

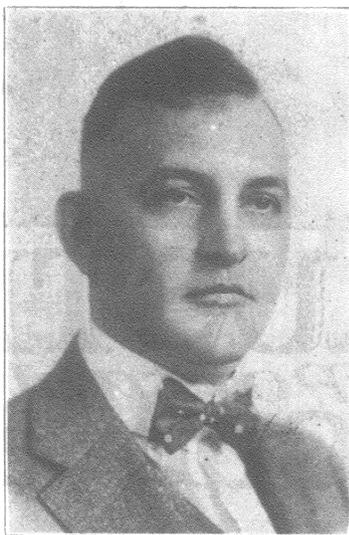
ARKANSAS HIGHWAYS



Charles E. Moyer.



Theodore Maxfield.



Herbert R. Wilson,
Chairman.



Ed Kendall.



Robert H. Wolfe.

The State Highway Commission

FEBRUARY
VOL. 3 1926 NO. 2



AUSTIN

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Belt Conveyors

PORTABLE Conveyors are unquestionably among the most efficient of modern labor-saving machines. They not only do away with a tremendous amount of tedious, expensive hand shoveling, but at the same time save a great deal of the time otherwise lost by idle trucks or teams.

Austin Conveyors are especially intended for handling gravel or stone; on earth or clay; coal, coke or ashes; and similar materials. They are frequently used to unload hopper bottom cars, either directly into trucks or upon a stock pile from which they are later used to reclaim it.

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This coupon will bring you by return mail a copy of the special bulletin in which the many worth while features of these Conveyors are both illustrated and described.

These Conveyors are made in both extensible and non-extensible types, in lengths ranging from 16 to 74 feet, fitted with either gas engine or electric motor drive. The illustrations show a Conveyor of the non-extensible type being used to secure pit-run gravel for the roads of Sycamore Township, De Kalb County, Illinois.



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STATE CAPITOL
Little Rock, Arkansas

ARKANSAS I

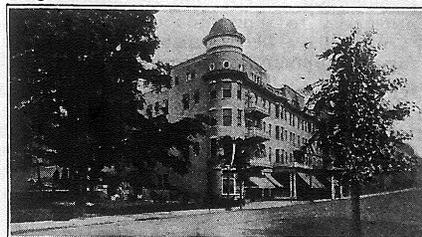
Lock up the desk and load up the car. Come to the Nation's finest playground right here at home. Only a few hours by the nearest highway and every mile a delight. Loaf in the sunshine or play golf over one of the South's finest courses. Ride horseback, stroll through the lovely parks of the Government Reservation. Play tennis if you're strenuous. Splendid orchestras—daily concerts and dancing—pleasant social diversion. The change will do you good. Come along!

HEALTH-GIVING BATHS Combine rest with a course of health-giving baths in these healing thermal waters. Especially beneficial in all forms of neuritis, rheumatism, high blood pressure and allied ailments. Also regularly patronized by many business executives, athletes and sportsmen

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SPLENDID HOTELS The splendid hotels shown below afford the finest of accommodations and cuisine, including in their service the convenience of completely equipped bath houses, operated in each hotel under Government supervision. Write any one of them for interesting literature and rates. All guests are accorded full privileges of the Hot Springs Golf and Country Club.

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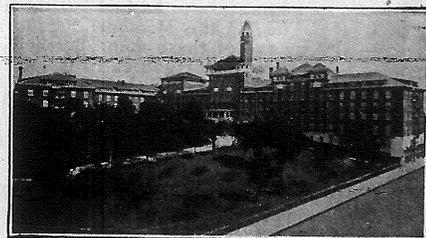
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The Missouri Pacific Lines Offer Helpful Service to Citizens and Communities

PRODUCING railroad transportation—freight and passenger—is the business of the Missouri Pacific Lines. And every effort is being made to the end that our service will be adequate, satisfactory and dependable.

In addition to that, it is the desire of the Missouri Pacific Lines to be helpful to the communities served by these lines in every other possible way. For that reason there is maintained by the Missouri Pacific a number of service bureaus which are in addition to those organizations that have to do directly with the handling of freight and passengers.

Chief among these are the Agricultural Development Bureau and the Industrial Development Department. Each is manned by experts, whose personal services are at the disposal of any community served by the Missouri Pacific Lines.

The Industrial Development Department of the Missouri Pacific Lines last year was helpful in locating in communities served by these lines 732 new industrial enterprises of various kinds with aggregate capital investment of \$22,702,350. It is estimated that these new industries will require for the conduct of their business this year in excess of 250,000 carloads of freight. All this helps the Missouri Pacific Lines, of course, but it also is of tremendous benefit to the communities in which these industries have been located.

The Agricultural Development Department of these Lines has been instrumental in bringing additional prosperity to thousands of farmers in the territory served by the Missouri Pacific. Farmers have been assisted to work out successfully numerous projects which include the development of acreage of additional cash crops.

We conceive it to be our duty and our mission to lend assistance of this kind whenever and wherever we can. The Missouri Pacific Lines probably have been the most potent factor in the development of the West, South and Southwest served by these Lines since 1851. However, the work has only just begun. It must be carried on. With the aggressive assistance and co-operation of citizens and communities served by the Missouri Pacific, we hope to continue to play an important part in the continued development.

The services of any of the special development departments of the Missouri Pacific Lines are to be had for the asking. Regardless of the problem, there probably is someone in the Missouri Pacific organization that can be helpful. Requests for the assistance of these men all receive prompt and personal attention. We are anxious for further opportunities to be of service in any way that we can.

I solicit your co-operation and suggestions.



President

ARKANSAS HIGHWAYS



Official Monthly Bulletin of the State Highway Commission

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VOL. III.

FEBRUARY, 1926.

NO. 2

Highway Commission Enters Third Year of Harrelson Law

Personnel Is Working Harmoniously On Greatest Program in History.

WITH plans for the greatest program of road-building and maintenance, bridge construction and general activity ever attempted in Arkansas, the State highway commission has entered the third year of its administration of highway affairs under the Harrelson Law in a spirit of harmonious co-operation that augurs well for the entire success of the program.

Among the outstanding items on the program are the Harahan viaduct project, plans for which have just been completed under the driving leadership of Commissioner Wilson; the White River bridge at Batesville; the Arkansas River bridge at Dardanelle; the careful and complete marking of the entire highway system, and the graveling or grading of more than 1,000 miles of state highways now unimproved.

In all of this activity, the commission, composed of Chairman Wilson and his four honorary advisers, is working in complete and noteworthy harmony, with an eye single to the maximum of results for the money and energy expended.

In view of the way in which the personal equation inevitably enters into the successful administration of any statute, *Arkansas Highways* this month is giving its readers a glimpse, on the front cover page, of the individuals comprising the commission as now constituted, and is here supplementing that glimpse by brief biographical references that should be of interest and value.

Commissioner Herbert R. Wilson, elective head of the commission, was born at Columbus, Hempstead county, on July 25, 1887. He is the son of Thomas Cobb Wilson, a

former sheriff of that county, and Julia Martin Wilson, both now deceased. He was educated in the Columbus public school, at Arkansas College at Batesville, at Ouachita College at Arkadelphia, and at the Tyler Commercial College at Tyler, Texas. At the age of 11, Mr. Wilson suffered the loss of both legs, one at the hip and the other at the knee, as the result of an attack of tuberculosis of the bone, and by reason of this infirmity was forced to prepare himself for clerical work. He early qualified as an expert stenographer, and served the Eighth Judicial Circuit in this capacity. In 1915 he became secretary of the Arkansas Railroad Commission, and in 1916 was elevated by election from the Southern District to membership on the commission. In 1921 he became highway commissioner, succeeding William B. Owen, and has twice been re-elected to the office. He was largely instrumental in the drafting and passage in the fall of 1923 of the so-called Harrelson Law, under which Federal aid was restored to the State, and Arkansas' first state-wide road program begun.

Mr. Wilson was married in 1915 to Miss Exar Bowen and they have one son, Herbert R. Wilson, Jr. They reside at 410 Fairfax avenue, Little Rock.

Commissioner Theodore Maxfield of Batesville, appointed by Governor McRae in 1923, was born at Batesville on July 9, 1844, the son of Uriah and Leah Scarbrough Maxfield. He was educated at Solesbury Institute, served with the First Arkansas Cavalry throughout the Civil war, and later assisted his father in the founding of a mercantile business which later expanded into manufacturing, compress and roller mill interests which have figured largely in the history of the White River country. In spite of his

advanced age, Col. Maxfield maintains his vigorous interest in highway matters, having been one of the moving factors in the White River bridge project that is now under way at Batesville. The bridge, when completed, is to be christened the Maxfield-Wilson bridge, in honor of the two commissioners whose joint efforts made its construction possible.

Commissioner Ed Kendall of Marble, was appointed by Governor Terral in 1925 to succeed J. S. Turner of Ozark. Commissioner Kendall was born February 2, 1867, in Carrol county, the son of the Rev. A. G. Kendall, a native of Tennessee, who spent his entire life in the Presbyterian ministry in Tennessee, Alabama and Arkansas. Commissioner Kendall spent his early life farming and teaching in the public schools. At present he resides on a beautiful farm two and one-half miles west of Marble, dividing his time between farming and dealing in live stock. He is vitally interested in the program of road building and maintenance now on in the State, co-operating whole-heartedly with his fellow-members on the commission, and devoting much of his time to inspection and supervision of work under way in his district.

Commissioner Robert H. Wolfe of Tillar, was appointed by Governor McRae in 1923, and drew the "long term," expiring in February, 1927. Mr. Wolfe has extensive business interests in Arkansas and Texas, and has brought to the commission an invaluable experience in business affairs and management. He was born May 1, 1867, at Tyro, Lincoln county, the son of James M. and Elizabeth Hagood Wolfe. His education was secured in the public schools of Lincoln county and at the University of Kentucky. Commissioner Wolfe, during his service on the commission, has become thoroughly familiar with the operation of the department, and his counsel and help has been of great help in the solution of the many problems arising in the working out of the new law.

Commissioner Charles E. Moyer of Little Rock was appointed in 1925 to succeed Commissioner W. Y. Foster of Hope. Mr. Moyer is mayor of Little Rock and former county judge of Pulaski county. He was born at Glenwood Minnesota, April 16, 1880, the son of Mr. and Mrs. H. O. Moyer of that city. He was educated in the public schools of Missouri and at the University of Missouri. Mr. Moyer has devoted much of his life to a study of road matters, and since his appointment to the State highway commission has given generously of his time to the work of the commission, in which he has co-operated to the fullest extent.

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What the Bates Road Proved About Highway Paving

The story of the Bates Experimental Road, built by the highway authorities of Illinois, is one it will pay every taxpayer to know.

For many days and nights fleets of loaded motor trucks passed over this two-mile stretch, transporting a total of 377,460 tons.

Only thirteen of the original sixty-three sections survived. Ten were of portland cement concrete.

The other three had heavy concrete foundations which in all respects corresponded to the plain sections of portland cement concrete.

Many other sections with wearing surfaces placed on less enduring foundations were failures, proving that the foundation strength of concrete was the winning factor.

Many communities are profiting from the lessons taught by the Bates Experimental Road.

Is your community one of these? If not, why not?

Tell your local authorities you want your roads and streets paved with portland cement concrete. That will end once and for all the problem of costly maintenance.

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OFFICES IN 30 CITIES

Memphis Meeting Winds Up Harahan Viaduct Squabble

Signatures Formally Attached to Wilson Agreement February 6.

TERMED by Memphis newspapers a "treaty of peace" ending a "three-year battle," the Wilson agreement under which the construction of the new million-dollar concrete approach to the Harahan Bridge over the Mississippi river is to be financed was formally signed on February 6 at a conference at which Commissioner Herbert R. Wilson presided and at which 30 or more officials representing the various political units affected were present.

The newspapers of Memphis and West Tennessee carried many pictures and articles covering the event on the following day, and by unanimous consent gave principal credit for the results attained to the perseverance and organizing ability of the Arkansas highway commissioner. Mayor Paine of Memphis was quoted as having said that without Mr. Wilson's guidance, the project would have been wrecked on the many difficult obstacles that were encountered.

Details of the Wilson agreement were given in the January issue of *Arkansas Highways*, following the preliminary conference called by Mr. Wilson on January 7 at the Hotel Peabody, Memphis, and attended by Governor Austin Peay of Tennessee. After that conference, the tentative agreement was taken to Washington by Mr. Wilson, where it was gone over by Federal officials and unofficially endorsed by them on January 26. On January 30, at the regular monthly meeting of the state highway commission it was formally approved, clearing the way for the formal signature of all parties concerned on February 6.

The Federal Bureau of Public Roads was represented by A. R. Losh and R. E. Toms. The State of Tennessee

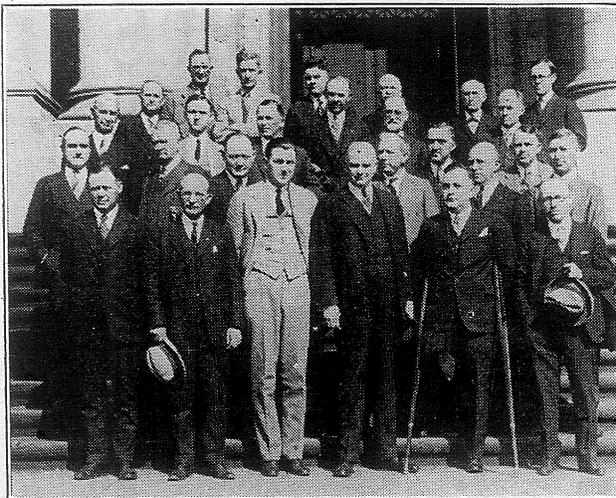


An historic moment, when the "treaty of peace" assuring the construction of an adequate Arkansas approach to the Memphis bridge was officially signed. Reading left to right the figures are, Mayor Paine, Commissioner Wilson, Judge Fish and Attorney General Thompson of Tennessee.

was represented by C. N. Bass, acting highway commissioner, and Attorney General Frank Thompson. For Arkansas, Commissioner Wilson and Engineers R. C. Limerick and N. B. Garver appeared. For Memphis, Mayor Rowlett Paine, Commissioners T. H. Allen, Horace Johnson and H. N. Howe, and E. B. Klewer and W. B. Fowler, city attorney and city engineer, respectively, were present.

The seven counties in Arkansas included in the Harahan viaduct district were represented by Judge W. L. Fish, Renfro Turner, Curtis Dewey, J. T. Robertson, Al Haraway, Dave Biggs, Marshal Gravett, Dr. R. M. Barrett, W. M. Smith, Hugh Chalmers, M. B. Norfleet, Jr., R. E. Lee Wilson and E. C. Hornor.

Engineering plans for the great structure, which will cost approximately \$1,164,000 and will replace the present unsafe wooden toll bridge, are virtually complete, and actual construction will begin early in the summer.



Officials ratifying the agreement, as photographed at the Memphis meeting were: Bottom row, left to right—Renfro Turner, Judge W. L. Fish, C. N. Bass, Mayor Paine, Commissioner Herbert Wilson, and E. B. Klewer. Second row—Curtis Dewey, J. T. Robertson, Al Haraway, Dave Biggs, R. E. Toms, A. R. Losh, R. C. Limerick and N. B. Garver. Third row—R. E. Lee Wilson, Marshal Gravett, M. B. Norfleet, Jr., Dr. R. M. Barrett, T. H. Allen, Jacob Harman and Horace Johnson. Top row—Hugh Chalmers, W. M. Smith, W. B. Fowler, E. C. Hornor, Frank M. Thompson and H. N. Howe.

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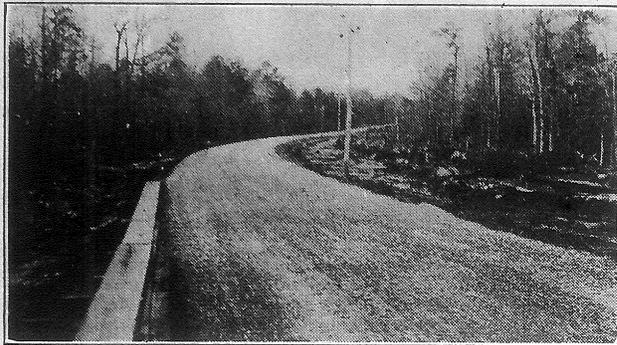
M. E. SHERLAND, Sec.-Treas.
McGEHEE, ARKANSAS

El Dorado--Smackover Road Bears Heaviest Travel

Important Link Has Been Asphalted by Department.

SERVING a traffic of more than 7,000 vehicles per day in the heart of the oil fields of South Arkansas, the El Dorado-Smackover highway, 12 miles in length, has just been treated with an asphaltic carpet surface as a means of economy in maintenance as well as a safety and comfort to the motorist.

Built originally of gravel, this road was so pounded and pulverized by the constant heavy traffic between the two oil field cities that lights were necessary even in daytime to drive through the constant screen of dust.



Four Miles Out of El Dorado.

The cost of maintenance had risen to about \$300 per day, and it was practically an impossibility to keep the road in prime condition. It was accordingly decided to give the road an asphaltic carpet treatment under the supervision of M. F. Hill, engineer of the Seventh District, and P. R. Crawford.

Since the completion of this treatment the dust evil has been eliminated, the road has been made safer and more

comfortable, and maintenance costs have been cut to less than \$100 per day for the 12-mile section.

Under what is undoubtedly the heaviest travel sustained by any similar section of state highway, the road is standing up surprisingly, and the experiment will undoubtedly be followed on other sections, where similar difficulties of maintenance of gravel roads are encountered.

AVERAGE MOTORIST'S SIGNAL CODE IS DANGEROUS.

Have you ever stopped to consider the signal code of the average motor car driver? It is a very simple code and not in any sense difficult to acquire. It follows:

To indicate a right turn—stick out your hand.

To indicate a left turn—stick out your hand.

To indicate that you are about to stop—stick out your hand.

To emphasize your conversation with your fellow passenger—stick out your hand.

To flick the ashes off your cigar—stick out your hand.

This is a generally accepted code. Under the circumstances it is remarkable that accidents are not more frequent, although the present toll in human life and limb is appalling and steadily growing.—*Fred Caley.*

WORK IN DISTRICT NO. 2.

The road from Luna to Lower Leland in District No. 2 is nearing completion and has been open to traffic for some time. The road is gravel, built under Federal aid specifications, and is being built from local, county, State and Federal funds.

Upon completion a connecting link will be made from Greenville, Mississippi, via ferry, to gravel highway, which goes into Lake Village, Arkansas, where it joins State Highway A-3, which is one of the main North and South highways through the State.

State Highway A-3 is closed between Halley and Macon Lake for repairs. Several failures occurred in this road during its five years' service, and it was found necessary to close the road, in order to properly repair it. A Bates type concrete slab is to be poured to replace the concrete-asphalt portions which failed.

Work is progressing rapidly on this and the road will be opened as soon as possible.

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*Service and Distributing Sta-
tions in All Parts of the State*

"Highway Department Functioning Efficiently"

Batesville Record.

ATENTION is called to the excellent progress made in good road building in this state by the state highway department since it has had a workable law under which to proceed—the Harrelson road law.

Attention is also called to the work mapped out for 1926, including the construction of the free bridge across White river at Batesville, specifications and estimates of cost having been filed last week with the county clerk.

Whatever complaint there might have been against the highway department before the enactment of the Harrelson road law, there is no denying the fact that the highway department has been functioning efficiently since that law was enacted, giving the department the means and a definite plan upon which to proceed. Because of the magnitude of

the department work there has always been a jealous desire upon the part of politicians and those desiring special favors, to gain control of and have a voice in directing the operations of the highway department * * * but we believe the people are on guard, and any attempt to interfere with the operation of the department for political gain will meet disapproval.

Mr. Wilson may have committed many sins in the eyes of some who dislike him politically, but there is no denying the fact that he is a most capable man, and has perfected a most efficient organization in his department.

A POCKETFUL.

Frank Craven, once in his career as a showman, made friends with an elephant. Before going on each night he put a sack of peanuts in his hip pocket. Bye and bye his pachydermal pal would locate him and with his dexterous trunk remove the peanuts from the pocket.

"One day," said Mr. Craven, "I thought I would give him a real treat. So I put some nice, fresh, sticky popcorn candy in my pocket. The elephant could not get the candy out. Nor could he extricate his trunk."

Mr. Craven paused for effect.

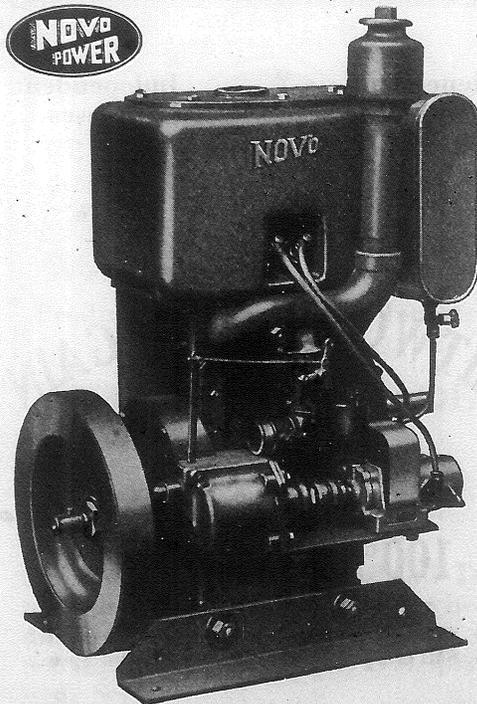
"You've heard an elephant trumpet," he resumed. "But did you ever hear one trumpet in your hip pocket?"—Corey, in *Houston Post-Dispatch*.

WHY HE DIDN'T SUIT.

An Oregon man was trying to sell a horse. The animal was wind-broken but sleek. The owner trotted him around for inspection and bringing him back to the prospect, he stroked the horse's back and remarked, "Hasn't he a lovely coat?"

The prospect removed his pipe from his mouth and said, as he looked at the heaving flanks of the animal, "Yeah, his coat's all right, but I don't like his pants."

Everybody's.



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ADAPTABILITY that no other engine offers. Has 4 different driving speeds. Rotation of drive in *either direction* and from *either side* of engine. Over-all height of plain engine 28 inches. Weight only 300 pounds.

Uniform lack of vibration. This feature positively controlled.

Ideal as power for portable conveyors, concrete mixers, pumping outfits and all construction machinery within its range of power.

Furnished in both radiator and hopper cooled types.

Several unique departures from customary engine design are found in the Novo UF Engine. These are fully explained in Data Sheet No. 130.



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Open and closed top diaphragm — centrifugal — deep well—single, duplex double acting and triplex pressure pumps.

ANOTHER ROAD URGED

Fort Smith Southwest-American.

Citizens of Booneville have started a movement to interest the state and national highway departments in building a road over the scenic White Oak mountains to Hot Springs. They declare it is the shortest route from Fort Smith to the famous resort, that it follows a ridge all the way over the mountainous range, and that it would require but two bridges of importance.

Such a movement is indicative of the public attitude toward road development at this time. Everybody wants roads. Everybody wants parks and playgrounds. Establishment of a park in the White Oak mountains is one of the purposes of the Booneville movement.

The Booneville people will ask for aid of Fort Smith interests to advance the project. Fort Smith will give its assistance to any movement that has for its object an improvement of road conditions anywhere in this territory. Building of the proposed Booneville-Hot Springs road would not injure any other road project. Every road built makes it easier to build another.

It will not be many years now until serviceable roads will be available to all parts of the scenic mountains of western Arkansas, and through them to all other parts of the state, provided the legislature keeps its balance, and does not approve a disposition of state highway funds which

will cripple road construction. That is the great danger at the moment—a danger to which the people it would hurt are not fully awake.

A LONG-FELT NEED.

That the highway department is to begin at once the work of placing markers on the Arkansas state and national roads is welcome news. This is an important detail in Arkansas' road development that has been neglected by the various chambers of commerce and like organizations which should have attended to it in the absence of other provisions for the service. Travelers on unfamiliar roads in Arkansas have had to trust largely to instinct and chance verbal information. Uncertainty about being on the right road or the progress being made takes most of the joy out of motor travel. Friendly, reassuring markers at regular intervals with advice as to roads, distances, etc., will enable a stranger traveling in Arkansas to get a better impression of the state. He can enjoy the scenery and appreciate the points of interest along his route without worrying. The department expects to have the markers in place within four months. It is hoped there will be no unforeseen delays.—*Mena Star.*

She was in Henderson, N. Y., looking over Windswept Farms. After admiring a beautiful young fox with its sweep of silver-tipped tail, she asked her guide: "Just how many times can a fox be skinned for its fur?"

"Only three times, madam," replied Conrad without a smile. "Any more than that would ruin its temper."

PRINTERS to ARKANSAS!

Gradually through the years there has been built up a State-wide appreciation of what the "Calvert-McBride" mark means on printing—

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Highest Quality
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K. A. SMITH, Factory Representative, Hot Springs

A Grade for Your Machine

ARKANSAS ROADS

Conway Times.

With the present laws in force for the next ten years Arkansas will have a fine system of roads over the state.

Millions of dollars are received from automobile license and tax on gasoline and oils and to this will be added this year \$1,267,907 from the Federal government.

Federal aid is boosting good roads all over the United States.

Secretary of Agriculture Jardine has announced the apportionment of \$73,125,000 to the States for use in the construction of Federal aid roads. This apportionment was authorized by the Postoffice appropriation act of February 12, 1925, and is for the fiscal year beginning July 1, 1926.

The new funds will be spent entirely on the Federal aid highway system under the same plan of co-operation with the states that has been in successful operation for ten years. The roads included in the system are the most important in the country and reach directly or indirectly to every city of over 5,000 population. The bureau reports that approximately 10,000 miles of Federal aid road were brought to completion during 1925 and the indications are that the coming year will be equally successful.

Jack—I know a fellow who ate beef all his life and grew strong as an ox.

Jill—That's nothing. I know a man who ate fish all his life and couldn't swim a stroke.



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WAITE PHILLIPS COMPANY

ROADS AND FARMING.

Judge Berry has always been a strong advocate of building, not only good state highways to connect county seat with county seat, but also of building community roads to intersect with the state highways, that the interior communities might be developed thereby and the whole country profit by their construction. This was the argument he presented to Capt. R. C. Limerick, state highway engineer, when he was advocating building a county highway from the Yellville-Marshall highway to Bruno, to encourage the opening up and development of that section of our county which has always been handicapped for the lack of road facilities. The construction of this road began several months ago—the farmers of that section were inspired with a new vision of truck farming and dairying.

—*Yellville Mountain Echo.*

TUCKER

SAND AND GRAVEL CO.

Benton, Arkansas

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CONCRETE SAND AND
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GOOD ROADS



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Little Rock, Ark.

WHAT ROADS REALLY COST

Fort Smith Southwest-American.

Dirt roads increase the cost of operating automobiles by 25 per cent over the cost on hard-surfaced roads, while costs on dirt are 10 per cent higher than on gravel. William H. Connell, president of the American Road Builders association is authority for that statement, which has behind it also the weight of much more authority.

What does that mean, brought down to Arkansas motorists?

Probably more than half the automobile mileage in Arkansas is on pavement, because of the preponderance of cars in the paved cities. In 1925, motorists of Arkansas used about 100,000,000 gallons of gasoline, judging from the gasoline tax receipts. Assuming an average of 15 miles to the gallon, that means one and a half billion miles traveled by automobiles in Arkansas. Total operating cost of an automobile is estimated at 7 1-2 cents a mile, including fuel, depreciation, repairs and tires. That figure probably is conservative for the car operated on hard-surfaced roads. If that is a true figure, then Arkansas motorists spent \$112,500,000 in 1925 for car operation. If their costs on dirt roads would have been 25 per cent more, that means they saved \$28,125,000 in operating costs by reason of the roads. If their costs were only reduced 10 per cent by reason of gravel roads, that would amount to \$11,250,000 saved.

The annual payment on all road bonds in Arkansas is \$6,099,811.

It is an accepted principle of highway construction, says Mr. Connell, that a road should be built only when it is profitable, when it will pay for itself.

In the face of the cold figures, who can say that any road built in Arkansas hasn't paid for itself? And who can say that those who live along it and use it every day, are being burdened by paying for it?

THE AERIAL CAB.

San Francisco has an aerial cab service which whisks a man to Sacramento in one hour, to Los Angeles in four, or to any of the places en route in a proportionate time. Having got the cab company on the telephone, the air commuter is transported to Crissey Field, near the city, whence an airplane with motors running carries him at the rate of 100 miles an hour to the flying field of the city which is his destination, where another land cab finishes the journey. The cost is 20 cents a mile for each passenger, provided there are two going in the same direction.—*New York Times*.

NO TRESPASSING.

On a farm in Georgia is posted this sign: "Trespaßer's will be persekuted to the full extent of 2 mean mongral dorgs which ain't never been ovarly soshibil with strangers and I dubbel barelt shotgun which ain't loaded with no sofy pillers. Dam, if I ain't tired of this hel' rasin' on my property."—*Recorder*.

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ARKANSAS CITY, ARKANSAS

SAND —Doubly washed and screened.

GRAVEL —Screened, washed and sized to suit your requirements.

CONCRETE
MIXTURE—Thoroughly washed and prepared ready for use.

Prompt shipments and large capacity—

Try us with an order.

C. C. HAWKINS, President.

Thos. A. Edison

wrote this ad
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H. S. Firestone

"A man seldom knows what it costs to maintain his family automobile, but in his business he keeps accurate accounts.

That is the reason why over half of all the trucks in the U. S. A. use Firestone Tires."

555 Tire & Service Co.

3rd and Broadway Little Rock
All Types and Sizes of Firestone Tires

"IDIOTORIAL."

Our Roads; Long May They Wave.

The Government has appointed a committee of swivel engineers back in Washington to investigate Western roads. Their motto is, "My country—right or wrong—and neither are we." This little group of roller top highway builders are to decide whether or not Federal aid will turn to lemonade if left standing too long.

Just now roads are in the public eye—that is, all except the dusty ones, which are mostly in the motorists' eye.

Rocky Roads Are Doublin'.

The worst crime waves are those on our highway surfaces. While Congress hurriedly investigates, with deliberation, Mother Nature continues marcelling our highways. The rainy weather is leaving no stone unturned. Marcellled thoroughfares are not passing fads. They are deep rutted institutions.

It takes even less than an investigation committee to find out that an uneven road has bumps in it. To locate the bumps requires no special training.

Straight and Narrow; Mostly Narrow.

Furthermore, the committee can go back and report that our highways are all full and a yard wide. Congress will then pass a bill reducing distances between places by cutting down the mileage mark on road signs.

But there is an end to all things, especially blind alleys. If the Government wants more information on our roads, we want more paving on them. Congress holds out for concrete, and the committee recommends asphalt—to us it doesn't macadam bit of difference.—*National Motorist.*

THERE WILL ALWAYS BE SOMETHING TO DO.

By Edgar A. Guest.

There will always be something to do, my boy,
There will always be wrongs to right;
There will always be need for a manly breed
And men unafraid to fight.
There will always be honor to guard, my boy,
There will always be hills to climb,
And tasks to do, and battles new
From now to the end of time.

There will always be dangers to face, my boy,
There will always be goals to take;
Men shall be tried, where the roads divide,
And proved by the choice they make.
There will always be burdens to bear, my boy,
There will always be need to pray;
There will always be tears through the future years
As loved ones are borne away.

There will always be God to serve, my boy,
And always the Flag above;
They shall call to you until life is through
For courage and strength and love.
So these are things that I dream, my boy,
And have dreamed since your life began;
That whatever befalls, when the old world calls,
It shall find you a sturdy man.

"Look for the Mo-Mile Sign"



More Miles Per Gallon

Others Claim it--
We Guarantee it!

E. R. Russell Oil Co.
Little Rock, Arkansas

Southern Material & Construction Co.

624-27 Southern Trust Bldg.
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When you employ this firm to build your streets and highways, you get the services of an experienced organization owning more construction equipment than any other Arkansas firm of contractors.

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

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

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President.

CHAS H. MILLER,
Vice President.

J. A. GREGORY,
Vice President.

R. S. WILSON,
Secretary and Treasurer.

ACTIVITY IN YELL AND PERRY COUNTIES.

The work of clearing the right-of-way for the Scenic Cut-off of the Jefferson highway, Russellville to Hot Springs by way of Centerville, Ola, Hollis and Jessieville, is progressing as rapidly as the winter weather will permit, with every indication that it will be in readiness for the grading crews by the time the State highway department's road building program opens in the spring. Two crews are working on the right-of-way, one in Yell county and one in Perry county. The Yell county crew is working south from Ola and the Perry county crew is working north from Hollis. F. L. Hargett of Russellville is the engineer in charge.

As reorganized last year by Commissioner Herbert R. Wilson the State highway department now functions through

ten districts, each district in charge of a competent engineer. Yell county is in the 8th district, in charge of Mr. Hargett. The other counties in this district are: Johnson, Pope, Logan, Van Buren, Conway and Perry. In each of the ten districts of the state preparations are already virtually complete for the greatest program of road building and road maintenance ever experienced in Arkansas. This program will open up as soon as weather conditions will permit.—*Ola Journal*.

Rhode Island will pinch all autos that don't keep up a speed of thirty-five miles or better. They say their roads were so expensive they can't afford to have them blocked by slow going machines. It looks like a dirty crack at Henry.—*Chicago Tribune*.

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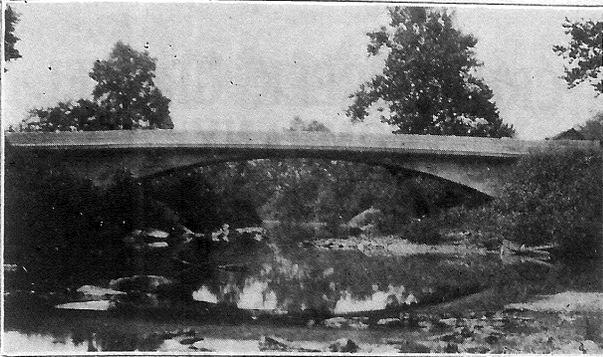
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In almost every State and
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ARMCO Culverts that have
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There can be *only one* purest and most uniform iron made for culverts. The chemist, the metallurgist, the microscope ALL say this is genuine ARMCO Ingot Iron and NO OTHER. In every other culvert metal impurities are either purposely left in or purposely added.

In ARMCO Ingot Iron the Microscope shows a *uniform* ferrite grain structure—a solid, unbroken wall against corrosion.

If you want corrugated culverts exactly like those which have definitely established the economy of this construction during the past 18 years you will look for the Blue Triangle Trademark. They can be found under NO OTHER BRAND.

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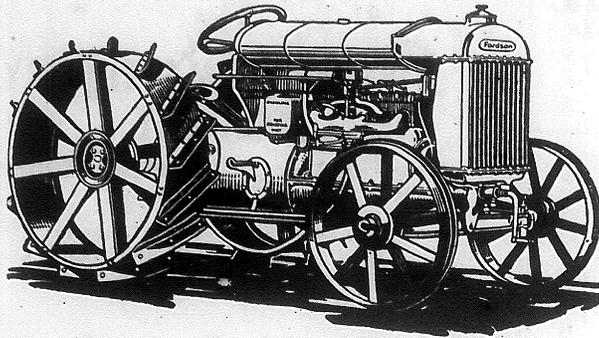
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Our facilities for loading, one No. 60 Marion Steam Shovel, 2.5 yards' capacity; one 60-ton Baldwin Locomotive and other equipment, enables us to handle 75 cars in ten-hour shifts.

In our seven years of operation, in which 900,000 tons have been shipped, we have had no lawsuits or squabbles with any of our customers.

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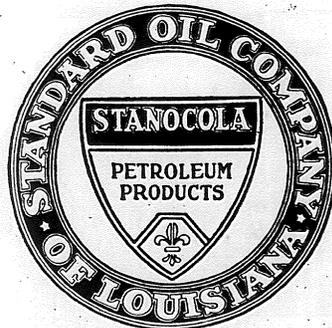
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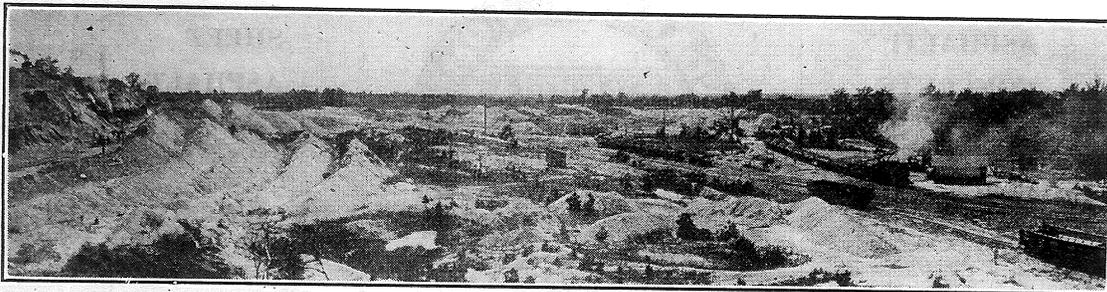
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Our capacity for washed ballast, washed concrete gravel or washed sand is from 60 to 70 cars per 12-hour shift. Our service to road districts, railroad projects and large construction jobs is of proven dependability.

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

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A Better Built Motorized Patrol Grader. It's new—it's fast—built to meet the growing demand for a more highly finished maintenance grader—a better machine for better work.

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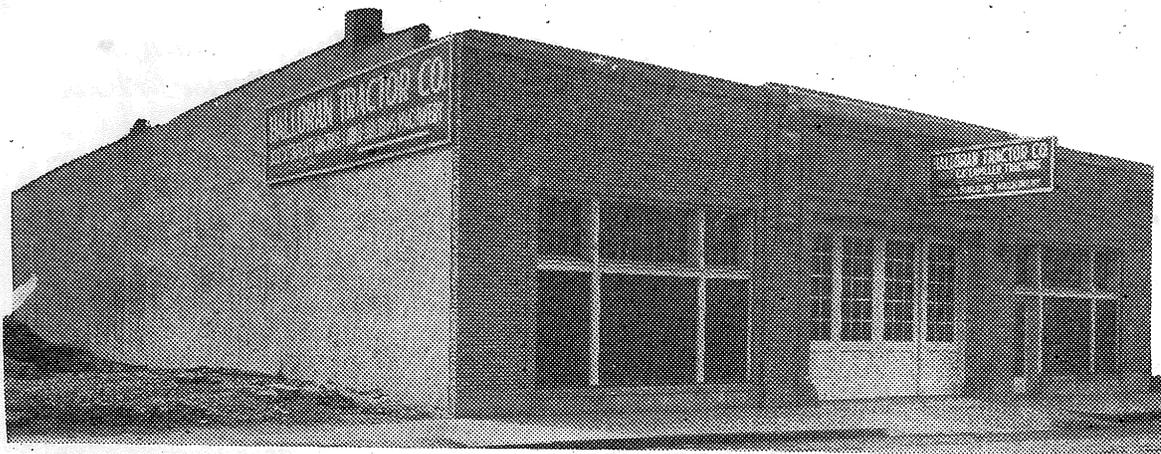
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