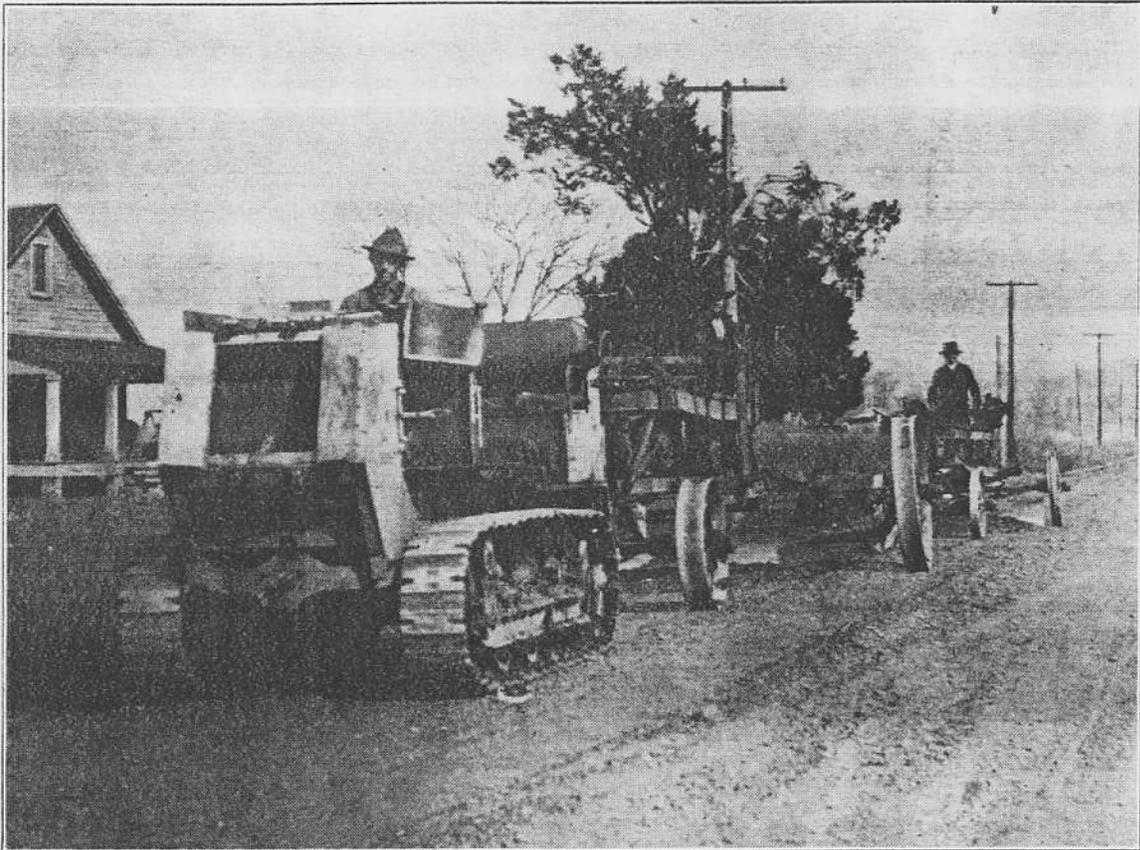


ARKANSAS HIGHWAYS

Little Rock Public Library
Springtime



The Voice of the Tractor is Heard in the Land

MARCH

VOL.3

1926

NO.3

give your family 7 days fun at Hot Springs National Park

ARKANSAS

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

as an invaluable aid to physical conditioning.

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.

Reduced round trip fares on all railroads



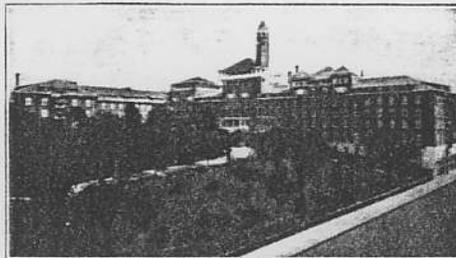
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HOT SPRINGS NATIONAL PARK, ARKANSAS

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.

MARCH, 1926

NO. 3

Rapid Progress Being Made on Ft. Smith-*Texarkana* Highway

Worst Gaps Will Be Bridged During Present Year.

VIRTUALLY all the "missing links" in the Fort Smith-*Texarkana* highway, designated on the new Federal marking system as U. S. Road No. 71, will be supplied during the present year, according to present plans of the highway department and co-operating agencies.

This road, which runs north and south along the western boundary of the state, is one of the most important on the state system, both from a local and a national standpoint. Its completion has been a vexing problem, due to the nature of the country traversed, and the late start which many of the communities involved got in the program of road building.

Interstate tourists, using the road, enter from the Missouri system through Benton and Washington counties, and from Fort Smith go south through Greenwood, Mansfield, Waldron, Mena, DeQueen and Ashdown to *Texarkana*. They penetrate one of the beauty spots of the Ouachita range, designated as the site of the proposed national park near Mena, and get a rare glimpse of typical Arkansas mountain scenery.

Among the most important of the "missing links" that will be completed during the year are the Fourche le Fave bridge near Waldron, a \$50,000 steel structure, and the Scott county stretch which is now being widened, cleared and graded under the direction of W. W. Mitchell, district engineer at Fort Smith. Mr. Mitchell recently secured the co-operation of the Fort Smith Chamber of Commerce in underwriting \$5,000 needed to supplement the highway funds available for this work.

In a recent article in the *Arkansas Gazette*, Fletcher Chenault has this to say about this highway:

"The history of Road No. 71 beguiles our fancy at this hour because it is the western border driveway of the state and one of the few roads in Arkansas that run parallel with the meridian lines. Most of the main traveled highways follow the old Indian trails and the trek of the pioneers toward the western horizon. Now these north and south connecting links become necessary to perfect the state's expansive highway system. Four such roads come down like the veins of a giant's hand through the Ozarks. There is a paved highway south out of Missouri to Memphis. The Arkansas-Louisiana highway connects Little Rock with northern Louisiana. The Pershing highway is being improved, and now we have Road No. 71.

"It must have been a lonely, rocky trail in the old days when the adventuring pioneers followed their ox teams over the undulating hills and through sequestered valleys by the deep pools, waterfalls and churning rapids. It must have been a meandering rugged trail, far removed from the bustle and stir of man's pompous play at activity. Now all that is changed and Nature's locked treasure house will be put on display.

"* * * * * On all sides the lonely hills are garbed in their turquoise veils of mist, and over the sweeping valleys and rugged hillsides is suspended a pall of smoke from the forest fires. Sometimes from the highway you can see the red tongues of the fire flashing in the forest and sometimes you ride for miles along the blackened path the blazes followed. The fires stunt the growth of the young trees. They rob the furred and feathered wild things of home and food and wipe out the wild flowers and forest vegetation.

"* * * * * This road, and the one from Hot

Springs, will bring the tourists to the national park that is planned near Mena. A bill now in Congress, provides for the setting aside of 160,000 acres of the Arkansas National Forest for the park. It will be one of the most delightful playgrounds of the entire South.

"During the past five years the highway system of Arkansas has been improved with amazing rapidity. Even with state and federal aid, it was a herculean task for most communities."

FEDERAL POLICY ON TOLL BRIDGES.

Of considerable interest in Arkansas is the announcement just made by the Senate Commerce Committee at Washington that in future the Federal policy toward the granting of Congressional permits for the construction of private toll bridges would be to require the approval of the State highway commission, before the permits are issued, and also to provide that the state, or a political subdivision of the state, may at any time acquire ownership by purchase or condemnation.

This policy is in line with that advocated for several years by Commissioner Wilson, who is opposed to the collection of toll except where it is the only means of affording an easy crossing of streams, and then only until the State is able to take over and make the structure free to traffic.

In several cases in Arkansas, the only immediate relief from inconvenient or dangerous fords or ferries has been through bridges constructed by private capital under a tolls agreement. Where bridges have been built under this plan, the new Federal policy will pave the way, for the taking over, when road revenues grow large enough to warrant it, of these structures, and the gradual reduction and final elimination of the tolls feature.

The proposed Harahan viaduct approach, to be built during the next 18 months, is an example of this situation, where the original temporary structure was built under a tolls agreement but will ultimately be supplanted by a permanent structure, free to the public.

NORMAN-MOUNT IDA ROAD IMPROVED.

State highway department engineers have continued their work this week of locating the route for the new highway between here and Mt. Ida, and have laid out a practical route that eliminates two of the worst curves and grades on the road—that of the steep, crooked hill just north of town and the blind curve at what is called "the mountain," and also some steep crooked places beyond "the mountain." The former was eliminated by veering to the right just outside the city limits and again coming to the old road near the Calvin Teague place. To avoid the curve at "the mountain," the old road will be left on this side and run almost straight to the W. M. Crump place.

According to the engineers, work will be started on this road some time shortly after June 1, and work will be resumed on the southern end of the road about the same time.—*Norman Review-Democrat.*

Permanent roads are a good investment—not an expense

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.

*Send today for our free booklet—
"Concrete Facts about Pavements"*

PORTLAND CEMENT ASSOCIATION

• **Syndicate Trust Building
St. Louis, Missouri.**

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

OFFICES IN 31 CITIES

Road Inspection Trips Covering Entire State Planned

Commissioner Wilson and Engineer Limerick Visiting All Districts.

DURING the present month, Commissioner Herbert R. Wilson and R. C. Limerick, State highway engineer, are planning to visit all of the 10 districts in the State and personally supervise the beginning of operations in what is expected to be the greatest road-building season since the passage of the Harrelson Act three years ago.

Already Eastern and Southern Arkansas have been visited, and the latter part of the month will be devoted to West and North Arkansas, with perhaps several supplementary trips in April.

The first trip of the month included Lonoke, Prairie, Arkansas, Phillips, Lee, St. Francis, Crittenden, Cross and Woodruff counties, where conditions for the opening of spring work were found very satisfactory. Conferences were held with district engineers and foremen and matters of interest to each locality were discussed.

The second trip covered nine major road projects now under way or soon to be begun, including the Camden end of the Camden-Stephens highway; the El Dorado-Smack-over road; the road north from Waldo in Columbia county; the road from Magnolia to Haynesville, Louisiana; the

Camden-Chidester road; the El Dorado-Calion road; the Strong-Huttig road; the road from El Dorado to the Columbia county line and connection with the Magnolia-Village road now being built; the Thornton-Hampton road and the Princeton-Holly Springs-Camden road.

In Northwest Arkansas, an important project which it is hoped to complete by July 1 is the section of the Fayetteville, Winslow and Bella Vista highway lying between Alma and Van Buren.

Throughout the State the work of marking and numbering the State highway is being pushed by Commissioner Wilson, and the coming summer will see it completed, with every crossroads plainly marked for the benefit of tourists.

CLAY COUNTY WORK ARRANGED.

Under plans recently laid at an enthusiastic meeting of the citizens of the Eastern District of Clay county, an 18-mile stretch of state highway between the Greene county line and St. Francis will be graveled during the present working season, the cost to be divided equally between the State highway department and Clay county.

Judge J. S. Simpson, who called the meeting to submit his plan for this co-operation with the State highway department, was warmly endorsed. Clay county has no outstanding bonds, and until the passage of the Harrelson Act, had no improved roads, but the citizenship is becoming aroused to the need for hard roads, and a majority of the people are enthusiastically behind the new program.

The work that is contemplated will cost in the neighborhood of \$27,000.

PLAN WORK IN MADISON AND FRANKLIN.

Much road activity is planned for south Madison and north Franklin counties, beginning April 1, where weather conditions and insufficiency of funds combined to halt operations last fall, according to R. C. Limerick, State highway engineer.

Work will be resumed at Cass and near St. Paul, and pushed rapidly. Co-operating with the county authorities, grading will be done between Thompson and Crosses, and the road between St. Paul, Dutton and Pettigrew will receive special attention.

WHITE RIVER SCENES TO BE FILMED.

A 5,000-foot movie film of the beauty spots along the White river between Newport and Joplin, Missouri, is to be made this spring under the auspices of the Boosters Club of the White River Division of the Missouri Pacific railroad. Several booster meetings have been held recently, and a number of the towns along the route have subscribed to finance the project, which will be of great value in advertising the beauties of Arkansas to the outside world.

THE HIGHWAY ENGINEER GOES THROUGH



Not everything is peaches and cream in the life of R. C. Limerick, State highway engineer. Keeping in close personal touch with the progress of the work in every district as he does, he must "go through" even when the going is hard, as it is in the above snapshot of an interesting moment while crossing an unfinished bridge in Cross county.

To get his car across the bridge, Mr. Limerick and his helpers had to run stringers and lay a narrow temporary runway across the bridge, and then shove the car across by hand. Needless to say, the job was completed satisfactorily, and the highway engineer and his party hastened on to the next job requiring his attention.

Departee Creek Bottoms Soon to be Conquered

District No. 5 Pushing Work on Important Project.

DEPARTEE Creek and the adjacent bottoms, lying between Newport and Bradford, have long constituted a knotty problem for the tourist and for the State highway department, but they are soon to be conquered, according to E. E. Bonowits, district engineer of District No. 5, with headquarters at Batesville.

A road across this section is now well along toward completion, and a 300-foot bridge built of hewn cypress and specially-treated white oak timbers is already finished.

The dump which leads through the bottoms to the

bridge is being thrown up more than 13 feet high, in order that it may at all times be above flood stage.

Elevation of the floor of the bridge is 31 feet on the White river gauge at Newport, and that of the dump at its lowest point is 29 1-2 feet, which means that when the road is completed, the tourist who can cross the river at Newport, can also continue to Little Rock without danger from flow water.

All the work of grading on this important project will be completed early in the summer, Mr. Bonowits reports.

Other important work is being done at many points in the Fifth District, which includes Independence, Jackson, Fulton, Izard, Sharp, Stone, Cleburne and White counties.

DREW GRAVEL COMPANY ROAD SURFACE GRAVEL furnished in any quantity

Pits and shipping point (Ozman
Bluff) Monticello.

Offices

MONTICELLO AND McGEHEE ARKANSAS

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

WOODRUFF COUNTY IS HAPPY.

McCrary and Woodruff county were honored today, Thursday, with a visit from State Highway Commissioner Herbert R. Wilson, State Engineer R. C. Limerick and District Engineer Buford. The gentlemen were here en route to Dixie, in the southern part of the county, where a much needed gap in the road system will be filled in at an early date.

The trip was purely one of inspection and they secured a report on the road that is now being hard-surfaced from McCrary east to the Cross county line. Other work in this and Cross county will be started within the next 60 days.

The officials spent a part of the week in Phillips and other eastern counties and from the work already begun and now under actual construction we will be able to make any town in the state on a hard-surfaced road within the next two years, or less.

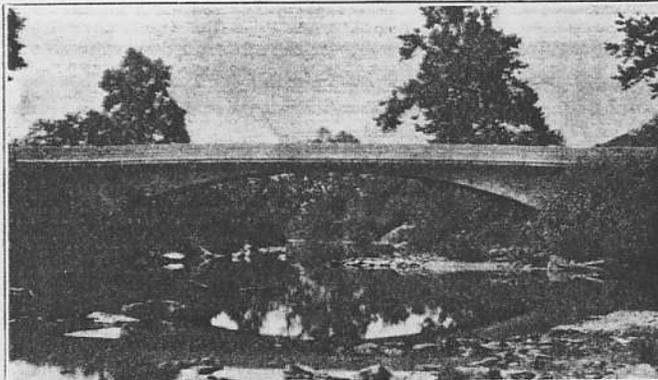
Herbert Wilson, with his department, is closer to the people than any other department of the state, and with the enviable record in building roads that go somewhere and bringing Arkansas out of the mud as he has done, we feel like the voters will not think of dispensing with his services for some other who cannot possibly be able to give to Arkansas the road building program that she can and will receive under his administration. As for Woodruff county, none other need apply.—*McCrary Central Leader.*

GRAVELING IMPORTANT LINK.

Gravel is already being unloaded at Corning for work that is to be done this spring on an important link of the Arkansas-Missouri highway from that city to the Missouri line, where it connects with the new Missouri system running to St. Louis. Foreman H. E. Thompson will be in charge of the grading and graveling of this stretch of road.

Still they continue to take curves on high and to peddle bootleg whiskey. Sooner or later folks will learn that high speeding automobiles, bootleg liquor and dangerous curves are not the proper ingredients for a pleasant joy ride.

—*Fayetteville Republic.*



Built by Lutén Bridge Company

When you think of Bridges—think in terms of concrete. They are Economical, Permanent and Artistic.

Write us for Plans and Estimates.

LUTEN BRIDGE COMPANY

Little Rock, Ark. Knoxville, Tenn.
Charlotte, N. C.

Why Not Inform the Whole World About Arkansas?

J. Edward Allsopp, Now in Mexico, Raises Question.

A CHANCE copy of *Arkansas Highways* which found its way into Mexico, where a group of North Carolina road engineers now is helping the Mexican government work out plans for a national system of highways, has inspired a former Arkansas boy to write his father in Little Rock, wondering why a real publicity bureau is not created to tell the entire world about the road transformation that is under way here.

The boy is J. Edward Allsopp, and the father is Fred W. Allsopp, one of the owners of the *Arkansas Gazette*, and a newspaper man of wide acquaintance and influence. Young Mr. Allsopp, now 24 years old, formerly lived in Little Rock, but following his graduation from Purdue University in engineering, accepted a position with the North Carolina Highway Department under Charles M. Upham, who was a leader in the movement which gave North Carolina a model system of roads.

So well did North Carolina advertise her system, not only among her own citizens, but abroad, that the government of Mexico, casting about for ways and means of developing a national road system, sent a commission to that State to see what had been done, and how. The result was the selection of a group of 14 engineers to return to Mexico and work out the problem. Young Allsopp was one of the 14 selected. He is now at Huahluises, N. L., Mexico. His recent letter contains much of interest. That part of it relating to State advertising we reproduce:

"Thanks for the copy of *Arkansas Highways*. After reading it I believe that Arkansas is not entirely neglectful of her highway system.

"I know that you and everyone who is in any way concerned with the advancement of the State will seek all ways to broadcast the message that Arkansas is not even second to Florida. To my mind, no better medium for the helpful advertising of her superior qualities could be used than through her highways. Look what it has done for North Carolina. Would the phenomenal popularity of Florida have been possible had it not been for the ability of such a large per cent of its visitors to enter by automobile?"

"Why does California boast so proudly of the fact that she has so many miles of improved roads? We are all sold on the idea of good roads, but what some people do not understand is the effect the broadcasting of this fact has on the minds of prospective visitors. I do not mean advertising within the State, but the creation of a real publicity department with the idea of informing the whole world about it.

"We have had such a department in North Carolina in the person of Charley Upham, who is Chief Engineer. Through his methods of publicity, backed up by some real constructive work, he has centered the eyes of the world on his State. It was because of this publicity that Mexico journeyed to North Carolina to see what had been done. The work was found excellent, so we were selected to come here and duplicate.

"Cuba has also become interested, and has hired Mr. Upham, which will mean more work for us. Good business is but a natural sequence to good advertising, so why shouldn't it be applicable to a State highway system?"

"Highway Department Doing Wonderful Work"

Eureka Springs Times-Echo.

THE State highway department is doing some real construction work around the city. They are widening the highway from F. O. Butt's home two miles toward Berryville to the width of 30 feet on the road surface. The latter part of this week they expect to begin work at standpipe and go toward Seligman in the widening of this highway.

The department intends to widen all curves and to make the road at least a fourth wider.

On Leatherwood hill they will install a steam drill and shoot off a great deal of the bluff and make a fill of thirty feet at the sharp curve where several accidents have occurred.

A large force of men, together with tractor and grader, are now grading the road from Huntsville toward Eureka Springs and have come within a distance of ten miles toward our city. This road, like all other roads they are widening and improving, looks like a city thoroughfare and is at least twenty-four feet wide for traffic at all points and on curves from thirty to forty feet wide.

The State highway department has been doing and is doing wonderful work for the building of roads and the

development of Arkansas, and too much credit cannot be given to the present administration.

The Harrelson law has been a blessing to the people of the state and we are bitterly opposed to any proposition that seeks to repeal it or to place a state bond issue on the people in lieu of the provisions of the Harrelson law.

It is possible that there may be some parts of this law that need amending, but Carroll county and the vast majority of the counties of this state are well pleased and greatly benefited by reason of this law and the administration by the highway department of the same.

The new "cut off" of the Lone Star-Pershing highway between Judsonia and Higginson through Kensett has been completed. A total of \$35,000 worth of bonds was sold to build this "cut off" and when the work was completed the road commissioners still had \$2,000 on hand. This, no doubt, established a new record for road building in this state. Six and a half miles were built and the road completed within two months after the contract was let. The commissioners were John H. Johnston, W. R. Roland of Kensett and H. Beal of Judsonia.

Activities in District Number 10

Big Program Is Contemplated.

ONE of the most important districts in the State, from the standpoint of work to be completed this year, is District No. 10, in charge of F. J. Herring, district engineer, with headquarters at Jonesboro.

This district includes Clay, Craighead, Randolph, Greene, Lawrence, Poinsett and Mississippi counties, in each of which much work is contemplated for the coming working season.

Several weeks ago the new bridge over Cache river on the Jonesboro-Walnut Ridge road, State Route No. 63, was opened to the public, supplanting a rickety old structure that was a menace to safety. This bridge is built on creosoted piling, with one 30-foot steel span, and 166 feet of creosoted timber decking, a total of 196 feet in length. It was constructed by John Covington, contractor, under the supervision of the State highway department, and was financed jointly by the county, the Craighead Road District No. 2 and the State.

Work has already been started on the graveling of a 12-mile stretch of road between Monette and Lake City. This road has been largely re-located, a new grade has been thrown up, and a good gravel surface will be laid by the State forces. When it is completed, early this spring, there will be a hard road the entire distance from Jonesboro to Blytheville, through what has been a very diffi-

cult section in bad weather. This is now known as State Route No. 18, under the new numbering and marking system.

A general conference of all foremen and superintendents in the Tenth District was recently held at Jonesboro, when work under way was discussed and notes were compared as to best methods and means of pushing the work this summer.

ROAD FROM CASH TO PITTS.

The State highway department is now working toward securing 60-foot right-of-way along the Bonnerville Southern tracks from Cash to Pitts to construct new State road. They expect to have the grade built up this year and gravel applied next year.

Gravel will be spread on the new grade between Grubbs and Pitts this spring.—*Jonesboro Sun.*

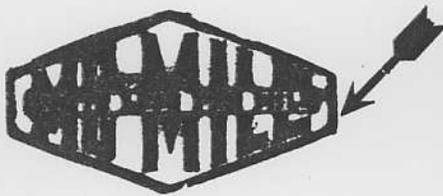
Every little while somebody cuts loose on the streets or highways in a manner indicating that private information was just received that the laws against speeding had just been repealed.—*Marion Accelerator.*

It was night-time, and the cop flashed his light on the quiet automobile pulled up at the side of the road.

"No parking," said he; "you can't loaf along here."

And a voice said: "Who's loafin'?"—*American Legion Weekly.*

"Look for the Mo-Mile Sign"



**More Miles
Per Gallon**

Others Claim it--
We Guarantee it!

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

**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—

**Quantity Production
Highest Quality
Prompt Delivery
Lowest Price**

These Things Tell the Story

CALVERT-McBRIDE PRINTING CO.

Fort Smith

Arkansas

A FEDERAL POLICY FOR TOLL BRIDGES.

The action of the Commerce Committee of the United States Senate in formulating a policy to govern the granting of federal permits for the construction of private toll bridges on main highways is of great public interest in Arkansas, as in many other states, because Arkansas, in common with many other states, is now in the bridge building era. The era of bridge building has, of course, been brought by the highway building era.

Only a few days ago the House passed bills to authorize the building of bridges in Arkansas across the White river at Des Arc; in Louisiana across the Ouachita at Harrisonburg, across the Black at Jonesville and across the Red at Moncla; and at a point in Mississippi across the Pearl river. Another bill granted extension of time for building a bridge across the St. Francis river, near Cody, Ark. Harry E. Boyay of Stuttgart proposed to build bridges across the Mississippi and Ohio rivers at Cairo and across the Mississippi at Vicksburg. Another important project is the proposed bridging of the Red river at Fulton.

There are many cases where a bridge may be obtained only if tolls are to be charged for its use. Under the policy formulated by the Senate Commerce Committee, permits for toll bridges across navigable streams must hereafter have the approval of the Highway Commissions of the state or states affected and must provide that the state or states or any political subdivision may at any time acquire ownership of such bridges by purchase or condemnation proceedings. After a bridge had been taken over for the public, the only thing the federal government would require would

be reasonableness in tolls until such time as the state or local government should abolish tolls.—*Arkansas Gazette.*

NEW AUSTIN-WESTERN CATALOG.

Of interest to road builders everywhere will be the new general catalog of the Austin-Western Road Machinery Company, just issued, a copy of which has been received by this office.

Beautifully illustrated, the catalog gives very graphic ideas about the most modern methods of road construction and maintenance, covering the entire field of road machinery.

Several entirely new machines produced by the company are described very interestingly, among them the Mammoth Junior Grader, the Western Road Metal Plant, the Western Street Excavator, and several new motor graders. The company announces that in spite of the cost of this beautiful book, those who are interested in such matters may have it for the asking, so long as the supply holds out.

OUR COVER PAGE.

In the picture which forms the basis for our "Spring-time" theme on the cover page, may be seen a five-ton Holt tractor just overhauled in the Little Rock highway shops, pulling two graders in the spring maintenance work in Crittenden county under the direction of Hugh Chalmers, foreman.

Planters Lumber Company

Good Lumber

Good Service

410-424 East Washington Avenue

North Little Rock, Ark.

Phones 4-2550, 4-2551

The New Highway Law

IS GIVING US

GOOD ROADS



PARKE-HARPER
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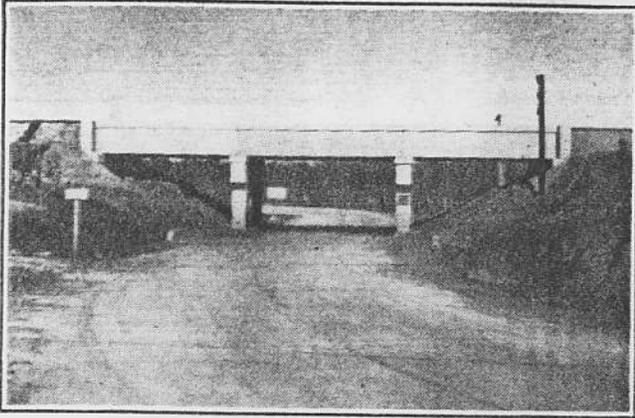
can give you

Good Printing

209 Spring St.

Little Rock, Ark.

A MODERN UNDER-PASS.



Among the dangerous grade-crossings that have been eliminated during the past year as a part of the State highway department's campaign to make the roads of the State safer for tourists is the one replaced by the structure shown above.

This crossing is located on the newly-completed Pulaski county section of the Arkansas-Missouri highway, near McAlmont. It complies with all modern safety requirements for visibility and ease of curve and grade, and replaces a grade crossing at which many accidents had occurred.

**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

**“A Friend Of
Good Highways”**

OLA BANKS HEAVILY ON GOOD ROADS.

Ola is basing her claim to future greatness on the fact that we have secured an adequate system of highways for the building of a city. The new Scenic Cut-off of the Jefferson Highway from Russellville to Hot Springs intersects the State highway from Fort Smith to Little Rock in the business section of the town. Then we have a State highway southwest into the Fourche river valley, and our business men are planning the construction of a highway northwest into another rich agricultural section. These roads will greatly extend Ola's trade territory and make this the commercial center of one of the richest undeveloped sections of the State.

The history of commercial development in the United States is the history of the growth and development of our transportation facilities. Towns are born, flourish and die with the changes in the nation's modes of transportation. Came first, water transportation and river towns grew and flourished. Followed then railroad transportation and railroad towns had their inning. Comes now development of highway transportation. In a few years practically all local traffic, both passenger and freight, will move over highways.

The railroads have been among the first to recognize the new conditions and are preparing to meet them. Big trunk lines are merging to gain advantage of the long haul, and last year several thousand miles of short line railroads were abandoned in the United States. There will be more this year. Highway transportation is with us and is growing fast. Ola has met the new conditions by securing a lion's share of highways.—*Yell County Journal*.

Firestone

HEAVY DUTY TRUCK TIRES

Yantis-Harper Co.

1201 Garrison Avenue
FT. SMITH ARK.

Western Arkansas
Representatives

GOOD ROADS GRAVEL COMPANY

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.

ADDRESSES ROAD CONFERENCE.

Arkansas' progress in securing a State system of highways during the past three years under the Harrelson Act was explained by O. L. Hemphill, assistant State highway engineer, at Wichita, Kansas, March 3, when he occupied a place on the program of the Southwest Road Show and School held there March 2, 3, 4 and 5.

Mr. Hemphill represented Herbert R. Wilson, State highway commissioner, and his address was well received by the large audience of Federal and State road officials, engineers and contractors in attendance. Eleven states were represented in the good roads exhibits, and Arkansas was conceded to have made surprising strides during the past three years.

Plans are being made for the improvement of Toney's Lake, four and one-half miles north of Pine Bluff, on the State highway to Little Rock, and its conversion into an up-to-date, fully equipped tourist park, according to announcement made recently. A bathing beach, bath houses, and conveniences for automobile tourists will be provided. The site is one of natural beauty, immediately adjacent to the highway, and is ideal for the purposes outlined.

"Willie," asked the teacher, "what was it Sir Walter Raleigh said when he placed his cloak on the muddy road for the beautiful queen to walk over?"

Willie, the ultra-modern, gazed about the class room in dismay, and then, taking a long chance, replied:

"Step on it, kid!"—*California Highways.*

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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.

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

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Page Hy-Way Guard

JOHNSON COUNTY IS PROUD.

Kansas and Missouri have been having a lot of fun with one another the last few months and the editorial writers of several of the metropolitan dailies have fired several amusing shots at the neighboring state, in the matter of good roads, both states claiming supremacy. While the writer is not going to offer his services as referee in this bout, he will state that good roads are winning a permanent place in the popularity with farmers and townspeople alike. No community is considered progressive that has not improved its public highways. We'll butt in long enough to bet our last summer's straw hat that County Judge Ed Porter can take both Kansas and Missouri into camp when it comes to showing up a system of perfect county roads. Johnson county, Arkansas, has roads that can't be surpassed, and

the number of them is growing as fast as weather and labor will permit. Our county has certainly attained a place in the progressive list, for that's exactly what good roads will do for any community.—*Clarksville News.*

BRIDGE OVER CADDO NEAR AMITY.

Citizens of the Cedar Bluff community, near Amity, have held several meetings recently with a view to perfecting plans for the building of a county bridge across the Caddo river at the Runyan Ford, five miles northeast of Amity. A bridge at this site was washed away seven years ago, and much inconvenience has resulted during times of high water when the ford was not passable. Local funds will be raised and local co-operation of every sort will be given by citizens, merchants and county officers.

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So says the Atlanta Journal, which further tells us that the enterprising people of those towns, in selecting decorative shrubs and trees will give preference to native growths—holly, crepe myrtle, magnolia, dogwood and other charming attendants of our Southern sun; though foreign varieties also, when adaptable and pleasing, will be employed.

"Our admiring congratulations to the towns that have undertaken this creative work," says the Journal. And when the people of Little Rock, Benton, Hot Springs and the owners of land along the Hot Springs-Little Rock highway, undertake such a creative work, the "admiring congratulations" of the thousands who travel that highway will go out to them.

At a comparatively small expense, that already beautiful highway could be made one of the most attractive in the South. Few tourists pass through Little Rock from the North, East and West without paying a short visit to Hot Springs. What would such a highway as we have mentioned be worth to Arkansas? The answer to that question can be found only on the extreme borders of your imagination.—*Arkansas Democrat.*

CONWAY COUNTY WORK.

S. G. Davies, county superintendent of roads, has announced that work on state roads in the county will begin early in April. It is planned, according to Mr. Davies, to give attention to all state roads in the county.

Mr. Davies went to Little Rock a few days ago for a conference with Herbert R. Wilson, state highway commissioner, who told him that it was the intention of the highway department to do some good work on these roads in the near future, and that they would be kept in as good condition as possible.

This work will be carried on in every road district in the county, it is said.—*Conway County Unit.*

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tions in All Parts of the State*

OVERHEAD CROSSING AT YELLVILLE.

Joe Bureson, supervisor of state highways for this county, says the jackhammer drill is being operated between Yellville and Flippin and is doing very efficient work. Mr. Bureson also informs us that he thinks the railroad company will put in the overhead crossing on the Black place, west of Yellville, early next month, and then the state highway will be open through the county from the Baxter to the Boone county line, and it is to be hoped before the tourist season opens this highway will be put in first class condition, as thousands of tourists will be coming this way during the present season.—*Yellville Mountain-Echo.*

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GOOD ROADS LEAD TO JOY.

The author of a recent treatise on the economic cost of sin to the United States estimates it at \$13,000,000,000 a year, certainly a startling sum. The bureau of public roads at Washington says that the current year will witness the construction of 24,000 miles of improved highways in the United States at a cost of more than a billion dollars. A billion dollars for roads, large as it is, is small compared with the annual waste of \$13,000,000,000 for forms of self-gratification, described as sin. "The wages of sin is death," according to high authority, but good roads lead to economic efficiency and joy and prosperity that will endure.

—England Democrat.

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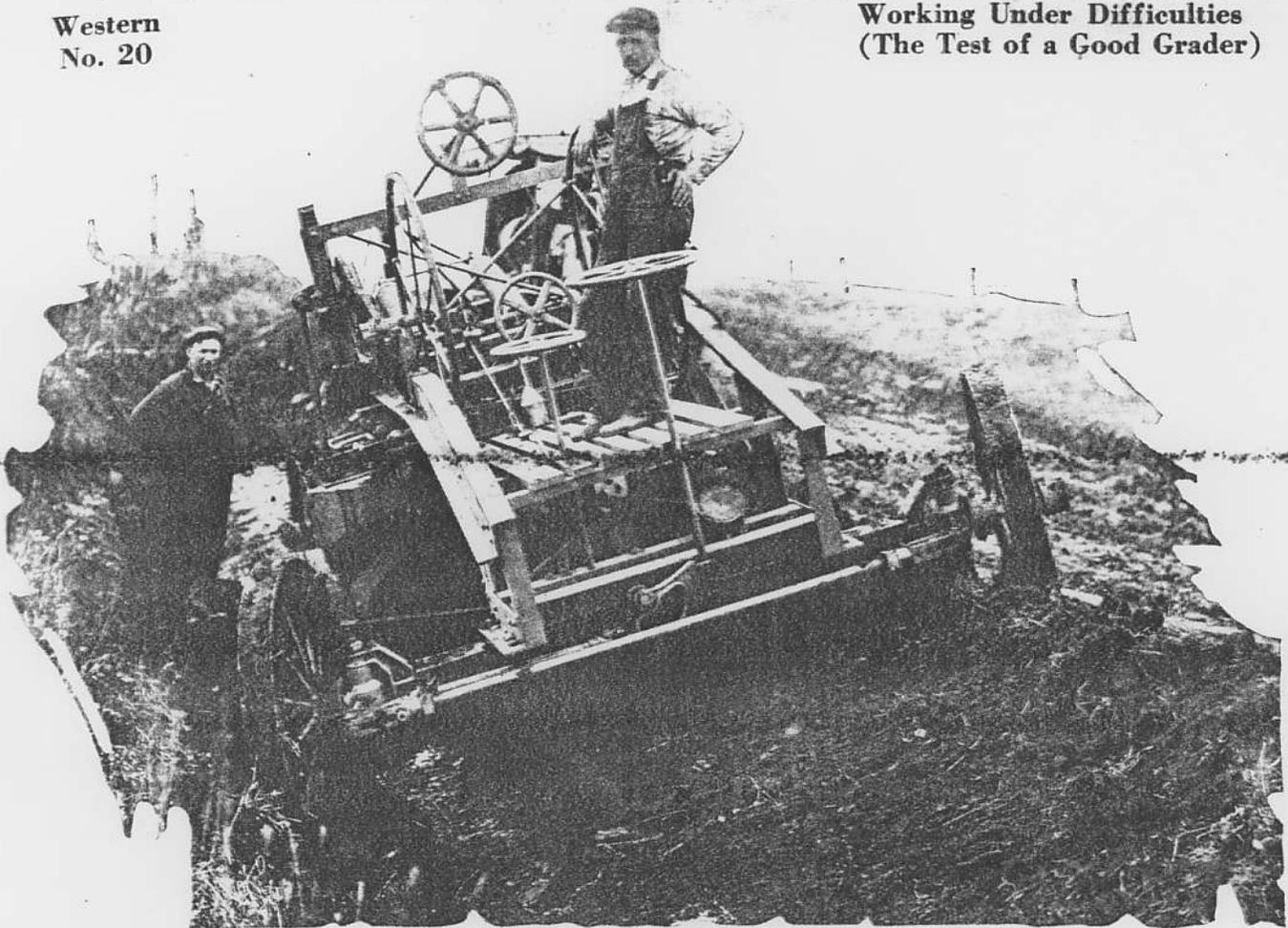
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Just as it would be folly to set a boy at a man's job (no matter how good the boy might be), it would be equally foolish to attempt certain kinds of difficult work with a grader that had not been especially designed for it. The ultimate result would certainly be increased expense and probably permanent injury to the boy or grader, whichever the case might be.

11,500 Pounds of Grader

The Western No. 20, the largest and most powerful grader built, has been designed and constructed so that it will withstand the strain of the heaviest tractor operation, and withstand it under the most adverse conditions such as road building in rocky and mountainous regions. For brute strength and durability, combined with efficiency and ease of handling, it stands without equal.

If you have a man-sized job and need the assistance of a man-sized grader, don't fail to investigate the Western No. 20 before buying.

Catalog gladly sent upon request.

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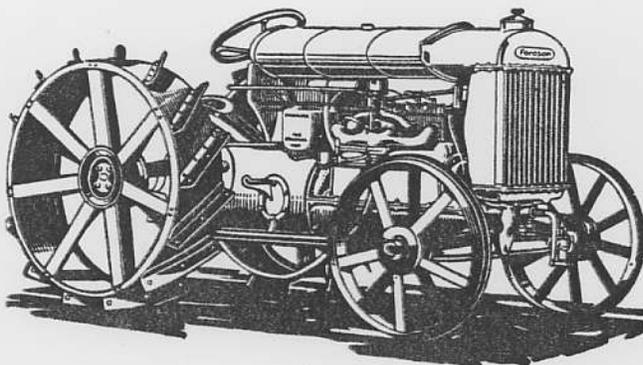
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Prompt shipments and large capacity—

Try us with an order.

C. C. HAWKINS, President.

WEATHER AFFECTS ALL ROADS.

A hard road will change its position almost momentarily in a sudden change of temperature. Heat from the sun has more to do with damage to roads caused by weather than any other thing. A hot midday sun causes a hard road to rise in the center like a loaf of bread baking in the oven. If a sudden cold shower falls on the concrete it falls, or shrinks, in the middle. That one thing gave us more trouble than anything else. We have since been able to counteract that damage by putting in a crack running down the center of the road.

Heat also causes a road to expand longitudinally. A slab of concrete will slip for miles in a roadbed until the expansion caused by the heat has been let out. A hard road will even climb over a hill. This is taken care of by expansion joints put in at bridges.

Frost causes much damage to oiled roads; the expansion goes upward and causes great breaks in the surface. We have been making experiments for some time, and we hope finally to find a way to meet any changes in temperature.—*R. R. Benedict.*

A survey will be made soon for a state highway from here to Norfolk and work will probably begin in April or May. An attempt is also being made to secure the right of way for a road from this place to the Missouri line by the way of Three Brothers.—*Baxter County Citizen.*

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CRAIGHEAD COUNTY WORK PROGRESSES.

Both county and state grading outfits are at work in the Eastern district this week, making a masterful effort to put the roads in good condition during the present good weather.

The big state outfit, which has been resting at Black Oak for some time, is at work on the new route of the highway between Monette and Black Oak and has finished the grade through the gumbo flat north of Black Oak. The grade is now nearing the Tapp schoolhouse and will soon be ready for traffic.

This outfit is to continue north until it intersects the Monette-Poplar Ridge road and then turn east through Monette and on to the Mississippi county line.

Judge Gregg and the Black Oak city authorities are also doing some important work by the gin in Black Oak. A good ditch is being cut on the north side of the road and the excavation is being heaped in the road, forming a grade that looks like it will stand the bad weather.

The highway department is also rushing the gravel work on the Lake City-Nettleton highway and is making good speed with the work. Two more weeks of good weather and this work will be finished.

Heavy hauling is in progress on all the roads and they are being cut into ruts everywhere. The county and district crews are expected to give all the by-ways the once over just after the next rain, which will put them in good condition again.—*Monette Sun-Times.*



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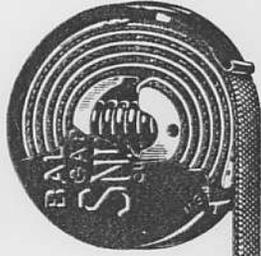
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WILSON SEEKS FREIGHT RATE CUT.

Under a petition just filed with the Arkansas Railroad Commission by Herbert R. Wilson, State highway commissioner, more than \$120,000 may be saved the taxpayers of Arkansas during the coming road construction season, on freight rates alone.

The petition asks for a reduction of 10 cents per ton from the regular commercial rate on stone, gravel and sand when shipped by a State or Federal agency for use in the construction of public roads.

Such a reduction is allowed in surrounding states on road materials, and under an agreement with the railroads which recently expired, was allowed in Arkansas last year. Unless Commissioner Wilson's petition is allowed, however, the full commercial rate will be in effect this year, when nearly twice as much road-building material will be moved by the State highway forces as was moved last year. This will amount to so large an item that it will be a real factor in the amount of work that can be financed by the department this summer. It is believed the railroad commission will act favorably on the petition and that the carriers will not resist, in view of the public nature of the question.

Enthusiasm for good roads, and anxiety on the part of citizens to co-operate in pushing the road program characterized a booster meeting this month at Lead Hill, when plans for general improvement of several highways in the north end of Boone county were laid.



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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.

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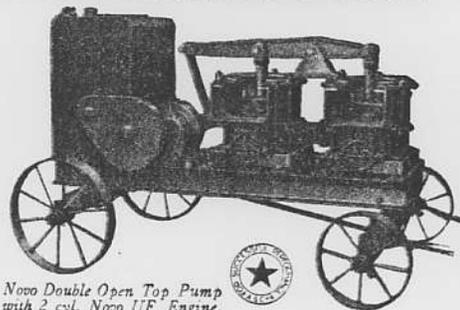


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60 Well-Points

LAWRENCE MASSA, pipe line contractor of Huntington Park, California, has three Novo Diaphragm Pumps. Two of them are shown in the picture at the left.

One Novo is connected to a string of 60 well-points. As trench excavation went forward, a section of the 4-inch main was disconnected at one end, brought forward and again connected. The Novo pump was not stopped and operations continued without interruption.

Mr. Massa has recently purchased the third Novo pump, a double open top unit. He says, "It proved to be the best of any I have used. It is a steady pumper, always ready for work. I am well satisfied with it."

Novo Diaphragm Pumps, single and double, open and closed tops, have many advantages not found in other makes of pumps. Some of these are listed at left.

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