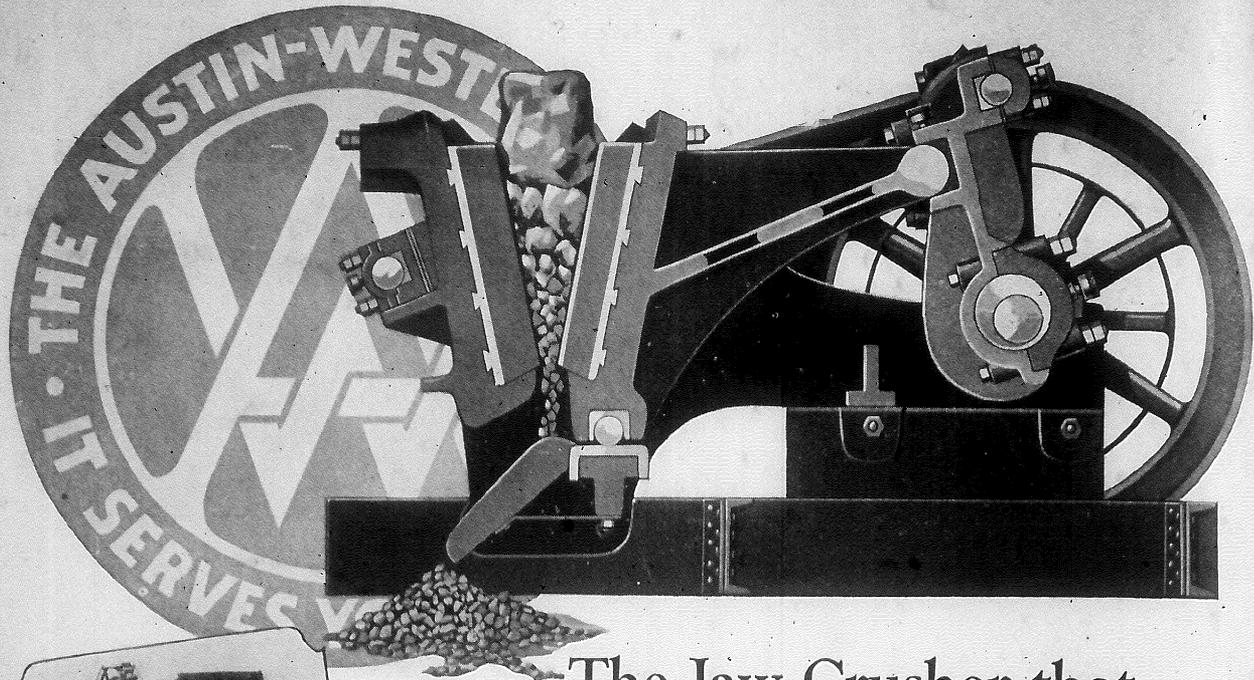


# ARKANSAS HIGHWAYS



Where They All Converge  
(The Main Street Bridge at Little Rock)

MARCH  
VOL. 2      1925      NO. 3



## The Jaw Crusher that is Different

And what this Difference means to You

THE important thing is not so much the fact that the Western-Aurora Crusher has broken away from, and left behind, the old Blake Type Jaw Crushers with their springs and toggles as it is the fact that the unique Western-Aurora design means much to you in the way of service and satisfaction.

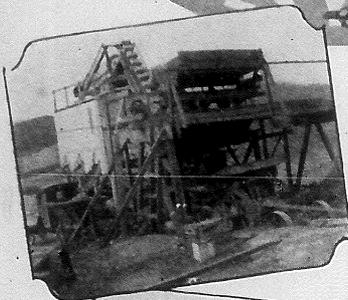
Space won't permit anything like a complete description of the now famous Western-Aurora two-blow stroke, but the coupon will bring you a catalog that tells all about it. What counts is that as a result of this continuous two-blow stroke and freedom from springs and toggles a Western-Aurora Crusher in your plant means:

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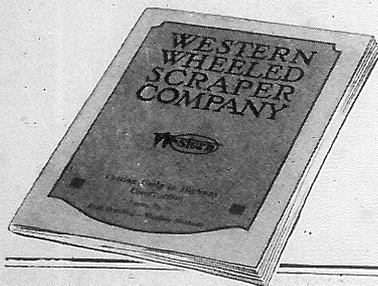
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### *The Jaw Crusher that is Different.*

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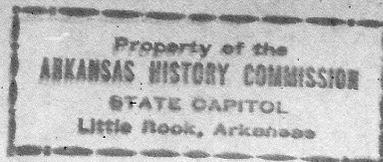


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# ARKANSAS HIGHWAYS



Official Monthly Bulletin of the State Highway Commission

"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. II.

MARCH, 1925

NO. 3

## Bonded Debt Situation to be Thoroughly Studied

Adoption of DuLaney Resolution by General Assembly Means General Survey.

Failure of the Raney-Williamson bond relief measure, the text of which was published in the February issue of *Arkansas Highways*, and the adoption in the closing hours of the General Assembly of the DuLaney resolution providing for the appointment of a commission to make a complete survey of the situation are believed by many to presage the calling of a special session of the legislature during the coming summer.

The text of the DuLaney resolution reads as follows:

*Whereas*, It is an admitted fact that the highway situation in this State is far from solution, in that in more than twenty counties in this State the highway taxes are found to be burdensome to the owners of adjacent lands, and

*Whereas*, attempts to secure relief for said overburdened taxpayers in road improvement districts in this state have been unsuccessful in this session of the General Assembly, largely because of lack of accurate information about conditions, and insufficient time to study said problems; and

*Whereas*, the session of the 45th General Assembly is about to close without any constructive measures to secure said relief and to bring about further solution of said highway problems in this state, and

*Whereas*, said highway problem is of utmost importance and emergency conditions are now facing the people of this state, and there is urgent need for immediate action to secure additional relief of overburdened taxpayers and to work out a practical and feasible road building program

and to extend and make more efficient the administration of our State Highway system;

*Now, Therefore, Be It Resolved by the Senate, the House Concurring Therein*, That a committee to be known as the "Legislative Committee of Highway Problems," to be composed of three members of the Senate, to be appointed by the President of the Senate; and five members of the House of Representatives, to be appointed by the Speaker of the House, is hereby appointed and created; and further, that the Governor is hereby requested, empowered and authorized to appoint a Commission which shall be known as "Advisory Commission on Highway Problems," to be composed of nine members, one from each of the seven Congressional districts and two from the State at large; that said "Legislative Committee on Highway Problems" and the "Advisory Commission on Highway Problems" shall meet jointly at the State Capitol in Little Rock within thirty days after the approval of this Resolution; and that said joint body shall as speedily as possible secure all available information on all phases of the highway problem in this state; shall have power to summon witnesses and conduct hearings, and to make a written report to the Governor and to each member of the present House of Representatives and the Senate; said report to contain a synopsis of the information obtained by the Commission, and recommendations for the solution of our highway problem, to the end that proper relief may be secured to overburdened taxpayers, and to present a conservative plan for the improvements of the public highways in this state. The members of said joint body shall serve without compensation but may incur the necessary expenses for clerical help, stationery and printing, and shall be allowed their necessary traveling expenses and lodging, not exceeding \$5.00 per day each.

# Arkansas' Bonded Obligations and Gas Tax Relief

Accurate Figures Showing Status of Counties for 1925 and 1926.

Just at this time, when the bonded counties of Arkansas are pressing their problems upon the consideration of the State, and urging legislation that would entirely relieve local districts of their burdens and provide for future construction in counties that have not yet built their permanent roads, it may prove interesting, as well as useful, to

study figures covering the outstanding bonded obligations, and the measure of relief that will be afforded by the Harrelson law as it now stands.

Fortunately, such figures have been accurately worked out by Van B. Sims, State comptroller, and they are given herewith for the information of readers of *Arkansas Highways*:

General Summary of Amounts Due on Bonds and Interest by all Road Districts and the Amounts That Will Be Returned to the Counties for County Road Purposes or to Apply on These Bonds, or Both.

| COUNTIES       | Road Dist. Bonds and Interest Due 1925 | Road Dist. Bonds and Interest Due 1926 | Approximate Amount of State Funds for Bonds and County Roads for Each Year of 1925 and 1926 | COUNTIES      | Road Dist. Bonds and Interest Due 1925 | Road Dist. Bonds and Interest Due 1926 | Approximate Amount of State Funds for Bonds and County Roads for Each Year of 1925 and 1926 |
|----------------|--|--|---|---------------|--|--|---|
| A—Arkansas     | \$ 377,357.95                          | \$ 392,010.15                          | \$ 36,781.67  | A—Poinsett    | 131,020.00                             | 138,897.50                             | 35,696.41   |
| C—Ashley       | 45,815.22                              | 45,835.56                              | 40,081.00   | C—Polk        | 84,750.00                              | 87,770.00                              | 28,099.72   |
| C—Baxter       | 14,220.00                              | 13,997.50                              | 17,491.08   | C—Pope        | 72,519.21                              | 73,984.37                              | 46,489.46   |
| C—Benton       | 156,682.50                             | 155,573.75                             | 62,069.77   | A—Prairie     | 119,872.06                             | 120,411.48                             | 29,871.57   |
| E—Boone        | 7,740.00                               | 8,560.00                               | 27,561.84   | B—Pulaski     | 572,756.11                             | 570,617.58                             | 187,416.70  |
| C—Bradley      | .....                                  | .....                                  | 27,342.69   | E—Randolph    | 33,897.00                              | 41,715.00                              | 30,326.96   |
| G—Calhoun      | .....                                  | .....                                  | 20,215.10   | D—Saline      | 19,178.27                              | 18,995.66                              | 28,731.28   |
| D—Carrroll     | 30,588.94                              | 30,005.49                              | 30,451.94   | C—Scott       | .....                                  | .....                                  | 22,654.82   |
| A—Chicot       | 172,252.42                             | 171,257.56                             | 37,237.04   | C—Searcy      | 23,026.50                              | 23,165.62                              | 24,979.93   |
| C—Clark        | 58,530.00                              | 58,160.00                              | 43,885.19   | C—Sebastian   | .....                                  | .....                                  | 97,144.62   |
| G—Clay         | .....                                  | .....                                  | 46,700.04   | A—Sevier      | 116,966.29                             | 119,233.12                             | 31,333.62   |
| G—Clebume      | .....                                  | .....                                  | 21,737.09   | G—Sharp       | 3,870.00                               | 3,760.00                               | 19,059.51   |
| E—Cleveland    | 37,102.50                              | 37,912.50                              | 20,990.65   | A—St. Francis | 183,162.50                             | 186,307.50                             | 48,598.84   |
| E—Columbia     | 21,547.50                              | 21,932.00                              | 47,374.62   | D—Stone       | 8,500.00                               | 8,260.00                               | 15,030.80   |
| A—Conway       | 151,810.00                             | 150,639.50                             | 38,656.38   | C—Union       | .....                                  | .....                                  | 50,834.84   |
| G—Craighead    | 86,560.00                              | 90,625.00                              | 64,274.91   | A—Van Buren   | 29,065.63                              | 28,595.05                              | 23,398.12   |
| G—Crawford     | .....                                  | .....                                  | 44,068.47   | D—Washington  | 71,695.00                              | 72,447.50                              | 60,725.82   |
| A—Crittenden   | 458,870.00                             | 460,490.00                             | 50,180.85   | D—White       | 125,595.00                             | 126,000.00                             | 59,244.89   |
| D—Cross        | 153,035.00                             | 155,960.00                             | 31,809.61   | A—Woodruff    | 179,299.49                             | 180,603.77                             | 36,891.23   |
| C—Dallas       | 55,940.00                              | 57,950.00                              | 24,695.65   | D—Yell        | 45,325.00                              | 44,817.50                              | 43,824.66   |
| C—Desha        | 82,679.33                              | 82,539.41                              | 34,750.97   |               |  |  |   |
| E—Drew         | 25,183.31                              | 25,248.26                              | 37,361.86   | TOTALS.....   | \$5,806,707.08                         | \$5,974,205.74                         | \$3,000,000.00  |
| D—Faulkner     | 109,660.00                             | 110,080.00                             | 47,393.41   |               |  |  |   |
| E—Franklin     | 23,290.00                              | 24,770.00                              | 33,153.69   |               |  |  |   |
| G—Fulton       | 17,533.55                              | 17,490.97                              | 19,145.97   |               |  |  |   |
| E—Garland      | 45,815.05                              | 45,864.96                              | 44,147.43   |               |  |  |   |
| G—Grant        | 97,298.80                              | 97,881.23                              | 18,336.93   |               |  |  |   |
| G—Greene       | .....                                  | .....                                  | 44,695.27   |               |  |  |   |
| E—Hempstead    | 76,337.85                              | 75,550.01                              | 54,106.57   |               |  |  |   |
| G—Hot Spring   | .....                                  | .....                                  | 30,448.51   |               |  |  |   |
| D—Howard       | 60,549.71                              | 60,863.88                              | 31,785.74   |               |  |  |   |
| E—Independence | 23,107.69                              | 21,390.44                              | 41,049.99   |               |  |  |   |
| C—Izard        | 16,903.76                              | 16,773.59                              | 23,748.79   |               |  |  |   |
| C—Jackson      | 70,910.00                              | 72,512.50                              | 43,566.73   |               |  |  |   |
| C—Jefferson    | 128,418.06                             | 126,873.75                             | 103,292.70  |               |  |  |   |
| C—Johnson      | 30,225.00                              | 30,455.00                              | 36,060.85   |               |  |  |   |
| D—Lafayette    | 25,767.50                              | 25,120.00                              | 26,575.63   |               |  |  |   |
| B—Lawrence     | 112,072.50                             | 117,006.50                             | 37,834.51   |               |  |  |   |
| G—Lee          | .....                                  | .....                                  | 49,398.36   |               |  |  |   |
| G—Lincoln      | 60,702.22                              | 61,438.71                              | 32,143.49   |               |  |  |   |
| A—Little River | 145,675.00                             | 152,405.00                             | 27,909.46   |               |  |  |   |
| G—Logan        | 5,282.50                               | 5,617.50                               | 44,285.90   |               |  |  |   |
| B—Lonoke       | 131,041.08                             | 132,177.61                             | 57,185.23   |               |  |  |   |
| C—Madison      | 16,031.56                              | 15,704.01                              | 25,541.58   |               |  |  |   |
| G—Marion       | .....                                  | .....                                  | 17,384.90   |               |  |  |   |
| G—Miller       | 51,367.50                              | 51,215.00                              | 41,127.07   |               |  |  |   |
| G—Mississippi  | 425,405.00                             | 531,035.00                             | 81,018.07   |               |  |  |   |
| C—Monroe       | 70,786.71                              | 70,564.30                              | 36,983.71   |               |  |  |   |
| E—Montgomery   | 8,220.00                               | 9,040.00                               | 19,025.28   |               |  |  |   |
| G—Nevada       | 3,962.15                               | 3,864.99                               | 37,553.78   |               |  |  |   |
| D—Newton       | 15,661.16                              | 15,464.96                              | 19,174.51   |               |  |  |   |
| G—Ouachita     | .....                                  | .....                                  | 35,331.54   |               |  |  |   |
| E—Perry        | 7,790.00                               | 8,097.50                               | 16,958.66   |               |  |  |   |
| A—Phillips     | 278,700.00                             | 279,710.00                             | 76,241.18   |               |  |  |   |
| G—Pike         | .....                                  | .....                                  | 21,225.19   |               |  |  |   |

NOTE—The letters preceding the names of the counties show the "Class" in which the county was placed by the Harrelson law and amendments thereto. The differences in the classes are as follows:

Class A—All for Bonds and Interest.  
 Class B—90 per cent for Bonds, 10 per cent for County Roads.  
 Class C—75 per cent for Bonds, 25 per cent for County Roads.  
 Class D—50 per cent for Bonds, 50 per cent for County Roads.  
 Class E—25 per cent for Bonds, 75 per cent for County Roads.  
 Class G—All for County Roads, but the Quorum Courts may set aside some of the County Road Funds for Bonds if they see fit to do so.

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## College Scholarship Offered for Road Essay

All Arkansas High School Pupils Have Chance at Firestone Prize.

An offer of four years at college with all expenses paid is contained in the announcement by the Highway Education Board of the sixth annual good roads essay contest, in which all high school students are eligible to participate.

In line with administration policies tending toward economy students are being requested to write essays on the subject "Economies Resulting from Highway Improvement," having in the two preceding years written papers on subjects dealing with highways and religion and highways and home life.

The contest in the various states usually is sponsored by one of the leading universities or the state department of education. In Arkansas the co-operating agency is the extension division of the University of Arkansas at Fayetteville, which will aid in the announcement of the contest, and at its termination will name competent judges to determine the best essay from the state. The best three essays from each high school are to be sent there for review.

The principal prize is a four years' university scholarship, offered by H. S. Firestone, of Akron, Ohio, a member of the Highway Education Board, of which the U. S. Commissioner of Education, Dr. J. J. Tigert, is chairman. This scholarship, which in the past five years has been won by three young women and two young men, provides that the successful contestant may attend any college or university in the United States, with tuition, room, board, books and special fees paid by the donor. It is said to be the largest single educational award offered in this country and its estimated value to the winning student is approximately \$1,000 annually, or at least \$4,000 for the four years.

Many state awards are offered by the co-operating organizations, including tuition scholarships, cash prizes, loving cups and medals.

By educational authorities this annual competition among high school students, started in 1920, is declared to have been the first essay contest to assume national proportions. It annually attracts approximately a quarter of a million contestants, the number who submit essays depending upon the nature of the subject. Entire high schools often participate as part of their school duties. Essays are received from every state in the Union, while many of the best come from outlying territories and possessions, such as Alaska, Hawaii, the Philippines, Porto Rico and the Canal Zone.

The award in 1924 went to John Liska, a Wisconsin high school student, whose subject was "The Relation of Improved Highways to Home Life." The first winner, Miss Katherine Butterfield, of Weiser, Idaho, was graduated last year from Northwestern University, near Chicago. Other successful students were Miss Garland Johnson, Bridgeport, West Virginia, 1921; Karl G. Pearson, District of Columbia and Lindsborg, Kansas, 1922, and Miss Dorothy Roberts, Harlan, Kentucky, 1923. With the exception of Liska, all these students are in college, and he will enter when he has completed his high school course.

Rules of the contest do not limit participation to high school seniors, but provide that any student attending high

school may submit an essay. No other conditions, except those governing the preparation of the paper itself, are provided. Essays must not exceed 700 words in length and must be handed school principals or teachers not later than May 1, 1925. Selection of the best essay is by a process of elimination.

Complete information will be forwarded each person who inquires of the Highway Education Board, Willard building, Washington, D. C.

The best essays of previous years have been collected in pamphlet form and are available for distribution. These booklets may be found in most libraries, or had upon request to the Board.

### PRESS COMMENTS

The people of Arkansas are to be congratulated upon the fact that the legislature has adjourned and the Harrelson highway law remains intact.

Strong efforts were made to change the highway law, but they all resulted in failure and there will probably be no changes made now for at least two more years.

The Harrelson law has been in effect only a little more than one year, and splendid progress in road work has been made during that short period of time.

The Harrelson law has done more to pull Arkansas out of the mud than any law we ever had.

The credit for keeping this law intact is due the House of Representatives, where all efforts to modify or amend it were defeated and *The Journal* is glad to note that both of our representatives, Mr. Fugatt and Mr. Gray, are due a share of the honors for saving this splendid law, as they consistently and persistently voted against all bills seeking to change or modify the Harrelson law.—*Newark (Ark.) Journal*.

Let's keep hands off the Harrelson law. It is an ideal one in every respect, and if legislative stranglers can be made to keep their hands off it will provide every section of Arkansas with splendid trunk line highways leading in every direction.—*Van Buren Press-Argus*.

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## What the Legislature Did About Roads

A Comprehensive Survey of Legislation.

By CLIO HARPER, Calendar Clerk of the House.

While the 45th General Assembly cannot be considered a highway session, it cannot be denied that the highway problem was the most intensely vital question considered. Of the first 200 bills approved by Governor Terral, 46 of them have some bearing, directly or indirectly, upon public roads, although the greater number of these are of a local character and few, if any, important general changes in policy or administration are provided by them.

The basic highway law of the state, the Harrelson act of 1923, was left practically intact. This was done in deference to what was considered by many an insistent demand that there should be no tinkering with this law until sufficient time had been given to demonstrate its practicability. Highway legislation exercised an influence more or less directly upon almost every proposal brought to the attention of the Assembly. If statements made on the floor of both the House and Senate may be believed, political considerations entered extensively into their deliberations. However, there was a large and influential bloc whose purpose was uppermost at all times to safeguard and promote the interests of a more progressive modern system of hard surfaced roads.

Only minor changes were made in the Harrelson law. One change provides that it shall no longer be necessary for an applicant for automobile license to acknowledge his application before a notary, thereby saving a fee of 25 cents. Perhaps the most important change was the adoption of an amendment providing that labor and all other expenses chargeable to the Highway Department shall be paid by voucher through the State Auditor's office. It has been the custom heretofore for district engineers to draw an estimated lump sum and deposit same in a nearby bank, paying for labor by check as highway engineer. This will be prohibited under the new arrangement. A bill was passed changing the classification of Benton, Cleveland, Columbia, Faulkner, Hempstead, Independence, Lonoke and Fulton counties under the Harrelson law. It is evident that these changes will become more numerous at every session and that a decreasing percentage of the funds to be used in the retirement of bonds will follow the reduction of the bonded indebtedness in the several counties.

The stupendous volume of business transacted by the Highway Department is revealed in the \$13,500,000 biennial appropriation which was passed without amendment and almost without debate. This includes \$20,500 for salaries; \$2,500 for the State Land office; \$223,650 for all the expenses of the Highway Department, including office supplies, printing, automobile tags, etc.; \$2,000,000 for maintenance of state highways; \$1,500,000 for state aid in the construction of new highways, and \$3,000,000 for the retirement of bonds, for each year of the biennial period.

One of the important acts introduced and passed during the last few days of the session as a relief measure after the defeat of the Raney-Williamson bill was introduced by Representatives Strait and Clerget of Conway county. It provides that "the time for the redemption of any land or real property situated in any road improvement district in this State on which default has been made in

the payment of any annual assessment or installment upon the assessed benefits or betterments shall be and is hereby extended for a period of three years in addition to the period of redemption heretofore fixed by law for the redemption of lands for the nonpayment of such annual assessment in any and all improvement districts."

Probably the most significant action came during the last few days when a concurrent resolution introduced by Senator DuLaney was adopted by both houses for the creation of a Legislative Committee on Highway Problems to be composed of three Senators and five Representatives and an Advisory Commission on Highway Problems of nine members to be appointed by the Governor. These committees shall meet at Little Rock within thirty days after the approval of the resolution and make a thorough study of the highway situation to the end that relief may be provided. It is expected the commission will determine actual conditions in the many counties complaining of burdensome road taxation and suggest a special session of the legislature or such other action as may be deemed necessary and expedient.

Only one new road was provided for by special act, the construction of a road from Eudora to the state line. There were several acts changing the system of working public roads in various counties, including St. Francis, Hot Spring, Nevada, Lafayette and Izard. Bills were passed making the county judges of Cross, Conway, Ouachita, Montgomery and Jefferson ex-officio road and bridge commissioners with an increase in salary. The Board of Charities and Corrections was authorized to hire state convicts to work upon the public roads at reasonable wages for not less than \$1.50 per day. The State Highway Commission was authorized to construct a public bridge across Red river at Fulton at a cost not to exceed \$500,000 and bridges were also provided for across White river at Batesville and the Arkansas between Dardanelle and Russellville.

Various propositions were submitted looking to changes in the highway law. Chief among these was the bill introduced by Senators Raney and Williamson in the Senate and by Representatives Harper and Hill in the House. The Hill and Harper bills sought to increase the annual amount devoted to the payment of district road bonds to as much as \$5,000,000 and to make other changes that were believed to be in keeping with good business policy. The Raney-Williamson bill, which was probably the most important one before the Assembly, since it proposed a more radical change in the entire system of paying for highway construction and maintenance, was passed by the Senate February 27, by a vote of 18 to 17. It fared badly, however, in the House, which tabled it on March 6 by a vote of 55 to 42. This bill declared it to be "the policy of the state to take over, construct, reconstruct, repair, maintain and control all the public roads in the state comprising the state highways." It proposed to issue negotiable bonds of the state as follows: \$5,850,000 in 1925; \$5,850,000 in 1926; \$5,500,000 in 1927; \$5,500,000 in 1928; \$5,000,000 in 1929; \$4,500,000 in 1930; \$4,000,000 in 1931; \$3,000,000 in 1932; \$2,000,000 in 1933 and \$1,000,000 in 1934. The

gasoline and automobile taxes of the state were pledged to the retirement of these bonds. It also provided that there should be distributed annually \$1,500,000 to the various counties on the basis of population. It was provided that the state should pay 75 per cent of the interest on all outstanding valid bonds of all road districts together with 75 per cent of the principal of such bonds maturing in 1925 and thereafter as they should mature, out of the State Highway Fund. Beginning with the year 1930 it was provided that the State Treasurer should deposit in a Road Sinking Fund 15 per cent of all revenues derived from automobile fees, licenses and taxes, the gasoline and motor oil taxes and other monies received from owners of motor vehicles to be used for the specific purpose of paying the interest and principal of the state bonds authorized by the bill.

Propositions to divorce the State Land Department from the Highway Department, to abolish the Honorary Highway Commission, to require bids for all contracts or purchases exceeding \$250 and an increase in the gasoline tax from 4 cents to 5 cents per gallon were among the propositions that were defeated.

The Highway Commission was given authority to regulate the erection of bill-boards along the public highways. The "Stop, Look and Listen" act of 1923 was modified to the extent that the Highway authorities are authorized to designate the dangerous railroad crossings, and motorists will not be required to bring their cars to a full stop at all crossings.

An honest and conscientious effort was made by many to determine the most equitable system for the distribution

of highway taxes. One plan proposed, which was not pressed to an issue, was that the State Highway Commission should as soon as possible ascertain the amount and dates of maturity of the principal of all valid unmatured bonds outstanding, issued by all road improvement district of the state and thereafter each year, beginning with 1926, as soon as sufficient funds should be available for the purpose, allot the sum of \$4,000,000 to the respective counties and road improvement districts on the following basis:

1. Twenty-five per cent or \$1,000,000 to the respective counties on the same basis that the population of each county bears to the population of the State of Arkansas as shown by the last official United States census.
2. Twenty-five per cent or \$1,000,000 to the respective counties on the same basis that the total amount of automobile license fees collected during the preceding year in each county bears to the total amount of automobile license fees collected during the corresponding year in the entire state.
3. Twenty-five per cent or \$1,000,000 to the respective counties on an equal basis; that is, one seventy-fifth to each county.
4. Twenty-five per cent or \$1,000,000 to the respective Road Improvement Districts of the state that have issued bonds at the time of the passage of this act on the same basis that the valid unmatured bonds of each Road Improvement District as of the date January 1, 1926, bears to the total amount of the valid unmatured bonds of all road improvement districts as of the same date.

## Many Highway Measures Passed by Assembly

But Most Are Purely Local in Effect, Synopsis Shows.

Publication of this issue of *Arkansas Highways* has been delayed in order that an accurate and comprehensive review of the net results of the Forty-fifth General Assembly as affecting highway legislation might be given for the benefit of readers.

There is herewith given a synopsis of all highway measures placed on the statute books by the assembly up to the hour of going to press. There were still several minor measures on the governor's table, awaiting approval or disapproval, but they will be reported in the April issue.

Mr. Harper's resume of general highway legislation, carried elsewhere in this issue, covers the main points of interest. However, the reader may find in the following synopsis changes of local interest, with the act number, enabling him to investigate further concerning anything affecting his locality.

### Synopsis of Highway Acts.

Act No. 3—To authorize Fulton County Court to set aside sufficient sums from automobile and gasoline fund to retire interest and bonds on North Arkansas Road Improvement District No. 2 from Batesville to Mammoth Spring.

Act No. 5—To provide for the appointment of road overseers by the County Judge of St. Francis county, and for the working of public roads by the county.

Act No. 6—To repeal Act No. 328 of 1920 which fixed the road tax in Fort Smith District of Sebastian county at

\$4.00 per annum on persons between the ages of 21 and 45 years.

Act No. 7—To repeal Act No. 12 of 1923 creating the office of Road Supervisor of Hot Spring county.

Act No. 8—To grant Jonesboro three-fifths of road tax collected in corporate limits.

Act No. 9—To make county judge of Cross county ex-officio road commissioner.

Act No. 16—To grant the town of Bearden 50 per cent of road taxes collected in corporate limits.

Act No. 17—To make county judge of Conway county ex-officio road commissioner.

Act No. 21—To abolish Board of Commissioners of Road Improvement District No. 1, Hot Spring county, created by Acts No. 16 of 1921 and No. 11 of 1923, and transfer to new board consisting of D. S. McCray, John W. Pryor, R. L. Greer, Will Whitworth, C. P. Prince and W. A. Brown, until their successors are elected at general election in 1926.

Act No. 23—To abolish the Dermott-Collins Road Improvement District created by Act No. 240 of 1920 and Act No. 559 of 1923.

Act No. 33—For the relief of the receiver of the Huntington-Midland Highway Improvement District in Sebastian county.

(Continued on Page Eight.)

## MANY HIGHWAY MEASURES

## PASSED BY ASSEMBLY

*(Continued from Page Seven.)*

Act No. 34—To create the Eudora-Kilbourne Road Improvement District of Chicot county, for the purpose of repairing and constructing a public road from the town of Eudora to the boundary line of Arkansas and Louisiana, providing for the appointment of three commissioners by the county judge for a term of six years.

Act No. 40—To amend the C. & M. Digest by changing the wages of road overseers in Ouachita county from \$1.50 per day to \$3.00 per day.

Act No. 43—To repeal Act No. 84 of 1920 creating Road Improvement District No. 2 of Polk county.

Act No. 50—To reduce the fee for certificates of redemption for special improvement district taxes in Benton county and to require the Commissioners of such districts, or receivers, to extend taxes on the tax books at their own expense.

Act No. 53—To authorize the construction of a bridge across Cache river in Craighead county as a part of work of Road Improvement District No. 2.

Act No. 58—To amend Act No. 721 of 1923 creating the Higginson-Kensett and Judsonia Road Improvement District in White county, making T. H. Beals of Judsonia and W. R. Roland and John H. Johnston of Kensett as commissioners.

Act No. 62—To make the county judge of Ouachita county ex-officio road commissioner and increasing his salary by \$1,200 per annum.

Act No. 63—To abolish the office of road commissioner of Madison county and making the county judge ex-officio commissioner at a salary of \$1,200 per year.

Act No. 64—To authorize the reassessment of benefits in road improvement districts which embrace lands situated in five or more counties and authorizing such districts to renew and extend their indebtedness, and to borrow money to secure funds to pay or refund bonds or interest coupons.

Act No. 75—To provide for the election of road overseers in Lafayette county in each political township and submitting the act to a referendum of the people upon the petition of twenty electors.

Act No. 79—To permit persons liable to work on the public highways of Bradley county to pay the overseer \$1.00 for each day warned to work or to furnish an acceptable substitute.

Act No. 82—To provide for the election of road overseers in each political township of Nevada county and submitting the act to the people upon the petition of twenty electors.

Act No. 83—In aid of Miller county highway and bridge district authorizing the commissioners to pave with concrete, asphalt or other hard surface deemed most advantageous any road in the district which they may find requires such hard surface for economical traffic.

Act No. 86—To ratify proceedings for the organization of the Little Rock-Northern Highway District No. 7 and amending Section 25 of Act 126 of 1923 to read: "Any section of land, any part of which is within fifteen miles of a city having a population of 10,000 inhabitants, shall be deemed to be adjacent to the said city and may be included in such district; and no district heretofore organized under this act which has begun the work of construction shall be deemed to have been improperly organized, because it extends beyond the ten miles from the limits of such

city, nor shall any part of its assessment of benefits be vitiated on that account."

Act No. 96—To amend Act No. 476 of 1923 providing for the work and maintenance of public roads in Izard county, fixing wages of overseers at not to exceed \$3.00 per day, and fixing overseer's bond at \$500.

Act No. 97—In aid of Road Improvement District No. 3 of Conway county, to provide for an extension of the highway and to permit the issuance of \$22,000 in bonds to pay indebtedness incurred for same.

Act No. 99—To authorize the Osceola and Little River Road Improvement District No. 1 of Mississippi county to make additional assessments and issue additional bonds, to complete improvements of the public roads in the district east of Little River.

Act No. 106—To amend Act No. 277 of 1919 creating the Ozark Trail Road Improvement District of Poinsett county, naming E. B. Boyd, J. A. Emrich and F. F. Henkley of Tyronza and J. L. Baird and J. B. Phillips of Marked Tree as commissioners, and removing L. V. Ritter and D. D. White.

Act No. 107—For the relief of Road Improvement Districts No. 10 and 4 in Washington county.

Act No. 152—To authorize the Board of Charities and Corrections to hire state convicts to work upon the public roads or to do any other useful agricultural work, providing that they shall not be leased for any definite period but shall be worked by the day for reasonable wages not less than \$1.50 per day.

Act No. 135—To prohibit any person or corporation from erecting or maintaining within one hundred yards of any state highway any sign or billboard calculated to cause travelers or tourists to abandon the highway and travel to any town, city or destination, unless same shall be erected by the consent and approval of the State Highway Commissioner.

Act No. 136—To authorize the State Highway Commission to construct a toll bridge across Red river near Fulton in Hempstead and Miller counties at a point within five miles of the Missouri Pacific bridge at a cost not to exceed \$500,000.

Act No. 142—To make the county judge of Montgomery county ex-officio road commissioner at a total salary of \$2,000 per annum.

Act No. 147—To classify the counties of the state under the Harrelson act of 1923, as follows:

Class A—Arkansas, Prairie, Chicot, Crittenden, Phillips, Poinsett, Sevier, St. Francis, Van Buren, Woodruff and Little River. (All taxes for bonds and interest.)

Class B—Lawrence, Pulaski, Benton, Jackson and Pope. (90 per cent for bonds and 10 per cent for improvements.)

Class C—Ashley, Clark, Desha, Faulkner, Izard, Jefferson, Johnson, Lincoln, Madison, Monroe, Polk, Lonoke, Baxter, Searcy and Mississippi. (75 per cent for bonds, 25 per cent for improvements.)

Class D—Carroll, Cross, Hempstead, Newton, Yell, Saline, Stone, Howard, Lafayette, Washington, White, Independence and Cleveland counties. (50 per cent bonds, 50 per cent improvements.)

Class E—Boone, Randolph, Drew, Franklin, Montgomery, Perry and Garland counties. (25 per cent bonds, 75 per cent improvements.)

Class F—Logan. (10 per cent bonds, 90 per cent improvements.)

Class G—Bradley, Calhoun, Clay, Cleburne, Crawford, Grant, Craighead, Green, Hot Spring, Lee, Marion, Miller, Nevada, Ouachita, Pike, Scott, Sebastian, Sharp, Dallas and Union counties. (Exclusively for improvements.)

Class H—Fulton. (60 per cent for bonds and 40 per cent for improvements.)

Class I—Columbia. (45 per cent for bonds and 55 per cent for improvements.)

Act No. 154—To provide that all of the Dardanelle District of Yell county and portions of Magazine and Sulphur Springs township be created as the Yell and Pope Bridge District, for the purpose of erecting a free public bridge across the Arkansas river between Russellville and Dardanelle.

Act No. 159—To make a biennial appropriation of \$13,500,000 for the operation and maintenance of the Department of State Lands, Highways and Improvements.

Act No. 161—To provide that the Commissioners of Plum Bayou Road Improvement District in Jefferson county shall be resident land owners of Jefferson county.

Act No. 165—To make the county judge of Jefferson county ex-officio road and bridge commissioner, increasing his salary by the sum of \$600 per annum.

Act No. 169—To provide for payment of highway labor by voucher system.

Act No. 171—To amend Act No. 659 of 1921 creating Road Improvement District No. 1 in Jefferson and Grant counties, naming Harry Branch, John Jean and Oscar Phillips as commissioners.

Act No. 172—To designate the state highway from Dardanelle to Fort Smith as the Jefferson Davis highway in honor of Jefferson Davis, president of the Confederacy, who surveyed the route originally.

Act No. 174—To grant the city of Ashdown 80 per cent of the road taxes collected within the corporate limits of the city.

Act No. 180—To appropriate \$14,287.50 from the State Highway Fund to pay for the road in Highway Improvement District No. 1 of Columbia county through the grounds of the Magnolia Agricultural School.

Act No. 182—To amend Act No. 673 of 1923 creating the McGehee East and West Highway District, naming G. B. Ewing, E. B. Warrington, James E. Cook, J. E. Peoples and J. M. Scales as commissioners, declaring the road to be a state highway and directing the commissioners to make a new assessment that shall be fair and equitable.

Act No. 193—To authorize the Board of Commissioners of Road Improvement District No. 3 in Lonoke county to construct additional roads within the boundaries of the county.

### ARKANSAS' PRESENT GOAL.

*Arkansas Gazette.*

It has been announced by the Missouri State Highway Department that the following trunk line highways will be completed within the present year:

State highway No. 2, the St. Louis-Kansas City cross-state highway (the air line route).

State highway No. 12, Kansas City to St. Louis via Warrensburg, Sedalia and Jefferson City.

State highway No. 1, Kansas City to St. Joseph.

State highway No. 1, Kansas City to Harrisonville.

State highway No. 20, Kansas City to Lexington.

State highway No. 13, Lexington bridge to Richmond, where it will connect with State highway No. 10.

State highway No. 10, Excelsior Springs to Richmond.

Especial interest attaches to the highway that is the backbone of Missouri's 7,000-mile system, the great concrete road that will bisect the state and connect St. Louis and Kansas City. This airline road will be 256 miles long. Within 60 days three new bridges over the Missouri river will be opened to traffic, at Glasgow, Waverly and Lexington. These bridges will connect trunk highways on the north and south sides of the river.

The advantages to be gained from building a state highway system under a comprehensive and unified plan are obvious. Under such a procedure a state's improved roads are built just as a railroad system would be built if a complete rail system was to be provided for a state that was without railroads. Under a unified plan main highways are provided where the traffic is heaviest and the system is made complete with secondary highways and lateral and connecting highways.

The many millions of dollars that were spent in Arkansas for improved highways were not spent under a unified plan. The result was that after that great expenditure of money we did not have a single continuous highway across

the state. The Highway Department's program looks to the completion, as fast as federal, state and local funds become available, of the gaps in the main roads of the Arkansas highway system. That is the great work before this state.

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### THE BRIDGE BUILDER.

An old man, going a lone highway,  
Came at the evening, cold and gray,  
To a chasm vast and deep and wide.  
The old man crossed in the twilight dim;  
The sullen stream had no fear for him.  
But he turned, when safe on the other side,  
And built a bridge to span the tide.

"Old man," said a fellow pilgrim near,  
"You are wasting your strength by building here;  
Your journey will end with the ending day;  
You never again will pass this way.  
You've crossed the chasm deep and wide;  
Why build you this bridge at evening tide?"

The builder lifted his old, gray head.  
"Good friend, in the path I have come.  
There followeth after me today," he said,  
"A youth, whose feet must pass this way.  
This chasm, that has been naught to me,  
To that fair-haired youth may a pitfall be;  
He, too, must cross in the twilight dim.  
Good friend, I am building this bridge for him."

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**DON'T QUIT***By Edgar A. Guest.*

When things go wrong, as they sometimes will,  
 When the road you're trudging seems all up hill,  
 When the funds are low and the debts are high  
 And you want to smile, but you have to sigh,  
 When care is pressing you down a bit,  
 Rest, if you must, but don't you quit.

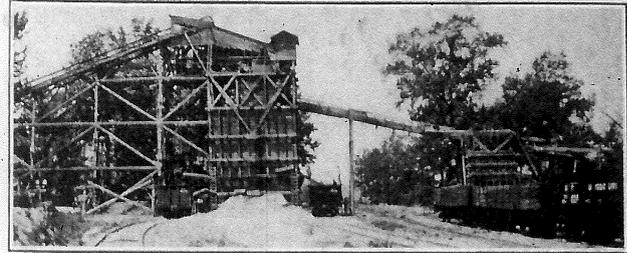
Life is queer with its twists and turns,  
 As every one of us sometimes learns,  
 And many a failure turns about  
 When he might have won had he stuck it out;  
 Don't give up, though the pace seems slow—  
 You may succeed with another blow.

Often the goal is nearer than  
 It seems to a faint and faltering man;  
 Often the struggler has given up  
 When he might have captured the victor's cup,  
 And he learned too late, when the night slipped down,  
 How close he was to the golden crown.

Success is failure turned inside out—  
 The silver tint of the clouds of doubt,  
 And you can never tell how close you are,  
 It may be near when it seems afar;  
 So stick to the fight when you're hardest hit—  
 It's when things seem worst that you mustn't quit.

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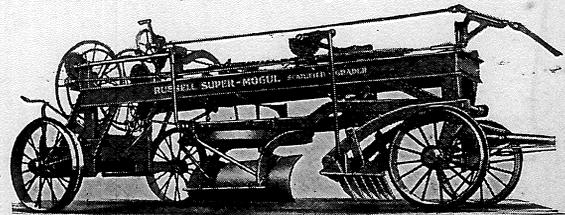
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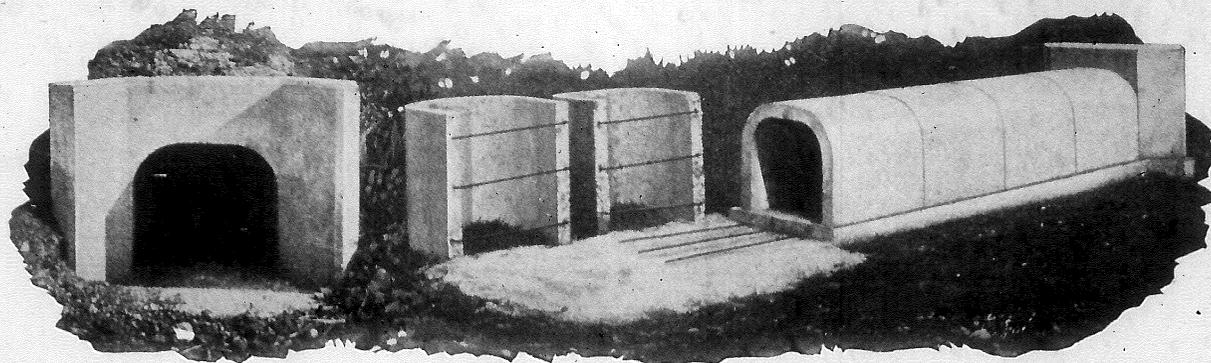
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