

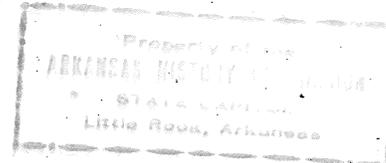
ARKANSAS HIGHWAYS



DWIGHT H. BLACKWOOD
Arkansas' New Highway Commissioner

JANUARY
VOL. 4 1927 NO. 1

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There is Nothing Wrong With Basic Economic Con- ditions in the Middle West and Southwest

THERE seems to persist a feeling of uneasiness with regard to the immediate future prosperity of the Middle West and the Great Southwest. There is no foundation for such fear. The facts are that, barring some unforeseen nationwide or world wide calamity, there is every reason to expect a continuation of the generally satisfactory conditions which have prevailed. Numerous facts and factors contribute to this belief. Among them may be listed:

- The normal increase in population.
- The yearly increase in total and per capita wealth.
- The daily increase of about a million dollars a day in savings accounts.
- The remarkably fine physical condition of the railroads.
- The tremendous extension of highway systems.
- The increasing domestic demand for the products of farms and factories.
- The comparative little unemployment.
- The spread of enlightenment—education.

And a factor that must not be overlooked is the intention of the railroads to again this year spend nearly a billion dollars of new capital for extensions and improvements to the existing railroad plant. Not only will the improved service which will result be helpful in the general situation, but also the actual spending of the new capital will be a most valuable contribution to the total volume of business of the country.

The Great Southwest will continue for the next few years the greatest agricultural development and expansion in the history of the country. This development is proceeding along sane and sound lines—not in any sense a “boom”.

The railroads have inaugurated new and additional service as needed, and today the entire country is enjoying the best and most reliable railroad transportation in all history. To continue necessary improvements and expansions to meet the growing requirements of this ever-developing country, owners of railroad securities must be permitted to earn a fair return on their investment. On this is dependent the continuation of record-breaking efficient service and good wages for the nearly two million employees, and million men and women in allied industries.

In the last five years public sympathy has swung noticeably to the side of the railroads. What is needed now, in addition to sympathy, is serious, intelligent study of the railroad situation on the part of the public to the end that your railroads be fairly treated so they may continue to lead the way to further development of the entire country and a continuation of prosperity.

I solicit your co-operation and suggestions.



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ARKANSAS HIGHWAYS



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VOL. IV.

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No. 1

DWIGHT H. BLACKWOOD

Dwight H. Blackwood, elective head of the Arkansas State Highway Department, is a native of Mississippi County, Arkansas. He was born in Osceola on the 24th of December, 1886, a son of John O. and Nannie E. (Hale) Blackwood, the former a native of Alabama and the latter of Columbia, Tennessee. Both parents came to Arkansas with their parents when children and their marriage was celebrated at Osceola. For many years the father was one of the foremost lawyers in the State and in early life he held the office of circuit court clerk for some time. He was a member of the Arkansas State Legislature and a dominant figure in public life. His demise occurred on the 10th of January, 1889. Mrs. Blackwood makes her home with her son, Dwight H.

In the acquirement of his early education, Commissioner Blackwood attended the public schools of Osceola and subsequently enrolled in Ouachita College, at Arkadelphia. In 1902 he became a student at the State University where he was a prominent athlete. He was a member of the baseball team and after leaving the university became a professional player. The first year he went to Newport, this State, with the Arkansas State League and was later sold to the Dallas team, Dallas, Texas, remaining with that well known team throughout the year 1908. During that time he was drafted by the Cincinnati team in the National League but because of an attack of appendicitis he was compelled to spend the greater of the season in the hospital and in recuperating. In 1910 he was sold to El Reno, Okla. in the Western League, and during that season was sold to Memphis in the Southern League, whence he was later sent back to the Cotton States' League, at Meridian, Miss. From there to the American Association at Louisville, Kentucky, and was subsequently sold to Cleveland of the American League. He won prominence as a pitcher and was at the height of his career when in June, 1914, his arm went bad and he was forced to quit the game. As a result he returned to his home and entered politics, soon after becoming Chief Deputy Sheriff, with headquarters at Osceola. He was active in that office for four years and in 1918 made the

race for the office of Sheriff. He won the election by a majority of almost 6 to 1 over his opponent. He served six years in this capacity and his administration was marked by rigid prosecution of violators of the liquor law. During his tenure of office, Mr. Blackwood located and destroyed 205 moonshine stills and arrested 114 illicit distillers. He was equally active in prosecuting offenders of the law in other connections and has established an enviable record for efficiency.

On October 10, 1925, following the death of State Treasurer Sam Sloan, he was appointed to fill the unexpired term. Both his friends and foes unite in commending his administration of this office, which is admitted to have been one of the most efficiently operated in the State government. In passing, it can be stated that the \$600,000 bond which is required of the State Treasurer was made entirely in his home county, a just tribute to his honor and integrity.

Early in 1926, Commissioner Blackwood announced that he would make the race for Commissioner of State Lands, Highways, and Improvements, and after one of the hardest fought campaigns in the history of the State, he emerged victorious, carrying 46 of 75 counties. The outlook for his administration is exceedingly bright due to the perfect harmony that exists between the Highway Department and Governor John E. Martineau, harmony between these two offices being very unusual for Arkansas.

On the 7th of January, 1909, Mr. Blackwood was united in marriage with Miss Lucy Jones, a native of Union City, Tenn. To this union two children have been born; Dwight H., Jr. and Virginia.

Fraternally Mr. Blackwood is identified with the Masons, holding membership in Osceola Lodge No. 27, F. & A. M.; Albert Pike Consistory No. 1, A. & A. S. R.; Blytheville Lodge No. 1211, Benevolent Protective Order of Elks. He is a member of the First Methodist Church of Little Rock.



O. L. HEMPHILL

O. L. Hemphill, of Little Rock, Assistant State Highway Engineer for the past three years, has been selected by Commissioner Blackwood as Chief Engineer of the State Highway Department, the selection receiving unanimous approval of the Honorary Board of Highway Commissioners.

Mr. Hemphill is an engineer of the highest qualifications and attainments, recognized throughout the United States as taking first rank in his profession. He commands the respect of all who know him by his ability, integrity and courage; and his fidelity to the highest ideals of the Engineering Service.

Mr. Hemphill was born at Norton, Kansas, October 5, 1888. He attended the public schools of his home towns and the Oklahoma A. & M. College, from which he graduated in 1909. The following years he spent in railroad construction work, until 1913, when he moved to Arkansas. From 1913 to 1917 he was with the Miller Butterworth Company, handling drainage work, river revetment work and dam construction.

Soon after the outbreak of the World War, Mr. Hemphill enlisted in the service and held a commission as lieutenant in the Engineering Corps. He was sent overseas in January, 1918, and did important work on

railroad construction and highway maintenance work in France. He was promoted to the captaincy in France.

Upon his return in July, 1919, Mr. Hemphill was employed on various construction projects in the State, and in 1921 was appointed District Engineer of the Old First District for six or eight months. In July, 1922, he was promoted to office engineer, and after the passage of the Harrelson Act, which reorganized the State Highway Department, he was given the post of Assistant State Engineer.

His appointment as Chief Engineer is an earned promotion and is a result of his efficient work and faithful attendance to duty. He is known over the South as an engineer of unusual ability and Commissioner Blackwood is to be heartily commended in his wise selection of Mr. Hemphill which will meet with approval of all those interested in Arkansas' better road program.

Mr. Hemphill married Miss Iva Cotterman of Stillwater, Okla., in 1910. They have three children and reside at 2500 West Fourteenth Street.

AGES OF HIGHWAYS

In modern times we are wont to consider the improvement of road beds for traffic a great innovation, but scholars assure us that almost since the dawn of history the value of good highways was considered a gain to a nation and much money was spent for developments of this type. The modern cement dates down to more recent generations, but records indicate that in ancient Rome a material very much resembling our modern cement was used for sewers and paving.

As long as there have been cities there have been paved streets, and asphalt, which we think of usually as a modern product, was used in ancient Babylon by Nabopolassar, who was the first to use it for street construction. His son, Nebuchadnezzar, followed his example and upon one street of which he was particularly proud, caused his people to "traverse this street in joy" and wish him "eternal age and well being." Pompeii built sidewalks of asphalt and was the first to raise the center of her asphalt streets in order to drain off the water.

While these types of road construction had their early development in Babylon and the Roman empire, Greece also produced an ancient road architecture. Very often in ancient Greece pavements were constructed with slabs of lava.

The earliest pavement in central Europe was laid in Prague in 1333. By the end of the fourteenth century Bern, Rogensburg and Windberg, near Strasbourg, also had pavements. Nuremberg had no pavements until 1398. Up to then, Nuremberg had only paths made with logs. The chancellor of Emperor Charles IV complained at that time about the constant rain and humidity in Nuremberg and about the mud which was to be found there at all times and which was sometimes so impassable that a horseman could not get through without stumbling, falling or being splashed on his way from his inn to the imperial castle.—*New Orleans Journal of Commerce*.

Scientist says the bee language is a kind of dance performed with their feet. As we recall, the only bees that have ever tried to communicate with us have sat out the dances.—*Arkansas Gazette*.



G. HUNTER SYKES

G. Hunter Sykes, of Little Rock, has been appointed Assistant State Highway Engineer.

Mr. Sykes was born in Ellicott City, Maryland, December 13, 1885, the son of Dr. Mordecai Gist Sykes and Mollie (Gaither) Sykes. Mr. Sykes comes from a long line of doctors and engineers and is a direct descendant of General Mordecai Gist of Revolutionary fame.

Mr. Sykes received his early education in the public and high schools of Maryland and graduated in Civil Engineering from the Virginia Polytechnic Institute of Blacksburg, Virginia, in June, 1905. He immediately accepted a position with the Pennsylvania Railroad on heavy construction work and at the formation of the Maryland State Roads Commission accepted the position as Assistant Engineer, which position he held until 1912 when he was appointed County Road and Bridge Engineer of Howard County, Maryland. He then entered the contracting business until the World War.

After the World War Mr. Sykes became connected with the United States Bureau of Public Roads in Washington, D. C., and in 1919 was assigned to the Fort Worth office and then to Arkansas.

At the request of the former Highway Commissioner

and State Highway Engineer Mr. Sykes accepted the position of Assistant State Highway Engineer. When the Harrelson law became effective in 1923, Mr. Sykes was appointed District Engineer of the Little Rock District. In March, 1924, the directors of Road Improvement District No. 1, Mississippi County, Arkansas, appointed Mr. Sykes their Chief Engineer and their \$3,-500,000 high type paving project of over fifty miles in length was completed in eighteen months, under his supervision. This project is considered one of the largest and highest type of highways in the Southwest.

At the completion of this project Mr. Sykes returned to the Arkansas Highway Department as Construction Engineer, which position he held until after the recent primary election.

Mr. Sykes' long and well rounded experience in all types of road building makes him especially fitted for the position to which he has been appointed.

He is an associate member of the American Society of Civil Engineers and Registered Engineers of the State of Arkansas and member of the Little Rock Engineers Club.

WE ALL PAY

There is no truer economic principle than this: what you need and don't have costs you more than what you need and get.

Good highways have proved profitable to every community which has built them economically—that is, the right type of road for the traffic demand. Those communities which are paying for good roads have an economic unbalance in some instances because the cost is put in the wrong place. But as a whole, the community is getting its money's worth out of its highways.

Those communities which have no good roads are paying for them, too, and paying a higher price. Here again there is economic unbalance. Those people who are paying automobile license fees and gasoline taxes, and yet have no decent roads to drive their cars on are paying more than their share. Those who pay nothing are yet losers, for they are missing the profits which rapid transportation brings to every one in every community.

The counties of Arkansas which have no road bonds are paying for the roads they haven't got just as surely as those counties which have road bonds paying for something they drive their cars over. The roar is louder from the counties with bonds because they can see one receipt for what they pay, while the counties without either bonds or roads pay their cost in invisible and intangible ways—in loss of efficiency, in wasted profits, in backwardness of development due to slow transportation.—*Ft. Smith Southwest-Times Record.*

VALUE OF TOURIST TRAVEL

Estimates of the money value of tourist travel vary considerably, but it is interesting to note that the Universal Press, one of the great news-gathering organizations of the country, has compiled figures showing that, during the past 12 months, five million American tourists spent \$190,000,000 in Canada, a golden stream. Eight million tourists attracted by the good roads of Michigan, Wisconsin and Minnesota last year, left \$400,000,000 during their stay, according to figures compiled by the Associated Press.



VICTOR A. KLEIBER

Victor A. Kleiber, Auditor of the reorganized Highway Department, who has charge of the "business end" of the State Highway Department, was appointed by Commissioner Blackwood and the appointment received the unanimous approval of the Honorary Board of Highway Commissioners.

Mr. Kleiber was born at Quincy, Illinois, July 4, 1885. He received his education in the public schools of St. Louis, Chicago and at Hartsack Commercial College. His first accounting experience was with the auditor of Passenger Accounts of the Big Four Railroad Company at Cincinnati, Ohio, from 1905 to 1909, when he became a member of the accounting firm of Watson, Rice and Haddath, as Indianapolis representative. In 1913 he moved to Memphis and joined the firm of Homer K. Jones and Company, public accountants of that city. Mr. Kleiber has practiced accountancy almost continuously since 1909.

In 1916 Mr. Kleiber moved to Arkansas, locating in St. Francis County, and shortly afterward moved to Mississippi County. On January 1, 1926, Mr. Blackwood, at that time State Treasurer, appointed him Deputy State Treasurer and when Mr. Blackwood took office as Commissioner of State Lands, Highways and Improvements, the highly important position as Audi-



MISS ELAN C. D'LETTER

Miss Elan C. D'Letter, of Little Rock, has been appointed Secretary of the Arkansas State Highway Commission.

Miss D'Letter received her education in Rock Island, Illinois, and is a graduate of Augustana College of that city. She served for two years as secretary to the Chief Engineer of Deere and Company, one of the largest industrial firms in the Middle West. In 1923 Miss D'Letter accepted a position with the Arkansas State Highway Department and was later transferred to the Little Rock District office. In 1924 she resigned from the District office to accept the position of secretary to the Chief Engineer of Road Improvement District No. 1, of Mississippi County, which road was built at a cost of \$3,500,000, all of which, due to her familiarity with the workings of the State Highway Department and actual construction of highways, makes her especially fitted for the position to which she has been appointed.

tor of the State's largest and most important business, the Highway Department, was accepted by him.

Mr. Kleiber was married to Miss Grace Barr of Ludlow, Kentucky, September 4, 1914. They reside at 3000 West Thirteenth Street, Little Rock.

Depleted Balances Make New Appropriation Necessary

Commissioner Blackwood Asks Legislature for Funds for First Six Months of 1927

Because of depleted appropriation balances left in the treasury by the outgoing highway administration, Commissioner Dwight H. Blackwood will ask the Forty-sixth General Assembly for a supplemental emergency appropriation for construction and maintenance during the remaining six months of the State's fiscal year, according to announcement made shortly after his assumption of office.

The appropriation would come out of unappropriated cash which will be in the State treasury to the credit of the highway fund, amounting to approximately \$1,375,000 during this period, and would make it possible for the Highway Department to deal promptly and efficiently with the many problems of maintenance created by the recent unusually heavy and long-continued rains that have done great damage to road grades under construction and to bridges and culverts in many sections of the State.

Ample funds will be available for this work, from unappropriated oil, gas and license taxes lying in the treasury, but they cannot be used until the legislature has passed a supplemental appropriation.

When Mr. Blackwood took up the work January 1, he found an unexpended appropriation balance subject to his needs for the next six months of only \$250,682.73 for the maintenance and construction of highways. The inadequacy of this sum to carry on the department until July 1 is apparent when it is seen from figures in the treasurer's office that last January there was an appropriation balance of \$1,397,000 to cover the work for the first six months of 1926. The need for the supplemental appropriation to be asked by Mr. Blackwood is made still more pressing by the heavy damage done to State roads by the unprecedented rains of December and January. This damage will be still greater unless maintenance work and reconstruction work is done immediately.

An appropriation measure to cover the needs of the department is being drawn up, based upon figures supplied by the State Comptroller's office, and no opposition is expected in either the House or the Senate. O. L. Hemphill, State Highway Engineer, has just completed a tour of the State in which he visited the scene of some of the most serious flood damage, and plans for reconstruction and maintenance work have been drawn and will be put into action as soon as funds are available.

During the meantime, Mr. Blackwood has been compelled to suspend the work of county supervisors temporarily as an economy measure. This move saves more than \$12,000 per month to the department, and gives the district engineers and their assistants that much more money for the most pressing needs in the various districts.

As of January 1, the cash balance in the State treasury to the credit of the Highway Department was \$115,069. Against this, however, more than \$535,000 in vouchers issued by the former administration were outstanding, to be taken care of out of 1927 license fees as they come in.

Collections of the department during the first six months of 1926 were \$5,116,315, and it is estimated that this will be increased to at least \$5,250,000 during the first six months of this year.

Out of this sum must be paid the outstanding vouchers mentioned, and the \$3,000,000 to be distributed to the various counties under provisions of the Harrelson law. With the balance of appropriations on hand, this makes \$3,872,282.93 that must be paid out of the estimated revenue of \$5,250,000 by July 1. This will leave unappropriated cash in the treasury to the credit of the Highway Department approximating \$1,375,000, out of which sum, the proposed supplemental appropriation would come.

The comptroller's figures upon which Commissioner Blackwood's estimate was based showed the various funds turned over to him when he took office as follows:

REGULAR APPROPRIATIONS			
Designated Appropriation	Amount	Expended	Balance
1 Commissioner	\$ 3,250.00	\$ 1,624.98	\$ 1,625.02
1 Engineer	5,000.00	2,499.96	2,500.04
1 Secretary	2,700.00	1,350.00	1,350.00
1 Land Deputy	2,400.00	1,200.00	1,200.00
3 Land Clerks	5,400.00	2,700.00	2,700.00
1 Land Stenographer	1,500.00	750.00	750.00
1 Auto Deputy	2,400.00	1,200.00	1,200.00
2 Auto Clerks	3,600.00	1,800.00	1,800.00
Extra Auto Clerks—			
Rush Period	2,500.00	457.67	2,042.33
Clerks and Registers Fees	750.00	181.50	568.50
Auto Tags, Badges, Etc.	60,000.00	60,000.00	
Office Equipment	3,000.00	2,854.65	145.35
Commission Expenses	2,500.00	1,307.69	1,192.31
Maintenance Office	30,000.00	9,186.61	20,813.39
Salary, Engineers, Draftsmen, Clerks and Stenographers	135,000.00	87,015.90	47,984.10
Road Maintenance	1,240,000.00	1,233,810.52	6,189.48
Additional Road Maintenance	750,000.00	515,523.13	234,476.87
Road Construction	1,500,000.00	1,489,983.62	10,016.38
TOTALS	\$3,750,000.00	\$3,413,446.23	\$336,553.77

Balances a year ago at this time were \$1,100,746.88 in the regular and additional maintenance appropriation, and \$296,490 in the construction appropriation. These comparative figures show the extreme difficulties under which the department would be working until July 1 should no aid be given the present session of the General Assembly.

A SHORT STORY

"Listen to that motor!" whispered the enthusiastic salesman to the "prospect." "It purrs like a kitten."

"Yeah," replied the dubious customer, "the car also jumps like a flea, coughs like a hoarse dog and roars like a lion. Equip it with a horn that moos like a cow and you would have a whole menagerie under one roof."

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McGEHEE, ARKANSAS

Litigation Over Harahan Approach Is Ended

Consent Decree Entered in Chancery Court

With a binding agreement providing that landowners are to be forever protected against the levying of taxes to pay for construction costs, the litigation in Pulaski Chancery Court over the award of contract recently made to T. J. Galley & Company of Knoxville, Tennessee, for the earth dump unit of the Harahan Viaduct Approach in Crittenden County was ended on January 21.

No appeal from the decree will be taken by either side, and work on this first big step in the building of this important million-dollar viaduct will be started immediately by the contractors under supervision of the State Highway Department.

J. A. Bradsher and L. S. McFadden, representing the taxpayers, had fought the contract award made November 16 by the State Highway Commission to the Galley Company for \$216,000.00 on the ground that money for the work was not available, and property owners might later be made to foot the bill, should tentative financing agreements between the States of Tennessee and Arkansas, the Federal Bureau of Public Roads and the Harahan Viaduct Commission fall through with.

Prior to the entering of the consent decree by Special Chancellor C. E. Johnson of Ashdown, agents of the Galley Company signed a waiver of any rights to enforce a tax levy on adjacent lands. The text of the waiver, entered by J. A. Tellier, was announced as follows:

"On behalf of the contractor, it is agreed that he will

make no claim against the taxpayers of the Harahan Viaduct Improvement District so far as taxes are concerned. This concession, however, is made upon the condition that it shall not, in any way, modify or release the Highway Commission of the State of Arkansas from its obligations under the Galley contract, nor the city of Memphis, nor the county judge of Crittenden County, nor of course, the United States, if in anywise it is obligated, nor the Harahan Viaduct Commission, exclusive of its obligation to assess benefits and collect taxes therefor."

This agreement removes the fears of landowners that they might eventually be called on to bear the burden of carrying out the agreement, and it is believed will make possible the immediate beginning of construction, along the lines outlined in previous issues of "Arkansas Highways." Under these plans the cost of the entire project will be financed jointly out of Federal Aid funds of Arkansas and Tennessee, money raised by the city of Memphis; and tolls collected by the Harahan Viaduct Commission from the present temporary wooden structure which will finally be replaced by steel and concrete.

The hearing before Chancellor Johnson was attended by members of the Harahan Commission, Mayor Payne of Memphis, A. R. Losh and other Federal road engineers, Dwight H. Blackwood, State Highway Commissioner; O. L. Hemphill, State Highway Engineer, and a large number of engineers, contractors and property owners.

The "Caterpillar" Is Called "The Nation's Road Builder"

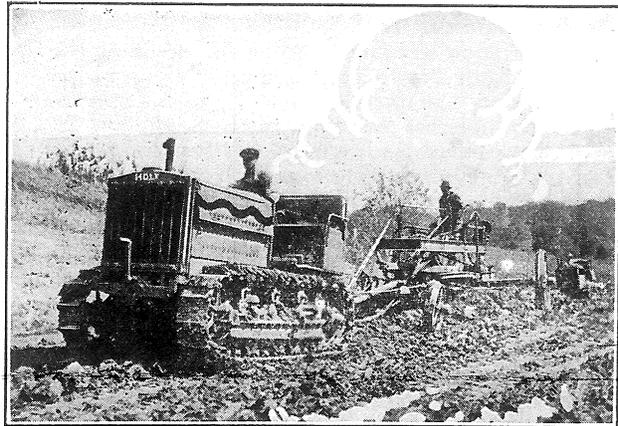
HITCH a Grader Blade behind the "Caterpillar" and go over the old road—bumps vanish, ruts are filled in, a crown built up to drain the water. Traffic speeds up—the smooth comfort of travel invites more travel—the community grows and prospers.

"Caterpillar" Tractors have brought the boon of good roads to many communities—they blaze new roads and maintain old ones, pulling scarifier, blade grade, elevating grader, hauling wagons and doing the dozens of odd tasks that require plentiful power.

Four Models of "Caterpillars" on display at
Memphis:

"SIXTY"
"5-TON"

"THIRTY"
"2-TON"



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REG. U.S. PAT. OFF.

HIGHWAYS

Reprint from Dixie Magazine

There are 75 counties in the State. All the counties but one have railroad transportation. Some 35 of the counties have a more or less complete highway system. This is largely the result of local district highway bonds, issued by the voters of the road districts in these counties in order to pull themselves out of the mud and to enable them to have some measure of automobile and wagon communication with the outside world.

The other 40 counties have a more or less hybrid collection of State and local roads, most of them dirt, following the routes of the original settlers' trails and section lines and worn to their present levels by repeated workings by unskilled farmers through the years of the State's history and erosion by rain and storm.

To get these so-called good roads that the State now has, bonds have been issued by the local improvement districts for road-building to the amount of nearly \$75,000,000. This has been paid off by the local taxpayers down to about \$58,400,000.

As a matter of fact, including Federal aid and State money from State road funds, collected through licenses, gasoline and oil tax, the expenditure for so-called good roads in Arkansas has run well over \$100,000,000.

This amount properly expended could have built, in a topography such as Arkansas' 4,000 miles of hard-surfaced, well-drained highways. The repairs of such a system, aside from crossings and bridge approaches, would be comparatively little. This practically means that eight roads could have been built across the State from East to West and eight from North to South; and thus nearly every county could have been tapped.

Well, we haven't got them. Instead, we have a miscellaneous collection—some good roads, lots of them bad and a few indifferent and nearly one-half of the area and more than one-half of the population taxed to death through improvement district bonds to get a few good roads and some medium good roads for part of the State and these latter can only be kept in fair condition by the expenditure of large sums for their maintenance.

This State has income enough from the use of the roads through licenses, gasoline and oil taxes, to have every county in the State connected with every other county in the State with hard-surfaced roads.

Arkansas has got to have such a road system in order to get anywhere with a school program, industrial development plan or agricultural and commercial success. This is an age of keen competition. Arkansas is competing with other States in the race for development and wealth, both material and cultural. Other States are building good roads and have launched ambitious, yet practical road programs, because they recognize the necessity of good roads and that good roads means a uniform and unified system of building.

Good road building is a technical business and to carry on a technical business, it must be in the hands of skilled people.

This writer came to Arkansas in 1923. He is not affiliated with any political clique, group or faction. He has no axe to grind and no favors to ask and what he writes, is without favor or fear; and is in the interest only of the State of Arkansas, to make it a better and more prosperous State in which to live and to do business.

Dixie Magazine would like to have seen the State of Arkansas authorize the issue of \$160,000,000 of road bonds to be paid off out of the State's income from automobile licenses and gasoline tax. \$60,000,000 of this money to be used to repay the outstanding district road bonds and the other \$100,000,000 to be expended during the next six years after the bonds were issued to build 4,000 miles of hard-surfaced roads to supplement the present hard-surfaced highways. And during that six years, to have connected every county seat with every other county seat by a concrete highway and to have built two great boulevards, East and West and two, North and South for interstate travelers. Such a plan was entirely practical from a fiscal and mechanical standpoint, but unfortunately there are legal difficulties which cannot be overcome. These being the necessity for an amendment to the Constitution to permit the State to issue bonds and the impracticability of attempting to call in the outstanding improvement bonds that are not callable until due.

Tom Platt, the "Easy Boss of New York State," always won by compromise.

So if we can't get the perfect thing in a road program, let's get the next best thing for Arkansas in road-building.

In the year 1926, the State of Arkansas issued more than 210,000 automobile licenses. It is safe to predict that there will be an increase in 1927 of at least 15 per cent in licenses, and 15 per cent in net income (after refunding for agriculture and industry) from gasoline and oil tax. This will give the State of Arkansas more than \$10,000,000 in the State Highway funds—a very respectable capital with which to begin the construction of a unified highway system.

The first thing we have got to consider in the plan, however, is economy and this means efficiency and efficiency can only be obtained by a unification of the highway system in control, construction and maintenance.

The State must take over all of the highways and highway work. This is said without any disrespect to any local road authorities as they now exist and function.

A man may be the best lawyer in the State of Arkansas, or the best farmer, or the most successful merchant or the most painstaking banker, and at the same time, while a strictly honest man, be a mighty poor road-builder or operator.

This is an occasion when we have got to put our pride in our pocket, forget our petty personal ambitions and work for Arkansas and her best good, by getting a complete system of hard-surfaced highways that will reach every county seat in the shortest possible time and for the least possible amount of money. To do this, we must make no false motions and must count every penny.

New roads must be built and old roads maintained, and where necessary, replaced with hard-surfaced roads to complete the main arteries in the road system. Counties where there are no adequate roads now, must have the first attention in new roads in this road-building program.

This outstanding district indebtedness of \$58,400,000 must be taken over by the State along with the

administration of the roads. It will require \$6,500,000 annually to liquidate this outstanding indebtedness and pay the interest. This \$6,500,000 must become a first charge against the income of more than \$10,000,000 that will come into the Road Department from the use of the roads through licenses, gasoline and oil taxes.

The Road Department must be authorized to borrow money in sums of from twelve to fifteen million dollars annually for the next four or six years, to be repaid out of the balance of this State road fund, arising through licenses and gasoline tax; and this twelve or fifteen million dollars per year must be expended to build the new roads and to maintain existing roads and ultimately in the main system, where necessary, rebuild gravel roads into hard-surfaced roads.

This is a program that is practical, both from a financial, physical and legal standpoint. It will mean that within six years, Arkansas will have 2,000 or 3,000 miles of hard-surfaced roads in the main system with good gravel roads for the lateral highways that are not subject to such hard wear and usage.

This will mean, in the words of Governor Martineau, "Good Roads to Good Schools." It will mean also great arteries of highways for automobile travel, that will be a delight at all seasons of the year, so that the great caravans of tourists moving from the cold North to the South and Southwest, will find Arkansas a delightful place for travel and perhaps in many instances a permanent stopping place.

These travelers from the North as well as the local users of our highways, will pay for the building and maintenance through gasoline and oil taxes; and not one dollar will be taken out of the local people of our State in direct land or road taxes for the building and maintenance of this great highway system.

These travelers from the North, if we build these inviting highways, will not only travel over the roads, paying for their use through gasoline taxes, but they will also be a source of revenue to the people of Arkansas through the money that they spend with us for other purposes.

Arkansas' reputation is at stake. We cannot have filling stations and information bureaus in Tennessee saying to the tourists, "Don't go through Arkansas, the roads are bad, but detour and go south through Mississippi and west through Louisiana where you will find good roads on your route to the Rio Grande." Or the filling stations in Missouri, on account of the conditions of Arkansas' roads, advising the tourists to de-

tour by the way of Oklahoma to Texas or by the way of Tennessee, Mississippi and Alabama to Florida and the Gulf. And that is happening today, and what will inevitably continue unless Arkansas builds a system of highways that will make this great State a logical competitor with the other States and reasonable contender for the patronage of the travelers.

Outside of this big external question, there is a big internal question. Our agricultural products must be taken to market. They can be taken to market efficiently and easily over good roads. They cannot be taken to market successfully over poor roads. If for no other reason than this, the State of Arkansas and the Legislature are justified in adopting a unified highway system of hard-surfaced roads for the main arteries of travel, so that the lot of the farmer, whether on the big plantation or the little hill-side farm, may be improved, both socially and financially.

The whole trend of modern thought, North, South, East and West, today is toward the consolidated school district that permits large areas of rural territory to build one good high school for all of the children that are in the district. Such a plan is feasible only when there are good roads that will enable the resident of the country district to transport his children over reasonably long distances to these good schools. They cannot do this on poor roads. If for no other reason, the State of Arkansas is justified in adopting a unified, hard-surfaced road system so that the children of the State in every county and in every part of every county, can have training in high schools equal to the city children.

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Little Rock

Relationship of Owner, Engineer and Contractor

By G. Hunter, Sykes, Assistant State Highway Engineer

On any large undertaking which involves the construction of an industrial plant, a dam, railroad, tunnel, bridge, highway, city streets, etc., we have three distinct groups of men.

1. The owner, who may be termed capitalists, directors, aldermen or commissioners.
2. The engineer.
3. The contractor.

The owner conceives the idea, or is responsible for having the work done, and in turn employs the engineer to design the plant, dam, railroad, highway or improvement, and to supervise the construction of the improvement in accordance with the plans and specifications as prepared by the engineer.

The contractor, due to his training as a builder, enters into an agreement or contract with the owner to construct the proposed improvement in accordance with the plans and specifications and under the supervision of the engineer.

Assuming the owner is in earnest and expects to have the improvement carried out efficiently and along business lines, he will in the first instance, secure an engineer who is especially qualified to prepare the specifications and plans for the proposed improvement and to supervise the construction of the same. In addition to the above the owner should have explicit confidence in his engineer and the engineer should be a man of his profession, who will command the confidence of the owner.

The owner should then award the contract for the construction of the improvement to a contractor who is especially qualified by his experience, and who has adequate equipment and financial resources to carry on the work to a successful and efficient conclusion.

The engineer, even though he is employed by the owner, is really in constant contact with both the owner and the contractor, and if all three parties work harmoniously and in a business-like manner, a very desirable and satisfactory improvement will result.

At times there will be differences of opinion between the engineer and the contractor as to the method of procedure or the interpretation of the specifications, but if the engineer and the contractor are parties of the above qualifications a friendly business-like discussion will invariably result in a satisfactory solution and the owner will not be worried and harrassed about these details.

Invariably all troubles on a construction job results from either an incompetent engineer or an incompetent contractor or both.

We are more vitally interested in the construction of highways and bridges under the direction of the Arkansas State Highway Department, and this work should be constructed along the same business lines as stated above.

In this case the State of Arkansas through the Highway Commissioner becomes the owner, the State Highway Engineer and the corps of engineers of the State Highway Department becomes the engineer and the contractor of the several projects becomes the contractor.

It is suggested and is the writer's idea, in view of the constructive legislation about to be enacted, and the resulting constructive road building program, that a getting together of the contractors of the State in the form of an association be consummated, with the view of having the members meet certain recognized requirements, so that when any member of their organization becomes a successful bidder on a project that the contractor's organization can recommend him as a member to the Highway Commission, and in a measure guarantee that his work will be satisfactory.

It is also suggested, in order to promote a better understanding between the engineers and contractors that at times the engineers be invited to said meetings to discuss the interpretation of the specifications and other phases of the work so that hearty co-operation will result and the roads built in Arkansas will be second to none in the United States.

STALLED

Bus Conductor—"One seat on top, ma'am and one inside."

Lady—"You surely wouldn't separate a mother from her daughter."

Conductor (ringing bell)—"Never again, lady. I did once and I have regretted it ever since!"

—*Humorist-London.*

THEY TRY TO

Stranger—"Rastus, do the people who live across the road from you keep chickens?"

Rastus—"Dey keeps some of 'em, sah."

1500 TONS

700 SIZES

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LITTLE ROCK, ARKANSAS

The U. S. Super-Highway

A master thoroughfare—a super-highway with a right-of-way 500 feet in width, from the Atlantic to the Pacific, constructed under direct supervision of a Federal Highway Corporation organized under an Act of Congress, is the gigantic highway construction program mapped out in Senate Bill No. 4675 introduced in the Senate of the United States December 6th, by Senator Coleman DuPont, of Delaware.

The Highway Survey.

(a) The Commission is authorized to make preliminary examinations and surveys with a view to the construction of a post road and military highway from a point on or near the Atlantic Coast to a point on or near the Pacific Coast, such highway to be as direct as practicable between such points, except where, in the judgment of the Commission, physical conditions, excessive cost, or other reasons render deviation necessary.

(b) The right-of-way for such highway shall be not less than five hundred feet in width, the highway to be located wherever most desirable on the right-of-way.

(c) No part of such highway shall be located within any municipality having a population, as shown by the latest available census, of two thousand five hundred or more, except where the houses average within a distance of one mile more than two hundred feet apart.

(d) The commission may select as part of the route for the highway any highway or portion thereof which has been constructed, or is under construction, by or in behalf of the Federal Government or a State or political subdivision thereof.

The Federal Corporation

The construction of the super-highway is to be in the hands of a Federal Corporation, organized under the provisions of the Act and, among other things, this corporation is vested with the following powers:

(a) To establish, construct, maintain, improve, and regulate the highway, including tunnels, bridges, drainage structures, signs, guard rails, and protective structures in connection with the highway, in accordance with the plan approved by the Congress in accordance with the provisions of section 201, and for such purpose to acquire by purchase, condemnation, donation, or otherwise, any real estate or interest therein which it deems necessary.

(b) After the completion of the highway to provide, in its discretion, for tourists camps on any part if the right-of-way is not used for roadbed.

(c) After the completion of the highway to provide, in its discretion, for the establishment, operation and maintenance along the highway, subject to the requirements of the Air Commerce Act of 1926, of emergency landing fields, light and other signal structures, radio directional finding facilities, radio and other electrical communication facilities, and other structures and facilities in the aid of air navigation approved by the Secretary of Commerce. The Secretary of Commerce shall designate the route of such highway as a civil airway whenever and to the extent that the Secretary of Commerce finds that such route is suitable for interstate and foreign air commerce. The air navigation facilities owned or operated by the corporation may be made

available for public use under such conditions and to the same extent as air navigation facilities owned or operated by the United States.

(d) To lease, upon such terms and conditions as the corporation deems advisable, any part of the right-of-way of the highway not used for roadbed. Each such lease shall contain a provision authorizing the corporation to readjust the rental charges of the property leased at the end of each ten years at least; but the lease shall be valid for the term stipulated therein subject to the condition that the lessee, after such readjustment, agrees to pay the rental charges so readjusted. In lieu of real estate taxes, the corporation shall pay to the State and its political subdivisions empowered to collect real estate taxes, in which the property leased is located, 10 per centum of all moneys received as rentals from property so located. The corporation shall distribute such amount to the State and its political subdivisions, in such proportions as the governor of such State determines and reports to the corporation to be just and equitable, based upon the distribution of real estate taxes in such State under the laws thereof.

(e) To issue permits and licenses for openings into, crossings over and under, or the use of any portion of the right-of-way of the highway for purposes not inconsistent with the provisions of this Act. In each such case the permittee or licensee shall be required to make such payment as will be sufficient to compensate completely for any damage done, and the receipts therefrom shall be converted into the treasury of the corporation.

Character of Highway

Except where such a plan is impracticable and unnecessary, the highway shall be so constructed as to permit a two-way fast traffic for tourists and non-truck traffic, and a two-way traffic for trucks and heavy traffic. The width and number of the traffic lanes shall be fixed by the Commission. In approving the types and width of construction, types and surface, and kinds of material, and the character of improvement, repair, and maintenance in each case, the corporation shall give consideration to the type and character which shall be best suited for each locality and to the probable character and extent of the future traffic.

The bill has passed its second reading and been referred to the Senate Committee on Post Offices and Post Roads.

IMPROVED ROADS HAVE BROUGHT CHANGED BUSINESS CONDITIONS

Improved roads have brought about changed conditions in the commercial world, and the small town dealer who has the vision and the enterprise to avail himself of the new opportunity thus brought to him, to use it, will profit by it. If not, and he tries to do business along old lines, failure is already in possession of his business. Country people are no different from other people in regard to buying where they can get the best values and the best service for their money. The improved roads gives them a wider field in which to operate. This wider field is also wide open to the dealer who grasps the situation and makes his place the point of opportunity for the buyer.—*Brinkley Citizen.*

The Real Mission of Permanent Highways

From the Beebe News

Good roads have not been given the credit due them in the advance of civilization and human progress. The church, the public school, the printing press, the home—all of these have played a part, but have not improved methods of communication accomplished even more?

Good roads built the Roman Empire. They made possible the mobilization of the French armies on the border over night when German invasion threatened in 1914. They have solidified the people of England and filled its colleges and universities. And, now they are working a miracle in the United States.

Hard surfaced highways stretching from State to State and from ocean to ocean and border to border are welding the American people into a solid, coherent nation, abolishing provincialism and sectionalism, destroying dialects and spreading tolerance and understanding everywhere.

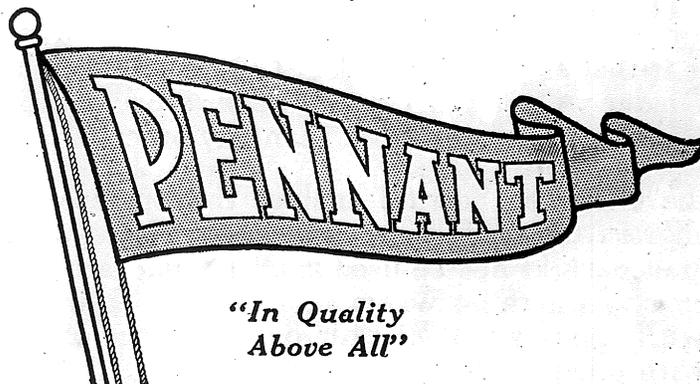
The first smooth all-year round roads were built in this country within the memory of many now living. For the reasons that traffic was heavier, the people more progressive and the municipal government more prosperous, the first pavements were constructed in the larger cities. Dirt roads and cobblestones preceded them. Today the farmers and small towns are as insistent as city taxpayers for good roads, and the urbanite demands improved highways in the country for his automobile and trucks.

Just because most of the traffic on the public highways is pleasure bent does not make the paved highways

an expensive luxury. Even though the farmer, business and the nation's transportation system could dispense with our paved roadways, they would still be an essential institution if for no other reason—than that they get the city folks into the country and the country folks into the city.

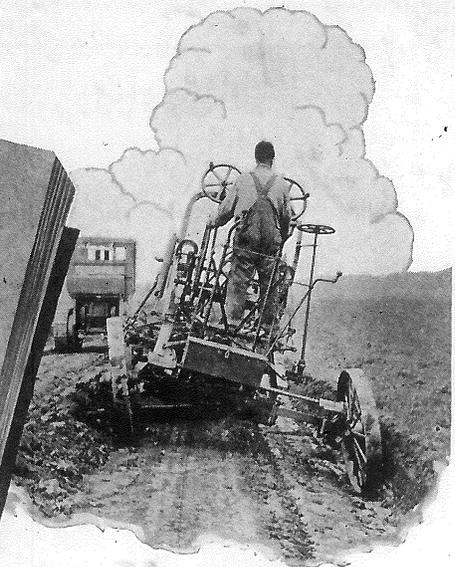
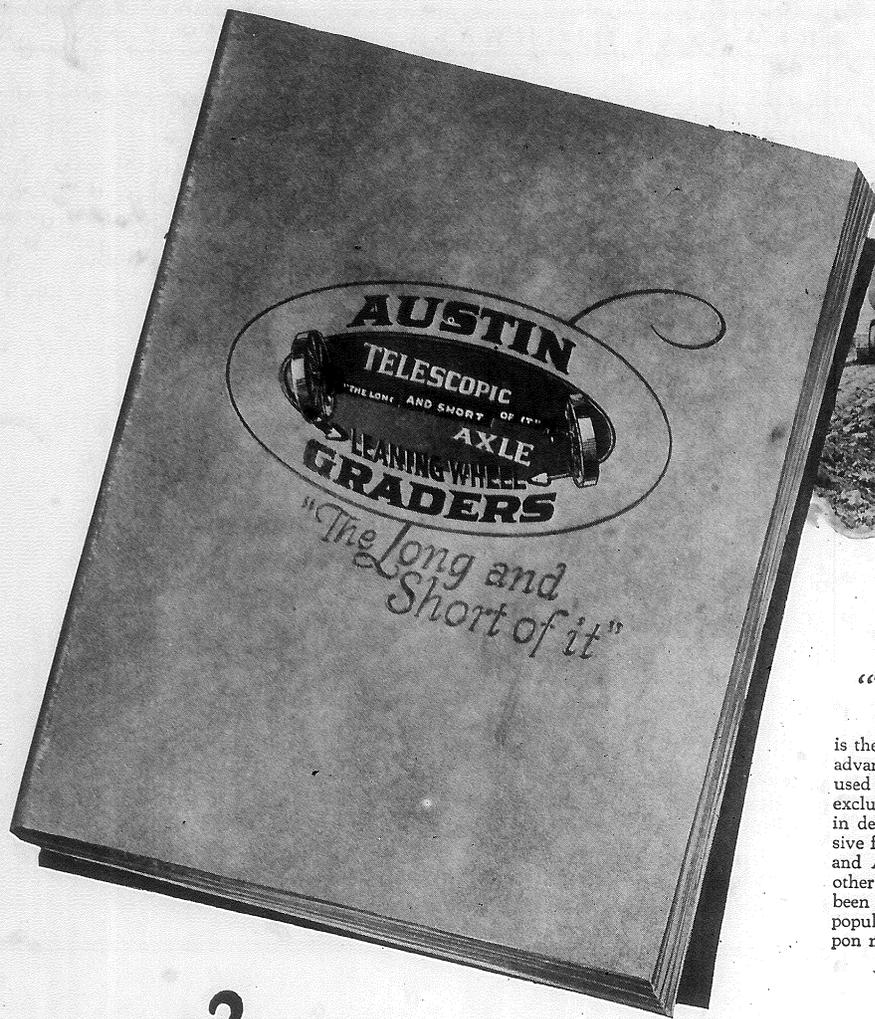
AFTER 70 YEARS

A tourist who recently drove in an automobile from Salem, Ore., to New York City, crossed the continent once before. Seventy years ago, as a four-year-old girl, she went west with her family in a covered wagon. The two journeys present a striking contrast, which the old lady has enjoyed thoroughly. She remembers some of the terrors and hardships of that earlier trip, for they were sufficiently stirring to impress a child of four. The blow-outs, punctures and hoof-and-mouth disease quarantines of her later trip would be regarded by most tourists as troublesome enough, but they were trifles compared with the things the earlier caravans had to endure. On the recent motor trip the old lady and her daughter drove the thousands of miles alone. There were no Indians to be feared and no dangerous stream-crossings to make. Good highways, service stations where the car could be looked after, hotels where comforts of every sort could be had have replaced the forts and encampments and long stretches of imperfect trail of former years.



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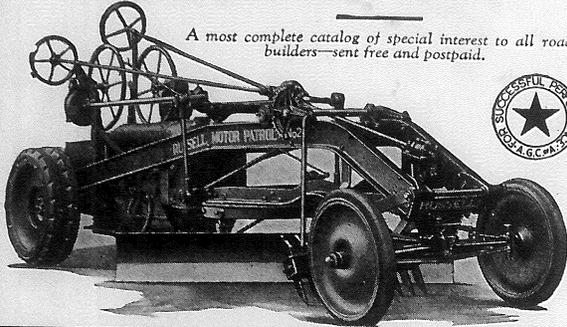
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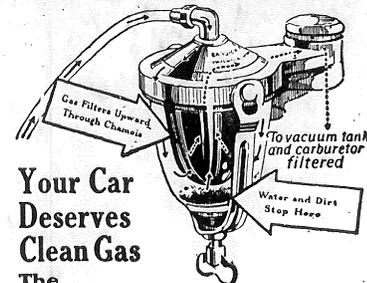
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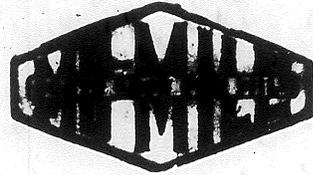
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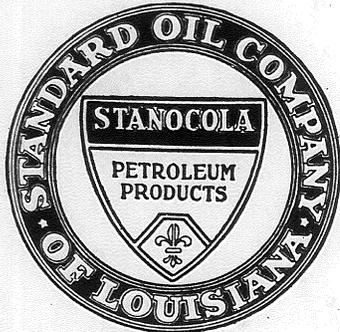


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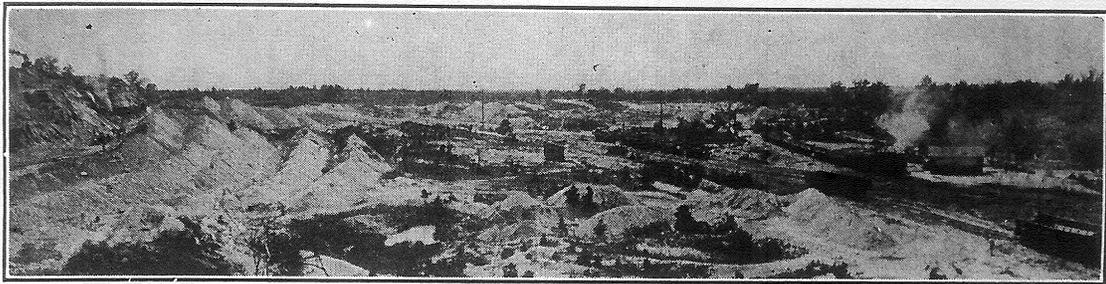
Little Rock, Arkansas

Ball-Benton Gravel Company

J. J. BALL, President
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821 Home Life Bldg. Little Rock, Ark.

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Plant: Benton, Ark.

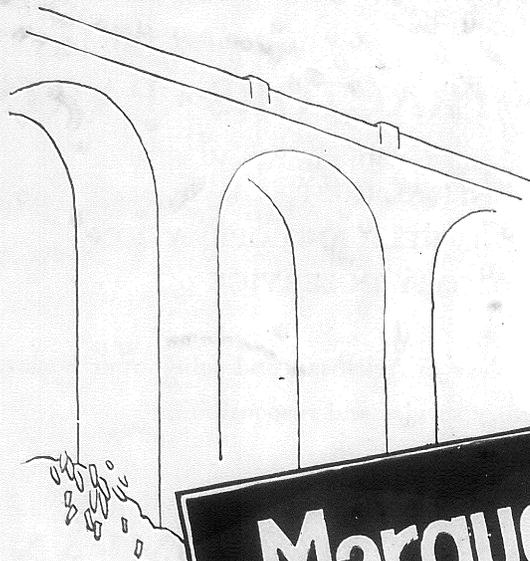
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