

ARKANSAS HIGHWAYS



L'Anguille River Bridge.

OCTOBER

VOL. 3

1926

NO. 10



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In addition such special features as Timken Tapered Roller Bearings, Alemite High Pressure Lubrication, Blade Lifting Springs, and the Telescopic Rear Axle have added much to their efficiency and ease of handling—which means so much to operators on this kind of work. For example—note in the above illustration how the Telescopic Rear Axle enables the grader to work where all other machines with their long one piece axles could not be used at all. There are a great many times when you could use this adjustment just as advantageously on your own work.

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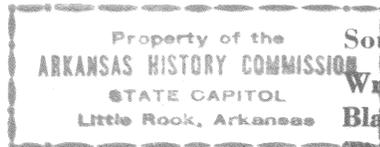
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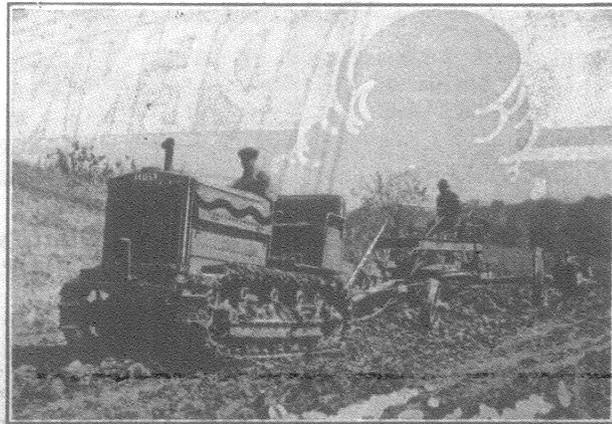
Four models of "Caterpillars" on display at Memphis:

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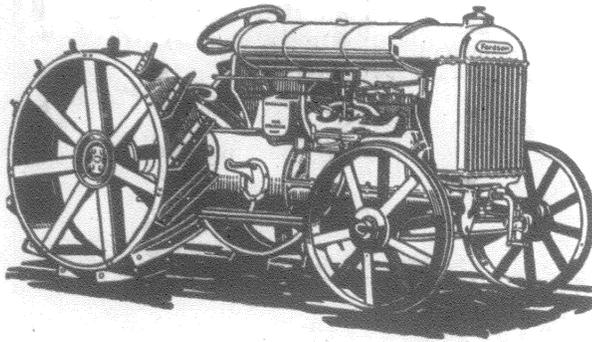
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ARKANSAS HIGHWAYS



Official Monthly Bulletin of the State Highway Commission

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VOL. III.

OCTOBER, 1926

NO. 10

Arkansas Road Marking System Nears Completion

DURING the past summer the Arkansas State Highway Department has practically completed the task of placing road markers and warning signs on all roads forming a part of the State highway system, according to an announcement by Herbert R. Wilson, state highway commissioner.

Nine national highways, as designated by a joint committee representing the American Association of State Highway Officials and the United States Bureau of Public Roads, traverse Arkansas, and these highways have been marked with the uniform marker suggested by the committee.

The remaining roads of the state system have been marked with an especially adopted state marker. The national route marker is shield shaped, with the name of the state in the upper part, and the national route number in the lower part. The border and all letters and numbers are in black, while the body of the shield is in white. With the exception of the name of the state these markers are uniform on national routes throughout the United States.

The state marker is in the shape of an outline of Arkansas, with the road numbers and letters in black on a white background, the same color scheme as used for the national markers. Both the national and state markers placed in this state are of steel, erected on steel posts, so as to be practically permanent.

In addition to the markers, the Arkansas commission also has erected standard caution signs on practically all state highways. These caution markers are of the type recommended by the joint commission, and both markers and caution signs have been erected at the distance apart recommended by the commission.

The national highway marking system was adopted so that each national route would carry the same number in each state through which it passes. The routes that

pass through Arkansas, and the principal points along these routes, follow:

Route No. 61—From the Canadian border at Pigeon Point, Minn., through Duluth and St. Paul, Minn., La-Crosse, Wis., Davenport, Ia., St. Louis, Mo., Blytheville and Turrell, Ark., Memphis, Tenn., Vicksburg and Natchez, Miss., and Baton Rouge, La., to New Orleans.

Route No. 63—From Des Moines, Ia., through Jefferson City, Mo., Mammoth Spring, Hardy, Hoxie, Jonesboro and Marked Tree, Ark., to Turrell, Ark.

Route No. 64—From Conway, Ark., through Morrilton, Russellville, Clarksville, Ozark, Van Buren and Fort Smith, Ark., Muskogee, Tulsa and Enid, Okla., to Des Moines, Iowa.

Route No. 65—From St. Paul, Minn., through Des Moines, Ia., Sedalia and Springfield, Mo., Harrison, Marshall, Conway, Little Rock, Pine Bluff, McGehee, Lake Village, Ark., and Vidalia, La., to Natchez, Miss.

Route No. 67—From Fredricktown, Mo., through Poplar Bluff, Mo., Corning, Pocahontas, Walnut Ridge, Hoxie, Newport, Little Rock, Benton, Malvern, Arkadelphia, Prescott, Hope and Texarkana, Ark., to Dallas, Tex.

Route No. 70—From Beaufort, N. C., through Raleigh and Asheville, N. C., Knoxville, Nashville and Memphis, Tenn., Forrest City, Brinkley, DeValls Bluff, Lonoke, Little Rock, Benton, Hot Springs and DeQueen, Ark., Ardmore, Okla., Wichita Falls, Tex., and Clovis, N. M., to Halbrook, Arizona.

Route No. 71—From the Canadian boundary at International Falls, Minn., through Wilmar, Minn., Atlantic, Ia., St. Joseph, Kansas City and Joplin, Mo., Bentonville, Rogers, Fayetteville, Fort Smith, Waldron, Mena, DeQueen, Ashdown and Texarkana, Ark., Shreveport and Alexandria, La., to Baton Rouge, La.

Route No. 165—From McGehee, Ark., through Der-

mott, Ark., Monroe and Alexandria, La., to Lake Charles, Louisiana.

Route 167—From Little Rock through Sheridan, For-
dyce, Camden, El Dorado and Junction City, Ark., and
Ruston, La., to Alexandria, La.

In order to make the marking system of the greatest
possible benefit to the traveling public, the highway de-
partment also has issued a map, showing the state high-
way system with the number of each road, and showing
the roads that are surfaced, the roads that are graded, the
roads under construction, and the roads unimproved. The
map is revised from time to time to show the progress of
construction.

Copies are sent out upon request and are in great
demand. Automobile clubs and routing agencies in prac-
tically every state have requested them, as well as indi-
viduals who expect to drive through Arkansas.

INCREASE SHOWN IN AUTO ACCIDENT FATALITIES.

Fatalities in motor vehicle accidents have been so
numerous thus far this year that a large decrease in the
remaining months of 1926 is necessary if the record made
is not to be worse than in 1925. The department of com-
merce announces that figures from 68 of the principal
cities for the first eight months indicate an annual death
rate of 18 9-10 persons for each 100,000 of population. In
1925 the number was 17 9-10. The biggest guaranty of
additional motor safety that can be had is awakened in-
dividual responsibility.—*Exchange.*

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NO “EXPLOSION JOINTS”

Where to put them, how many to put in,
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Its continuous smooth surface, unbroken
from end to end of the job is easy to lay,
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RAILROAD GRADE CROSSINGS STILL A SERIOUS HAZARD.

Railroad grade crossing accidents continue to be one
of the most serious problems confronting the country, says
the U. S. Bureau of Public Roads. Statistics issued by the
Department of Commerce show that 8,582 people were
killed or injured at grade crossings in 1923. This repre-
sents an increase of nearly 20 per cent over the number
killed or injured in 1922.

It is true that the number of motor vehicles in use in-
creased somewhat more than 20 per cent in 1923, but in-
creased volume of traffic should be met with increased
protection; it should not be accepted as a satisfactory ex-
cuse for the mounting death toll.

The policy of the Bureau of Public Roads in effect
for some years is to eliminate grade crossing on Federal
aid roads wherever practicable. This policy has met with
hearty co-operation from state highway departments and
the public in general. Many crossings have been elim-
inated by the construction of underpasses and overhead
crossings and by relocation of the highways so as to avoid
crossing and recrossing tracks. In particular cases as
many as seven or eight crossings on a single road have
been eliminated by the latter method.

Safety campaigns and grade crossing elimination have
undoubtedly kept the number of accidents and deaths
from reaching much more appalling figures, but it is ap-
parent that a still greater effort must be made if the ac-
cident rate is to be reduced.

MISSOURI OZARKS' ROAD MAKING PROGRESS.

As important, in its way, to Missouri as the hard sur-
facing of Federal Route No. 40 from St. Louis via Colum-
bia to Kansas City, is the work which the State Highway
Department is doing in opening up the Ozark region of
south central Missouri to motorists. The isolation which
handicapped this part of the state since the first settle-
ment of the country has at last been broken by good roads.

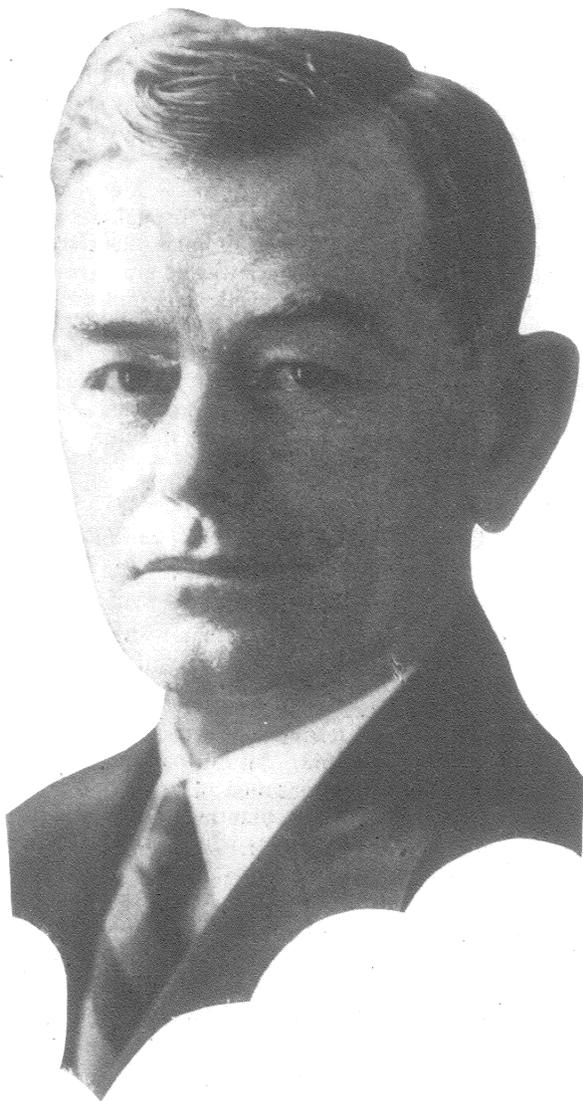
Not only Missourians from other sections, but tourists
from all over the United States, now are able to drive
their automobiles into virtually every part of the pictur-
esque territory south of State Highway No. 14 to the Ark-
ansas line and between Springfield on the west and Poplar
Bluff on the east.

The former rough dirt trails through this region
have been changed into smooth, well-marked, comfortable
riding highways, wide enough for two lines of traffic.
Most of this mileage of good roads may be traveled in any
kind of weather for, where the roads are not graveled,
there generally is natural gravel, or the graded dirt is
hard packed or has a rock base, so that only a few stretches
become impassable when rain-soaked. This is not to
imply, however, that chains should be left at home when
bound for this part of Missouri.—*Good Roads.*

Home Made.

Farmer: “Would you like to buy a jug of cider?”
Tourist: “Well—er—is it ambitious and willing to
work?”—*Exchange.*

Former Highway Official Dies



U. A. OBENSHAIN.

U. A. Obenshain, an employe and deputy in the Arkansas State Highway Department for nearly five years, died Monday, October 11, in a hospital at Atlanta, Ga., where he went last February to become manager of the Standard Life Insurance Company. Mr. Obenshain was 47 years old at the time of his death.

Mr. Obenshain entered the employ of the state highway department in May, 1921, as a bookkeeper in the accounting division. He served in this capacity for approximately three years, when he was promoted to deputy commissioner, and placed in charge of the automobile license division.

He remained at the head of the license division until he resigned to accept the Atlanta position.

Before his connection with the highway department, Mr. Obenshain had served for four years as secretary of

the State Board of Control during the administration of former Governor Charles H. Brough.

A native of Carroll county, Mr. Obenshain for many years prior to his connection with the state government, was engaged in shipping the famous Eureka Springs water to all parts of the country. He also served as an auditor and conductor for the Pullman Company for many years.

Mr. Obenshain is survived by his widow, and by five children, Aldred, Virginia, Mabel Jane, Lorraine and Bettye, all of Little Rock.

Funeral services were held in Little Rock, October 14. Burial was in Oakland cemetery.

THANKS FOR THE NEW STREET IMPROVEMENTS.

Last week's issue of the Enterprise carried a story about improvements being made on our streets. This work being easily the greatest local improvement of the year, the project deserves additional publicity and those responsible for the work should receive credit for the great benefit they have conferred upon our city.

The improvement was first undertaken by Hon. Hugh Chalmers, our mayor, who is also in charge of the state highways in Crittenden county, as well as being State Senator-elect, together with our County Judge, Honorable William L. Fish. These gentlemen made a special trip to Little Rock about September 1, and took up the question with the State Highway Engineer, R. C. Limerick, with the result of the highway department agreeing to assist in the work to the extent of furnishing the chats, equipment and labor of the highway department. Senator Chalmers on his return to Earle obtained through private subscription from the citizens of Earle a sum sufficient to purchase the oil and pay freight charges.

The work is now practically completed and has every indication of having been most thoroughly and efficiently done.

The amount raised by subscription was \$2,900, \$1,500 being the cost of the oil and \$1,400 for freight charges. The state highway department furnished the chats and labor, amounting to \$2,000, and the equipment of the highway department. The total cost was \$4,900 and Earle now has two and one-half miles of oiled streets.

The community is deeply indebted to Senator Chalmers, Judge Fish, the State Highway Department and the citizens who co-operated in making this splendid work possible.—*Earle Enterprise*.

Easy Come.

A little newsboy was standing in a doorway crying bitterly, when a benevolent old gentleman asked:

"What's the matter, my boy? Lose something?"

"Yes" (between sobs), "lost a quarter."

"Well, here's a quarter. How did you come to lose it?"

"Betting on the Yanks."—*Exchange*.

Arkansas Completes 171 Federal Aid Road Projects

A TOTAL of 171 road improvement projects which the federal government has aided in financing, had been completed in Arkansas on October 1, while 42 additional federal aid projects were under construction at that time, according to figures prepared for the biennial report of the State Highway Department by O. L. Hemphill, assistant state highway engineer.

Included in the projects completed are approximately 1,370 miles of surfaced highways, more than one-half of which are of gravel construction, while the uncompleted projects contain 293 miles of road, a large majority of which is to be of gravel construction.

Approximately 10,000 lineal feet of bridges also are included in the projects completed, while approximately

6,000 lineal feet of bridges are included in the uncompleted projects.

The figures prepared by Mr. Hemphill include all road improvement work in which the federal government has aided since federal road aid was authorized by Congress.

Included in the completed projects are: 113 miles of concrete pavement; 242 miles of asphaltic concrete; 250 miles of asphaltic macadam; 19 miles of surface treated macadam; six miles of surface treated gravel; six miles of macadam; 980 miles of gravel; three miles of shale, and 9,941 lineal feet of bridges.

The projects under construction include: Six miles of concrete pavement; four miles of asphaltic concrete; 17 miles of asphaltic macadam; eight miles of surface treated macadam; 245 miles of gravel; five miles of shale, and 6,054 lineal feet of bridges.

BRIDGE PLANS CHANGED.

A change in the plans for the construction of the Arkansas river bridge at Dardanelle, made necessary by a clause in the special act authorizing its construction which limited the cost of the improvement, has been announced by Herbert R. Wilson, state highway commissioner.

As originally planned, the bridge was to have been of concrete arch construction similar to that used in the two Arkansas river bridges at Little Rock. When plans for this type of construction were completed, however, it was found that the total cost would exceed \$600,000 and that the bridge district's portion of the cost would exceed the \$300,000 limit placed in the act.

Under the new plans, now being prepared by the highway department, the bridge will be of steel span construction. The cost of the bridge under the new plans is expected to be approximately \$600,000, one-half of which will be paid by the district, and the remainder by the state, from federal aid funds.

The revised plans will bring the district's portion of the cost within the \$300,000 limit fixed by the legislature.

120-FOOT ROADS WITHIN 25 YEARS DECLARE EXPERTS.

According to highway engineers, roads 25 years hence will be a minimum of 120 feet in width. They will be well lighted at night and policed by automatic signals. All surface drainage will be carried in storm sewers beneath the ground. All telephone, electric light wires, etc., will be carried underground. All railroad grade crossings will be eliminated by a separation of grades. The highways will be beautified by the planting of trees and shrubbery in parkways. Speed limits will be fixed at a minimum rather than a maximum, as is now the vogue. Street cars will be supplanted by buses to connect with the rapid transit rail lines. Pedestrians will be prohibited from crossing the street. Subways or overhead crossings will be provided for their use. In the downtown congested districts elevated sidewalks will be provided for them.

A Bargain.

She: "A penny for your thoughts."

Mr. Staylate: "I was thinking of going."

Her father (at head of stairs): "Give him half a dollar, Viola, it's worth it!"

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ROAD SERVICE

L'Anguille River Bridge Open to Traffic

THE completion of the L'Anguille river bridge, an important link on State Highway No. 1, between Forrest City and Marianna, has been announced by State Highway Engineer R. C. Limerick. The bridge was thrown open to travel last week.

The new bridge is of steel span construction with treated timber approaches. The road and approaches to the bridge have been built up well above the high water mark of the river, making the road passable in all weather.

Heretofore, because of the low grade on the approaches to the old bridge, it has been impossible to cross the river during high water. The river was almost at

flood stage at the time the new bridge was thrown open, and yet traffic had no difficulty in crossing the stream.

A picture of the bridge is shown on the front cover of this issue of *Arkansas Highways*.

Mr. Limerick also announced the opening of the new Spadra creek bridge on the Little Rock-Fort Smith highway in Johnson county. This bridge replaces an old and unsafe steel bridge that has been in use for many years.

He also announced that work was progressing rapidly on the Point Remove bridge north of Morrilton on the same road. The completion of this bridge will eliminate the use of a detour and an old and unsafe one-way steel span.

EL DORADO-STRONG PROJECT COMPLETED

The completion of the 18-mile gravel road between El Dorado and Strong, Union county, has been announced by R. C. Limerick, state highway engineer. The road was thrown open to the public early this month.

Two other road projects in south and southwest Arkansas also were completed during the month, according to Mr. Limerick. They were the Camden-Buena Vista road, Ouachita county, and the Index Bridge-Texarkana road in Miller county, Arkansas, and Bowie county, Texas. The Ouachita county road is gravel, and the Miller county project concrete.

The Miller county project, approximately seven and

one-half miles in length, is of concrete construction, the work being done jointly by the highway departments of Arkansas and Texas. The road is a section of the Texarkana-Fort Smith highway.

Work is progressing rapidly on the Buena Vista-Stephens road, Ouachita county, Mr. Limerick said, while the Blackton-Phillips county line road in Monroe county probably will be thrown open to travel next month. Both of these roads are of gravel construction.

During the past few weeks work has started on the McGehee-Watson road in Desha county. This road is a section of the McGehee East and West Highway District.

The greatest hazard the motorist faces in traveling over our highways after dusk is the menace of glaring headlights. Until some improvement is made in the present design of fixture driving after nightfall will be fraught with danger. Some of the hazard could be removed if approaching drivers would dim their lights, however, this practice is followed in but few instances, although Section 16 of the Traffic Rules and Regulations governing traffic on the state highways cites that the headlight "will not project a glaring or dazzling light to persons approaching such lights or to persons whom such headlights may approach."

"There goes another life," growled the cat as it crawled out from under the steam roller.

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Governors Asked to Attend Good Roads Show

MORE than seventy active and former governors will be asked to participate in a Governors' Day program to be held in Chicago, Tuesday, January 11, in connection with the twenty-fourth annual Convention and Road Show of the American Road Builders Association.

H. G. Shirley, president of the American Road Builders Association and chairman of the Virginia State Highway Commission, who is completing arrangements for the big highway meeting scheduled for Good Roads Week, January 10 to 15, has announced that all former governors will be invited to attend the meeting in addition to those now in office.

"Special problems of interest to state executives in the construction and maintenance of their state highway systems will be discussed by speakers of international importance on Governors' Day," Mr. Shirley said. "The delegates will be welcomed by Governor Len Small of Illinois, according to present plans.

"Arrangements for the entertainment of the chief state executives will include a banquet in their honor to be given by the officials of the American Road Builders Association. The banquet will follow a tour of the \$3,000,000 road machinery and materials exhibit to be held in the Chicago Coliseum and adjoining buildings."

President Shirley announced the appointment of H. H. Bishop, Chief of the Division of Construction of the

United States Bureau of Public Roads and a member of the Association's Board of Directors, as general chairman of the program committee. Paul M. Tebbs, of the Pennsylvania Department of Highways, and S. M. Williams, Chicago, a member of the Board of Directors, were appointed sub-chairmen.

According to Thos. P. Henry, president of the American Automobile Association, voicing the opinion of road users, improvements on the 200,000-mile federal aid system should be completed in the next five years as planned, interconnecting every city of 5,000 population or larger. A continued emphasis on low types of usable roads will mean early completion of a system of all-year roads.

Assuming that the average cost to the government of all types of federal aid road will continue to be near the figure of \$9,850 per mile, as in the past, the recent \$165,000,000 appropriations for 1928 and 1929 will aid in the construction of 16,700 miles of new improvements during those two years.

Her Future.

Margaret, do you know what becomes of naughty little girls?"

Yeth, Mama! They grows up, and has dates every night.—*Exchange.*

Whatever the Road

GAY oils and greases are always dependable—whether the road be rough or smooth—the best of asphalt or concrete paving—or the muddiest and roughest of trails—Gay products can be relied upon, always, for efficient and wear-saving lubrication.

*There's a Gay Product
For Every Motoring Need*

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Stations All Over Arkansas
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Planters Lumber Company

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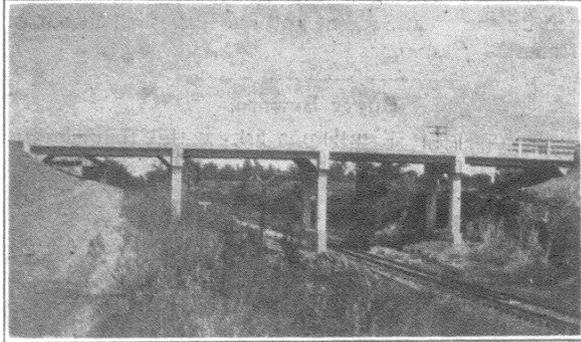
Good Service

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OVERHEAD CROSSING COMPLETED.



During the past week the new concrete overpass over the tracks of the Missouri-Pacific Railroad company at Canaan, Lee county, was completed and thrown open to the public. The new overpass is on State Highway No. 1, between Forrest City and Marianna, and eliminates one of the most dangerous grade crossings in eastern Arkansas.

The overpass was constructed by the Arkansas State Highway Department and Lee county co-operatively, the state's portion of the cost being paid from federal aid funds.

For Concrete Roads--- For Gravel Roads

Solvay Flake Calcium Chloride may be used with equal success in the building of concrete roads and the maintaining of gravel roads.

Solvay Flake Calcium Chloride is unexcelled as a curing agent for concrete roads, doing away entirely with the older methods, with a distinct saving of time and money.

SOLVAY

CALCIUM CHLORIDE

For the gravel or water-bound macadam road, Solvay Flake Calcium Chloride is the ideal dust layer and surface binder; while harmless to horses' hoofs, automobile finishes, etc., it will positively kill weeds and give a perfect, dustless road surface.

Solvay Flake Calcium Chloride is free from Magnesium Chloride.

Send for Descriptive Booklet No. 7251.

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WING & EVANS, Inc., Sales Department.
704 Laclède Gas Bldg. St. Louis, Mo.

HIGHWAY INSTRUCTION BENEFICIAL.

Instruction in the economics, law and geography of the nation's system of highways has been urged for all common and public schools of the United States. The pupils would be thoroughly familiarized with the location of routes, the theory of economy under which they were constructed and the traffic regulations of both rural and city districts, under the plan proposed.

In presenting his recommendations to the teachers and educational organizations of the United States, H. G. Shirley, president of the American Road Builders' Association, stated that a knowledge of highway regulations would do much to curb the loss of life on the highways, particularly among the younger generation.

"Children of today do not have a sufficient understanding of traffic conditions and regulations," he said. Continuing, Mr. Shirley said:

"Nor do they have a knowledge of the economics of location of our vast system of roads. If these could be taught for specified periods in the school room, the pupils would receive a knowledge that would contribute to their own safety, and furnish an excellent background for the study of America's traffic problems."

Mr. Shirley urged that schools adopt regular periods throughout the year for the study of the economics of the nation's highways, as well as the benefits derived from the construction of good roads.

"The American Road Builders' Association has set aside the week of January 10 to 14, 1927, as National Good Roads Week. At that time all schools of the United States will be invited to take part in reviewing the progress in road construction and in studying the traffic conditions in general, as well as the benefits derived from good roads. The week will be climaxed among these schools by the announcement of the winners of a national essay contest conducted by this Association, the contents of which will summarize the knowledge of good roads accumulated during the first half of the winter.

"Schools owe a great debt to the highway," Mr. Shirley said. "The consolidated system in many states has resulted from good roads movements. In Mississippi more than 72,000 children are taken to their studies each day over the highways. North Carolina transports 65,000 children to school each day, and Indiana 47,000. These children are enabled to attend better schools, taught by better teachers, and from distances heretofore prohibitive."

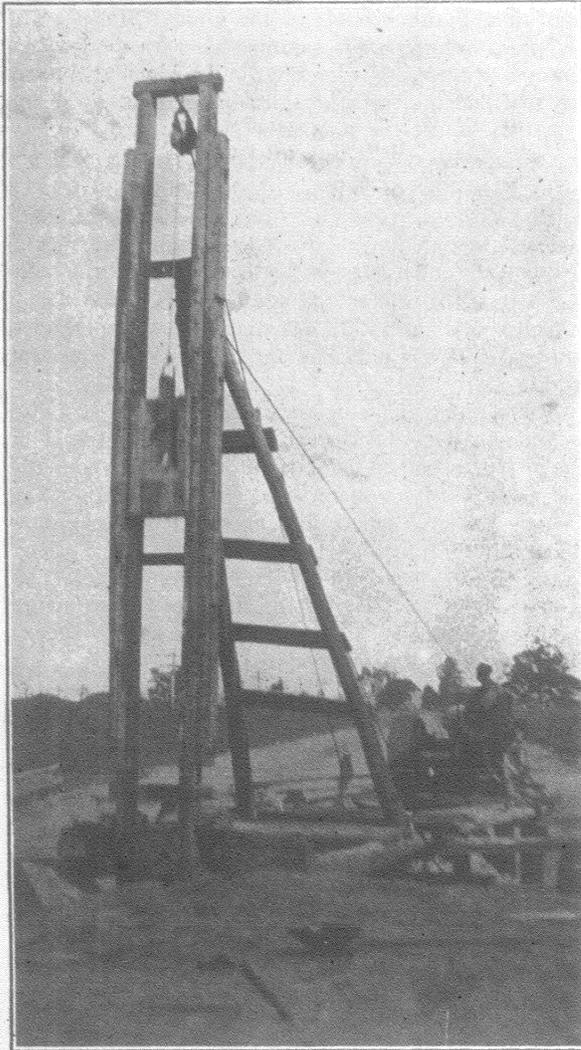
FACE THE SUN.

"Don't hunt after trouble, but look for success.
You'll find what you look for; don't look for distress.
If you see but your shadow, remember, I pray,
That the sun is still shining, but you're in the way.
Don't grumble, don't bluster, don't dream and don't shirk,
Don't think of your worries, but think of your work.
The worries will vanish, the work will be done;
No man sees his shadow who faces the sun."—Selected.

"Rastus, why you look so sad this morning?"

"I left my door open last night and all ma chickens have gone off home."

BUILDING A SMALLER BRIDGE.



The accompanying photograph shows one of the numerous pile-driving outfits which the State Highway Department is operating in many sections of the state in the construction of creosoted timber bridges. The pile driver was constructed by state forces at a minimum of cost, and is being operated by state highway department employes. The above photograph was taken by A. W. Buford, district engineer for the highway department at Forrest City, during the construction of a small bridge in his district.

Coming.

I shall love to share all your trials and troubles, Jack darling."

"But Daphne, dear, I have none."

"No, not now, darling; I mean when we're married!"

A Quick Recovery.

"That woman loks as if she were painted."

"Sir, that is my wife."

"As I was starting to say, she looks as if she were painted by the great Sargent and had just stepped out of the frame!"—*Exchange.*

Buyer Beware.

New Assistant: "Gentleman asks if this flannel shirt will shrink."

Proprietor: "Does it fit him?"

New Assistant: "No, it's too large."

Proprietor: "Yes, of course, it shrinks."—*Exchange.*

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Little Rock, Ark.

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Others Claim it—

We Guarantee it!

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Little Rock, Arkansas

Audit and Inventory to Be Made by Department

Resolution Provides This as Preliminary to Change in Commissioners.

COMPLETE audit of the books of the State highway department, and an inventory of all highway equipment, before the department is turned over to the new administration, will be made by certified public accountants and appraisers, under a resolution adopted by the highway commission at the request of Herbert R. Wilson, outgoing commissioner, and Dwight H. Blackwood, incoming commissioner.

The auditors and appraisers are to be named at a special meeting of the commission on November 16th, at which contracts on the earthwork for the new Harahan Viaduct in Crittenden county are to be let.

They will start their work immediately and will complete their audit and appraisal before January 1, when the new highway commissioner will be sworn in. The audit was asked by both officials, as a protection to both in subsequent handling of the affairs of the department. Expenses of the audit will be paid by appropriation to be asked of the oncoming legislature.

Land Williams of Mississippi county, a relative of Mr. Blackwood, recently appointed by Governor Terral to fill the vacancy created by the death of Theo Maxfield of Batesville, introduced the resolution authorizing the audit, which was adopted by unanimous vote.

Mr. Williams also introduced a resolution, the effect of which would have been to delay the letting of contracts on the Harahan Viaduct work until Mr. Blackwood becomes highway commissioner. He declared that the purpose of the resolution was to enable the people to know

exactly how much the project was to cost, by letting the entire job at one time.

The resolution failed of adoption, however, and the earthwork contract will be let on November 16, under the present plans of the highway commission.

Commissioner Herbert Wilson plans to assemble all the highway equipment that has been in use by the department under his direction, December 1, at central points throughout the state, principally at the county seats, in order that it may be turned over to the appraisers for inventory, and later, on January 1, given into the keeping of Mr. Blackwood, for further disposition.

The assembling of this material, and the work of checking it up, will necessitate the practical suspension of all road work for the last several weeks of the year. In no other way, however, would it be possible to arrange for a satisfactory turnover of the equipment and an adjustment of property accounts between the outgoing and the incoming commissioners.

"Every bit of the property owned by the highway department will be checked against the records, its condition and state of repair noted and a complete inventory made before it is turned over," Commissioner Wilson said. "Much of this equipment came to us from the Federal government as partly-used war material, and when received was only partly serviceable. At our big shop in Little Rock, however, it has all been worked over, much of it being rebuilt by our own mechanics, until it has been put in shape for good work on the roads. With proper care, much of it will continue to give good service for several years."

Van Buren Lions Commend Engineer Mitchell

From Van Buren Press-Argus.

W. W. Mitchell, district engineer of the state highway department, was the principal speaker at Wednesday's luncheon of the Van Buren Lions Club and from him the members learned a number of things about the road building subject that was news to them.

First and foremost Mr. Mitchell's statement that there was little if any prospect of the state highway department being in a position to assist in the construction of what is known as the Evansville road project came as most unwelcome news. He stated that maintenance costs were absorbing so much of the funds raised for road purposes that the department had been forced to stop any more new construction programs, and only those where contracts had been let and federal aid could be had was new work being done.

Mr. Mitchell stated that maintenance cost on the recently completed Van Buren-Alma highway, owing to the heavy travel over it from two converging highways, amounts to \$800 per mile per year and that the upkeep

of this highway to the Franklin county line and that of the Alma-Winslow sector would absorb practically all of Crawford county's quota of the appropriation. He further stated that it would become necessary within a short time to pave the Van Buren-Alma sector as the upkeep of a gravel highway would prove too expensive.

Mr. Mitchell's good work in Crawford county has made him many friends and this was voiced by the Lion members when they recommended him, by unanimous resolution, for re-appointment by the new state highway commissioners.

Comedian (dictating his will)—"What money I have, chink, dough, berries, spondulix, if any, more or less such as it is, or isn't—"

Lawyer—"I can put it in more legal language."

Comedian—"I know, but I want to get a laugh."

The owner of a big plant, addressing a new employee: "Did my foreman tell you what you will have to do?"

"Yes, sir, he told me to wake him up when I see you coming."—*Forbes Magazine*.

Realtors and Roads

Some Popular Misconceptions.

SEVERAL years ago, real estate operators throughout the country took to themselves a new name, which was in reality a combination and an abbreviation. They started calling themselves "realtors."

That is a good name, an honest name, and withal, a popular name. But at various times and places, politicians, for what seemed doubtless to them to be good political reasons, have sneered at this name and used it in connection with highway development in a way to insinuate to the ignorant or thoughtless mind that there was some nefarious and unwholesome connection between the average realtor and the new and permanent roads that are being built everywhere.

At many places, the prominent part which realtors have taken in the pushing of road programs has been played upon in a cheaply demagogic way by politicians seeking a temporary advantage through the votes of the ignorant, thoughtless or prejudiced.

In this connection, we do not say that there have not been cases in which selfishness has not entered into the building of modern highways in which realtors have been deeply interested.

We do not say that, to a certain extent, such selfishness has not entered into every such promotion in which realtors have had a part.

But we do wish to call attention to the fact that selfishness of one kind or another enters into all sorts of

civic development, and that the selfishness of the realtor, in the very nature of the case, supplies a much-needed factor in driving ahead the growth of any community or state. As such, this "selfishness" contributes to the increasing prosperity of everybody.

The realtor who studies, plans and schemes to run a broad, modern paved highway out through the country to his own land, which he wants to subdivide and lay out as a rural development, if he is successful, adds mileage to the system of roads that makes your automobile of value to you as a means of getting about the country.

But he does more than that. He literally "forces" upon the surrounding country a rapid increase in property values. As land values increase, the land can no longer lie idle. It is "forced" to become active, to produce revenue, to contribute something to the general welfare. So we see, all along the new road, truck farms springing up, new residences, shops and stands of various sorts, a general activity never before noted.

All these things put new values on the tax books, and contribute materially to the lightening of the general tax burden that has been carried by the community. In a hundred different ways, they aid in the general prosperity.

So the realtor, who is interested in permanent roads primarily for his own profit, supplies a stimulus to road building which helps us all. We could hardly do without him in the modern scheme of development. Study it out for yourself.

MARTINEAU TO SEEK HELP ON HIGHWAY PLAN.

IN working out a road program to be submitted to the next session of the legislature, Governor-elect John E. Martineau plans to hold a number of conferences with leading members of the General Assembly, and with persons interested in good roads throughout the state, according to an interview appearing recently in the Arkansas Democrat.

In working out a plan, according to the interview, Judge Martineau hopes to be able to bring about substantial relief for the heavily bonded counties of the state, and at the same time make additional construction possible in the unbonded counties.

"In devising such a plan two things must be considered," Judge Martineau is quoted as saying. "It must be thoroughly workable, and it must be a plan that can be passed in the legislature.

"It is a matter involving a great deal of investigation and thought," Judge Martineau said, "and in solving it I intend to secure the assistance of the best minds in Arkansas. I shall confer from time to time with leading men on both sides of the question in an effort to find a workable solution.

"Any road relief plan adopted must conform to the state's road revenue," the judge said. "It must provide adequate relief for the heavily bonded counties, and at the same time provide for the construction of roads in counties without them at the present time."

POSSIBLY THE OTHER HALF.

As a rule a drunken driver will give you half the road, but you are never sure which half he intends to give you.
—Baudette Region.

A Rasp

"What's good for my wife's fallen arches?"
"Rubber heels."
"What shall I rub 'em with?"

Baby Chicks For Sale

Purebred Barron strain large type White Leghorn baby chicks, \$13 hundred. Brown Leghorns, \$15 hundred. Owens and Donaldson strain Rhode Island Reds, \$16 hundred. Thomson's strain Barred Plymouth Rocks, \$16 hundred. White Rocks, \$17 hundred. Buff Orpingtons, \$17 hundred. Anconas, \$17 hundred.

All good size purebred stock. These are Fall and Winter prices, which will be lower in the Spring.

We do not ship C. O. D. or accept personal check. Remit Money Order. Shipments made promptly.

Live delivery guaranteed. Take a statement from Post Master if any arrive dead.

THE KINGSTON POULTRY CO.
Danville, Arkansas

The People's Business

A Column a Month Devoted to Pertinent Facts Concerning Our Highways.

Conducted by W. W. Zass, Office Engineer.

What of the future road-building program? Who shall pay for our highways?

Shall a conservative building program financed from current receipts be continued or shall a more extensive program financed by means of a state bond issue be authorized?

Shall land holders in road improvement districts formed in past years be relieved of their tax burden for road construction wholly or only in part?

Shall the motor vehicle be made the sole source of revenue for financing our highways or shall the cost be carried to some extent by an assessment of benefits on real property lying adjacent to the improved highway?

Shall the State Highway System receive the full benefit of all funds raised from state motor vehicle registration and the gasoline and oil tax or shall a portion of these funds be returned to the county for the improvement of county roads?

Our next legislature faces a complex problem in the satisfactory adjustment of the foregoing questions.

PRINTERS to ARKANSAS!

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

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Highest Quality
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These Things Tell the Story

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Fort Smith

Arkansas

A tendency has developed of late among several of the Eastern states to minimize the value of the assistance given by the United States government to the various states in aid of their road building programs. What federal aid has meant to Arkansas is shown by the following figures:

	Amount	Mileage
Aid allotted to projects completed prior to July 1, 1926	\$ 7,666,698.35	1323.0
Aid allotted to projects completed since June 30, 1925	179,003.72	26.7
Aid allotted to projects now under construction	2,065,766.25	282.0
Aid allotted to projects approved for construction	443,831.94	87.9
Balance of Federal Aid available for new projects	1,250,503.74	
Total	\$11,605,804.00	1719.6

WORK ON BATESVILLE BRIDGE STARTED.

Work on the \$330,000 bridge over the White river at Batesville, was begun during the present month by the St. Louis Structural Steel Company, which was awarded the contract for its construction at a recent meeting of the State Highway Commission. The bridge will be of steel span construction, with concrete sub-structure and approaches. Several months will be required to complete the improvement.

Authorized by a special act of the 1925 General Assembly, the bridge is being constructed jointly by the Arkansas State Highway Department and Bridge District No. 1 of Independence county. One-half of the cost is being paid by each agency, the state's share being met from federal aid funds.

RED RIVER BRIDGE SUIT ON TRIAL.

As this issue of *Arkansas Highways* was going to press, trial of the suit testing the special act authorizing the construction of a toll bridge across Red river at Fulton, was begun in the Pulaski Chancery court.

The act, passed by the 1925 legislature, authorizes the highway department to construct the bridge, and to operate it as a toll bridge until paid for. The owners of a franchise to construct a private toll bridge at the same point are contesting the right of the department to proceed under the act on the ground that it constitutes an infringement upon their contract.

The value of tourist traffic is now widely recognized and its potential value is yet far from the ultimate. Fair dealing with the tourist without undue profit for the present and with a thought to the future will establish Arkansas in the mind of the motorist.

Not Fit to Print.

"I think she works for a printing company."
"Sort of bold-face type, eh?"—*Cornell Widow.*

To Have Good Roads Requires Lasting- Efficient-Equipment

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COMPANY**
The Contractor's Supply House

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

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MAYBE SO!

Fifty years ago the country doctor used to start out in the morning with his horse and buggy and before night would complete the round of visiting his patients. Many of them had to "grin and bear the pain" until he arrived. Nowadays the doctor hangs up his telephone, steps out to the garage and jumps into a high powered car. In a few minutes he is several miles out in the country at the bedside of a patient. Ten years from now his flivver plane will take him 50 miles in 25 minutes and maybe 25 years from today he will be able to see and prescribe for his patient through the medium of the radioscope.

Motor vehicle registrations in the State of Arkansas for the first six months of 1926 were 19 per cent in excess of the registration for the corresponding period in 1925. The grand total of motor cars and trucks registered in Arkansas for the first half of 1926 was 177,235. The total registration in New York for the same period was 1,562,492 cars and trucks, and in Nevada 20,527 cars and trucks. The small state of Rhode Island shows a total registration of 96,652 vehicles for this same period out of a total registration in the United States of 19,697,832 vehicles. The increase in registration throughout the United States for this period amounted to 10.8 per cent over the corresponding period for 1925. Evidently the saturation point is not yet apparent.

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HARAHAN CONTRACT TO BE LET.

On November 16, the Arkansas State Highway Department will receive bids for the construction of the first unit of the new Harahan viaduct, which is to connect the Arkansas highway system with the Harahan bridge across the Mississippi river at Memphis.

When completed the new viaduct will be approximately a mile and a half long, and will be formed of earthen embankments connected by concrete trestle bridges. The embankments will form a greater part of the length of the structure.

The contract to be let soon by the department will cover the clearing of right-of-way, and the construction of the embankments. The trestle bridges, and the surfacing of the entire structure will be covered in later contracts.

Terms of the contract to be let include 110 acres of clearing, 48 acres of grubbing, 11,007 square yards of sodding, and the moving of 749,000 cubic yards of dirt in the construction of the embankment.

U. S. PRODUCES 87 PER CENT OF WORLD'S AUTOMOBILES.

A report of the Automobile Division of the Department of Commerce states that of the 4,763,428 automobiles manufactured during 1925 in the six leading motor vehicle producing countries—the United States, Canada, France, Italy, the United Kingdom and Germany—this country accounted for 4,154,269 passenger cars, trucks and busses, or 87 per cent of the total.

During the same year the United States accounted for but 61 per cent of the combined exports of these six countries, which amounted to 498,427 automobiles.

The shield of the United States will be used on the the markers of the Dixie Highway, according to information recently announced. The National Dixie Highway Auxiliary plans to dedicate the highway as the "Road of Remembrance," in honor of the soldiers who fell in the World war, and because of this permission was granted to use the national coat of arms as a significant marker.

—Highway Magazine.

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Benton, Arkansas

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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

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SPLENDID HOTELS The splendid hotels shown below afford the finest of accommodations

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

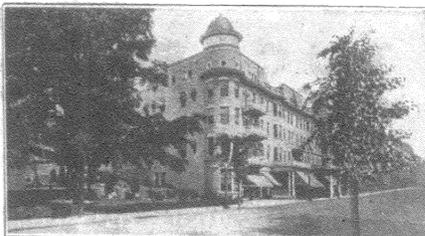
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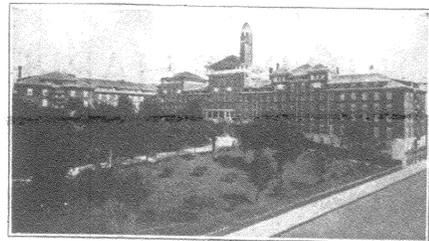
The ARLINGTON HOTEL and BATHS
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HOT SPRINGS NATIONAL PARK, ARKANSAS

Permanent roads are a good investment—not an expense

Don't Let Your Community Make The Same Mistake

Within recent years many communities have made the mistake of paving their highways at what they considered a "bargain price." The taxpayers thought they would save thousands of dollars.

But no one could foresee the astounding increase in motor traffic that was to come. As a result roads not built for permanence were soon badly in need of expensive repair. Annual maintenance costs piled up staggering totals.

In many instances the maintenance has not only wiped out the hoped for saving, but has exceeded original cost. And in many cases also it has been necessary to build entirely new roads—of permanent construction.

There are communities, however, which refuse to be misled by bargain price offerings. Many of these also built roads several years ago. And they built for permanence with concrete.

Those concrete roads, built in accordance with approved standards of highway construction, are in as good condition today as when they were built. And the cost of repairs and maintenance has been merely nominal. In fact, this saving is actually paying for these permanently paved highways. And remember that this saving will continue long after the bonds are paid for.

Which of these communities will yours be? Think it over. Then write us for facts and figures. We can prove to you that the most economical paving in the end is concrete—it has repairs built out and the maintenance built in.

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A National Organization to Improve and Extend the Uses of Concrete

OFFICES IN 31 CITIES

HENRY SHOULD KNOW ABOUT THIS!

B. C. Marks, cotton buyer, of Winchester, tried driving a Ford sedan on a flat tire past a service station and found that the Ford had enough mule in it to convince him that it wouldn't take that kind of treatment.

The Ford developed a flat tire about the time Marks crossed the railroad crossing in the south end of town and he claims he was driving for a filling station, but he appeared to be intending passing the Graham Chevrolet place, which was the first service station on his way in, as he arrived there at a pretty good rate of speed, considering the flat, but the Ford had a different idea. It threw the tire and rim, said tire rolling over against Mr. Pump's fence, and the Ford shied to the right and ran into the Graham Chevrolet filling station and turned over on its side. Rather than to have any further argument with it, Mr. Marks had a new wheel and tire put on and other minor repairs made and got back in his faithful but treacherous Ford and went on his way rejoicing.—*McGehee Times.*

THE UNITED STATES HAS 145,000 MILES OF SURFACED HIGHWAY.

The surfaced roads in the 48 state highway systems at the close of 1925, according to a report from the U. S. Bureau of Public Roads, were of the following types and mileage:

Sand-clay	12,677 miles
Gravel	64,408 miles
Surface-treated macadam and gravel	15,858 miles
Water bound macadam	4,804 miles
Bituminous macadam	10,985 miles
Sheet asphalt	839 miles
Bituminous concrete	4,821 miles
Cement concrete	27,875 miles
Brick	3,111 miles
Miscellaneous	131 miles

Total Surfaced

145,508 miles

In addition to this mileage, there were 32,218 miles of graded and drained earth roads, of which 5,316 miles were completed during 1925.

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Better Built Motorized Patrol Graders. They meet the need for more highly finished maintenance machines. Their popularity is growing daily and the demand is rapidly increasing. Russell Machines are built of oversize parts with the resulting low cost upkeep. They have highly finished machine cut gears, machined bearings, tight joints and rigid construction throughout. Scarifier is adjusted to work independently if desired.

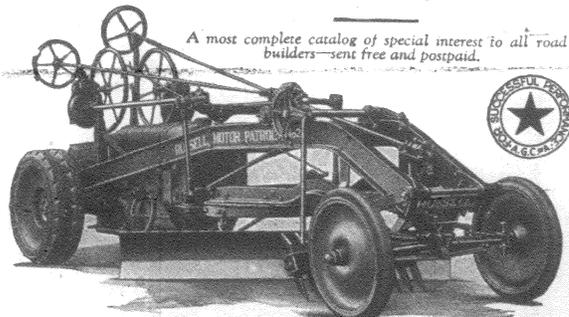
No. 2 Russell Motor Patrol weighs 8500 pounds. The No. 3 Motor Patrol has more speed and is heavier weighing 10250 pounds. Length of blades finished 8-10-12 ft. made of special carbon steel.

The complete Russell Line for road construction, road maintenance and road repairing includes—

8 Sizes Road Machines—2 Sizes Elevating Graders—
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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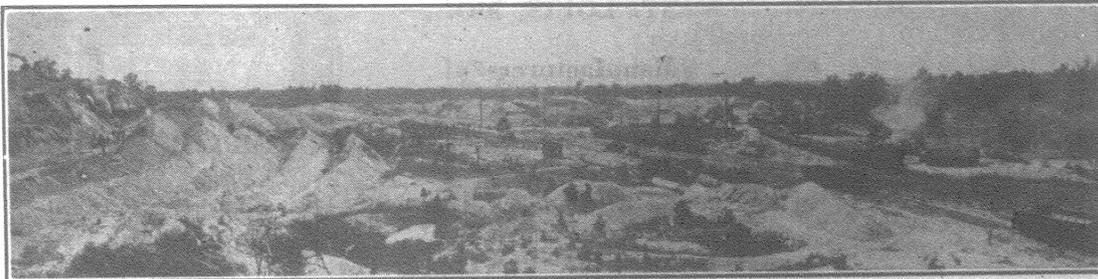
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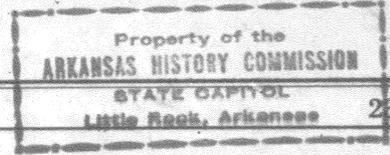
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"PURE IRON" for Culverts

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.

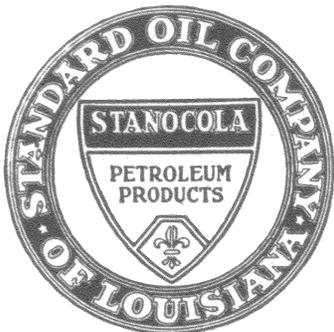
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THE "STANDARD" MOTOR OIL
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are the two Motor necessities so essential to the efficient operation of your Automobile or Motor Truck—Look for the dealer displaying Stanocola signs and call for Stanocola Polarine or Stanocola Gasoline by name.

ASPHALT--- The Standard Oil Company of Louisiana, with its modern Refinery at Baton Rouge, is the largest manufacturer of Asphalt and Asphaltum products in the South.

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*Highway, Gibson County, Tennessee
Built with Marquette High Test Cement*

MILES AND MILES OF TRAFFIC BEARING SURFACE

comprising the main highways of the Mississippi Valley are built with MARQUETTE HIGH TEST CEMENT. After years of use they remain sound and continue to bear the loads of swift-moving cars and heavy motorized trucks.

Because "Marquette" is a portland cement of *uniform high strength*, pleasing color and dependability, it is used *extensively* on county, state and federal highway construction.

MARQUETTE CEMENT MFG. CO.

Southern Office

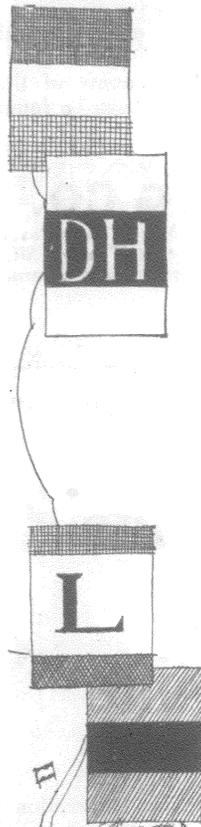
Union and Planters Bank Bldg.

Memphis

Plants at

LaSalle, Illinois

Cape Girardeau, Missouri



The Sign of Dependable Cement