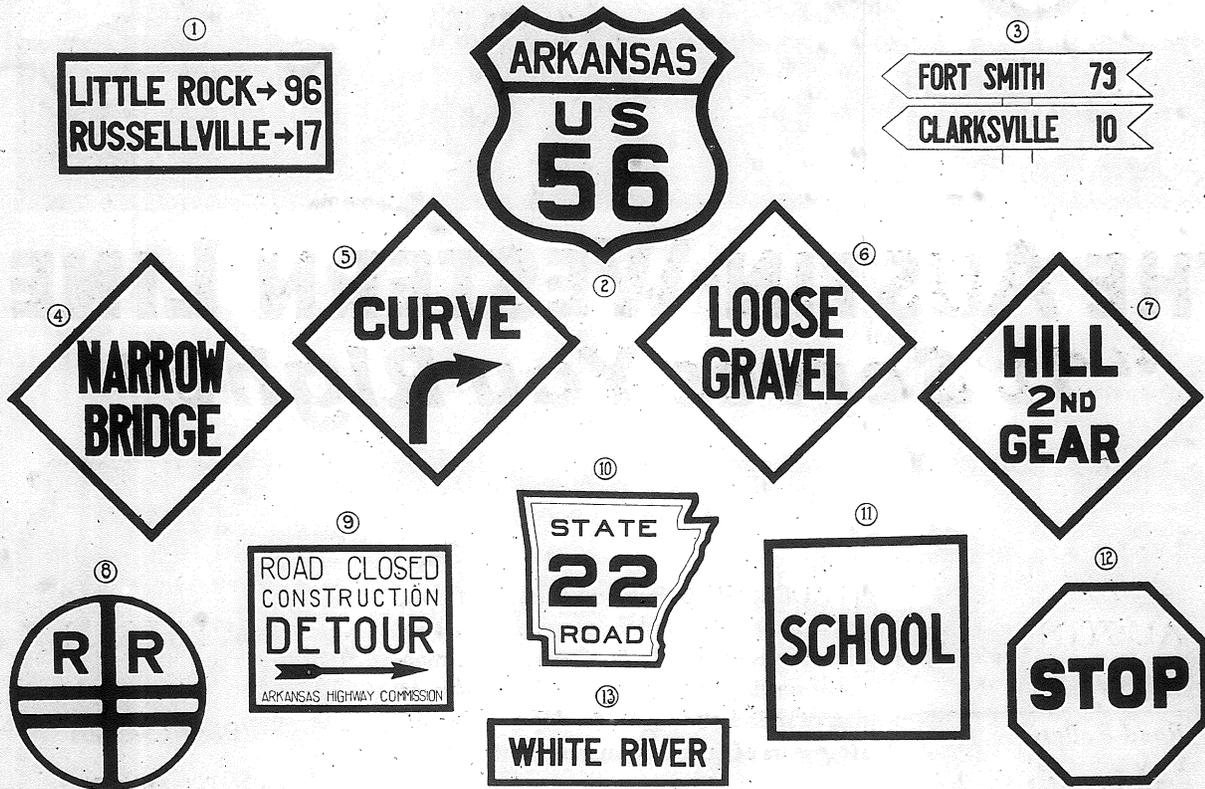


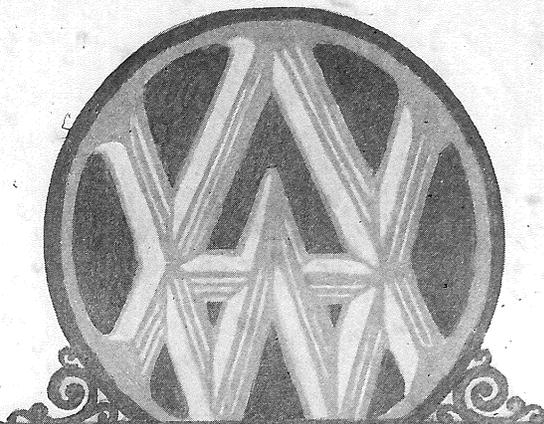
ARKANSAS HIGHWAYS



The New Marking System

JANUARY
VOL. 3 1926 NO. 1

1858 1926



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LEADERSHIP in industry is rarely, if ever, a matter of accident or something that comes over night. In fact, when it is a matter of serving such a tremendous industry as that of road building, leadership is only won after years of unceasing manufacturing effort.

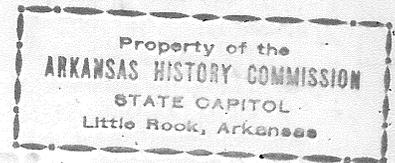
Even after nearly three-quarters of a century of service to America's road builders, we make no foolish claims to perfection for the Austin-Western Line; but we do say, because the facts are there and cannot be contradicted, that from the standpoints of length of service and completeness of line, Austin-Western leadership is unquestioned, and we believe that there can be no better proof of merit in the machinery itself.

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ARKANSAS HIGHWAYS



Official Monthly Bulletin of the State Highway Commission

"Arkansas Highways" is edited in the offices of the Highway Department at Little Rock. Communications relative to advertising or articles and photographs submitted for publication should be sent to The Editor, care Highway Department, Little Rock. The bulletin is sent free to State and County officials, newspapers of the State and Road Commissioners who apply for it. Permission to reprint any matter contained in "Arkansas Highways," with proper credit, is granted to all newspapers of the State.

VOL. III.

JANUARY, 1926

NO. 1

State Highway Road Signs and Markers

By Frank Wittenberg, Jr., Engineer of Surveys and Plans.

ANNOUNCEMENT that the State Highway Department is installing a State-wide and comprehensive system of highway markers and signs is an item of more than casual interest to the Arkansas motorist. Thirty-five separate and distinct types of signs have been designed for erection covering direction, distance, warning and caution markers, and the entire State Highway System will be adequately and plainly worked.

It has been a matter of considerable inconvenience to tourists passing through Arkansas as well as local motorists that the Highway Department has not properly marked the highways heretofore, but this work could not have been permanently done prior to this time, due to the fact that information relative to the national roads through the State and the signs and markers adopted for use in all states, has only recently been made available by the United States Bureau of Public Roads.

The National marking system, with the exception of National route markers, will be used on the entire State Highway System in conjunction with special signs designed by the Highway Department to cover special conditions. The National route marker is shown by Figure 2 in the cover page cut and applies only to inter-State routes. State routes will be numbered and marked as indicated by Figure 10, with a direction arrow below where required.

Information as to direction and distance to towns ahead will be supplied on all routes by markers illustrated in Figures 1 and 3. These signs will show the distance and direction to the next town as well as some larger town ahead. Only two towns will be on any sign, but installation will be made at sufficiently short intervals to supply adequate information on all towns ahead in either direction.

Warning and caution signs illustrated by Figures 4, 5, 6, 7, 8, 11 and 12 are designed to slow down or stop the motorist at danger points and will be painted with black letters and border on a yellow background, due to the high visibility of yellow. All other signs and markers will be black and white, the white to be used for the background.

Detours to avoid construction under way or other impassable conditions will be plainly marked at the points of departure from the main road and at all points between where needed as guides. An illustration of the construction detour sign is shown in Figure 9.

Designation by the Bureau of Public Roads of a National highway system of roads with uniform numbers in all states necessitates revision of the State Highway numbering system of every state, as National routes will be marked by the National route marker (Figure 2) only.

Arkansas is exceptionally fortunate in having secured routes in the National system traversing the State in both directions. Special maintenance attention will be given these routes as they not only constitute an asset to the State from the tourist standpoint, but are locally, our main traveled roads.

Since the National system will soon be marked in all states and these routes have been chosen by the Bureau of Public Roads as highways offering the shortest and best tourist travel, we may look for a large increase in interstate automobile traffic through Arkansas during this year. The marking of our highways with adequate signs and markers therefore assumes an importance of vital interest to the entire State as the impression of Arkansas formed by the thousands of tourists who will enter our borders must play a highly important part in the future development and prosperity of Arkansas.

An Analysis of the Principles of Highway Taxation

By W. W. Zass, Office Engineer.

IN GENERAL it may be stated that there are but two methods of financing highway work, "the cash, or pay as you go plan," and "the bond issue, or deferred payment plan."

For financing work under either plan, it is agreed that primarily there are but three sources from which revenue may be derived in the form of tax levies in order to provide funds for such financing. These three sources can be classed as:

- Tax on real and personal property, and
- Tax on the road user, or fuel and vehicle tax.

Forest, Agricultural, Mineral and Manufactured Products, either in the raw or finished state, are not considered as sources of revenue, for the reason that such products are ultimately taxed under the form of income.

Tax on income and tax on personal property may be rejected almost without discussion as a means of revenue for highway purposes.

Tax on real property as a source of revenue is subject to much debate as to the equality of such tax. If real property receives some tangible benefit, physically or in the way of increased valuation, resulting from abutting an improved highway, or lying in close proximity to same, there should be a tax levied upon it for highway purposes. If real property lies at such a remote distance from an improved highway as to receive no benefit from the improvement it is obvious that no tax should be levied upon such property for such improvement. Therefore, it might be stated that real property should be subject to taxation for highway purposes only in direct proportion to the tangible benefits accruing from such improvements.

Tax on the road user, or a fuel and vehicle tax, is equitable and fair to the extent that such tax should not exceed an estimated or determined damage that the vehicle causes the highway in excess of some other vehicle fixed as a criterion and in excess of the savings accruing in the various charges for fuel, depreciation, repairs and overhead through using an improved road in lieu of an unimproved one.

It is evident, therefore, that taxes levied for highway expenditures, if equitable and just, should be derived from but two sources, and that the tax on either source should not be greater in amount than the benefit received. The foregoing principle is true regardless of the method by which such improvement is financed.

Of the methods of financing, by the "Cash, or Pay as you go Plan," current expenditures are paid from current revenues. Under the "Deferred Payment Plan," current expenditures are greater than current receipts, the deficiency being met by means of Bond Issues. Payment of interest and principal on such issues is based on anticipated future revenues.

In formulating a highway program under either method of financing it should be noted that while the "Cash, or Pay as you go Plan," may somewhat curtail the immediate program, the ultimate results achieved under this plan are greater, for the same gross amount of funds expended, than under the "Bond issue, or Deferred Payment Plan." Under the "Deferred Payment Plan" for every dollar expended for highway purposes, an additional sixty cents must be spent in interest charges, while under the "Cash, or

Pay as you go Plan," all funds are diverted to the purpose for which they are intended and nothing is lost in the way of interest charges. This comparison is made on the basis of 5 per cent 20-year serial bonds.

THE UNKINDEST CUT OF ALL.

The maid had been using surreptitiously the bath tub of her employer. He was a bachelor, very fastidious about his toilet, and desired the exclusive use of his tub.

He reprimanded the maid with much indignation. "What distresses me most, Mary, is that you have done this behind my back."—*Wisconsin Highways*.

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Arkansas Road Progress in 1925, and the 1926 Program

By R. C. Limerick, State Highway Engineer.

WITH the closing up of the 1925 program of the State Highway department and the opening of the 1926 program, a general view, both backward and forward, may be of value to readers of *Arkansas Highways*.

Such a view discloses that in 1925 the road program, under the new road law enacted in the special session of 1923, has kept steady pace with the general progress of the State in virtually every line, many miles of improved highways having been added at a comparatively small cost.

Important developments of the year have included the following:

Completion of many road projects that had been under way for from three to six years.

Enlargement of the original State Highway System of 6,700 miles by the addition of 1,600 miles necessary to serve more perfectly the increasing demands of local and through traffic.

Working out of a complete system of signs and road markers for the State system.

Perfection of a more efficient highway department organization, capable of handling the many demands of the maintenance and construction of a large highway system.

During 1925, \$8,200,000 was expended on the maintenance and construction of State highways, and with these funds 144 miles of pavement, and approximately 700 miles of gravel, chert and shale roads have been built. There are under construction at this time 555 miles of all types of roads, and during the year it is anticipated that the total expenditure on maintenance and construction of roads and bridges will be between \$6,500,000 and \$7,000,000.

The 1926 program will be marked by the small amount of paving done, the large amount of gravel road mileage undertaken, the development of a large part of the unim-



proved into well-graded roads, and the construction of several important bridges, including one over the Arkansas river at Dardanelle, the White river at Batesville, and two over the St. Francis river.

Below is shown the progress made during the year in the various types of road on the State system:

Types	Original Mileage S. H. S.	Totals in 1925
Pavements, Asphalt and Concrete	655	60 715
Gravel, Macadam, Chert and Shale	2770	310 3080
Improved Graded	1585	230 1815
Unimproved	1130	990 2120
Under Construction	560	10 570
	6700	1600 8300

but politics is not good material for road building.

In considering the proposed Loughborough plan and the Hill plan the county unit is kept constantly in the foreground. What does the man in an automobile care about county lines and county quotas and allotments? He pays license on his car and a 4-cent tax on his gasoline, which will probably be increased to 5 cents, in order that he may have a good road from his starting point to his destination. He may pay his license in one county, fill his gas tank in another and use it on the highways in still another. An attempt to prorate this money among the counties on a basis of population, area, assessed valuations or even on highway mileage is inequitable and tends to keep political machines rather than road machines busy.

One county may be a concentration point of state traffic and require half a dozen cross-county roads to meet the traffic demands of the state; another may need but one road through the county as a connecting link, and this one road may be little traveled. Again, it may cost \$100,000 per mile to build satisfactory roads in one county and but \$25,000 in another. Hence our contention that no division of the license and gasoline tax money should be prorated on a county basis. The property tax on automobiles belongs to the counties in which it is collected and should remain there, but the state should be the only unit for the distribution of the license fees and gas tax, as well as for the building and maintenance of roads in the state highway system. One county might do this successfully while others would bungle the job, as has been demonstrated in the past, thus defeating the plan for a state highway system, which automobile owners want to have a right to demand, since they pay the tax.

The county unit perhaps will not be eliminated altogether for some years to come and the contention among counties as to which is getting the greater share of the road funds will continue, but the smaller percentage of the highway funds to be doled out to the counties on the federal "pork barrel" plan, the sooner we will have a state highway system that will serve all automobile owners who pay the tax, whether they live in Benton or Chicot, Clay or Miller counties in the extreme corners of the state, or in Pulaski, the center of the state.

COUNTY LINES AND STATE ROADS.

Russellville Courier-Democrat.

The first great mistake Arkansas made in her road building program was in creating small improvement districts as highway units. The next was in trying to regard the county as a unit. The county unit is still a stumbling block in solving the highway problem and will be until improvement districts and county lines are forgotten and the entire state is regarded as the unit in which roads are to be built. This will discard a lot of politics, of course,

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Grade Crossing Dangers to be Minimized in Arkansas

By R. C. Limerick, State Highway Engineer.

WHILE much remains to be done in the highway department's program of eliminating as fast as possible the grade crossings on the State Highway System, a survey of the work already accomplished shows that gratifying progress has been made.

As originally laid out, the present State Highway System of 8,300 miles contained 750 points at which public roads crossed railroad lines at grade. Of the crossings, a total of 174 had been eliminated up to January 1, and plans for work in 1926 and 1927 contemplate the elimination of 77 more.

Of the 174 crossings that have been eliminated, 136 were made unnecessary through resurvey and relocation of the route of the highway, and 38 were changed from grade crossings to over-passes or under-passes.

Of the 77 crossings that are to go into the discard this year or next, 66 will be through relocation of the road, and 11 through the construction of underpasses.

In addition to these, there are 140 other crossings that can be eliminated in the future without excessive cost, and will undoubtedly be taken care of in the next few years as fast as the department can get to them.

It is roughly estimated that the crossings eliminated thus far have cost, on a general average, around \$8,000, and this is not excessive when the greatly reduced danger to human life is taken into account.

So important does the Federal Bureau of Public Roads regard the problem, that it is doing everything possible to

discourage the building of Federal Aid highways with grade crossings, where it is at all possible to avoid them.

The railroads also are interested, to the extent of going part way, sometimes half, toward meeting the extra expense of constructing an underpass or relocating a road.

The Arkansas legislature, at its last session, also recognized the importance of this work, and passed a law enabling district commissioners to authorize relocations where they would eliminate the necessity of grade crossings.

It is believed that when the program of the highway department is concluded, provided there is no change in the present policy, the total remaining grade crossings on the State System will not exceed 300, and these at points where danger is minimized through straightaway approaches and full visibility.

This will mark a very gratifying advance from the day when there were 750 grade crossings on the Highway System and most of them highly dangerous.

District Highway Engineer Fred L. Hargett was in Perryville Monday. He stated that the road from Ola to Hollis is being surveyed. This road will form a part of the Ozark-Hot Springs road which will connect Morrison, north of the Boston mountains, with Hot Springs.

It will cross the river at Dardanelle where recently a bridge district was created by a special election to build a bridge at that point.

It will be another outlet for Perry county to Hot Springs and also to the north.—*Perry County News.*

The New Highway Law

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GOOD ROADS



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Little Rock, Ark.

AIN'T IT FINE TODAY?

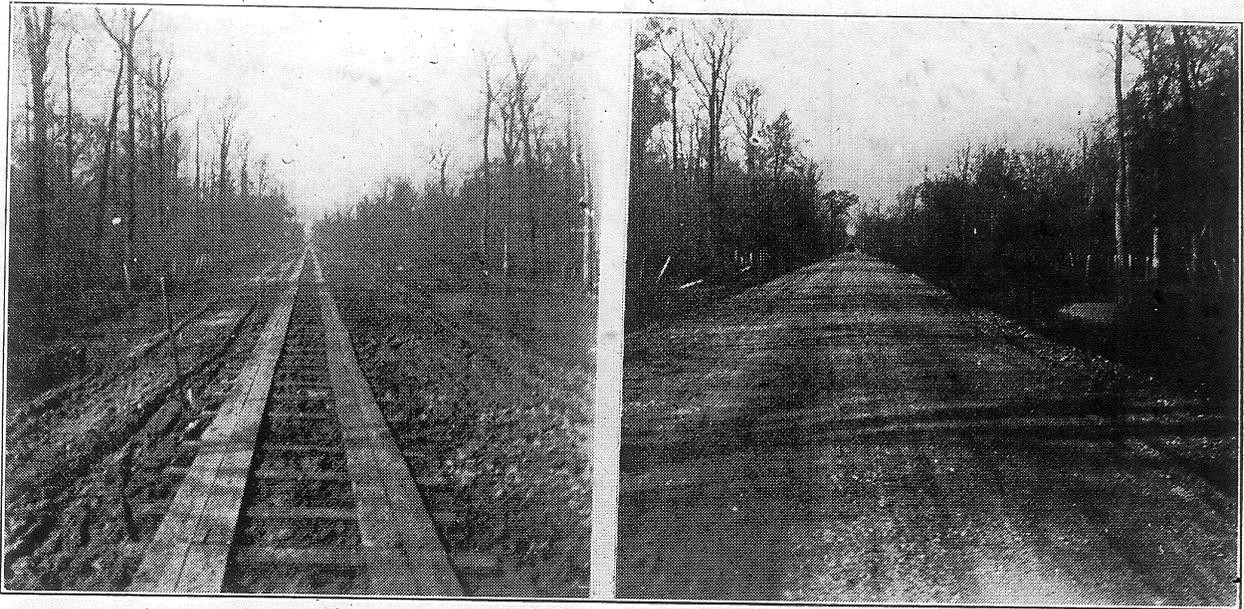
Sure this world is full of trouble—
I ain't said it ain't.
Lord! I've had enough and double,
Reason for complaint,
Rain an' storm have come to fret me,
Skies were often gray;
Thorns an' brambles have beset me
On the road—but, say
Ain't it fine today!

What's the use of always weepin',
Makin' trouble last?
What's the use of always keepin'
Thinkin' of the past?
Each must have his tribulation,
Water with his wine,
Life it ain't no celebration,
Trouble? I've had mine—
But today is fine.

It's today that I am livin',
Not a month ago,
Havin' losin', takin', givin',
As time wills it so,
Yesterday a cloud of sorrow
Fell across the way;
It may rain again tomorrow,
It may rain—but, say,
Ain't it fine today?

Douglas Malloch.

A Study in Contrasts



The above pictures tell their story without much help. On the left is a section of the Little Rock-Memphis Highway "A-1," six miles west of Brinkley, just after it was taken over by Commissioner Wilson two winters ago. When it was taken over, the road was impassable, and could not be worked until spring. The aim of the department, however, was to open such through highways immediately, and

runways of heavy timber were laid down as shown in the picture, through the most boggy sections in the Cache river bottoms. These served temporarily until spring opened up and the work of rebuilding the road could be started.

The picture on the right was taken in the same spot recently by A. W. Buford, district engineer, and shows the type of all-weather highway now being maintained.

Some idea of the value of a highway to the farmer as a time saver and a profit maker comes to me in the experience of a farmer living three miles east of Glenwood. When he came to Pike county to farm it took him seven days to get a load of his crop to market. "Going to town" entailed the lengthy and painful process each time of preparation and goodbyes all around and a week's hard trip to an uncertain market. Now, with highway facilities he can get seven loads of products a day to market and know what the price he is to receive before he starts with a load. Naturally his land that before was worth \$10 per acre is cheaper at \$50 per acre! Will bring \$50 quicker now than \$10 before.—*Glenwood "Houn' Dog."*

Appearances count for much. Then it behooves those living along the highway, especially the Bankhead highway, along which all tourists from either east or west, passing through Arkansas, must travel, to keep their places in good repair and looking neat and attractive. Arkansas needs more people to develop her unlimited resources, and to make a good impression on people traveling this way is one of the best means of advertising our State.—*Monroe County Citizen.*

GOOD ROADS NOTE.

Arthur Wells and T. J. Casidy drug the roads Friday.—*Etowah Correspondent, Blytheville Leader.*

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ROAD SERVICE

ARKANSAS-MISSOURI UNIT PLANNED.

Another permanent unit in the Arkansas-Missouri highway is planned in Jackson county, to be built during the coming summer from Tuckerman to Alicia, under a road district just formed by the county court.

The road will be 13 miles in length, and will cost approximately \$116,520, of which half will be secured from State and Federal aid funds, the balance to be furnished by the district. The highway will be built under the supervision of the State highway department.

With the completion of the stretch of road now being built by the highway department just south of Newport, the Tuckerman-Alicia stretch will close the last gap between Little Rock and the Missouri line at Mo-Ark.

The Pulaski county unit, a concrete highway running through Jacksonville, was opened January 1.

TOWN MOVES TO HIGHWAY.

It is well known that highways exercise a great influence over the development of the country, but one of the most striking examples is in the town of Wheeling, near the new Batesville-Mammoth Spring road, which has moved virtually in its entirety several hundred yards east of its old location since the opening of the road last summer. In laying out the route of the highway, the old road was straightened to miss the town. The road got along without the town, but the town could not get along without the road, so gradually the owners of stores, garages, filling stations and restaurants began to move, one by one, to new locations adjoining the highway. Now virtually the entire town has been moved.

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THE SECOND DISTRICT.

Work on State Highway "C-25," from Tillar to Monticello, progressed nicely during the past year. This road, 21.4 miles in length, when taken over by the State for construction, was narrow with many sharp crooks and bends, making driving hazardous. There were many places which became practically impassable during the winter months.

Now approximately 10 miles of this road is graveled. The rest, with the exception of Irving hill and Cut-off bottom, is graded to standard width, and the road is open at all times, except for occasional high water in the bottoms, due to very heavy rains. This impassable condition will exist only for short periods of time, as the water rises quickly and recedes quickly.

The work on this road is being done by State forces, under State supervision, and substantial aid is being given by the county Judge.

State Highway "C-25" is an important link in the State Highway System, forming a cross connection, which will afford a western outlet for the traffic from Mississippi, via Arkansas City, as this road connects the paved road "A-3," the Arkansas and Louisiana Highway, with State Highway "B-8," which is the most direct route from Pine Bluff south to Monroe, Louisiana. At Monticello, this highway "C-25," forms connection with highways leading into the oil fields.

Work on this road will be continued throughout the winter months, and before many months will be completed.

TWO SUB-OFFICES DISTRIBUTE TAGS.

As a means of speeding up the distribution of automobile license tags this month, Commissioner Herbert R. Wilson and Deputy U. A. Obenschain, in charge of the License Division of the Highway Department, worked out plans for the establishment of sub-offices in Sebastian and Union counties.

These offices were opened in the courthouses at Fort Smith and El Dorado, the two cities which come next to Little Rock in the number of tags required. The Fort Smith office is in charge of Walter Needham, and the El Dorado office is in charge of William Moore and Homer Freeling. A sufficient stock of tags for the two counties was shipped from the Little Rock office, and issued direct instead of by mail as heretofore. This helps in relieving the congestion in the Little Rock office, and it will also enable the department to give more prompt service, not only in the two counties directly affected, but all over the State. The 1926 tags are white, with black numerals. It is expected that approximately 190,000 will be issued, exclusive of replaced and transferred tags.

The newly constructed road from Blytheville to Hornersville, Mo., which follows the line of the state line levee, is now nearly completed. The bridges have all been built and it only remains to complete the approach to the bridge on the Hornersville side of the bridge. This road will shorten the distance between Blytheville and Hornersville by 18 miles.

Pocahontas is filled with enthusiastic good roads boosters, according to Fred Herring, district engineer at Jonesboro. Mr. Herring reports that the general feeling is reflected in the action of John R. Kizer, owner of the Kozy theater, who advertises that employees of the State highway department are admitted free at any time.

Million-Dollar Harahan Viaduct to be Built

Conference Called by Commissioner Wilson Reaches Agreement.

MANY times given up as hopeless during more than a year of negotiations, the Harahan Viaduct controversy has been settled and the great structure, of vast importance to the entire State, will be built through the united efforts of the Arkansas and Tennessee Highway Departments, the city of Memphis and the viaduct district of Crittenden county.

This announcement was made on January 7 at the conclusion of a conference at Memphis called by Commissioner Herbert R. Wilson, and attended by Governor Austin Peay of Tennessee, C. N. Bass, Tennessee highway commissioner, Mayor Rowlett Paine of Memphis, and Judge W. L. Fish of Crittenden county.

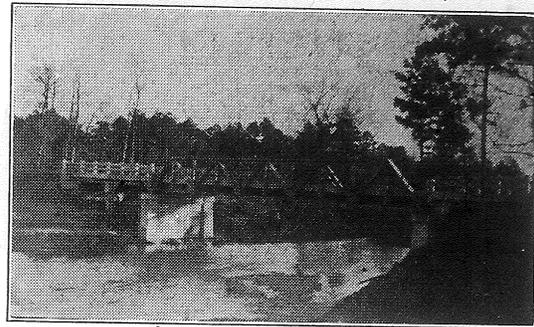
The big structure will be built of concrete and will cost approximately \$1,164,000, of which the city of Memphis will raise \$369,000; the Arkansas Highway department, \$291,000 (Federal aid funds); the viaduct district, \$220,000; the Tennessee Highway department, \$213,000 (Federal aid funds); and from tolls on the present wooden structure, \$71,000.

Ever since the beginning of his administration as highway commissioner, Mr. Wilson has been working on the Harahan viaduct project, because of its importance to the entire State as a magnet, bringing tourist traffic through the Memphis gateway, into which a great net-work of trans-Mississippi highways converge.

When it seemed that the financing of the work had been arranged for, without additional burden on Arkansas lands, the project was held up and apparently wrecked by the

refusal of J. G. Creveling, former highway commissioner of Tennessee, to agree to the allotment of Tennessee's Federal aid funds. Last summer, however, Mr. Creveling resigned, and C. N. Bass became acting commissioner. His attitude was more favorable, and several recent conferences resulted in the final working out of the plans. Actual construction work will be started during the coming spring, it is believed.

NEW BRIDGE OPENED.



PRAIRIE CREEK BRIDGE.

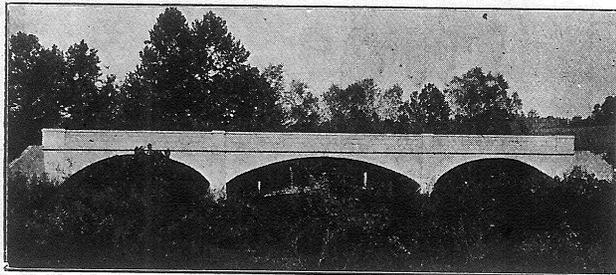
An event of importance to Southwest Arkansas was the recent opening of the Prairie Creek Bridge on State Highway "B-37" near Murfreesboro. This bridge was built by the Lutén Bridge Company, under the supervision of the State Highway Department, at a cost of \$12,000, provided jointly by the county, the State and Federal government.

It consists of three 20-foot concrete approach spans, and one 80-foot central steel span. It is a beautiful structure, solving a difficult problem for the citizens of this section of Pike county.

TOOTH DENTIST MAKES CLEAN SWEEP.

Fate Ellison, the tooth dentist, was here last week doing some work. W. W. Taylor had his teeth all pulled, and it changed his looks very much.—*Oakland Correspondent, Yellville Mountain-Echo.*

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A TRUSTED EMPLOYEE.**Tom Bagby.**

A trusted employe in District No. 1 is Tom Bagby, who has been working for District Engineer Buford since the reorganization of the Highway Department two years ago. On one occasion while the task of opening up the Memphis highway was being pushed with might and main, Tom saved the State several hundred dollars in demurrage charges on gravel cars by working all day and all night cutting subgrade in the gumbo soil in order that the gravel might be laid in time. Tom is a giant in strength, and can do anything from handling a pick and shovel and shaking a router-plow, to running a grading outfit. His chief asset, however, is his demonstrated loyalty to the ideals of the department.

ACCOMMODATING.

Any Texarkanian who isn't willing to let nature take its course in the matter of his departure from this earth will find this city ideally arranged in some particulars to assist him in hastening his demise. For instance, he can start out West Seventh street in his car and make a noble effort to beat a Kansas City Southern northbound train across the tracks. He fails, and if he has chosen a fast train it probably will carry his remains as far as the casket factory. Properly provided there, it is only a few yards on down the track to the sulphur factory. What more could a man ask?—*Four-States-Press.*

PROPERTY ALONG HIGHWAY IMPROVED.

There have been about 20 new residences and business houses erected on the North Arkansas Highway since its construction began and the completion of the road was effective a few months ago. Old property has been repainted and repaired and the entire country side along the highway has put on a better and more progressive appearance.—*Batesville Guard.*

THE THIRD DISTRICT.

Important work under way in the Third District includes the Emmet-Prescott gravel road, 5.4 miles long, which is now about 30 per cent complete; and the Ogden-Index gravel road, approximately three miles long.

Completion of the first will eliminate the last bad place between Little Rock and Texarkana, and the second will bridge the last gap in the Texarkana to Mena road. Both are Federal Aid Projects, the first being built under State supervision by J. G. Newkirk, and the second by the N. N. George Construction Company.

The early summer will see the completion of both these projects.

BOONEVILLE PLANNING ROAD.

Citizens of Booneville are agitating for the construction of a highway from that city through the White Oak mountains to Hot Springs, as part of a general movement to establish a national park and playgrounds in this section of the Ozarks.

Ed Westmoreland, John Probert, O. M. Bevens, Granville Tatum, John Callahan, Dr. Bolin Criner, Charles X. Williams, Jim Kincannon and A. T. Barlow are members of committees to take up the questions involved with the State highway department, the Federal government and with the Fort Smith Chamber of Commerce, which is expected to participate.

POLITICAL SCIENCE.

"Senator, do you undertake to sway public opinion?"
"No," replied Senator Sorghum. "I watch the way public opinion is leaning and sway with it."—*Washington Star.*

Firestone

HEAVY DUTY TRUCK TIRES

Yantis-Harper Co.

1201 Garrison Avenue
FT. SMITH ARK.

Western Arkansas
Representatives

Independent
Oils

Independent
Greases

LITWOOD MOTRGAIN
OILS

100% PARAFFIN

K. A. SMITH, Factory Representative, Hot Springs

A Grade for Your Machine

USER PAYS FOR ROADS.

Objections to the now nearly universal gasoline tax were based not so much on opposition to such a tax in itself as to the imposition of another tax on motorists already pretty heavily taxed. But such opposition is waning, as people come to see the essential justice of this tax when it is applied, as it should be, to the construction and upkeep of modern roads.

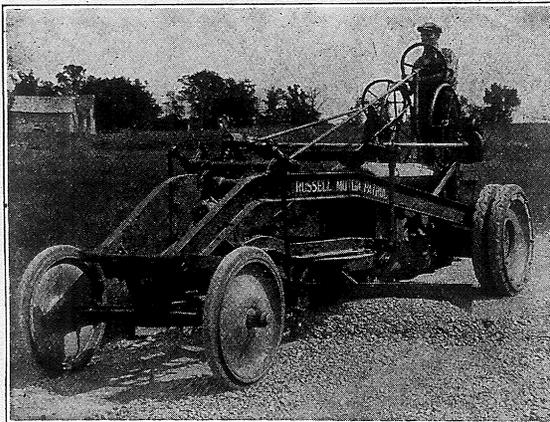
Now this tax seems to be replacing, in large measure, the real estate tax formerly levied as a matter of course for road improvements. In state after state, the new roads are being built without any charge whatever to the farmers owning property through which the highways pass. The cost is met by the gasoline tax and automobile tax. The property owners along the route doubtless derive benefit, but less than the strangers who make most use of the highways. The argument for the new method is well expressed in this excerpt from a leading Kansas newspaper.

"The users of the roads pay for them, each in proportion to his use of the roads. The more a motor car owner uses the roads, the more gasoline he uses, and the more tax he pays. The farmer and the man in town are on the same basis. The person who has no car pays nothing. Tourists pay their share of the cost of the roads they use, as they pay the gasoline tax."

The terrible gumbo hole between Truman and Marked Tree, which has made the road from Jonesboro to Memphis impassable several months every winter in the past, has at last been conquered by the highway department, assisting a local district with State and Federal aid, and buses now whiz by over a fine graveled roadway. Clay Gregory was the contractor, and John Buxton of Marked Tree was the project engineer on the job.

Russell Motor Patrol No.2

*One Man Machine
Fordson Tractor for Power*



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.

Has tight fitting machine cut gears, machined bearings with take-ups in the control connections, more accurate and easy adjustments and sturdy construction of oversize parts—another demonstration of our claim—"If It's Russell Built It's Right".

Fordson tractor for power. Three speeds forward and a reverse. Large front wheels and long wheel base. Length of blades 8, 10 and 12 ft. Weight 8050 pounds complete including tractor and scarifier. Canopy top if desired.

The complete Russell Line includes—8 Sizes Road Machines—2 Sizes Elevating Grades—Maintenance Patrol Machines for both Motor and Horse Power, Scarifiers, Road Drags and Wheel Scrapers, Drag Lines, Gravel Screening, Crushing and Loading Equipment, Steel Beam Bridges, etc.

Our 72 page catalog of special interest to all road builders—sent free and postpaid.

RUSSELL GRADER MANUFACTURING COMPANY
OF TENNESSEE

480 Main Street, Memphis, Tennessee



District Offices Ready For 1926 Road Program

Opening of Spring Will See State-Wide Activity.

AS reorganized during the past year by Commissioner Herbert R. Wilson, the State highway department now functions through 10 district offices, instead of the six which were established in 1923, and in each of these districts 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 this spring.

For the convenience of the Arkansas public we are giving herewith a list of the districts, with the engineer in charge, his headquarters, and the counties over which he has general supervision, under the direction of Mr. Wilson and Mr. Limerick. During the coming year it will be the aim of *Arkansas Highways* frequently to give a brief sketch of the major activities in each district, in order that the residents of the districts may know at all times just what improvements are going forward.

The District Organizations.

- District No. 1—A. W. Buford, Forrest City.**
Crittenden, Cross, Woodruff, St. Francis, Lee, Monroe, Phillips.
- District No. 2—E. B. Reynolds, Pine Bluff.**
Arkansas, Jefferson, Lincoln, Desha, Drew, Ashley, Chicot.
- District No. 3—Richardson Ayers, Hope.**
Montgomery, Pike, Howard, Sevier, Little River, Hempstead, Nevada, Miller, LaFayette.
- District No. 4—W. W. Mitchell, Fort Smith.**
Benton, Washington, Crawford, Franklin, Sebastian, Scott, Polk.
- District No. 5—E. E. Bonewits, Batesville.**
Fulton, Izard, Sharp, Stone, Independence, Jackson, Cleburne, White.
- District No. 6—R. A. Kern, Little Rock.**

Faulkner, Pulaski, Lonoke, Prairie, Saline, Garland, Hot Spring, Grant.

District No. 7—M. F. Hill, Camden.

Clark, Dallas, Cleveland, Ouachita, Calhoun, Bradley, Columbia, Union.

District No. 8—F. L. Hargett, Russellville.

Johnson, Pope, Logan, Van Buren, Conway, Yell, Perry.

District No. 9—H. C. Sellers, Harrison.

Carroll, Boone, Marion, Baxter, Madison, Newton, Searcy.

District No. 10—F. J. Herring, Jonesboro.

Randolph, Clay, Greene, Lawrence, Craighead, Mississippi, Poinsett.

DISTRICT NO. 5.

One of the most noticeable improvements that has been brought about in District No. 5 by the State highway forces is to be found between Bradford and Pleasant Plains, on the road from Little Rock to Batesville. This road was formerly impassable during the rainy season, and autoists never attempted it except during the driest of summer months. The mail carrier between Pleasant Plains and Bradford used two mule teams to cover his route during the winter, not to add speed, as the old pony express drivers did, but to make the trip possible. The long miles of unimproved road were too much for any one team to cover in a day.

But the highway forces took it over, under the authority of the Harrelson Law, and now it is a well-drained, all-year-round road, and the mail carrier uses a Ford and covers his entire route in from two to three hours. Even through the extreme wet weather of the past fall, traffic never was interrupted on this stretch of road.

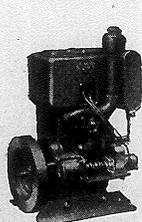
Put Novo on Your Pay Roll

THE only complete line of two and four cylinder industrial gasoline engines manufactured, from 3 horsepower up to 40. Novo covers this field. Interchangeability of parts. More horsepower for your money. We have conquered vibration in the two cylinder engine by using the 180 degree crankshaft. This is the only way vibration can be conquered. Twenty years' experience in building engines. Country-wide service. Novo Hoists and Pumps are powered with these engines. Literature gladly sent upon request. See your nearest Novo distributor.

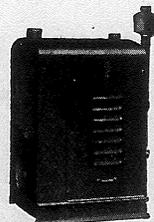
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Clarence E. Bement, Vice-Pres. & Gen. Mgr.
LANSING, MICHIGAN

Distributors

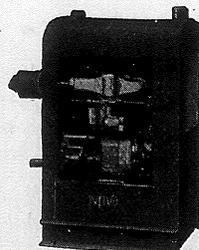
CENTRAL SUPPLY CO., Little Rock, Ark.
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DIXIE MACHINERY CO., Inc., Shreveport, La.



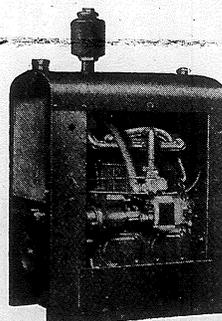
3-6 H. P.—2 Cyl.



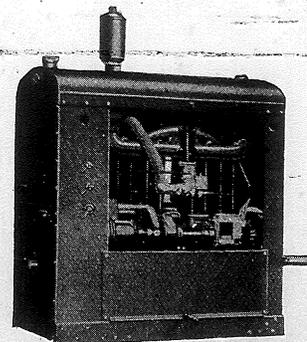
6-9 H. P.—2 Cyl.



9-12 H. P.—2 Cyl.



18 and 25 H. P.—4 Cyl.



40 H. P.—4 Cyl.

TEN COMMANDMENTS.

1. Thou shalt learn to recognize railroad crossings and approach them with extreme care.
2. Thou shalt look both ways and listen for trains.
3. Thou shalt be doubly alert if there are two or more tracks.
4. Thou shalt always use good judgment at railroad crossings that thy days may be long upon the land and the enjoyment of thy car continuous.
5. Thou shalt not kill the passengers within thy care.
6. Thou shalt keep thy brakes girded with effective brake lining.
7. Thou shalt not depend upon the driver of the car ahead.
8. Thou shalt, when in doubt, take the safe course always.
9. Thou shalt Cross Crossings Cautiously.

BOONEVILLE ROADS WORKED.

A very bad stretch of road between Booneville and Magazine, part of State Highway "B-15," has been widened, graded and put in good condition by Highway department forces. The department is taking over the six miles of highway running from Booneville to the Arkansas Tuberculosis Sanatorium. This road, an important one, due to the large number of patients transported over it, and their frail condition, was built several years ago with State aid, but has been neglected and allowed to get into very rough condition. Following its reconstruction, it will be constantly maintained under the new system of maintenance prevailing under the Harrelson law.

A DECISION WANTED.

The big car was speeding toward a railroad crossing when a fast-moving freight train moved into sight. Immediately the two men in the front seat began an argument as to whether or not they could beat the train.

"Don't get excited!" cried the driver. "I tell you I can easily make it."

"And I tell you y' can't!" shouted the other man. "The train will beat us by minutes."

The driver kept increasing the speed of the car while the argument continued. Finally, the man in the rear seat, who, up to this time, had remained quiet, frantically clutching the sides of the car, could stand it no longer.

"Well," he shouted, "I don't give a damn who wins this race, but I hope it ain't no tie!"—*Judge.*

ROADS BRING PROSPERITY.

Many carloads of tomatoes have been canned by the two canning plants at Bruno, which were erected this year. These tomatoes represent thousands of dollars for that section. As other community roads are built to connect with our state highways our county will attain a higher state of development and our county as a whole, will become more prosperous. As the railroads were developers of the vast West, years ago, so are good highways developers of local communities today.—*Yellville Mountain-Echo.*

Hush little dirt road don't you cry,

You'll be a model highway bye and bye.

Louisiana Highway Magazine.

Southern Material & Construction Co.

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

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

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

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

A. C. BUTTERWORTH,
President.

CHAS H. MILLER,
Vice President.

J. A. GREGORY,
Vice President.

R. S. WILSON,
Secretary and Treasurer.

YEAR AFTER YEAR

—for more than twenty years, motorists all over Arkansas have continued to buy

GAY Motor Products

—enjoy consistent patronage because of their unvarying QUALITY!

GAY OIL CO.

Little Rock Memphis
Service and Distributing
Stations in All Parts of the State

ROAD TAXES.

During the first half of last year the total registration of motor vehicles in the United States increased 13.9 per cent, bringing the total number up to 17,716,709. If the same rate of increase held throughout the year and sales records indicate that it did—the new year will show a registration of almost twenty million. Another four years at the same rate will bring the total number of motor vehicles on the roads to upward of forty million.

What are we going to do with them? The hazards of driving are becoming greater every day. We need more roads, better roads, and around all the large cities two-track and in some places four-track roads.

But how are they going to be built and who shall pay for them? In our rush for good roads we have not carefully considered all the equities. Too many people ride free, while others pay the bills. Real property and incomes are already too heavily burdened. State and national governments have dipped into the earnings of business and salaried workers to provide hard roads and other social advantages for millions who pay no direct taxes. The railroads, which were built and improved out of profits made in handling traffic, are now taxed to help provide hard roadways that immediately become competing lines. Farms in many places have been all but confiscated by taxes to pay for joy roads for thousands who contribute nothing directly to the government.

Registration fees, license fees, gasoline taxes and sales taxes are a tardy recognition of the fact that the traffic should pay at least a part of its way. Latest figures on registration and license fees showed a total of \$226,000,000. The gasoline tax, ranging from one cent a gallon in some

state to five cents in others, brought \$60,000,000; the Federal sales tax upward of \$150,000,000—all together an annual total of more than \$400,000,000.

Presumably all this money is to be spent in the building and maintenance of public highways. Unfortunately a considerable portion is diverted to other uses. In any event it is not enough. *Much more is needed*, but where is it to come from?

It ought to come from those who pay nothing now. A more rational application of license fees would make them bear a share of the burdens.

A reasonable solution of road taxes would be *greatly to increase license fees* on all cars and allow a certain offset on these taxes to those who pay property and income taxes. This, together with perhaps some increase in gasoline taxes and closer regulation of commercial vehicles, would tend to equalize conditions. It would reach the great army of road users who now contribute almost nothing to the cause of good roads.—*Country Gentleman.*

FOR CONVENIENCE OF MOTORISTS.

The State Highway Department has established branch offices in Fort Smith and El Dorado to receive automobile license payments, thus making the extraction as painless as possible.

This announcement was made recently by Herbert R. Wilson, State Highway Commissioner at Little Rock. Automobile owners will appreciate it. Motorists in the two cities particularly will be saved time and annoyance in obtaining license plates. It should hasten the payments, and shorten the time ordinarily required to get the new tags on cars.—*Ft. Smith Southwest American.*

STEEL FOR BRIDGES AND BUILDINGS REINFORCING BARS

Over 500 tons in stock for immediate shipment.

"One Piece or a Carload"

Arkansas Foundry Company

1500 E. 6th St. Little Rock, Ark.

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

TENNESSEE-ARKANSAS GRAVEL COMPANY

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.

THE BROTHER WHO'S DOING HIS BEST.

No matter how little he's getting;
 No matter how little he's got,
 If he wears a grin, and is trying to win
 He is doing a mighty lot!
 No matter how humble his job is.
 If he's trying to reach the crest,
 The world has a prize for the fellow who tries—
 The man who is doing his best!

Today he may be at the bottom
 Of the ladder to wealth and fame;
 On the lowest rung, where he's bravely clung
 In spite of the knocks—dead game!
 And slowly he's gaining a foothold;
 His eyes on the uppermost round;
 It's a hard old climb, but he knows in time
 He will land, and be looking down.

The fellow who never surrenders,
 And is taking things as they come;
 Who never says "quit," and exhibits grit
 When the whole world's looking glum;
 The fellow who stays to the finish,
 That nothing can hinder or stop,
 And who works like sin, is the chap who'll win—
 And some day he'll land on top!
—*Good Fellowship.*

Many good puns are seen on placards carried by automobiles. This on the rear of a Ford, for instance:

"This car used to belong to a Detroit millionaire. One more payment and it's mine."—*Russellville Courier-Democrat.*

Thos. A. Edison

wrote this ad
for his friend

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

Big Rock Stone Co.

Office, 111 Center Street

Little Rock, Ark.

CAPACITY 50 CARLOADS DAILY

FAMOUS BLUE TRAP ROCK

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

Write for prices and full information.

"Look for the Mo-Mile Sign"



**More Miles
Per Gallon**

Others Claim it-
We Guarantee it!

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

ALONG THE OZARK TRAIL.

Argonaut of old am I,
Though I sail no ship, no flag I fly;
I skim along on a concrete sea,
Enchanneled by strips of glistening lea!
*Then ho for the flap of the curtain torn,
The rattle of bolts in their sockets worn,
The crashing of tin, the odor of gas,
The horn in the fog, the lugger we pass!*

Sail on, o'er the concrete sea,
With my good mate on the bridge with me
And our young crew in the wide back seat
With shining faces and clothes all neat!
*Avast there, and belay!
And yo, ho, and away!
Argonauts of old are we
Who sail on a concrete sea.*

—H. J. Krier, in *Ladies Home Journal*.

The highway over the Whitmore mountain, which has been brought to a good condition, where it can be easily traveled by cars, shortens the time between St. Paul and War Eagle points by half. A great many cars are now using it daily.—*Yellville Mountain-Echo*.

Judge Cook announces that the state highway department has taken over the Gaines Landing road and incorporated same as a part of the state highway system, which will relieve Chicot county of future maintenance of this highway.—*Chicot Spectator*.

Hermitage Portland Cement-- SAND-GRAVEL-STONE

TRUSCON
STEEL
ROAD
MESH

*Our facilities for supplying
road building materials
are unexcelled.*

CAREY'S
ELASTITE
EXPANSION
JOINT

FISCHER LIME & CEMENT COMPANY
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CROW CREEK GRAVEL COMPANY



High grade sharp sand,
washed and screened
Washed binder gravel
Road surface gravel our
specialty
Write or wire us for prices



Madison, Ark.

Phone 919F2-3

P. F. CONNELLY PAVING COMPANY

Builders of

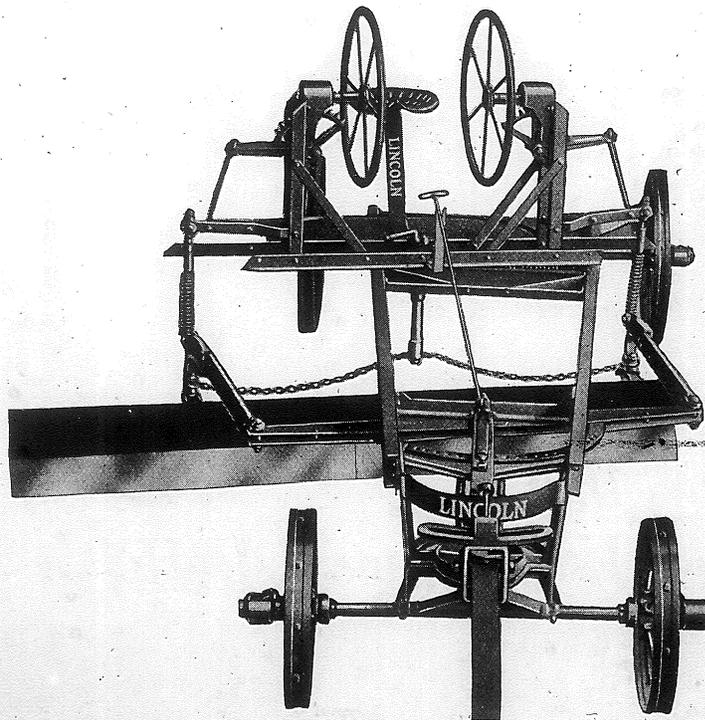
ROADS STREETS SEWERS WATERWORKS

We Specialize in

Asphalt Penetration and Carpet Coat Roads

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Little Rock, Ark.



LINCOLN ROAD MAINTAINER

Popular Features

Long wheel base, 14 feet, 6 inches.
Easy operation.
Worm gear lifting and lowering blade.
Full floating blade.
Semi-floating blade.
Positive hold-down blade when wanted.
Simplicity, durability, flexibility.
Reversible blade.
Draw bars and cast steel beams strong
enough for 12-foot or 15-foot blade.
Maintainer, Planer and Snow Plow in one.
Operator above work. **OUT OF THE
DUST—A ONE MAN machine, with
either horses or tractor power.**

Lincoln Road Machine Co.
Omaha, Neb.

For Prices and Specifications, Write to

E. D. PACKARD
State Manager
BRANCH, ARKANSAS

Planters Lumber Company

Good Lumber

Good Service

410-424 East Washington Avenue

North Little Rock, Ark.

Phones 4-2550, 4-2551

A MOVE WORTH COPYING.

The Oklahoma state board of health has adopted a practice which the Arkansas board would do well to study. A comprehensive set of sanitary regulations has been adopted for tourist parks, and every one operating in the state must comply.

Along Arkansas highways may be found little barren spots marked "tourist park—you are welcome." Some of them offer no more facilities and no more sanitary precaution than the open range beside the road. They are not tourist parks. If they were used to any extent, they would become menaces to health.

The tourist park business has become important in the last two years in Arkansas. The health rules which the Oklahoma board has promulgated are simple and yet effective. They require protection for drinking water, protection against pollution of food, and protection against overcrowding of camp sites. It's a good move for Oklahoma. It would be a good move for Arkansas.—*Ft. Smith Southwest Times-Record.*

SENTENCED TO TEN SUNDAYS IN JAIL.

Judges who hesitate to send motoring offenders to jail because of the hardship thereby inflicted upon their families may find a solution in the sentence given by a judge in Miami, Fla., to a man who was found guilty of reckless driving. The man has a family to support, so the judge, instead of sentencing him to 10 days gave him 10 consecutive Sundays in jail.—*National Motorist.*



"In Quality Above All"

A Winning NAME
that
is Winning FAME!

PIERCE PETROLEUM CORPORATION

DIXIE CULVERT MANUFACTURING CO.

ARMCO CULVERTS

Look Under Your Roads for the Proof

there can be--there is only one
"PURE IRON" for Culverts

In almost every State and in Canada there are many ARMCO Culverts that have been in use from 10 to 18 years. Can other culverts claim as much?

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.

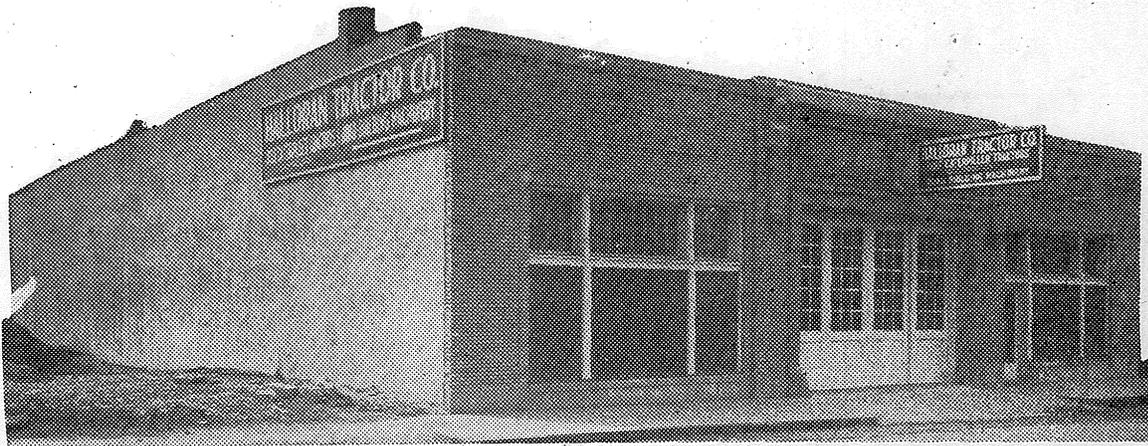
"ALWAYS AT HOME"

DIXIE CULVERT MANUFACTURING CO.

Armco Ingot Iron Culvert Pipe
 Calco Automatic Drainage Gates
 Armco Ingot Iron Tanks
 Welded Gas and Oil Tanks

**LITTLE ROCK,
 ARKANSAS**

Smith Concrete Mixers and Pavers
 Great Western Slips
 Plows, Wheelers and Fresnos
 Page Hy-Way Guard



The "Caterpillar" is backed by a distributor's service that really *serves*. A modern shop, in charge of competent mechanics, a complete parts stock for all current model "Caterpillars," shipments made upon receipt of orders—this, in brief, is the "Caterpillar" service we render from Memphis.

HALLORAN TRACTOR COMPANY - Memphis, Tenn.



To Have Good Roads Requires Lasting- Efficient-Equipment

The
**JOE LYONS MACHINERY
COMPANY**
The Contractor's Supply House

Has everything that conforms to
quality, good roads and high-
way specifications.

Let Us Prove It

120 N. Louisiana St. Marion Hotel Bldg.
Little Rock, Arkansas

ROADS GOOD DESPITE RAINS.

Eureka Springs—Although the rain has been heavy the past 30 days in this section of the state, all roads around here are reported to be in good condition, according to road men and tourists who have been here the last month.

The road from Little Rock to Eureka Springs via Russellville, Jasper and Harrison has proven to be one of the most popular roads in this section, this being due to the fact that this road is nearly 50 miles nearer than the road by Alma and Fayetteville. Also the scenery is an attraction. Some of the highest peaks in Arkansas are reached on the Jasper road. Hotels and cafes at Freeman Springs and Jasper report a good business the last few months.—*Arkansas Democrat.*

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.

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Wholesale Distributors

Little Rock, Arkansas

Klaxon Horns
Walden Wrenches
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dealers in
ROAD SURFACING AND STREET PAVING GRAVEL

Our gravel and clay mixture, proportion 78 and 22 per cent, weighing 3,000 pounds per cubic yard, is unsurpassed for road and street surfacing purposes.

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.

Our prices are quoted f. o. b. the cars at Newark, Ark., per ton basis, with railroad weights to govern. Information on any part of our business will be furnished on application.

Office and headquarters, Room 26, Wishon Bldg., Newport, Ark. For quick action, call us—Telephone No. 402, Newport, Ark.

R. J. HUGULEY, L. L. BOWEN, A. M. EDGAR, A. N. PETERS, Co- Partners.

JOHN T. THARP, Manager.

GRAVEL HILL, NEWARK, ARK.

OFFICE, NEWPORT, ARK.

S. G. Adams Stamp & Stationery Co.

ST. LOUIS, MO.

Manufacturers of

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

A. G. LORENZ, Selling Agent

2419 Battery Street

Phone 4-6558

LITTLE ROCK, ARK

Write for Catalog.



We Carry in Stock For Immediate Shipment

ROAD SCRAPERS
VULCAN ROAD PLOWS
PICKS, SHOVELS AND ALL ROAD TOOLS
Hercules Powder and Dynamite

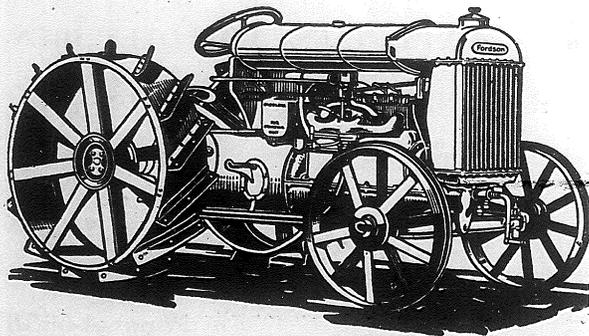


FONES BROS. HARDWARE CO.
LITTLE ROCK, ARKANSAS



SHOEMAKER-BALE AUTO COMPANY

601 West Markham Street



Largest and oldest Ford Dealers in the state. Fordson Tractors, together with road equipment of all kinds, including rubber-tired wheels, skid chains, graders, maintenance equipment and Crawler Tracks.

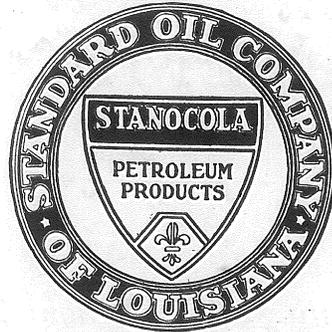
Your Business Solicited

All approved in Highway Work Throughout the Country.

ASPHALT

ASPHALTIC
CONCRETE

BRICK
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Property of the
ARKANSAS HISTORY COMMISSION
STATE CAPITOL
Little Rock, Arkansas

SHEET
ASPHALT

FLUXES

STANOCOLA POLARINE STANOCOLA GASOLINE

The "Standard" Motor Oil and The "Standard" Motor Fuel
are essential to efficient Automobile and Motor Truck Service.

"Better Stick to the Standard"

STANDARD OIL CO. OF LOUISIANA

New Orleans, Louisiana.

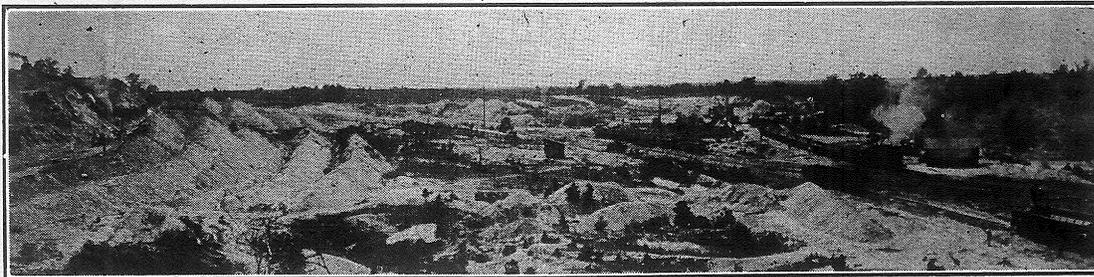
Ball-Benton Gravel Company

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

821 Home Life Bldg.

Little Rock, Ark.

W. D. CAMMACK,
Vice President & Treas.



REAL GRAVEL—

Plant: Benton, Ark.

FOR HIGHWAYS—FOR RAILROAD BALLAST—FOR CONCRETE CONSTRUCTION

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

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

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

WARRENITE-BITULITHIC PAVEMENT

Getting "Down South"

There was a time when our business in the South was somewhat limited. Small appropriations and other circumstances prevented much road work. But what a difference today! Funds are available! Roads are wanted in a hurry! The best of pavement is demanded! And quite naturally Warren Pavements are the answer. For quick action in laying; for perfect results, and for long service they challenge comparison. Just ask what we are doing in the South.

Warren Brothers Company

A national organization to build good roads.

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