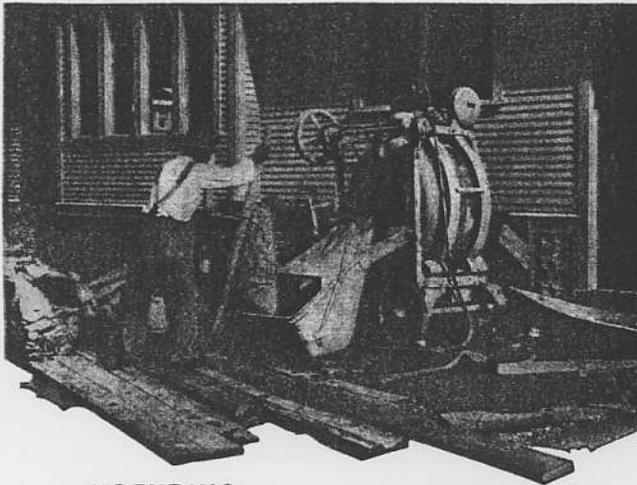


ARKANSAS HIGHWAYS

**The Official Magazine of the Arkansas
State Highway Department, Little Rock**



ARKANSAS HIGHWAY DISTRICTS AND COMMISSIONERS



KOEHRING
DANDIE
 5 cu. ft. Speedster

TAKE our word for it, when you want a speedy, light 5 cu. ft. mixer — you'll never do better than just to call us up and say "Send us a Koehring Dandie 5-S!"

The Koehring quality reputation justifies you in doing exactly that!

We'll stake our hopes of long, pleasant relationship with you that you'll be more than pleased at the way this Speedster will turn out the work and adapt itself to the conditions of job after job — and most of all on the way it'll stand up to top capacity operations.

Dandie — 5-S, 7-S, 10-S: — 5-S single cylinder; 7-S and 10-S 2 or 4-cylinder, radiator-cooled Ricardo head gasoline engine. Rubber tires with disc wheels or steel rimmed wheels. Complies with A. G. C. Standards.



Stockland Whippet

A one man power grader that can be hitched to any tractor. Speedy, economical and long lasting.

Lines Handled by Kern-Limerick, Inc.

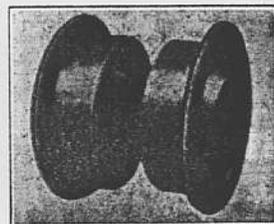
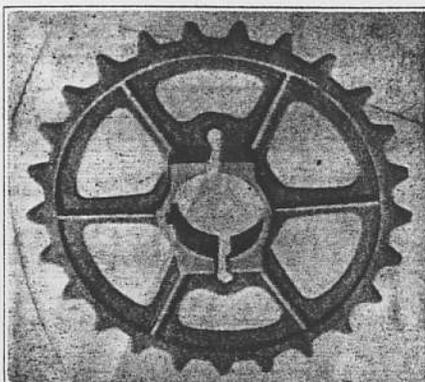
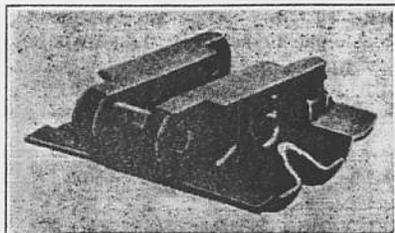
Bates Tractors
 Stockland Graders
 Koehring Mixers, Pavers, Shovels, Cranes,
 Draglines
 T. L. Smith, Mixers and Pavers
 Insley Excavators, Mast Hoists, Building
 Towers
 Parsons, Excavators and Backfillers
 C. H. and E. Pumps, Saw Tables and Hoists
 Huber Rollers
 Cedar Rapids, Crushers and Gravel Plants
 Sidney Steel Scraper Co., Small Road Tools
 and Wheelbarrows
 Schramm Compressors and Drills
 Resiliflex Guard Rail
 Cutting Edges for All Makes of Graders
 Wickwire Spencer Steel Co., Steel Mesh
 and Cables
 Martin Ditchers
 McClosky Torches
 Dixoyl Greases
 Conneaut Shovels
 Steel Bridges

KERN-LIMERICK, Inc.

2800 West Fifteenth Street

Phone 3-0316

LITTLE ROCK, ARK.



SOME OF OUR PRODUCTS

WE MAKE

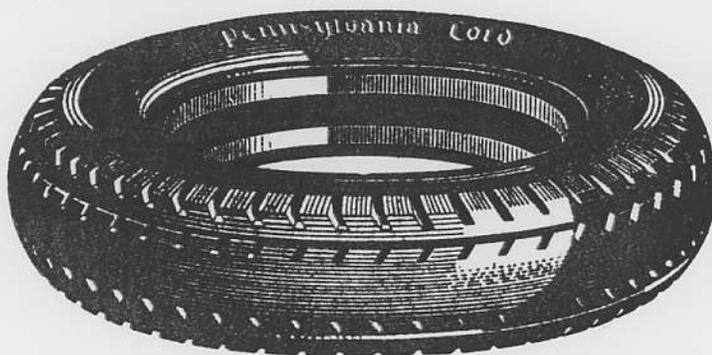
IRON and STEEL CASTINGS

EXCLUSIVELY

STANDARD BRAKE SHOE & FOUNDRY COMPANY
PINE BLUFF, ARKANSAS

Pennsylvania TRUCK TIRES

TUXEDO
RED
TUBES



TON
TESTED
TUBES

Whether you operate one truck or a whole fleet, it will be well worth your while to communicate with us before buying your tires.

PENNSYLVANIA HEAVY DUTY TRUCK TIRES are built to meet the most severe operating conditions in road building.

ASK US ABOUT OUR SPECIAL TRUCK TIRE
PROPOSITION FOR CONTRACTORS

LITTLE ROCK TIRE COMPANY

304-6 Center

"We Believe in Good Highways"

Phone 5510

ARKANSAS HIGHWAY ORGANIZATION

DWIGHT H. BLACKWOOD, Chairman

ARKANSAS STATE HIGHWAY COMMISSION

D. H. BLACKWOOD, Little Rock, Chairman
 JUSTIN MATTHEWS, Little Rock J. L. WILLIAMS, Osceola
 J. S. PARKS, Fort Smith S. J. WILSON, Portland
 M. H. THOMAS, Secretary
 CHAS. S. CHRISTIAN, State Highway Engineer
 Executive Offices, Little Rock, Ark.

GENERAL OFFICE

V. A. KLEIBER, Chief Clerk and Auditor..... Little Rock
 A. V. DENNY, Chief Deputy, Automobile Division..... Little Rock
 E. W. SMITH, Cashier..... Little Rock
 J. Q. BLACKWOOD, Purchasing Agent..... Little Rock
 L. R. WOOD, Traffic Manager..... Little Rock
 CLAUDE DUTY, Assistant Attorney General..... Little Rock
 THOMAS B. GOLDSBY, Claim Agent..... Little Rock

ENGINEERING DEPARTMENT

E. N. JENKINS, Assistant State Highway Engineer
 (Eastern Division)..... Little Rock
 W. W. MITCHELL, Assistant State Highway Engineer
 (Western Division)..... Little Rock
 W. W. ZASS, Construction Engineer..... Little Rock
 N. B. GARVER, Bridge Engineer..... Little Rock
 C. W. HOLDERBAUM, Maintenance Engineer (Western
 District)..... Little Rock
 SAM BRADY, Maintenance Engineer (Eastern District)..... Little Rock
 J. A. FRANCIS, Supervisor of Equipment..... Little Rock
 E. H. FLANNERY, Office Engineer, Federal Aid Procedure..... Little Rock
 A. E. HEAGLER, Engineer of State-aid City Paving..... Little Rock
 ROY D. LIKINS, Engineer of Materials and Tests..... Little Rock
 O. B. PENDERGRAFT, Chief Draftsman..... Little Rock
 FORD & MacCREA, Consulting Engineers..... Little Rock

DISTRICT ENGINEERS

(Eastern Division)

District No. 1
 W. G. HUXTABLE, District Engineer, Forrest City
 Crittenden, Cross, Woodruff, St. Francis, Lee, Monroe, Phillips.
 District No. 2
 A. S. MADDING, District Engineer, Pine Bluff
 Arkansas, Jefferson, Lincoln, Desha, Drew, Ashley, Chicot.
 District No. 6
 A. W. BUFORD, District Engineer, Little Rock
 Faulkner, Pulaski, Lonoke, Prairie, Saline, Garland, Hot Spring, Grant.
 District No. 7
 L. R. PLEMMONS, District Engineer, Camden
 Dallas, Cleveland, Ouachita, Calhoun, Bradley, Columbia, Union.
 District No. 10
 SHELLY LEE, District Engineer, Jonesboro.
 Randolph, Clay, Greene, Lawrence, Craighead, Mississippi, Poinsett.

(Western Division)

District No. 3
 R. B. STANFORD, District Engineer, Hope
 Clark, Pike, Howard, Sevier, Little River, Hempstead,
 Nevada, Miller, LaFayette.
 District No. 4
 W. T. BARRY, District Engineer, Fort Smith
 Benton, Washington, Crawford, Franklin, Sebastian, Scott,
 Polk, Montgomery.
 District No. 5
 CONE MURPHY, District Engineer, Batesville
 Fulton, Izard, Sharp, Stone, Independence, Cleburne, Jackson, White.
 District No. 8
 H. C. SELLERS, District Engineer, Russellville
 Johnson, Pope, Logan, Van Buren, Conway, Yell, Perry.
 District No. 9
 FRED E. COKER, District Engineer, Harrison
 Carroll, Boone, Marion, Baxter, Madison, Newton, Searcy.

EN-AR-CO MOTOR OIL

Is Built for Unusual Demands!



A motor car rolling over smooth boulevards or even an occasional stretch of "hard going" never calls on EN-AR-CO Motor Oil to give all that is in it!

But hard work—the kind of problems your tractor and road building machinery meet every day, is different. Hard work demands more than ordinary lubrication.

Intense heat—sudden strains on the motor—hour after hour of steady grind, must not break down the film of oil.

That's why so many contractors swear by EN-AR-CO and use it year in and year out. EN-AR-CO lubrication protects their investment from rapid depreciation and excessive repairs.

At the Sign of the Boy and Slate

EN-AR-CO MOTOR OIL

LIGHT—MEDIUM—HEAVY—EXTRA HEAVY

THE NATIONAL REFINING COMPANY

MEMPHIS, TENN.

LITTLE ROCK, ARK.

National Headquarters, National Building
 CLEVELAND, OHIO

ARKANSAS HIGHWAYS

*Official Monthly
Magazine*



*State Highway
Department*

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

VOL. VI

MARCH, 1929

No. 3

New Road Construction Starts With a "Bang"

Contracts Awarded On Thirty-five New Projects Aggregating Virtually
\$2,000,000—Work to Start Immediately

In the first big letting of 1929, the State Highway Commission, at its March meeting following the issuance of \$28,000,000 in bonds by the State Note Board, awarded contracts on thirty-five new road and bridge construction jobs, which will call for a total expenditure of approximately \$2,000,000.

More than 150 bids were received on the various projects. These were tabulated, and lists prepared of the three low bidders on each job. With virtually no exception, the awards were made to the lowest bidder. In the three cases where this was not done, the reason was either that the bidder received other awards believed to involve as much work as he was equipped to handle at one time, or that he was already behind on work previously awarded by the commission.

The complete list of jobs and awards was as follows:

Job No. 176, approximately 176 feet of treated timber pile bent bridges on Marianna-Clarendon road, Monroe and Lee counties, to L. G. Newsom, Marks, Miss., on a bid of \$21,912.30.

Job No. 205, approximately five miles of grading, drainage structures, gravel surfacing and one timber bridge on the Stuttgart-Ulm road, Arkansas County, to Ayres & Graves, Hope, Ark., on a bid of \$23,867.81.

Job No. 211, approximately 90 feet of reinforced concrete bridge on Pine Bluff-Free Bridge road, Jefferson County, to Philpot Construction Company, Pine Bluff, \$10,500.

Job No. 245, approximately 14½ miles of grading, drainage structures and gravel surfacing on the Monticello-Collins road, Drew County, to Newell Construction Company, Little Rock, for \$105,441.40.

Job No. 293, approximately 725 feet of timber bridges on the Lake Village-McGehee road, Chicot and Desha counties, to J. F. Mullins, Pine Bluff, \$21,055.48.

Job No. 321, approximately 2,384 feet of concrete bridges on the Fulton-Texarkana road, Miller County, to Fred Luttiohann, Topeka, Kan., \$143,179.56.

Job No. 364, approximately 13 miles of gravel surfacing on the Hope-Lewisville road, Hempstead County, to J. W. Gwin, Birmingham, Ala., \$28,713.26.

Job No. 370, eight miles of gravel surfacing on the Texarkana-Louisiana State Line road, Miller County, to J. W. Gwin, Birmingham, Ala., \$11,613.15.

Job No. 428, eight miles of concrete paving on the Fort Smith-Charleston road, Sebastian County, to Shultz Construction Company, Fort Smith, \$172,216.51.

Job No. 436, five miles of concrete pavement on the Mountainburg-Fine Springs road, Crawford County, tentative contract to Porter Construction Company, Tulsa, Okla., on bid of \$93,142.67 pending approval from Federal government.

Job No. 475, nine miles of concrete pavement on the Charleston-Paris road, Franklin County, to the Turk Construction Co., Little Rock, \$181,281.61.

Job No. 484, approximately 417 feet of concrete bridge on Gentry-Gravette road, Benton County, to Cook & Ransom, Ottawa, Kan., \$23,839.35.

Job No. 558, approximately 670 feet of timber bridges on Heber Springs, Edgemont road, Cleburne County, to L. G. Newsom, Marks, Miss., \$17,169.19.

Job No. 581, approximately 311 feet of concrete bridges on Hardy-Williford road, Sharp County, to Cook & Ransom, Ottawa, Kan., \$34,414.06.

Job No. 597, sixteen miles of gravel surfacing on the Newport-Tupelo road, Jackson County, to F. D. Harvey & Co., Memphis, \$24,802.54.

Job No. 599, approximately 345 feet of timber bridges on Mountain View-Timbo road, Stone County, to M. K. Orr, Little Rock, \$22,310.25.

Job No. 653, approximately eleven and one-half miles of gravel surfacing on Hot Springs-Malvern road, Hot Spring County, to J. W. Gwin, Birmingham, Ala., \$20,695.85.

Job No. 658, approximately three-tenths of a mile of concrete pavement on Benton-Hot Springs road, Saline County, to Turk Construction Co., Little Rock, \$10,216.62.

Job No. 760, approximately four and one-half miles of grading, drainage and gravel surfacing on the Harrell-Hampton road, Calhoun County, to L. A. Lemon, Booneville, Ark., \$29,727.17.

Job No. 768, approximately two and one-half miles of grading and drainage structures on Smackover-Camden road, Ouachita County, to E. A. Enloe, Shreveport, La., \$31,604.99.

Job No. 770, approximately 4,911 feet of concrete bridges and timber bridges and 163 feet of earth embankment approaches thereto on the Camden-East road, Ouachita County, to Brown-Abbott Company, Dallas, Tex., \$249,287.24, a tentative contract awaiting approval of U. S. Bureau of Public Roads.

Job No. 780, approximately fifteen miles of concrete pavement on the Smackover-Camden road, Union and Ouachita counties, to Hartmann & Clark Bros., Peoria, Ill., \$310,005.47.

Job No. 876, approximately fourteen miles of gravel surfacing on the Dardanelle-Ola road, Yell County, to Batson Bros., Dardanelle, Ark., \$11,735.96.

Job No. 878, approximately 506 feet of steel and concrete bridges and 443 feet of earth embankment approaches thereto on Clinton-North road, Van Buren County, to Merritt, Short & Co., Glenwood, Ark., \$47,170.55.

Job No. 889, eight miles of gravel surfacing on the Ola-Perry road, Perry County, to Nelson Bros., Memphis, Tenn., \$8,922.30.

Job No. 890, nine and one-half miles of gravel surfacing on the Ola-Perry road, Perry County, to Cook & Ransom, Ottawa, Kan., \$9,815.45.

Job No. 913, eight miles of grading and drainage structures on the Harrison-Eureka Springs road, Carroll County, to Cole Bros. & Denniston, Fayetteville, Ark., \$66,092.28.

Job No. 976, approximately 60 feet of concrete bridge on Mountain Home-Norfolk road, Baxter County, to Cook & Ransom, Ottawa, Kan., \$5,153.21.

Job No. 979, approximately nineteen miles of gravel surfacing on the Harrison-Omaha road, Boone County, to M. E. Gillioz, Monette, Mo., \$46,011.94.

Job No. 981, approximately one and one-half miles of grading, drainage structures and gravel surfacing on the Flippin-Cotter road, Marion County, to Miles S. Proctor, Yellville, Ark., \$19,958.86.

Job No. 1010, approximately 1,094 feet of timber, steel and concrete bridges on the Paragould-Corning road, Greene County, to Miller Garage and Construction Co., St. Louis, \$60,787.28.

Job No. 1090, approximately 251 feet of concrete bridges on the Leachville-Blytheville road, Mississippi County, to Booz-Boyd & Co., Russellville, Ala., \$38,457.04.

Job No. 10104, six miles of grading and drainage on the Hoxie-Alicia road, Lawrence County, to the Newwell Construction Co., Little Rock, \$32,214.56, tentative pending approval from U. S. Bureau of Public Roads.

Job No. 10119, approximately 458 feet of timber bent approach to St. Francis river bridge on the Piggott, Missouri State Line road, Clay County, to Oscar Kochtitzky, England, Ark., \$12,326.85.

Job No. 10126, approximately six and one-half miles grading and drainage structures on the Hoxie-Alicia road, Lawrence County, to Newell Construction Company, Little Rock, \$27,688.77, tentative award pending approval of United States Bureau of Public Roads.

HIGHWAY ENGINEERS AND CONTRACTORS

Get This Latest
Information
On Your
Chosen
Field



INFORMATIVE
AUTHORITATIVE
INTERESTING

Packed within the pages of this handy treatise is complete usable information on the latest and approved method of curing concrete streets and roads.

CURING CONCRETE HIGHWAYS contains just the kind of material every wide-awake road man needs to keep abreast of the times. Shows how to save time, trouble and money on highway jobs. A complete non-technical discussion of modern methods, illustrated with photographs of actual construction.

This valuable handbook sent with our compliments. Write for your copy today—the coupon below is for your convenience.

THE GRASELLI CHEMICAL COMPANY
Established 1839—Branches in 19 Cities
CLEVELAND, OHIO

THE GRASELLI CHEMICAL CO.,
Guardian Bldg., Cleveland, Ohio.

Please send me, without obligation, a copy of **CURING CONCRETE HIGHWAYS**.

Name _____

Address _____

City and State _____

GRASELLI GRADE
A Standard Field High for 90 Years

ARKANSAS WINS FAVORABLE COMMENT

Authorization by the Forty-seventh Arkansas General Assembly of an expenditure of \$65,743,166.70 for highways during the next two years has won favorable comment for the State in a large number of the highway publications issued throughout the country.

In many States having several times the number of automobiles licensed in Arkansas, our method of financing through license fees, a five-cent gasoline tax and the annual sale of highway notes to be liquidated through a period of years from the gasoline tax, has excited interest and elicited praise.

In Iowa, where a million-dollar road bond bill adopted last November by the voters has just been invalidated by the courts, the legislative committee working at Des Moines on ways and means of carrying out the people's expression for an enlarged highway program, has devoted considerable study to the Arkansas plan as worked out in the Martineau Law and its more recent amendments.

Highway Department Removed From Politics

Alexander Law Enacted By Last General Assembly Makes
State Highway Commission Entirely Appointive

Enactment by the Forty-seventh General Assembly of House Bill No. 418 by Representative E. E. Alexander of Mississippi County, definitely removes the conduct of Arkansas highway affairs from politics and places the department upon an appointive basis, similar to that of New York, North Carolina, Pennsylvania and various other States which have achieved the most outstanding success in the development of their State Highway systems.

The new law makes no change in the number of commissioners, which remains as now, one for each of the four Agricultural School Districts and one from the State at large.

It provides, however, for the appointment of each of the five commissioners by the Governor. Under the executive action of Governor Harvey Parnell in reappointing the present commission immediately following the signing and approval of the Alexander Law, it will have no effect upon the present personnel.

Chairman Dwight H. Blackwood and Commissioners J. L. Williams, Justin Matthews, Sam Wilson and J. S. Parks, members of the old commission, all were reappointed and immediately confirmed by the Senate.

Under the Alexander Law, one commissioner is to be appointed every two years, on the first day of February. In order to provide the start for this rotation, the Alexander Law specified that at its organization meeting the new commission should determine by lot or otherwise, which members should be assigned to the two, four, six, eight, and ten year periods, transpiring until the first expiration of the various terms.

The commissioners elected to decide this question by lot and the various terms were assigned as follows: J. L. Williams, the two-year term, expiring February 1st, 1931; Dwight H. Blackwood, the four-year term, expiring February 1st, 1933; Sam J. Wilson, the six-year period, expiring February 1st, 1935; Justin Matthews, the eight-year period, expiring February 1st, 1937; J. S. Parks, the ten-year period, expiring February 1st, 1939.

As each of these terms expires, the resulting vacancy on the commission will be filled by appointment by the then Governor of Arkansas.

On the cover page of this issue of "Arkansas Highways" may be found a map of the State showing the District Commissioners and the boundaries of their districts. Chairman Blackwood was appointed as the commissioner-at-large by Governor Parnell in recognition of the fact that he held his former position by popular election of the entire State.

The law provides that the chairman of the commission shall devote his entire time to the duties of the office. He is the only paid member of the commission, the four district commissioners serving without compensation except actual expenses incurred in attending meetings or performing duties designated by the commission.

It will be seen that the Alexander Law eliminates the necessity for the biennial political scramble for the control of the State Highway Department, which has kept the State in a turmoil and which has resulted in much lost motion in the carrying out of the highway program.



DWIGHT H. BLACKWOOD, Chairman
Arkansas Highway Commission

The change provided by the law has been generally advocated by the press of the State and is in line with the practice adopted by the States which have achieved the most outstanding success for their highway programs, notably New York, Virginia, North Carolina and Pennsylvania.

Another change made by the Alexander Law separates the Land Office from the Highway Department and Miss Belva Martin becomes its head, having been appointed as the first woman to occupy the office of State Land Commissioner.

The Alexander Law provides that monthly meetings of the commission shall be held on the last day of each month, Sundays excluded. Adjourned meetings may be held and other meetings on the call of the chairman or a majority of the highway commissioners.

This law contains a recodification of general laws affecting the State Highway Department, including the various features of the Harrelson and Martineau Laws, the law governing the issuance of State Highway notes and various measures covering the registration of motor vehicles and the regulation of chauffeurs and operators of public vehicles. Very little change, however, is made in any of these particulars, the principal feature of the new law being the removal of the highway program from politics.

New Road Bond Issue Negotiated Successfully

Highway and Toll Bridge Bonds Aggregating Twenty-eight Million Dollars
Are Sold Above Par For 1929 Program

In spite of unsettled market conditions, more favorable than at any previous letting, the State Highway Note Board, at an adjourned session March 29th, sold \$28,000,000 worth of highway and toll bridge bonds for the purpose of carrying out the provisions of the highway appropriation bill passed by the Forty-seventh General Assembly.

Bonds were purchased by the Halsey-Stuart Syndicate of New York and Chicago, on a bid of par, plus \$280 premium for half of the issue, at five per cent for immediate delivery. The second half, to be delivered July 1st, was bid in at par plus \$70,000 premium, this issue also to bear five per cent. The syndicate was said to include forty of the largest banks and bond companies of the north and east and seven Arkansas banks and bond dealers.

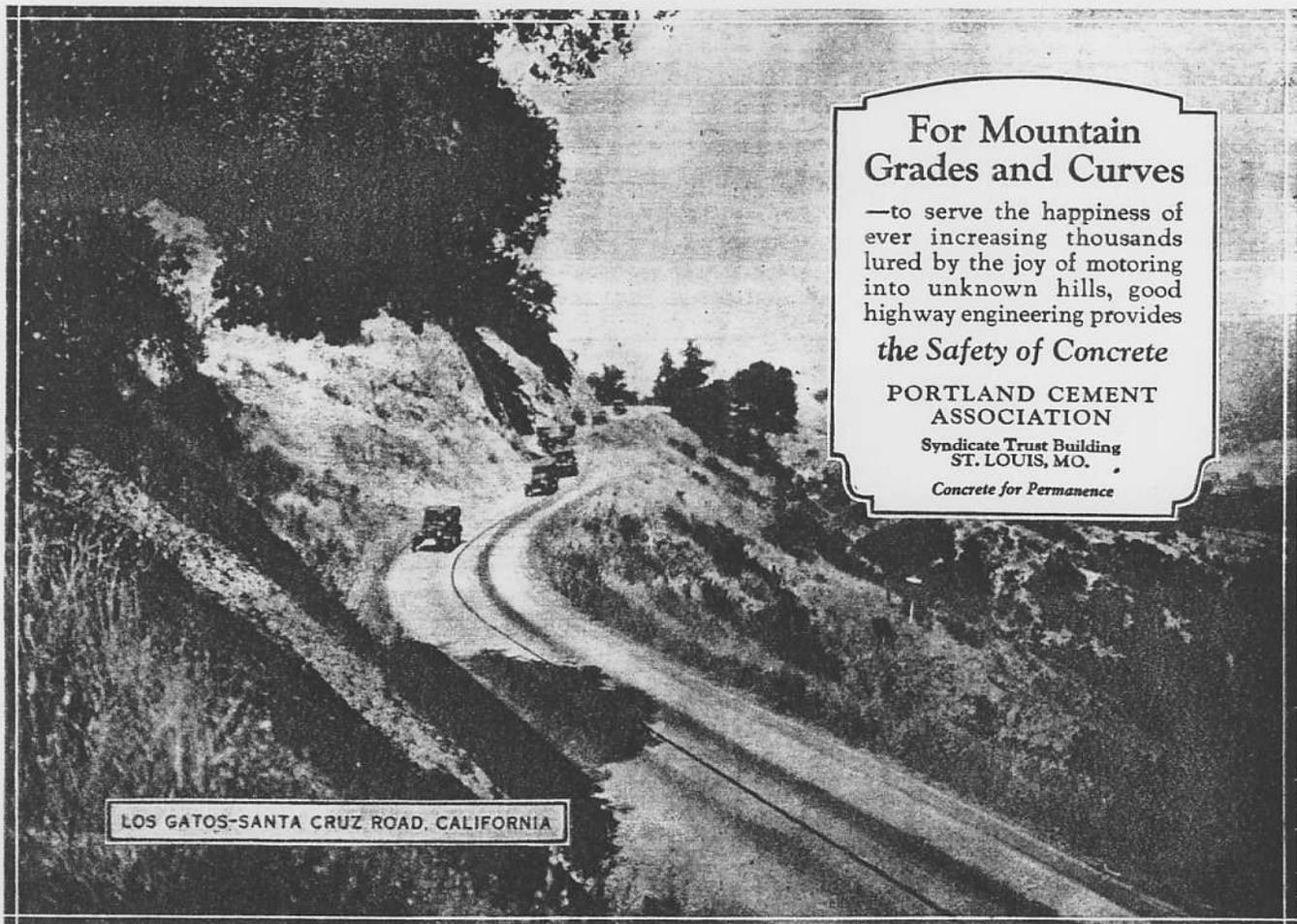
The Arkansas firms interested in the bid of the Halsey-Stuart Syndicate were said to be the Union Trust Company, of Little Rock; M. W. Elkins Company, the American Southern Trust Company and the W. B. Worthen Company; the Merchants and Planters Bank of Pine Bluff and the Merchants National Bank of Fort Smith.

Five per cent interest will be drawn by the State on the deferred delivery from the date of sale to the date of delivery.

While the sale was held under much less favorable financial conditions than any of those which have preceded it under the Martineau Law, members of both the Note Board and the Highway Commission felt that the State had secured very favorable terms on the new loan.

As a result of the successful outcome of the letting, the 1929 program of construction, as outlined by the Highway Commission before the Legislature, will be carried out immediately.

Governor Parnell, under the new highway law, will not be required to sign bonds in person, but only by facsimile signature. As a result, it was not necessary for him to accompany the other officials who were required to go to New York to sign the bonds. Chairman Blackwood, Justin Matthews, Ralph Koonce, State Treasurer, and deputies from the office of the Secretary of State and the Auditor's office, will sign and perform the other necessary operations to validate and deliver the first installment.



**For Mountain
Grades and Curves**

—to serve the happiness of
ever increasing thousands
lured by the joy of motoring
into unknown hills, good
highway engineering provides
the Safety of Concrete

**PORTLAND CEMENT
ASSOCIATION**
Syndicate Trust Building
ST. LOUIS, MO.
Concrete for Permanence

LOS GATOS-SANTA CRUZ ROAD, CALIFORNIA

Highway Commissioners Correct False Impressions

Commissioner Matthews Issues Statement Correcting Impression
Relative To Legislative Lobbying

Professional critics of the State Highway Commission, disappointed over their failure to impress the Forty-seventh General Assembly with their imaginary grievances, in many ways have sought to lead the public to believe that the commission had taken a hand in lobbying for some of the general tax measures considered by the Assembly.

Nothing could have been further from the truth, for the reason that the Highway Commission as a body, and the individual members, were too busy and too interested in the success of the highway program to give attention to other matters or to jeopardize the success of the program by outside politics.

Speaking for his associates as well as himself, Commissioner Justin Matthews issued a statement declaring emphatically that the only bills discussed with legislators were bills affecting the State Highway Department or the State Highway program, and that these discussions were held only in committee meetings, attended by the various interests affected.

Mr. Matthews' statement is as follows:

"In a front page article of last Sunday's Gazette, a member of the last Legislature in discussing the recently passed highway act, made the following statement:

"When the act was discussed before the House of Representatives spokesmen for the administration and the Highway Department said that it was designed to take the Highway Department out of politics. The ink had hardly dried on the Governor's signature to this bill before Justin Matthews, Dwight Blackwood, Sam Wilson and John S. Parks, four of the members of the Highway Commission, who were reappointed under the act, were back on the floor of the House, lobbying for the passage of the Governor's omnibus bill and their lobbying continued on one bill or another until the close of the session."

"The public who read this statement last Sunday, perhaps were not aware that the author is trying to get breeze enough to fly his kite in the next general election. I predict that in the next general election, this young man will be seeking a State office and making a fight on the State Highway Department in order to rake up an issue.

"I approached no representative or senator in the recent Legislature and asked him to vote for or against the omnibus tax bill or any other bill.

"I discussed tax legislation with only two representatives and one senator. The two representatives brought up the subject and a third party brought up the subject when a senator was present.

"As a member of the Highway Commission, I repeatedly refused to express my opinion to House and Senate members on various pending bills.

"I discussed only bills affecting the Highway Department and then in almost every case before a committee.

"There were two bills of a local nature that I was interested in, affecting lands in or adjacent to cities of 10,000 inhabitants, and I asked support of these meas-

ures only by appearing before committees when bills were to be heard or by writing letters to senators and representatives who were representing counties with a city of 10,000 population.

"Said article of last Sunday in speaking of the Highway Commission, contained the following:

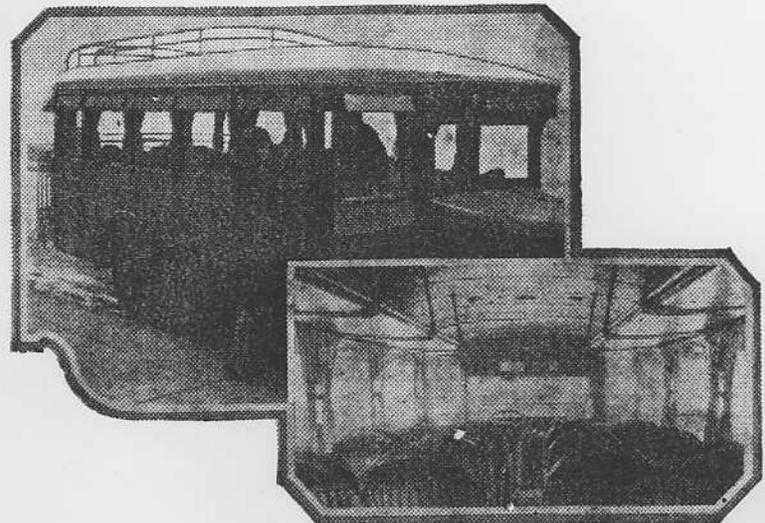
"They have absolutely fought every effort for an investigation of the department."

"The members of the House who introduced the bill that was passed which provides for three certified public accountants to continuously audit the books of the Highway Commission; namely, Representative Plank of Washington County; Representative Mixon of Lee County; Representative Winham of Miller County and Representative Cardwell of Benton County, will testify that the Highway Department strongly favored the passage of this bill and during the closing days of the session, fearing that this bill might die on the Senate calendar, the writer wrote letters to several senators urging that this bill be passed. Those I thus wrote to were: Senators Caldwell, McKennon, Gentry, Butt, Jones, Purkins and others."

MISSOURI PACIFIC EXTENDS BUS LINES

Some idea of the rapidity with which bus transportation is being developed is to be gained from the order just placed by the Missouri Pacific for twenty new motor coaches to cost approximately \$200,000, announcement of which has been made by P. J. Neff, vice-president and general manager.

All of the busses will be decorated with the standard color scheme adopted by the company, being painted a deep maroon with silver trimmings, bearing the trademark of the Missouri Pacific in bright red. Several different manufacturers were represented in the order, among them The White Company, General Motors and the American Car and Foundry Company. All of the coaches are of the parlor-car type, shown in the picture below.



"State Highway Administration More Stable"

Editorial in Arkansas Gazette

If the wisdom of bestowing so long a tenure of office on the highway commissioners is questioned, it may be said that it has worked well in other States, notably in two whose highway progress is outstanding, New York and North Carolina. New York has kept at the head of her highway affairs for a decade, and still retains, Col. Frederick Stuart Greene, who has been giving the taxpayers a dollar's worth of roads for every 100 cents of highway money put at his disposal. In North Carolina, Frank Page, brother of President Wilson's ambassador to England, served for ten years as the appointive head of the State Highway Department, and recently resigned of his own accord because the major part of the job he had undertaken for the benefit of his native State was done, and he had earned relief from onerous responsibilities.

It is said that Arkansas, Michigan and Massachusetts are the only States that still elect their highway commissioners. In all other States the governor appoints the entire commission, and in most States the appointments are for long terms. It is obvious and fundamental that the official who builds a State's highways should commend himself to the approval of his fellow citizens by his qualifications as a road builder, not by

his ability to win a plurality of the votes cast in a State primary election.

A bill drafted by the joint Committee on Roads and Highways proposes to abolish the present elective office of State highway commission. Highway affairs would be put under the control of a highway commission of five members, to be appointed by the Governor, with the consent of the Senate. The commissioners would select one of their number to serve as chairman. This officer would devote all his time to the department and receive the salary now paid the elective commissioner.

This measure may be attacked as an attempt to perpetuate the present highway administration. There will doubtless be opposition to making the elective position of highway commissioner appointive. But the vital and important question is whether Arkansas shall put her highway administration in line with the practice of practically every other State in the Union. Once the system was working, one commissioner would be appointed every two years for a ten-year term. Under normal circumstances no governor would have more than one appointment to make during one executive term. The object of this arrangement, of course, is to remove highway affairs from political control as far as possible, and to make the commission a stable body, which would map out and follow consistent policies over a long period.

MUCH CITY PAVING CONTEMPLATED

All over Arkansas cities and towns are planning street paving projects for the immediate future, which promises to make 1929 an outstanding year in this line. Among the cities and towns in which plans for such work already are well under way are: Eureka Springs, with approximately five miles of State-aid paving, the largest project of this kind yet to be started; Harrison, with one district just completed and another in prospect; Siloam Springs, with two jobs that have just been let; Camden, with two jobs in which the districts are well under way; Benton, with a job that has just been let; Dermott, Gurdon, Pine Bluff, Marianna, Searcy, Hot Springs and Springdale.

Texarkana has just awarded a \$15,000 contract for permanent improvements of a municipal air-port.

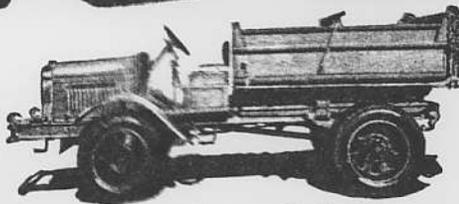
On the big Eureka Springs job, F. A. Pritchett of Little Rock, who handled the engineering work on the Harrison job just completed, has been named as engineer, the contractors being the Altman-Rogers Company of Wichita, Kansas. On the two jobs at Siloam Springs, W. L. Winters of Fort Smith has been selected to handle the engineering, and at Benton, the Lund Engineering Company of Little Rock has been designated; in Marianna, the Thomas H. Allen Company of Memphis is handling the preliminary work and has just completed the survey of most of the principal residential streets. This job, if it is carried through as now projected, will be one of the largest city jobs recently awarded, the estimated cost being approximately \$250,000.00.

HUG



Model

87 Roadbuilder



A compact, high-speed Hug. It has a short wheel base—equalized load distribution over front and rear axles. Six cylinder Buda heavy duty truck engine—5 speeds forward—2 speeds in reverse—double reduction, full floating type rear axle—rugged I-Beam frame. Model 87 shows the combination of speed and power with maximum efficiency that means profit. Designed for multiple batch hauling up to 10,000 lbs. at 35 miles per hour. Write for complete details.

THE HUG COMPANY, HIGHLAND, ILL.

"A ROADBUILDER'S OWN DESIGN"

TRUCKS

Distributor
HUG ARKANSAS
TRUCK CO.

421 E. Markham
Street
Little Rock, Ark.

APRIL SHOWERS

A Timely Dissertation by "The Old Veteran," James R. Huff
in "Tips For Salesmen"

One of the most seasonable reminiscences we have seen lately is "Uncle Jimmie" Huff's article on "APRIL SHOWERS," reproduced herewith from the house organ of the Chattanooga Medicine Company.

Inquiry as to the identity of the big, fat, flop-eared, country boy mentioned in this article has disclosed the fact that he is none other than our own Tom Anderson, General Manager of the American Company of Arkansas. Tom is out of town as these lines are written, and he has had no opportunity to make denial or defense. However, the hour of going to press is at hand and we will give Tom his day in court in a later issue. In the meantime, while the April showers are falling, we want our readers to have the benefit of "Uncle Jimmie's" old-time philosophy.—Editor.

"Lots of things ought to be done right now. There is that hillside fence to move, and more grubbin' to be done in the new ground, and that piece of corn land must be broken up, and we've got to have some new plows, trace chains, heel bolts, cleaves and a whole passel of other things, and get to work. Dad-blame the luck! Will it ever quit raining? One mule has a stove-up leg and the gray mare's back is still sore, and everything is wrong, and it keeps on raining." As a farm boy, did you ever hear anything like this?

A few days ago, in a great State west of the river, we met a big, fat, flop-eared country boy who is the sales executive of a big concern with many branches. He asked us if we had ever sold goods on the road, and we told him we had sold some few. He wanted to know (this old Clod-Buster has an inquisitorial mind) under what conditions we persuaded rural dealers to buy our



merchandise. Said his men hesitated in their trips when the weather was damp although they traveled in enclosed cars. We told him we had worked country trade in a buggy in zero weather with no foot warmers, no double lap robes, no nothing, except chattering teeth, blue nose, numb hands and a frozen face, and produced results because we had to, or lose our jobs.

We furthermore could have told our friend that we had forded streams that were out of their banks, that the

buggy top was folded back and we took our grips in our lap and sat on the back of the seat with our feet in the seat, and that the team had to swim while the water sloshed all over the buggy and all over our feet, and the seat of our britches got wet and we had no dry clothes because our grips were flooded, and we worked the rest of the day and sold goods and ate canned salmon, oysters, sardines, etc., had a good time and dried out that night at some farmer's house. We were drummers and not traveling sales representatives. We worked and didn't faint. We sold goods because selling was our job.

And for days we have slogged over and down into roads that would now be declared impassable. We have jammed, with fence rails, solid hunks of mud from between the spokes of all four of our wheels. We have had wheels collapse under such conditions, which meant walks and waits in the rain, sleet, snow and cold. We have had to doctor sick horses and lose a day or two while the driver went back to his stable in town for another team. We have driven far into dark and stormy nights, hunting places to stay and we have gone to bed late in fireless rooms without supper when we were cold, wet, tired, muddy, hungry and generally out of sorts. Yet we sold goods. We are advised that some of these modern young Bucks with closed cars and paved roads use bad weather as an alibi. April showers! If you want orders bad enough, you will get orders under all conditions!

We are hopping along, fellers. Back home we washed our hands and face on the back porch out of a tin pan. We took a bath Saturday nights in a big tub by the kitchen fire. We went in washing in the creek in warm weather. We went on the road and saw a little white button in our hotel room and under it was printed, "1 Ring Ice Water. 2 Rings Hot Water. 3 Rings Bell Boy," and so on. Then we moved up a peg to a hotel which advertised, "Hot and cold running water in each room." Fire was extra—so was a bath. Then along trotted steam heat and telephones in each room and an electric reading light by the head of our bed, and you turn a faucet for all kinds of water, and there is a combination bottle uncapper and corkscrew on the bath room door facing, and there is a boy to tote your grip every time you move. A certain young college chap recently lamented the fact that a bunch of lads his age actually had to walk ten whole city blocks. Poor kids! It's a hard life, boys—but don't weaken. April showers.

From what we can gather, the late models of traveling salesmen lead one hellofa life. They have a hectic time keeping up with radio programs, the last things in neckties, screen stars, Janes, aged corn, double breasted coats, concrete roads, new tires and musical records. We might slip in a line right here about sales managers training their men to sell anything they want them to sell, but we won't write it. Here's the point. A salesman can sell anything he wants to sell and a real sales manager trains his men to sell the lines he wants

them to sell. He makes them want to sell what he wants them to sell. Now this may not be crystal clear, but enough salesmen and sales managers will catch what we mean to justify the paragraph. April showers are not stream swelling rains anyway. They are just promises of a growing strength for the ground.

When we went on the road we were pretty middlin' young and, in April, we did a powerful lot of courting. "In the spring a young man's fancy lightly turns to thoughts of love." Our "Fancy" didn't turn "lightly." It just naturally flopped like a five-ton truck loaded with pig iron. We courted and we don't mean maybe—and we still like to see courting couples. But we would like to remind our young friends in the selling game that a pretty face has to be fed and, if you marry her, you are supposed to feed her; so keep in mind the job that is to provide the cash that is to buy what you two will need. It's fine to see roses and violets and daffodils in the April showers, but don't forget that you are out to get orders for goods that bear your house a profit.

In the old country days, April showers meant sassafras tea and cackling hens and pottracking guineas and gobbling turkeys and alder tags. There were litters of young pigs, frisky lambs and lots of talk of garden seeds and the breath of young onions was abroad in the land—which reminds us that every year of our life at about this time the fruit crop has been a failure and there would not be enough cotton picked in the entire South to make one shirt, yet we have always had both every season, and this year will prove no exception.

Wouldn't it be a queer April without showers?

ROAD SHOW PROFITABLE TO RIDDELL COMPANY

Those who have observed the heavy expenditures made by exhibitors at the annual Road Show, have doubtless often wondered whether the cost was justified.

The question seems to have been answered in the affirmative by the W. A. Riddell Company of Bucyrus, Ohio, pioneer manufacturers of one-man graders and builders of the Warco line of earth-moving machinery. Fifty of its newly designed screw-lift, rear control, one-man graders, built with rear crawlers, were sold during and immediately after the Cleveland Show, where they were exhibited for the first time.

Drew Gravel Company

ROAD SURFACE GRAVEL
Furnished in Any Quantity

Pits, Ballast Junction and Ozman Bluff
Shipping Point, Monticello

OFFICES

MONTICELLO AND McGEHEE
ARKANSAS

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

PATROL MEASURE LOST AND REPLACED

Senator DuVall Purkins' State Highway Patrol measure, giving inspectors of the State Highway Department police power of enforcement of State Highway rules and regulations, although it was passed by both Houses, came very near failing to become a law.

It was passed in the Senate and sent to the House where it also received a favorable majority, but during the feverish, closing days of the Forty-seventh General Assembly was misplaced by a clerk, so that when it came to be enrolled, it could not be found.

Secretary E. L. Farris, of the Senate, and Charles E. Bone, Chief Clerk of the House, were at a loss to know what to do about this matter and finally appealed to Chief Justice Jesse L. Hart of the Supreme Court, for advice and counsel. Justice Hart advised the two officials to take one of the official carbon copies of the bill, put a new jacket on it, mark it with all the notations put on the original bill, have it enrolled, transmit it to the Governor's office and later to the office of the Secretary of State. This was done with a certificate showing that the original bill had been lost and that the substituted copy was a true and correct reproduction of the bill originally passed by both Houses.

The measure was regarded by the Highway Department as of considerable importance, as the enforcement of highway laws and the apprehension of license-tag violators have been very difficult in the absence of police power.

Contrary to the popular expression, it is not contemplated that the new law will result in the addition of a large number of inspectors or patrolmen to the highway forces, Chairman Blackwood merely desiring that inspectors, engineers and other employees traveling the highways of the State be empowered to enforce the laws.

HIGHWAY BEAUTIFICATION GROWS POPULAR

One of the most interesting incidental benefits from the recent development of a permanent highway system in Arkansas, has been the growth of agitation in favor of highway beautification.

Throughout the State along the main highways the coming of pavement or wide gravel roads has resulted in the general "sprucing up" of the country-side. Fences are realigned, front yards are cleaned up and the use of paint becomes noticeable. There seems to be something about a broad, well-kept highway which makes such ideas very prevalent among those whose homes and farms front the highway.

Besides this individual stimulation, there are many places in which various civic organizations have taken up the idea of systematic roadside planting. Flowers, trees, shrubs and vines all have a place in such programs and the results of such community co-operation quite often are surprising.

Much has been accomplished along these lines by various women's organizations of the State and much more is in immediate prospect. The day will come when every through highway in the State will be an avenue of flowers, shrubs, trees, vines and gardens, which will be a tremendous asset to the State by reason of their attractiveness to automobile travelers who will come from all parts of the country.

Arkansas Public Toll Bridge Idea Not New

Adam Smith Demonstrated Soundness of Principle in 1776

With the State of Arkansas embarking upon a rather pretentious program of construction of State-owned toll bridges, there has been widespread discussion of the principles underlying the proposed system.

The toll bridge idea, however, is not a new one. It had been in practice many years when Adam Smith, the foremost political economist of the eighteenth century, published his celebrated "Wealth of Nations" in 1776. At that time discussing these general principles, he recommended that "the greater part of such public works (good roads, bridges, canals, harbors, etc.) may be so managed as to afford a particular revenue sufficient for defraying their expense without bringing any burden upon the general revenue of the society.

"Bridges, for example, may in most cases be both made and maintained by a small toll upon the carriages which make use of them * * *. When the carriages which pass over the bridge pay toll in proportion to their weight or their tonnage, they pay for the maintenance of these public works exactly in proportion to the wear and tear which they occasion of them.

"It seems scarcely possible to invent a more equitable way to maintain such works. This tax or toll, though it is advanced by the carrier, is finally paid by the consumer, to whom it must be always charged in the price of goods.

"As the expense of carriage, however, is very much reduced by such public works (toll bridges), the goods, notwithstanding the toll, come cheaper than they could otherwise have done; their price not being so much raised by the State, as it is lowered by the cheapness of the carriage. The person who finally pays this tax, therefore, gains by the application, more than he loses by the payment of it. His payment is exactly in proportion to his gain. It seems impossible to imagine a more equitable way of raising a tax * * *.

"When bridges are in this manner made and supported by the commerce which is carried on by means of them, they can be made only where that commerce requires them, and consequently where it is proper to make them. Their expense too, their grandeur and magnificence, must be suited to what that commerce can afford to pay."

These observations, made nearly two hundred years ago by this great student of political economy, fit most surprisingly the situation in Arkansas where several such large bridges are in contemplation. The location of these bridges has not been determined by the whim of the State Highway Commission, or any of its members, but by actual conditions of traffic. It has been determined by actual survey that the traffic now being handled by ferry will be sufficient over a period of years to retire the indebtedness incurred in their construction and maintain them for all time. The difference between the State-owned toll bridge and that which is privately owned is that at the end of the period necessary for the liquidation of the indebtedness or bond issue, the structure reverts to the public and becomes a free bridge. There is also this ultimate advantage to the public, in that the State, through its greater buying power, is able to complete the bridges more cheaply than could be done

by private promoters, and is also under no temptation to water the stock or swell the overhead as has been done in a number of private enterprises now operated in the State.

Inflation of the value of several of these structures by the owners has been the only obstacle to the acquisition by the State of these toll bridges and their dedication to the public. In one or two instances where the tolls charged by the private owners have been exorbitant, resulting in much dissatisfaction on the part of the public and various automobile and traffic associations, the State Highway Commission would already have eliminated trouble by buying these bridges from the owners and taking them over, had it not been for the fictitious values assigned to them through the unwarranted inflation of bond issues and overhead expense.

This same toll bridge idea, so clearly discussed by Adam Smith many years ago, also underlies the entire present highway program in Arkansas since in effect, a five-cent per gallon automobile tax is a toll charged those who actually use the highways of the State. It is the fairest and most equitable toll that could be charged, since it is in proportion to the amount of wear and tear caused by him. As Adam Smith said in discussing the toll bridge idea, the automobile owners when they pay their five-cent tax are paying "for the building and maintenance of these public works (highways) exactly in proportion to the wear and tear they occasion to them. It is scarcely possible to invent a more equitable way of maintaining such works."

NEWPORT HAS UP-TO-DATE GRAVEL PLANT

One of the most up-to-date and complete sand and gravel plants in the State is that operated at Newport by the Pearl City Packet Company.

Located on the main line of the Missouri Pacific and equipped with two large boats and a complete outfit of electrically-operated equipment for fast car loading, the company has excellent contact with construction activities in that section of the State.

According to Sol Heinemann, president, an expansion program is contemplated for the near future which will keep the company in line with the expanded highway program of the State.

PATENTS

PROTECT YOUR IDEA!

Write Freely, sending Data of your Invention for full advice.

Write for "Proof of Invention" folder mailed free.

TRADE-MARKS REGISTERED

We give genuine personal service.

Established—Experienced Twenty-nine Years

E. E. VROOMAN & CO.

129 ATLAS BUILDING

WASHINGTON, D. C.

RUSSELL COMPANY MERGES WITH CATERPILLAR COMPANY

Caterpillar Tractor Company of San Leandro, California, announces it has concluded negotiations with Russell Grader Manufacturing Co., Minneapolis, Minnesota, whereby it has acquired the business and facilities of the latter company. The Russell line of road-building machines will henceforth be manufactured by Road Machinery Division of Caterpillar Co. at plant formerly occupied by Russell Co. at Minneapolis. Caterpillar Tractor Co. dealers throughout this country and abroad will handle sale of "Caterpillar" tractors, Russell Road Machinery and Holt Combined Harvesters, latter being produced in Harvester Division of Caterpillar Co., located at Stockton, California. Caterpillar Co. has announced intention to build an eastern combined harvester factory at Peoria, Illinois, where its principal tractor plant is now located.

CAMDEN HAS PAVING PROGRAM

Bonds have been sold and a contract has been let for the earth work on the proposed all-year highway to be built by the city of Camden, from the heart of town to the river bridge, and work has been commenced by the Horton-Price Construction Company.

The project, which will cost approximately \$100,000.00, involves a section of the State Highway and will receive State-aid for approximately fifty per cent of the cost.

The bond issue, which was recently approved by the voters of Camden, will bear six per cent interest and has been sold at a premium to the Brown-Crummer Company of Wichita, Kansas.

HERCULES ISSUES VALUABLE BULLETINS

Hercules Powder Company has just issued two new bulletins, one on blasting supplies and the other one on high explosives and blasting powders. These bulletins, excellently prepared and well illustrated, describe in the first-mentioned volume the various blasting supplies, such as caps, fuse, connecting wires, blasting machines, crimpers, etc. In the second-mentioned volume the various gelatines, dynamites and powders, with such other special explosives manufactured by the Hercules Powder Company, are described. Use of these various explosives is also explained, and both books are valuable for all users of explosives, especially in view of the new developments in the manufacturing of these products which have provided new products better adapted to handle certain kinds of work. Copies of the booklets may be obtained by addressing the Hercules Powder Company at Wilmington, Delaware, or through their local sales offices.

Blueprint Experts

LITTLE ROCK BLUEPRINT COMPANY
PHONE 4-4223 HOME INSURANCE BUILDING

IMPORTANT WORK IN NORTHWEST ARKANSAS

Among the more important highway activities in Northwest Arkansas, incident to the general resumption of highway operations, are the construction of new steel and concrete two-way bridges to replace the narrow bridges now spanning the King and Osage rivers on Highway No. 12 in Carroll County; widening and straightening of Highway No. 21, extending north from Berryville to Blue Eye, Missouri, and the survey of new construction on Highway No. 12, from Alpena to Green Forest.

This work was recently agreed upon at a conference of highway department officials with a committee representing a commercial club and the city council of Berryville, composed of County Judge Lem Kendall, A. M. Jackson, Jack Walker, Luther Owens and J. E. Gregson.

NEW HARAHA ROADWAY OPENS SOON

May 1st is the probable date for the opening for traffic of the new roadway on the south side of the Harahan Bridge. This roadway replaces the one which was destroyed by fire last fall. It has been built two feet wider than the old one.

As soon as the south roadway is open, the temporary passage-way which has been in use on the north side of the bridge will be torn down and the work of constructing a permanent structure will be commenced.

COTTER BRIDGE SOON TO BE STARTED

Plans and specifications are being completed for a \$200,000 bridge across the White River at Cotter, which is of considerable importance to traffic in Northwest Arkansas.

Total length of the bridge including both approaches will be approximately 1,200 feet. It will be a two-way bridge with steel spans resting on concrete piers and will be located above the present ferry. It is estimated that fifteen months will be required for its completion.

NEW KOEHRING PAVER COMPLETELY AUTOMATIC

Arkansas representatives of the Koehring Company are demonstrating the latest achievement of the company, the new "27-E paver," first shown at the recent Road Show at Cleveland, in which all the operations incident to a complete mixing cycle, including charging and discharging, have been made automatic. With the new paver, the operator has only to lower the skip and operate the bucket control, the entire cycle occupying only 69 seconds, allowing a full one-minute period for mixing.

With greater weight and power than any previous paver, the new machine is typical of the entire Koehring line in simplicity of design and great strength.

With the great increase in the amount of street and highway slab work in Arkansas, it is predicted that the new machine will become a frequent sight on the streets and highways of the State.



Have You Heard?



Solomon Up-to-Date

Beauty is often only skin dope.

Give a girl an inch and she will make a dress of it.

Whom the juries would acquit they first make mad.

Gold digger's version: Nobody loves a fat man.

A drink in time will save nine, if it's wood alcohol.

Blood is thicker than water, but neither can touch post office ink.

From the maxims of a cave man: Faint clout never won fair lady.

An honest confession is good for the soul, also for a front-page story.

Pedestrians, Salute!

Teacher—"Now, James, name America's greatest general."

James (the son of a broker)—"General Motors."

"Gertrude is a thoughtful child. Today she purchased a green lip-stick."

"For heaven's sake, why?"

"Well, she said a young man who is a traffic cop is calling on her tonight."

Call the Cops

Rube—"What do you think about this here evolution?"

Yokel—"It's a good idea—but can they enforce it?"

Useless

Mistress—"I saw the milkman kiss you this morning. I'll take the milk in myself after this."

Janet—"It won't do you any good, mum. He promised me he would kiss no one but me."

Where's the Boss?

Small Boy (to visitor)—"Have you got a wife?"

Visitor—"No, sonny, I haven't."

Small Boy—"Then who tells you what to do?"

"I don't see why you call your place a bungalow," said Smith to his neighbor.

"Well: if it isn't a bungalow, what is it?" said the neighbor. "The job was a bungle, and I still owe for it!"

A Man and a Maid

Possibly you remember what the fellow said to his wife. "Evangeline," he said, "I called little Chester four times this morning and he didn't answer; so I went to his room, turned down the covers, and gave him a spanking I'll bet he'll remember."

"My heavens!" exclaimed Mrs. Earmuff. "Oh, Egbert, how could you? That means I'll have to find a new maid."

"Why, how's that?"

"How's that! Why, because Chester stayed all night with Billy Jones and the maid slept in his bed last night!"

The Right Place

A negro from the country was called into service during the war. Arriving in town, he inquired of another negro loafing in the doorway:

"Is dis whar de redemption bo'd is at?"

"Sho is," answered the other, "but de blessed redeemer has gone out for lunch."

My Grandpa notes the world's worn cogs.

And says we're going to the dogs.

His Grandpa, in his house of logs,

Said things were going to the dogs.

His Grandpa, in the Flemish bogs,

Said things were going to the dogs.

His Grandpa, in his hairy togs,

Said things were going to the dogs.

But this is what I wish to state:

THE DOGS HAVE HAD AN AWFUL WAIT!

Cautious Mr. Coolidge

Before the Coolidge silence tradition go utterly boom boom in the face of the dollar-a-word rate, we rush into print with this story of the good old days. The ex-President, then governor of Massachusetts, was visiting a business office on some business or other, when a mouse appeared, scurried across the floor, leaped over the governor's foot, and vanished under a desk. He watched it silently and ruminated for a minute. "'Pears to have been a mouse," he observed.

Youthful Aimee

"I was too young when I was born to remember what happened," Aimee replied to further questions.

READER GRAVEL CO., Inc.

READER, ARKANSAS

All Grades of Gravel and Sand

BEST QUALITY MATERIAL IN ARKANSAS



Capacity, 60 Cars Per Day

Will Appreciate Your Inquiries

ELLIS & LEWIS

GENERAL CONTRACTORS

*Builders of Roads
and Bridges*

SINCE 1916



ALFRED C. ELLIS
307 Pyramid Life Building
LITTLE ROCK, ARK.
Phone 2-1572

CEYLON S. LEWIS
506 Surety Building
MUSKOGEE, OKLA.
Phone 6108

Cross County Gravel Company



Producers of

CRUSHED AND SCREENED
ROAD GRAVEL
RAILROAD BALLAST
SAND



PIT: CHERRY VALLEY, ARK.
MAIN OFFICE: PINE BLUFF, ARK.

ARKHOLA Sand and Gravel Co.

CONCRETE SAND
ROAD GRAVEL
CONCRETE GRAVEL

Sizes: 1"x1/4"—1 1/2"x1/4"—2 1/4"x1/4"



*Daily Capacity
Over One Hundred Cars*



Office: South 7th and B Streets
Fort Smith, Arkansas Phone 5000

Southern Insurance Agency

INCORPORATED

301-2-3-4 Pyramid Life Building
LITTLE ROCK, ARK.

*General Agents
for
Arkansas*

SOUTHERN SURETY CO.
OF NEW YORK



Service to Contractors:

CONTRACT BONDS
EMPLOYERS' LIABILITY
PUBLIC LIABILITY
PAYROLL ROBBERY
ALL OTHER FORMS OF INSURANCE

Carey Elastite Expansion
Joint can be easily cut to
the crown of any road---
or formed to suit unusual
conditions. Can be eco-
nomically installed, too---
by ordinary workmen,
with ordinary tools.



THE PHILIP CAREY COMPANY
LOCKLAND, CINCINNATI, OHIO

WARRENITE-BITULITHIC PAVEMENT

—“A WARRANTed Product”—

What About Resurfacing?

No problem at all. It doesn't matter what the old road might have been—brick, concrete, or any other substantial base, even though useless as a road because of its condition, you can use it as a base for Warren pavement and produce a roadway of lasting satisfaction and practically unlimited service.

Before you scrap your old roads, let a Warren engineer tell you what you can do to save them.

WARREN BROTHERS COMPANY

International Highway Engineers and Contractors
Executive Offices: BOSTON, MASS.

DISTRICT OFFICES

Havana, Cuba	Chicago, Ill.	New Orleans, La.
New York, N. Y.	Phoenix, Ariz.	Dallas, Texas
Valencia, Spain	Boise, Idaho	Charlotte, N. C.
Bagota, Columbia	Washington, D. C.	Sydney, Australia
Santiago, Chile	Utica, N. Y.	Buenos Aires, R. A.
Warsaw, Poland	Minneapolis, Minn.	Tokyo, Japan
Portland, Ore.	Oakland, Cal.	Melbourne, Australia
St. Louis, Mo.	Toronto, Ont.	Oklahoma City, Okla.
Harrisburg, Penn.	Memphis, Tenn.	Salt Lake City, Utah
Vancouver, B. C.	Los Angeles, Cal.	Birmingham, Ala.

Benton Gravel Co.

INCORPORATED

Producers of

HIGH GRADE CLAY
BINDER ROAD GRAVEL



Passes State Specifications



PIT: BENTON, ARK.

OFFICE: PINE BLUFF, ARK.

Printers to Arkansas!

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

Quantity Production
Highest Quality
Prompt Delivery
Lowest Price

*These Things Tell
The Story*



Calvert-McBride Printing Company
FORT SMITH, ARKANSAS

Hermitage Portland Cement

SAND • GRAVEL • STONE

STEEL
ROAD
MESH

*Our facilities for supplying
road building materials
are unexcelled*

CAREY'S
ELASTITE
EXPANSION
JOINT

FISCHER LIME & CEMENT CO.

MEMPHIS

Quality Highway Supplies and Equipment



Jaeger Concrete Mixers
 Thew Shovels, Cranes and
 Draglines
 Universal Cranes
 Barnes Pumps
 Clyde Hoists
 Vulcan Pile Hammers
 Lakewood Towers and Paving
 Equipment
 Multi-Foote Pavers
 Gardner-Denver Compressors
 Bar Ties and Tools
 Toledo Torches
 Beach Saw Rigs
 "Hollywood" Concrete
 Culvert Pipe
 "Toncan" Iron
 Culvert Pipe
 Dynamite



**Choctaw
 Culvert & Machinery Co.**
 LITTLE ROCK MEMPHIS

White Trucks



There is a White Truck for Every Need

Permanent and Dependable Service
 by Little Rock Factory Branch

THE WHITE COMPANY
 400-410 West Tenth Street
 Little Rock, Ark.



Our Pride Mark

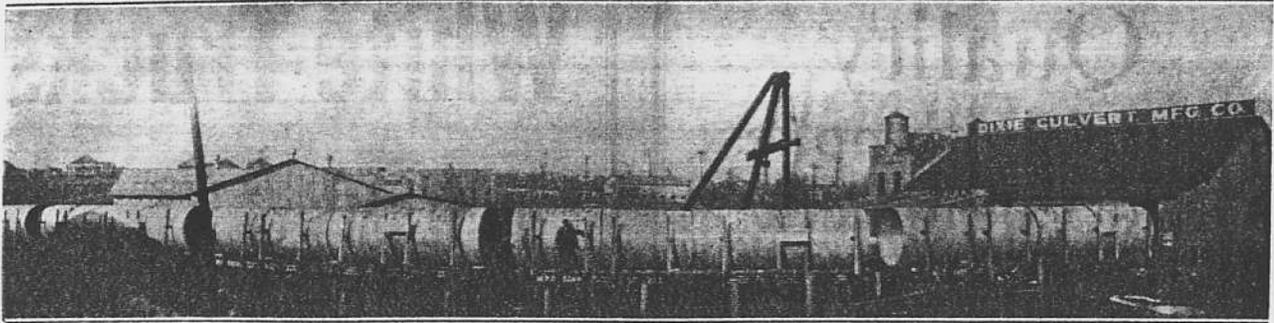
*The Sign of Absolute
 Quality in Printing*

THE QUALITY of our publication printing, of which the magazine you hold in your hand is a sample, is based on the same principle that carries throughout our entire line of efforts—that of making each job as good as it ought to be.

In addition to publication printing we do commercial printing, book printing, print catalogs, do ruling and binding, make blank books and loose leaves—in all offering a complete service, and

"We Actually Do Better Printing"

CENTRAL PRINTING COMPANY
 Phone 7138 209 Louisiana Little Rock



Armco Culvert Pipe used by Mo. Pac. R. R. Co.
240 Lineal Feet—84-inch—8-Gauge

Armco Culverts for Economy

"Look Under Your Roads"

DIXIE CULVERT MANUFACTURING CO.

"Always At Home"

LITTLE ROCK, ARK.

Big Rock Stone and Material Company

CRUSHED STONE, SAND AND
BUILDING MATERIALS

Especial Attention Given to Road Materials—Ready Mixed
Concrete—Highest Grade Stone—Blue Trap Rock

OFFICE 111 CENTER STREET—LITTLE ROCK, ARKANSAS

W. W. DICKINSON,
President.

R. SNOW WILSON,
Vice-Pres. & Gen. Mgr.

We Handle

*Good Equipment and
Good Supplies for Building
Good Roads*

FONES BROS. HARDWARE CO.

LITTLE ROCK, ARK.

Use

Magnolia ANTI-KNOCK Gasoline

POWERFUL

EVEN BURNING

KNOCKLESS

For high compression motors and motors with excessive carbon

MAGNOLIA GASOLINE INSURES MAXIMUM MILEAGE
MAGNOLENE MOTOR OILS FOR CORRECT LUBRICATION

MAGNOLIA PETROLEUM COMPANY

Reinforcing Bars

Where you want them—How you want them and When you want them

IMMEDIATE SHIPMENT FROM
LITTLE ROCK STOCK

IRON and STEEL

FOR BRIDGES AND BUILDINGS
Plain or Fabricated. Over Two Thousand
Tons in Stock.

Bridge Bolts and Hardware
Manhole Rings and Covers
Catch Basins and Covers
Road Center Strip
Reinforcing Bars
Wire Mesh

"It Pays To Get Our Prices"

Arkansas Foundry Company

1500 East 6th Street

Little Rock, Arkansas

"We Repair Contractors' Machinery"

SEWER PIPE
4-in. to 24-in.

REINFORCED PIPE
15-in. to 72-in.

Shearman Concrete Pipe Company

LITTLE ROCK, ARKANSAS

PHONE 4-0380

MANUFACTURERS OF

REINFORCED CONCRETE CULVERT
PIPE MEETING ARKANSAS STATE
HIGHWAY SPECIFICATIONS

We also manufacture and carry in stock a complete range of sanitary and storm sewer pipe meeting A. S. T. M. Specifications.

Four plants located at strategic points throughout the great Southwest enable us to give the utmost in service to contractors operating in Arkansas, Louisiana, Texas, Oklahoma and Missouri.

Plants Located At

Little Rock, Ark.
Dallas, Texas

Shreveport, La.
Oklahoma City, Okla.

Everything

for the

CONTRACTOR

INGERSOLL-RAND Air Compressors, Paving Breakers, Hose, Steel, Etc.

BUCYRUS-ERIE Shovels, Cranes and Drag Lines.

NOVO and LIDGERWOOD Hoists, Etc.

RED EDGE Shovels, Gravel

Washing and Screening Equipment.

REX Mixers and Pavers.

DUREX Saw Rigs and Pumps.

BATES Bar Ties and Tying Tools.

RED STAR Wheelbarrows and Concrete Cuts.

A Complete Line of Contractors' Equipment

Joe Lyons Machinery Co.

112-120 N. Louisiana

LITTLE ROCK, ARK.

Complete Equipment for Contractors

NOVO HOISTS, SCHRAMM AIR COMPRESSORS, PUMPS
ORR & SEMBOWER CONCRETE MIXERS

In Stock for Immediate Shipment

Also: Derricks, Chain Hoists, Wire and Manila Rope, Bolts, Wheel Barrows, Scrapers, Picks, Shovels, Nails, Washers

CENTRAL SUPPLY CO., Little Rock, Arkansas

S. G. Adams Stamp and Stationery Co.

ST. LOUIS, MO.

Manufacturers of

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

WRITE FOR CATALOG

**"Standard"
Motor Oil**



**"Standard"
Gasoline**

are the two Motor necessities so essential to the efficient operation of your Automobile or Motor Truck—Look for the dealer displaying "Standard" signs and call for "Standard" Motor Oil or "Standard" 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.

Asphalt and good roads are synonymous and you will find it used on better Highways from Maine to California and from Canada to the Gulf of Mexico.

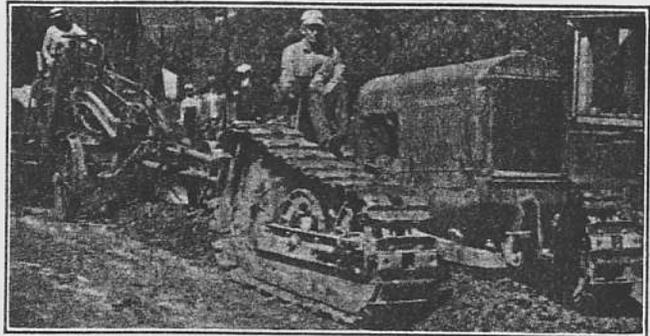
Standard Oil Company of Louisiana

NEW ORLEANS, LOUISIANA

When road work opens this spring

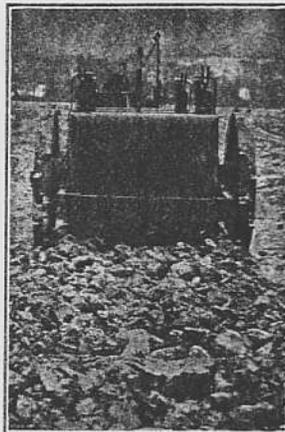
Be ready with dependable equipment which will do the work in the quickest way . . . which can be used under all conditions . . . which will do the hard job and the easy one.

Warco road machinery is your best bet—it has the stuff—try it out and be convinced.



The Warco model KM Alwatrac speeds up road work for a drawn grader.

The new 1929 Warco 10R Road Hog doing a job of ditching.



The Warco Wheeled Scoop, operated singly or in trains, levels the ground and spreads the dirt evenly or dumps in a pile.



Spinning the freely turning wheels in the cab, operates the screw through the circle controls, and easily raises and lowers the grader blade.

*The Warco
Screw Lift*



*"Built like a
Screw Jack"*

WARCO PRODUCTS

**W. A. RIDDELL COMPANY
BUCYRUS, OHIO**

O. E. TAPLEY, *Branch Manager*, North Little Rock, Ark.