

ARKANSAS HIGHWAYS

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

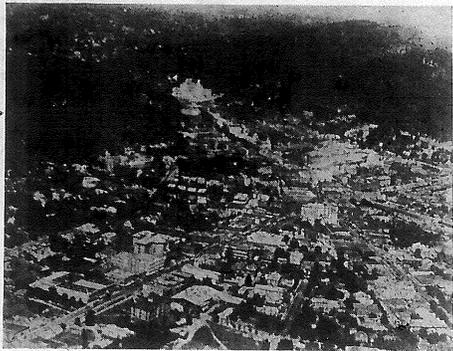


"OVER THE HILLS AND FAR AWAY"

Vol. 6

NOV. • 1929

No. 11



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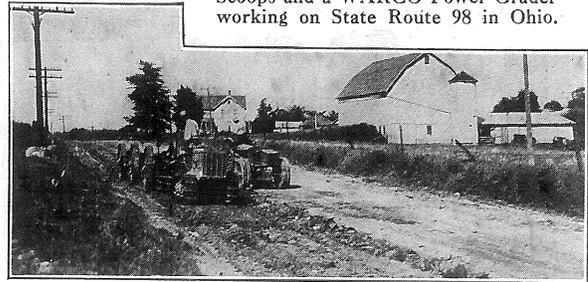
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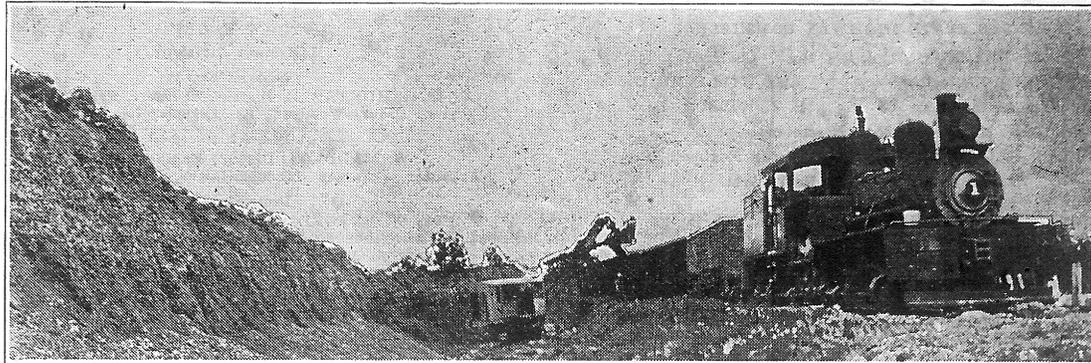
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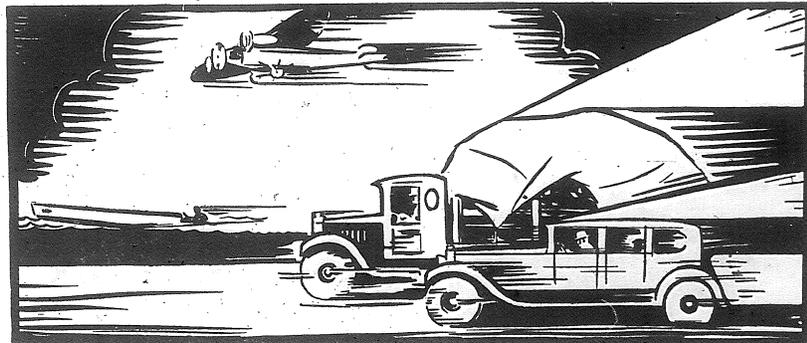
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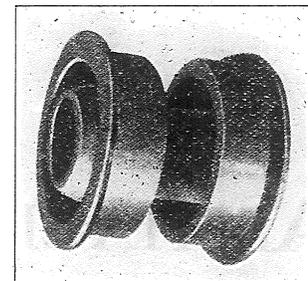
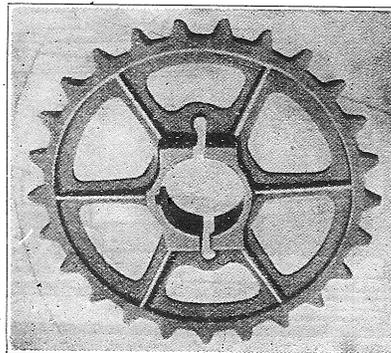
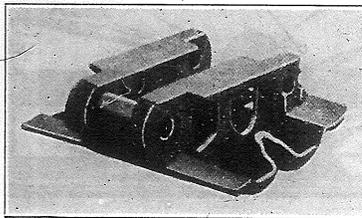
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ARKANSAS HIGHWAYS

*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

NOVEMBER, 1929

No. 11

"THE RECKLESS DRIVER MUST GO"

By DWIGHT H. BLACKWOOD, Chairman of the Arkansas Highway Commission

With the opening throughout the State of long stretches of new highway, graveled or paved, with their smooth surfaces, wide and super-elevated curves and their invitation to the motorist to "step on the gas," there has recently been emphasized the necessity for a very vigorous curbing of the habitually reckless driver.

Figures recently compiled by the American Automobile Association indicate that the number of fatalities for the year of 1929 will establish a new high mark.

It is not necessary, however, for us to refer to statistics to know that the reckless driver is fast becoming a menace which must be dealt with vigorously if the lives and the safety of the traveling public are not to be unduly jeopardized. Almost any highway of the State, at any hour of the day or night, will offer a number of glaring examples of the unnecessary hazard imposed upon the traveling public by the thoughtless or criminally reckless driver.

On a recent afternoon trip over Highway No. 70 from Little Rock to Forrest City there were fresh evidences of seven serious motor accidents, in five of which investigation disclosed that almost criminal negligence on the part of one of the drivers had figured.



Among the causes of the accidents were such inexcusable follies as attempting to pass other automobiles on blind curves, excessive speed on stretches of loose gravel and left-hand turns off of the main traveled highway without notice of any kind to following traffic.

With increasing traffic on all of our highways it would seem that there are enough unavoidable or almost unavoidable causes of injury without complicating the situation

through such gross carelessness or recklessness as was evidenced in the cases cited.

The personnel of the State Highway Patrol Forces is, of course, not large enough to cover the State consistently at all times but so far as possible our officers will co-operate with local authorities in the vigorous prosecution of those who endanger the lives of others through criminally careless or reckless operation of motor vehicles. In turn, our officers will appreciate the co-operation of local officials in bringing forcibly to the attention of the motoring public the necessity for the careful observance of those regulations of travel which are designed for the mutual protection of all who use the highways.

Our new highways are being built for the service of all our citizens. They must be kept safe for all. The reckless driver must go.

Controversy Rages Over Arkansas "Reciprocity"

Missouri's Becker Dislikes Our Laws and "Bites Nails"

Quite a furious "tempest in a teapot" has been stirred up during the past several weeks by the Honorable Charles U. Becker, now Secretary of State for Missouri and a reported candidate for Governor in the next election, over the matter of so-called "reciprocity" between Missouri and Arkansas in the matter of automobile license fees.

Mr. Becker, in his decided aptitude for the ancient pastime of "waving the bloody shirt" has stirred up considerable feeling among the people of Missouri residing near the Arkansas line, and has even misled a number of our own Arkansas people through his own personal interpretation of the reciprocity law passed by the last Arkansas General Assembly.

By reason of his private construction of the Arkansas law and the fact that he is in charge of the enforcement of the Missouri license laws, Mr. Becker has been able to stir up discord and ill feeling between the people of the two States, to an extent apparently limited only by the inclinations of his own heart. In view of the fact that Mr. Becker's pet aversion during his entire public career has seemed to be Arkansas and anything having to do with Arkansas, these aforesaid "limitations" have not hampered him to any great extent, in his desire to injure our State.

For a long time Mr. Becker has been seeking to dictate the policies of Arkansas in the regulation and uses

of the State highway system and on a previous occasion, in refutation of his unwarranted statements regarding Arkansas laws and their limitations on tourists from other States, it was necessary for the Highway Department to write to every motor club in the country. Mr. Becker had broadcasted his statements in a mimeographed letter which did the State tremendous harm before it could be run down and refuted.

In September of this year Mr. Becker, in his capacity as chief enforcement officer in the State of Missouri in the matter of automobile license laws, addressed a bulletin to all prosecuting attorneys, sheriffs and enforcement officers directing the most stringent enforcement against Arkansas tourists of all the license and traffic laws of Missouri. He justified this action by an attack on the Arkansas reciprocity law as unfair to the State of Missouri. Mr. Becker's document, which he seems to be broadcasting as widely as possible, voices many inferences not justified by the facts as to the operation of Arkansas laws. While he does not make any absolute mis-statement of facts, his "inferences" are grossly false, among them being the inference that Arkansas license inspectors are "nabbing" tourists stopping at health resorts "before they have time to get any benefit from the widely advertised medicinal waters of this State." This is so contrary to the truth and so unequivocally false that it deserves to be branded as such even though the wording of Mr. Becker's letter is so adroit as to keep him technically free from a charge of absolute falsehood.

Let it be said for all who may be interested, in or out of the State, and especially for those citizens of Arkansas residing adjacent to the Missouri line who have suffered most from Mr. Becker's "campaign" that Arkansas has no law that is different from most of the States of the Union having reciprocal laws allowing foreign cars free operation within the borders of the State, except where cars are regularly operating for hire or as common carriers of people or merchandise.

The policy of the Arkansas General Assembly, of the Arkansas Highway Commission and of the license inspectors operating under the direction of the highway department, has been to extend to motorists from other States every courtesy and consideration that is extended by their own State to motorists from Arkansas.

The General Assembly and the State Highway Department in its own policies have taken the position that these individuals or companies operating busses, transportation lines, drayage or trucking companies which use the public highways of the State in a highly profitable business ought to contribute their share toward the maintenance of our highway system although they may have their headquarters or main offices in some adjacent city. The State Highway Department has seen no good reason why Arkansas people who operate such businesses should be forced to pay taxes for the building and maintenance of highways while competitive companies claiming residence in other States should go scott free.

This position is stoutly maintained by the Highway Department and has met with the approval of all thoughtful citizens who have studied the various factors

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involved. It is this exception to the "reciprocity" of the Arkansas law which has outraged the sensibilities of Mr. Secretary Becker and has inspired his drastic campaign against the Arkansas tourist.

In spite of Mr. Becker, however, and in spite of the agitation based upon a misunderstanding of the controversy which he has been able to stir up in certain sections of Arkansas, the Highway Department still sees no reason for permitting foreign busses or transportation lines to operate without the payment of the license fees required of similar companies which acknowledge their allegiance to our laws and institutions. It is true that the Arkansas law makes an exception and requires no license fee of foreign busses carrying homeseekers from other States or foreign trucks engaged in the trucking of Arkansas products to foreign markets. The reason for these exceptions are very clear.

But entirely aside from the question of absolute justice involved in the demand of license fees from foreign busses and trucks which are wearing out our main highways, there is also to be considered the effect upon Arkansas merchants near the State line, should foreign concerns be exempted from the license tax.

As an example, business houses of Fayetteville, which is a fair commercial center, have a hard enough time delivering goods in Gravette or Eureka Springs in competition with merchants from the larger Missouri commercial centers just north of the State line, this for the reason that they cannot afford to buy commodities in such large quantities. But how much worse would be the position of the Fayetteville merchants were they required to pay our license and gasoline taxes for the upkeep of our roads if this same competition from Missouri were exempted from these taxes? Surely no loyal Arkansas citizen would ask for so unfair an operation of our license laws, even for the sake of pleasing and mollifying so distinguished a citizen as Mr. Secretary Becker.

Doubtless when this feature of the Arkansas-Missouri controversy is understood even those citizens who have been howling in tune with Mr. Becker's Hymn of Hate against the Arkansas Highway Department will modify their thinking on this question.

Even Mr. Becker, if the positions were reversed and the towns of St. Louis, Springfield and Joplin were moved across the line into Arkansas and their great commercial houses were to truck their products free of charge into Missouri in competition with smaller Missouri towns, might change his own tune and modify his own ideas and personal opinion of the reciprocity laws.

It is unfortunate that a hardship should be worked upon any Arkansas citizen as the result of Mr. Becker's personal feud with the Arkansas Highway Department, but it would seem to be better for a few Arkansas citizens who are unable or unwilling to remain without his clutches to suffer some inconvenience than that so fair a principal as this by which all Arkansas individuals and corporations are being protected should be sacrificed and nullified.

It is to be hoped that thoughtful people both in Missouri and Arkansas will weigh the various angles of the present controversy and not be too much misled by Mr. Becker's misrepresentations.

Of considerable interest in connection with the entire

controversy is the list of various States having reciprocal laws together with the principal features which we are giving herewith as follows:

Alabama—Reciprocal, except as to cars operated for hire.

Arizona—Four months, but must register with county sheriff within thirty days.

California—Six months, but owner must register after ten days with the Division of Motor Vehicles.

Colorado—Ninety days, except for trucks and trailers. Must register with Secretary of State immediately.

Connecticut—Fifteen days, not necessarily consecutive, except as to Public Service vehicles.

Delaware—Reciprocal.

Florida—Reciprocal, except as to cars operated for hire.

Georgia—Thirty days.

Idaho—Ninety days, provided permit be obtained immediately, except for trucks of over one-ton capacity.

Illinois—Six months, except as to commercial vehicles.

Indiana—Sixty days.

Kentucky—Reciprocal.

Louisiana—Ninety days, except as to commercial vehicles, which are allowed five days.

Maine—Reciprocal, except as to vehicles used for hire.

Maryland—Reciprocal, except as to vehicles used for hire.

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Massachusetts—Reciprocal, except if have place of business or abode for thirty days. May register for July, August and September at one-half fees.

Michigan—Ninety days. Commercial cars, ten days.

Minnesota—Two months. Must register after ten days.

Mississippi—Thirty days.

Montana—Reciprocal.

Nebraska—Reciprocal.

Nevada—Ninety days, but must register with Secretary of State after ten days.

New Hampshire—Twenty days.

New Jersey—Fifteen days.

New Mexico—Three Months.

New York—Reciprocal.

North Carolina—Reciprocal, not exceeding sixty days.

North Dakota—Reciprocal.

Ohio—Reciprocal.

Oklahoma—Sixty days.

Oregon—Three months, but must register with Secretary of State immediately without fee.

Pennsylvania—Reciprocal.

Rhode Island—Thirty days.

South Carolina—Thirty days.

South Dakota—Reciprocal.

Tennessee—Thirty days.

Texas—Thirty days. If registered before thirty days expire, sixty days more granted on payment of \$1.00.

Utah—After ten days must pay \$1.00 for temporary registration, good for six months.

Vermont—Reciprocal, except busses and trucks. After thirty trips into State in year must take out four months' license at one-half annual fee. Same applies to operators permits.

Virginia—Reciprocal.

Washington—Reciprocal.

Wisconsin—Reciprocal, except to commercial cars.

Wyoming—Ninety days, except if operated for hire.

District of Columbia—Reciprocal.



A GOOD LOOKING BUNCH IN DISTRICT No. 2

It is a pleasure to introduce to readers of "Arkansas Highways" the good-looking personnel of District No. 2 office at Pine Bluff, which is "bossed" by A. S. Madding, District Engineer.

Left to right, top row: M. F. Braun, Chief Draftsman; W. P. Orr, Construction Engineer; A. S. Madding, District Engineer; V. D. Niven, Maintenance Supt.; E. L. Wright, Office Engineer.

Middle row: S. T. Cone, Clerk; Miss Lippard, Stenographer; Mrs. Inez Royston, Chief Clerk; Miss Merrick, Relief Stenographer; S. C. Herrin, Bookkeeper.

Bottom row: H. E. Phillips, State Force Engineer; M. T. Bond, Resident Engineer; Hardy Kilgore, Draftsman; C. W. Thompson, Resident Engineer.

District No. 2 embraces Arkansas, Jefferson, Lincoln, Desha, Drew, Ashley and Chicot counties.

COMMANDER BODENHAMER TALKS ON SAFETY

As part of the national drive being conducted by the National Safety Council, Major O. L. Bodenhamer of El Dorado, National Commander of the American Legion, spoke over a nation-wide network of thirty-one radio broadcasting stations on the evening of November 5th.

In connection with his address which was on the subject of "Safety and the Other Fellow," Commander Bodenhamer called attention to the common human tendency to blame the other fellow for accidents which result from some form of carelessness of which we ourselves are frequently guilty.

Not only in his nation-wide radio talk but in the newspaper publicity which prefaced it, Commander Bodenhamer and the State of Arkansas received publicity on a national scale whose value it would be hard to measure.

SO SAY WE ALL!

Work on State Highway No. 38, the Des Arc-Cotton Plant road, is progressing nicely and soon will add another fine piece of good gravel road to the credit of the State Highway Department for Prairie County. Thanks, let the good work continue—*Des Arc Advocate*.

D. B. HILL

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Arkansas Highway Maps Ready For Distribution

A Variety of Up-to-date Maps Suiting Virtually Every Purpose May Be
Now Secured From the Highway Commission

Up-to-date maps of the State Highway System with information covering almost every conceivable need, now are available for free distribution to those who request them.

A tabulation indicating the size of the various maps, the scale on which they are drawn and the specific information carried is given herewith. In cases where the maps are available in both blue prints and white prints, those calling for them should designate the kind desired.

Map of the State of Arkansas showing system of State Highways. Size 50x55 inches. Shows State highways, route and section numbers, townships, sections, postoffices, railroads and streams. Scale of three-sixteenth of one inch equals one mile. Available in white prints only. Designated as Standard Map No. 1.

Map of the State of Arkansas showing system of State highways. Size 36x41 inches. Shows counties, junction towns, route and section numbers. Available in blue or white prints. Designated as Standard Map No. 2.

Map of the State of Arkansas showing system of Federal Aid and Forest Highways. Size 36x41 inches. Shows counties, official control points, Federal Aid routes and status of Federal Aid and forest projects, forest roads and National Forests. Available in blue prints only. Designated as Standard Map No. 3.

Map of the State of Arkansas showing types of roads. Size 36x42 inches. Shows types of roads from the standpoint of the tourist or traveling public. Indicates only such construction as affects traffic. Available in blue prints or one-half reduction on white paper for general distribution. Designated as Standard Map No. 4.

Highway service map of the State of Arkansas showing types of highways. Size 36x42 inches. Shows types of roads, mileage, counties, towns and chief features of interest. Available in blue prints or small white prints when completed. Not available for distribution at present time. Intended to supersede Standard Map No. 4. Designated as Standard Map No. 5.

Map of the State of Arkansas showing system of State Highways and Traffic Census. Size 36x41 inches. Shows traffic census as of January, 1929, and August, 1929. Available in blue prints only. Designated as Standard Map No. 6.

Map of the State of Arkansas showing system of State highways, types of highways and construction. Size 36x41 inches. Shows counties, route and section numbers, types of completed roads and types of roads under construction. Not available for distribution at present time. Available in blue or white prints when completed. Designated as Standard Map No. 7.

Maps of districts. Shows same information as Standard Map No. 1, but at a scale of three-eighths of one inch equals one mile. General size 30x42 inches. Available in blue prints only. Designated as Standard Map No. 8.

Maps of districts. One-half reduction of Standard Map No. 8. The original base of Standard Map No. 1, but not revised to date. Available in white prints only. General size 15x21 inches. Designated as Standard Map No. 9.

Maps of individual counties. Same information as Standard Map Nos. 1 and 8. Scale of three-eighth of one inch equals one mile. General size 18 inches square. Available in blue prints only. Designated as Standard Map No. 10.

Maps of individual counties. Same information as Standard Map No. 1. Scale of one inch equals one mile. General size 36 inches square. Available in blue prints only. Designated as Standard Map No. 11.

Maps of individual counties. Enlarged copies of Standard Map No. 10 to an approximate scale of three-fourths inch equals one mile. General size 24 inches square. Available in blue prints only. Designated as Standard Map No. 12.

Map of the State of Arkansas showing system of State highways and areas inundated by flood waters during 1927. Based on Standard Map No. 1. Size 50x55 inches. Available in blue prints only. Designated as Standard Map No. 13.

Proposed Arkansas Airways Map. Size 36x41 inches. Shows main railroads, airports, important towns, streams and proposed air routes. Available in blue prints only. Designated as Standard Map No. 14.

Map of National Forests in Arkansas and proposed Forest Highway System. Revised annually. Size 36 inches square. Available in blue prints only. Designated as Standard Map No. 15.

Montgomery County highway commissioners, Ohio, turned down two bills submitted for eggs alleged to have been destroyed by blasting done in connection with county bridge work. One claim was for \$110 for eggs which were ruined in process of incubation on a nearby farm, and the other claim for \$48 for destruction of six Imperyan pheasant eggs.

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New Harahan Viaduct To Be Opened In January

After Many and Varied Delays Important Structure At Last Nears Completion

Speaking before the Engineers' Club luncheon in Memphis recently, Dwight H. Blackwood, Chairman of the Arkansas Highway Commission, promised the opening to traffic of the new Harahan viaduct by January 1st and a complete hard surfacing of Highway No. 70 from Little Rock to Memphis within two years.

Among the various causes of delay which have postponed the opening of the new viaduct, Commissioner Blackwood pointed out adverse weather conditions, high water, unforeseen sloughing of the fill and a widening of both fill and concrete trestle work from twenty to forty feet. The change in width from the original plans was found to be necessary both as a safeguard against slides and an assurance that the viaduct will be able to accommodate the steadily increasing traffic.

The earth fills were dragged up from the silt of the adjacent overflowed lands and it will be necessary to let them settle for at least a year after completion. Hence they will not be paved at this time but will be given a temporary coat of gravel and asphaltic oils which will take care of the needs of traffic while the dump is settling.

Mr. Blackwood pointed out that since the old viaduct was taken over by the State from Crittenden County the tolls collected have more than paid the cost of Arkansas' share of the project, in which the State of Tennessee, Shelby County and the Federal Government are also participating. The total cost of the structure which, when completed, will be toll-free, will be approximately \$1,700,000.

During his talk Mr. Blackwood took occasion to discuss the criticism which has been leveled at the Arkansas State Highway Department as the result of exorbitant tolls collected by the private owners of the DeValls Bluff bridge on Highway No. 70. Mr. Blackwood said:

"That bridge has paid for itself a dozen times," he said, "but it is owned by private interests and the State has been unable to do anything about it. They refuse to sell even for a large profit—they want \$1,000,000 for a \$150,000 bridge. Unless the tolls are reduced, the Highway Commission will either reroute Highway No. 70 from Brinkley through Des Arc and Cotton Plant in order to avoid the bridge or put a free bridge alongside it."

KENTUCKY ADVERTISES GOOD ROADS AND SCENERY

Among all the southern States Kentucky right now seems to be doing most to advertise its highways, scenery and other natural advantages.

For a long time the Highway Department has published "Kentucky Highways," one of the largest and most interesting of all the State Highway magazines, exploiting the work of the Highway Department. This is a well-edited and profusely illustrated monthly bulletin which keeps the people of the State and the other Highway Departments of the United States thoroughly informed on the progress of the good roads movement.

Supplementing this publication, the last Legislature made a very handsome appropriation for general State publicity, designed to present Kentucky's resources, attractions and advantages to the attention of the entire country and especially to the motoring public.

This fund is being expended by a publicity committee which issues at frequent intervals a beautifully engraved and illustrated magazine on Kentucky, designed to attract the favorable attention of those in whose hands it falls.

This publication is given wide distribution through automobile associations, touring bureaus and the leading hotels. All of this expenditure of money is calculated to produce manifold dividends to the people of the State through the attraction of new investments and new citizens for the blue grass State.

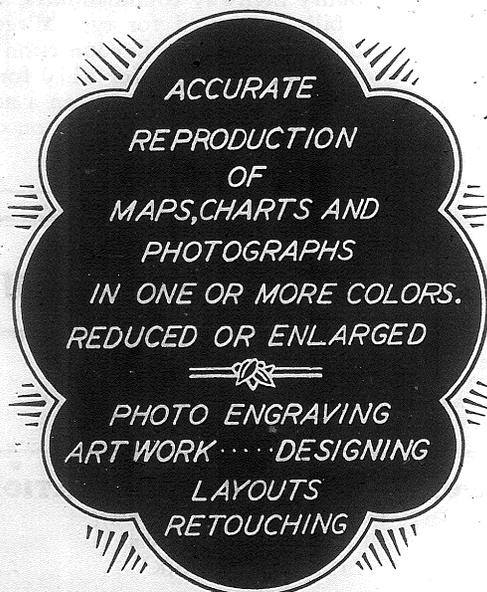
OUR COVER PAGE

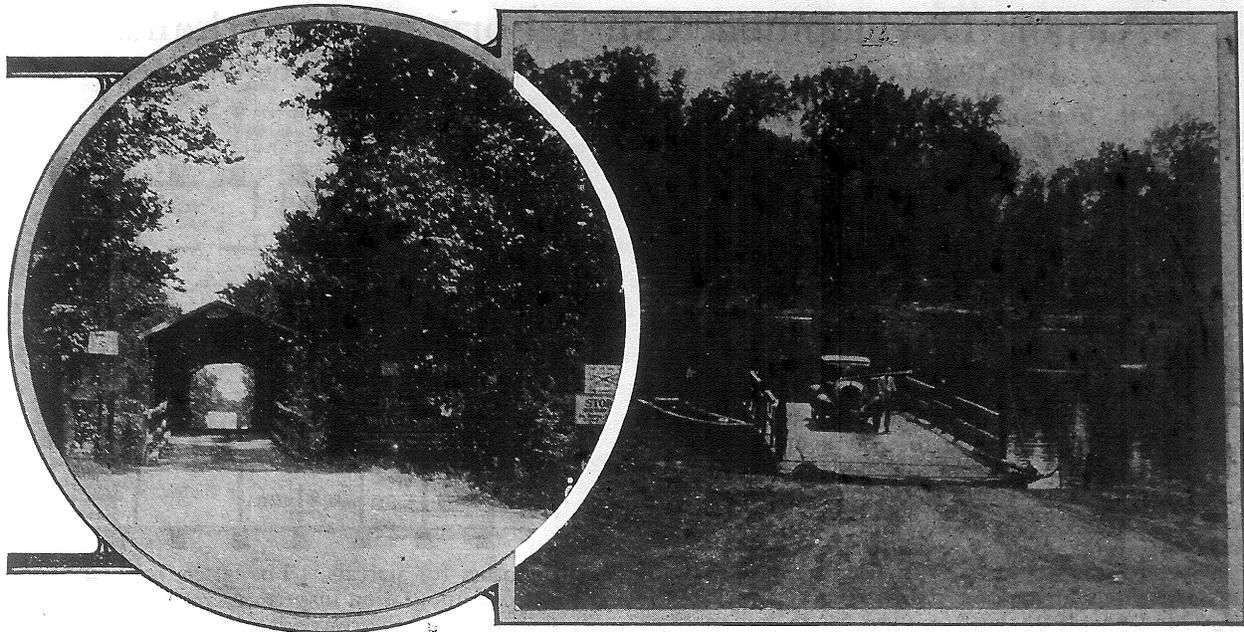
For our cover page this month we have selected an interesting view of a high-type gravel road running through a beautiful rolling country south of Yellville, in Marion County.

The route is officially designated as State Highway No. 14, and forms a part of a continuous highway which makes Little Rock easily accessible for people in a section of the State who were formerly far removed by natural barriers from their State capital.

The highway was built by Miles Proctor, contractor, under the joint supervision of Charles S. Christian, State Highway Engineer; W. W. Mitchell, Division Engineer; Fred E. Coker, District Engineer and Kelly Young, Resident Engineer.

PEERLESS ENGRAVING CO.





Ancient Landmarks Rapidly Passing

Progress of the State Highway program rapidly is removing from the Arkansas scene such old-time landmarks as those pictured above.

The ferry is one which has long served the traveling public at Moro Bay on State Highway No. 3. The covered bridge is an ancient landmark on the same State highway near the city of Camden.

Both have served their day and generation faithfully and both have had many counterparts throughout Arkansas and the Southwest, but with the advent of mod-

ern highway building both types of river crossing soon will be as rare as the "dodo."

Incidentally it may be observed that, while the reason for both bridges and ferries is not far to seek, the reason for the building, by our ancestors, of covered bridges is not so plain. What our forefathers found, either about their bridges or the streams which they crossed, which seemed to require the protection of a roof, often constructed at large expense, is a riddle almost too deep for the modern mind to fathom.

Arkansas Road Progress Highly Praised

Fleet Head for U. S. Rubber Company Declares Highway Improvement in Arkansas is "Marvelous."

It is sometimes an encouraging thing to see ourselves through the eyes of others. At least this holds true insofar as the issue of the Memphis Press-Scimitar for November 11, is concerned.

In that issue we find the following interview:

"Arkansas is making greater progress in road construction than any of the eight States covered by the Million Mile Test Fleet of U. S. Rubber Co., according to William Thompson, company director of field tests, who headed the caravan of 14 cars into Memphis Sunday.

"The fleet is on its way from Detroit to the winter proving ground at Phoenix, Ariz., and its route lies through Michigan, Illinois, Indiana, Missouri, Arkansas, Oklahoma, Texas and Arizona. It is on continuous move, spending six months of the year in Arizona, where all weather conditions are encountered, five months in Michigan and one month on the road.

"Highway improvement in Arkansas since we were there last year is nothing short of 'marvelous,' Thompson said.

"Purpose of the test is to experiment with different tire treads and rubber compounds and all weights of cars are used.

"While in Memphis, the fleet made its headquarters at Newsum Tire Co., leaving at noon Monday for Little Rock."

A RECORD CROWD IS EXPECTED

"A beauty contest such as was held last year will be a feature of the celebration this year, the only difference being that the contestants will dispense with bathing suits."—*Logan (Ohio) Republican.*

NOTICE TO CONTRACTORS

Prepare now for 1930: Secure quotations on CONCRETE THE POSITIVE METHOD: The asphaltic seal cure which merits your consideration before you submit bids on cement concrete pavements: Write direct to our Arkansas representative, C. S. Plowman, 409 Woodlawn, Little Rock, Ark.

A. J. RAYNER

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ST. LOUIS, MO.

Airport Development Going Forward In Arkansas

Little Rock Leading Off in State-wide movement for More Modern Airports

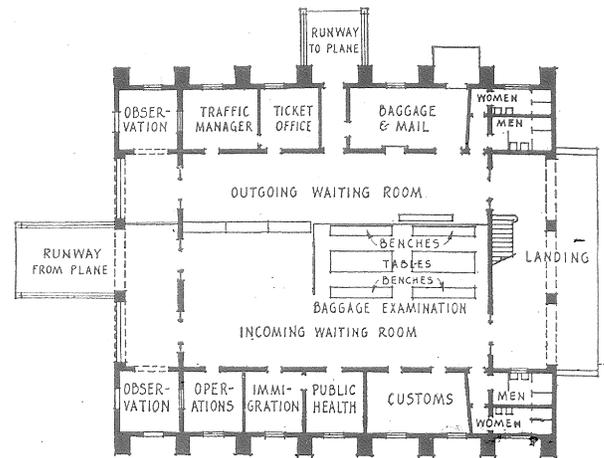
Under the able and energetic leadership of Pat L. Robinson, youngest man ever to hold the mayor's office in the capitol city, Little Rock is progressing rapidly with plans for the construction of a modern airport and terminal. An expenditure of \$200,000, recently authorized by the voters at the conclusion of a red-hot campaign in which Mayor Robinson was in the thick of the fight in favor of the airport is expected to give Little Rock, not only the largest and most modern airport terminal in the State but one of the greatest in the entire southwest.

It is anticipated that Mayor Robinson's leadership in the construction of this new airport will assure the early inclusion of Little Rock on the new southwestern air-mail and express line now in contemplation. That this will mean much to Little Rock is easily apparent to those who have studied the history of transportation in America.

Under Mayor Robinson's direction some of the leading airport engineers and designers are studying the most modern plants with a view to including their best features in the Little Rock airport. Among those being studied is the new concrete terminal at Miami, Florida, recently placed in service as the port of entry for passengers and mail from Cuba, Haiti, Panama, Central and South America.

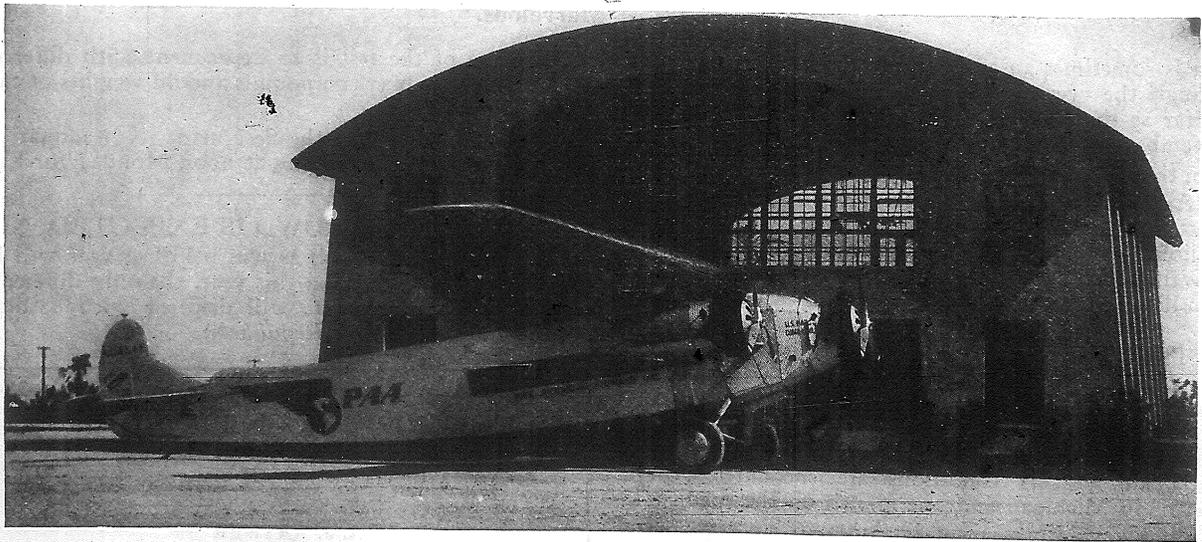
A recent issue of "Concrete Highways and Public Improvements" describes the airway terminal as follows: "The terminal, designed by Delano and Aldridge, is 80 feet wide by 100 feet long. The building is two stories high, with the main foyer and waiting rooms through the center open to the arched roof. The roof is supported by steel columns, fireproofed with concrete, while all walls are of concrete masonry. Portland cement plaster has been used on the interior and the outside walls are surfaced with tinted cement stucco.

"On the ground floor the main waiting room is divided into two sections, one for outbound passengers



and the other for arrivals. The latter, being subject to customs or immigration inspection, are attended to with dispatch, through the conveniently arranged offices and examination benches. Access to airways offices and pilots' quarters on the second floor is gained by a stairway to a balcony with doors leading off it into the various rooms and the glazed observation balcony overlooking the field. A restaurant is located on the latter.

"Since the Pan-American air service was opened early in January of this year by Colonel Lindbergh it has proved highly popular as well as a successful transportation venture. Tri-motored air liners leave the terminal daily for Havana and three days each week for Nassau, Yucatan, British Honduras, Santiago, Port au Prince, Santo Domingo and San Juan. Tri-weekly service to Nicaragua, Panama and the Canal Zone is also in effect. Further extension of the air lines into South and Central America, as contemplated, will make the terminal an important airport connecting the United States with countries south."



The Miami terminal building is one of the most complete structures of its kind. The building makes lavish use of concrete for safety and permanence and provides all facilities necessary to a busy airport.

Highway Employees Protected Against Injuries

New Law Provides for Payment of Compensation for Accidental Injuries or Death Suffered in the Course of State Highway Employment.

Recognizing the hazardous nature of much of the work which has to be done in pushing forward the present State Highway Program, the last General Assembly enacted a law which empowers the State Highway Commission to provide compensation to those who sustain accidental injuries during the course of their work, and to give relief to the families of those who may die as the result of such injury.

Formerly it had been necessary to carry such claims to the Legislature in each particular case, since the Highway Commission had no authority in such matters, and the injured individual was barred from the courts by the constitutional provision against individuals suing the State.

The new law limits compensation for disability to \$100.00 per month and provides that the amount paid shall be based upon various percentages of the average monthly salary of the injured employee. The percentage allowed is to be based upon the extent of the disability and the seriousness of the injury.

In case of death in one year from the injury, it is provided that a dependent wife, if there are no depend-

ent children, shall be paid thirty per cent of her husband's salary until her death or remarriage. If there are dependent children under 18, compensation is increased by ten per cent for each dependent child. In addition to the compensation allowed, the law provides for the payment of reasonable funeral expenses.

DERMOTT IS POURING CONCRETE

After several long delays, first in the organization of the district and later as the result of weather conditions and accidents to paving machinery, the city of Dermott, home town of Governor Harvey Parnell, at last is feverishly pouring concrete on a sixty-one block project, the first in the history of the town.

In connection with the paving, ornamental granite poles are being installed for city lights in a "great white way" system which will embrace more than sixteen blocks in the heart of town and will completely transform the city.

So overjoyed is the citizenship that a public celebration, with Governor Parnell in attendance, is planned for the completion of the job.



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U-T-I-L-I-T-Y

Increased Protection Provided For In Surety Regulations

Protection afforded to those who furnish labor, materials, equipment or provisions of any kind which enter into the construction of any public work, including highways, bridges or drainage structures was greatly increased by the last Arkansas General Assembly, Act No. 368 extending the liability of bonding companies to a large number of items which have previously been held outside the scope of such protection.

The extent of the protection given by the new law is shown in the following enumeration: "All claims for labor, material, camp equipment, fuel, including oil and gasoline, food for men and feed for animals, labor and material expended in making repairs on machinery or equipment used in connection with the construction of said public buildings or works aforesaid, lumber and material used in making forms and supports and all other supplies or things entering into the construction, or necessary or incident thereto, or used in the course of construction of said public buildings or public works; said bonds shall also be liable for rentals on machinery, equipment, mules and horses used in the construction of said public buildings or public works aforesaid, and all persons holding such claims shall have a right of action on said bond."

All these provisions under the new law must be included in all bonds required by any commission, improvement board, or the agent or agents thereof; county

courts, county judges, or any other public office or officer for the construction of any public building, levy, sewer, drain, road, street, highway, bridge or other public work in the State of Arkansas.

The law further provides, however, that failure or refusal to include such provisions in surety bonds shall not prevent the holders or owners of claims from collecting such claims or bringing suit to collect such claims under such bonds, provided that suit to enforce claims on bonds must be commenced six months from the date of contractor's final estimate.

ASPHALT TOP ON OLD GRAVELED ROADS

Plans are being worked out by the engineering forces of the State Highway Department for the topping of a large number of graveled roads of the State with asphalt, as a means of saving money already spent in the construction of gravel roads and reducing maintenance costs.

In many instances it has been decided that old graveled roads may best be salvaged with such surfacing, that of a binder coat, which will give a smooth riding surface at a fractional part of the cost of an entirely reconstructed highway. Next summer and fall will see a number of projects of this kind under way.

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BIG PAVING PROGRAM AT PINE BLUFF

As the result of plans worked out by Pine Bluff city officials which have been approved by the State Highway Commission, one of the largest State-aided city paving projects ever formed will probably be placed under construction early in 1930.

Approximately five miles of streets, over which the State highways converging in Pine Bluff are routed, will be included in the project. The longest single stretch will be twenty-six blocks on Fifth Avenue.

Petitions, based on the preliminary plans prepared by city officials and many of the leading business and professional men of the city, have been signed by a large majority of the property holders and filed with the city council.

There has been virtually no opposition to the project and it is regarded as certain that organization work will be out of the way and actual construction will begin soon after the first of the year.

FLOOD SPILLWAYS WOULD DAMAGE SEVERAL STATE ROADS

More than forty-eight miles of paved highway on the State highway system in southeast Arkansas would be rendered useless under plans now being considered by the Federal Government in connection with its Mississippi River flood control program.

It is estimated that it would cost \$1,300,000 to replace these roads, bonds for which were assumed by the State under the Martineau Road Law. The State Highway Commission will contend for reimbursement to this extent from the Federal Government in case present flood plans go forward.

AUGUSTA BRIDGE PROGRESS IS RAPID

Progress which has been made on the bridge being built at Augusta has been so rapid since the letting of the contract last summer that residents of that section already are beginning to visualize the many good results that will follow its opening.

The work of placing the concrete piling for the approaches has been completed and the Missouri Valley Bridge and Iron Company, contractors on the principal span, have assembled all of their necessary equipment and are going forward rapidly with the construction of the concrete piers on which the structures will rest.

A recent issue of the Augusta Advocate discussed at length the various gratifying effects already to be noted from the building of the bridge and predicted a doubling of the population of Augusta quite soon after the bridge is opened. The editor feels quite certain that the bridge is going to remake the "old home town" into a "snappy young city."

It is undoubtedly true that the coming of the great army of tourists who will seek this easy crossing over the White River at this point will soon begin to make up to the "old home town" many of the things that were lost when Augusta failed to secure a railroad in the days when river transportation ceased to be an important commercial factor.

GOOD ROADS MAKE NEIGHBORS

Another evidence of the fact that good highways are making neighbors of towns throughout North Arkansas that formerly were so widely separated that they hardly knew each other existed, was presented last Saturday, when the boys' basketball team from the Mountain View, Stone County, High School drove to Yellville, played a game with the local school boys that night, and drove back home after the evening's program was over.

In addition to the boys' coach, the team was accompanied by Senator Dick Edmondson, representative from that district in the Arkansas State Senate, and Mr. Moore, who for several years, until recently, was in charge of the forest reserve in Stone County.

Senator Edmondson said that he knew good roads had been built connecting his section with this, but that he was very pleasantly surprised to find them as good as they were.—*Yellville Mountain Echo*.

GUY AND ROY TEST OUT ROADS AND "SCENERY"

Guy Freeling, private secretary to Governor Parnell, and Roy L. Thompson of the Democrat Printing & Litho. Company of Little Rock, were in Yellville last Saturday. While here, their friends, Judge Berry and J. F. Carson, induced them to drive over the Blue Heaven Route, a county road recently built, connecting State Highways Nos. 12 and 14, and said to be one of the most scenic driveways in the State. The gentlemen, like all others who have driven over it, were delighted with its scenic beauty.—*Yellville Mountain Echo*.

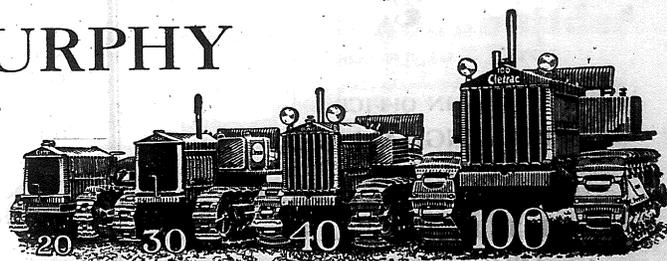
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Progress In Giving Arkansas a Highway System

An Editorial From the Arkansas Gazette

In an address broadcast to the people of Arkansas, Highway Commissioner Dwight H. Blackwood outlined the road program now under way, and urged "intelligent patience" on his hearers. The Gazette believes that plea is justified by the progress that has been made in State highway construction. No more than Rome could be built in a day, can a State like Arkansas, with its comparatively small means, its over-extended State highway system comprising 8,336 miles of road, its peculiarly difficult bridge problems as a State containing more navigable streams than any other, hope to provide itself with a completed network of modern all-weather roads in one year, or two years, or three years.

A man driving across Arkansas and suddenly coming to a stretch of bad roads or no roads may denounce the whole highway program and ask what the public is getting for the millions that have been expended. According to figures cited by Mr. Blackwood, the public has received in projects completed or contracted for, 3,611 miles of grade and minor drainage structures, 3,216 miles of gravel surfacing on old grades and part of new grades, 251 miles of concrete surfacing, 52 miles of asphalt, 202 miles of crushed stone and miscellaneous surface, and 110,741 feet of bridges costing about \$10,000,000. Of the 8,336 miles of highway included in the State system, there remained at the end of August

only 1,122 miles that had not been to some extent improved. And at the same time maintenance operations were being carried on by an aggregate crew of 3,000 men using 1,200 pieces of road machinery requiring \$250,000 worth of gas and oil a year to keep it rolling.

On these figures, progress sufficient to warrant the "intelligent patience" of the people is being made on what is certainly the biggest job Arkansas ever undertook.

GLEASON "CUT-OFF" SURFACING WELL UNDER WAY

The work of surfacing State Highway No. 64, at present the principal road from Little Rock to Fort Smith, from just north of Conway to Menifee by the Newell Construction Company is well under way and should be completed before the first of the year.

This is the final step in the "redemption" of a stretch of highway which only a few years ago was one of the most "notorious" in Arkansas. Known as the "Gleason Cut-off" it stood for years as a terror to motorists in wet weather, and in many cases its difficulties were not even ended with the advent of dry weather.

A number of hidden springs which continued to pour out their waters long after the rainy weather was over made its maintenance as a dirt or gravel road almost impossible and in at least one instance the situation lent itself to the circulation of a story that an adjacent farmer who was frequently on hand to pull motorists out of the muck sometimes took steps to prolong the continuance of the impassable condition of the road.

A stretch of the highway was graveled several years ago and drainage was established which kept it from becoming impassable at any time. However, the volume of traffic was such that it was very expensive to maintain a graveled surface. Accordingly, Dwight H. Blackwood and other members of the State Highway Commission, after surveying the situation, decided to save the grade and gravel previously used on the cut-off by topping it with asphalt. A contract was awarded the Newell Company in September but because of the travel to the State Fair the road was left open and construction work was delayed until the latter part of October. During construction work traffic over Highway No. 64 is being detoured northward over No. 65 to a point eighteen miles north of Conway, thence to Springfield over newly graded road and from Springfield to Plumerville on No. 64, over asphalt and gravel.

The detour lengthens the present trip over No. 64 from Little Rock to Fort Smith by a little over twenty miles.

The speed limit on Indiana rural highways has been removed, subject to certain regulations, by recent legislation. Drivers' licenses were also made a requirement.

A Scotchman sent his "fiancee" a package of flower seeds in which he put this note: "Plant these seeds now and you will have a nice bouquet for your birthday."

A. T. NEWELL
W. S. NEWELL

N. W. NEWELL
S. S. NEWELL

OSWALD NEWELL

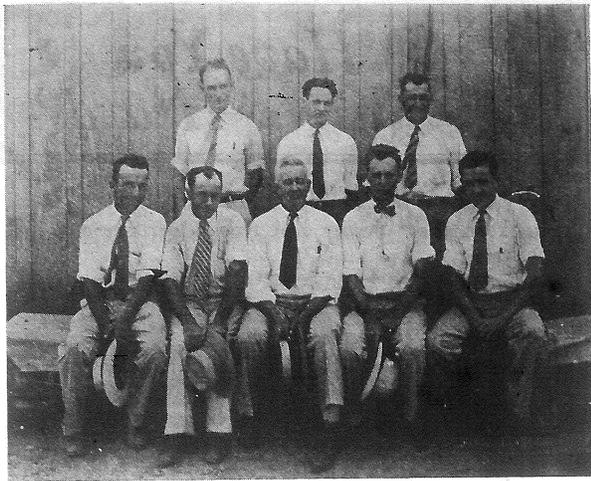
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WHO'S WHO IN DISTRICT No. 1

The above group picture shows the Highway Department personnel in the office of W. G. Huxtable, District Engineer in District No. 1 with headquarters at Forrest City.

Top row, left to right: Ivan Medlock, Chief Draftsman; J. H. Eaton, Bookkeeper; Reed Misenheimer, District Mechanic.

Bottom row, left to right: O. L. Young, Maintenance Superintendent; A. R. Hiatt, Construction Engineer; W. G. Huxtable, District Engineer; J. E. Black, Assistant District Engineer; C. G. Barton, Jr., Office Engineer.

District No. 1 embraces the following counties: Crittenden, Cross, Woodruff, St. Francis, Lee, Monroe and Phillips.

STATE FUNDS FOR AIRWAYS

Gov. Green is interested in the question of State-owned airports. One reason is that he has done considerable flying and sees a great future for it. But Michigan's constitution appears to forbid such a development. At least one interpretation is that the provision prohibiting the State from engaging in internal improvements other than highway construction and reforestation, makes the spending of the public funds for airports illegal. However, the governor is determined and hopes to find a way. It will be necessary in due time.

More roads are required in Michigan, and there are some old ones that need to be rebuilt. Roads will be important arteries of transportation for many years to come; but airways are becoming increasingly important from year to year. There will have to be plenty of such lines before long, and it would be strange if the State did not help to develop them. Fundamentally, a roadway and an airway are the same thing, for they serve the same purpose—rapid transportation. The day is not far distant when planes will vie with automobiles for popularity, especially as a means of making long jaunts.

The constitution, then should not be permitted to discriminate as it appears to be doing now. It needs to be more general in its provisions for traveling facilities. The present restrictive clause, if correctly interpreted, will hamper a natural and needed development. A clause

prohibiting State-owned motor roads, but authorizing State-owned wagon trails, would have amounted to the same thing 30 years ago.

The world travels largely on air confined in rubber tubes. In another decade it will be traveling that way to a considerable extent but likewise it will be journeying much more rapidly through the free air of the skies. That appears to be inevitable. If the constitution is found to forbid State support of airways, the constitution will have to be amended. Even constitutions, sacred as they are in their fundamental principles, must be adjusted from time to time in some of their features to keep pace with progress. And a synonym for "progress" right now is "flying."—*Ann Arbor Daily News.*

"SKIDDED IN LOOSE GRAVEL"

As a safety measure, the State Highway Department has fixed a maximum speed limit of 25 miles an hour on loose gravel roads and narrow detours. In the absence of the highway police patrols many States have found it necessary to establish, maximum speed limits on Arkansas roads may partake more of the nature of conventional rules than of actually enforced regulations. But sensible drivers will heed the warning the State highway authorities have attempted to convey to them by this means. "Skidded in loose gravel" has become the stereotyped explanation for a numerous class of automobile accidents. In this dry and dusty autumn, when special hazards are present, the wise motorist will not attempt to make speed on loose gravel roads and narrow detours.—*Arkansas Gazette.*

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The Hug Camroller Dump Body, standard on Model 60, has proved the most efficient gravity dump available, providing a low center of gravity, well balanced load distribution, and positive locking device. Model 60 also available with special low built body to work under an elevating grader. Complete details on request.

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OKLAHOMA TO REQUIRE 100-FOOT RIGHT-OF-WAYS

Announcement has just been made by Chairman Lew H. Wentz, of the Oklahoma State Highway Commission, that in the future all rights-of-way for State highways must be 100 feet in width instead of the present 80 feet.

This is done with two ideas, the first to assure adequate width for the super-highways which will be required to handle the needs of traffic in the near future, and second, to prevent a dangerous lining of the present highways with filling stations and lunch stands immediately beside the road. The Oklahoma Commission will also condemn property on each corner of a highway-railroad crossing so as to prevent the erection of billboards and other obstructions which might make the crossing unsafe.

OTHER STATES PLANNING BIG ROAD FUNDS

Arkansas has a big road program under way, financed by a \$65,000,000 bond issue based upon auto license and gasoline tax revenues, with complete relief for farm lands from the road mortgages formerly placed upon them. When tempted to believe that we are "running away" from all of our neighbor States, however, it is well to cast an eye about for a look at just what is going on. Texas votes this fall on a proposed \$225,000,000 road bond issue. Oklahoma is agitating for an issue of \$150,000,000. Iowa is going ahead with a \$100,000,000 program. Missouri last year voted \$75,000,000. Other States in this section of the country are stirring around over big contemplated programs. Arkansas must continue to look well to her laurels. Other States nearby would like to outstrip her in the race.

MODERNIZING SPEED LAWS

Ohio has joined the group of States which recognize by law that fast driving is not of itself and of necessity a proof of carelessness. The Boden law, which was enacted by the Ohio Legislature last winter and which became effective recently, makes three provisions. In congested areas of municipalities the legal speed limit is twenty miles an hour, an increase of five miles over the limit allowed by a former statute. In all other areas of municipalities the legal speed limit is 35 miles an hour. On the open road—stretches of highway outside of municipalities—the speed limit is 45 miles an hour. There is some difficulty in the cities as to the interpretation of "congested district." That will be straightened out sooner or later. In the meantime, traffic generally is quickened, speed traps are put out of business and greater emphasis is put on careful driving. These things are gratifying to sane motorists and helpful to traffic officers.

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A bank in New Jersey ran this advertisement in a local paper:

"Wanted—a clerk. Must be experienced in foreign exchange. Salary \$15 a week."

This is one of the replies received:

"Dear Bank—I would respectfully apply for the position you offer. I am an expert in foreign exchange, in all branches. In addition, I converse fluently in Gum Arabic, Zola, Gorgonzola and Billingsgate. I write short-hand, long-hand, left-hand and right-hand. I can supply my own typewriter if necessary, and I may mention that I typewrite half an hour in ten minutes, the record.

"I would be willing also to let you have the service, gratis, of my large family of boys, and if agreeable to you, my wife would be pleased to clean your office regularly without extra charge. The cost of postage for your answer to this application can be deducted from my salary.

"Please note that if you have a backyard, I would make bricks in my spare time."—*The Kablegram*.

A Real Gentleman

"Got a sweetheart yet, Lily?"

"Sure, an' he's a regular gent."

"Zat so?"

"Yep. He took me to a rest'rant night 'fore last an' poured his coffee into a saucer to cool it; but he didn't blow it like common people does—he fanned it wid his hat!"—*Pure Oil News*.

The Professor to His Neighbor

Wilson (angrily): "Professor, I'm surprised to hear that your chickens have been over the wall scratching up my garden."

The Professor (with dignity): "My dear sir, that can hardly be regarded as a phenomenon. If your garden had come over the wall and scratched my chickens I could have understood your astonishment."

Police Commissioner (questioning applicant)—And now, how would you disperse a mob?

Applicant—I would pass around the hat.

Commissioner—You'll do. See about your uniform.

Golfer: Hi, caddie! Isn't Major Pepper out of the bunker yet? How many strokes has he had?

Caddie: Seventeen ordinary, sir, and one apoplectic!

Might Be True

"So you want to get off this afternoon, eh?" snorted the boss sarcastically. "I suppose your grandmother died, eh?"

"No, sir," the office boy replied. "She eloped."—*Bursts and Duds*.

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ROAD GRAVEL
CONCRETE GRAVEL

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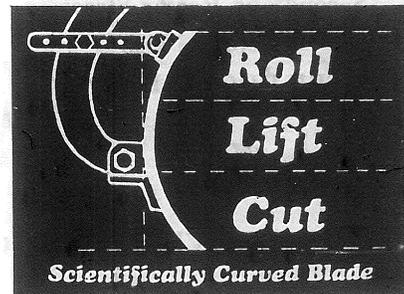


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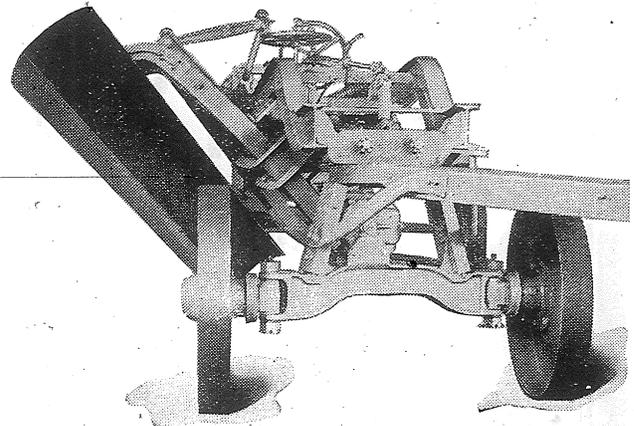
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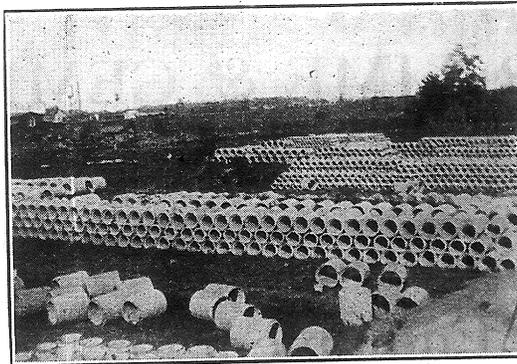
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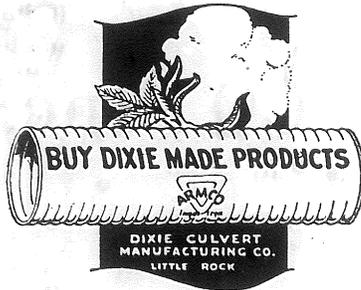
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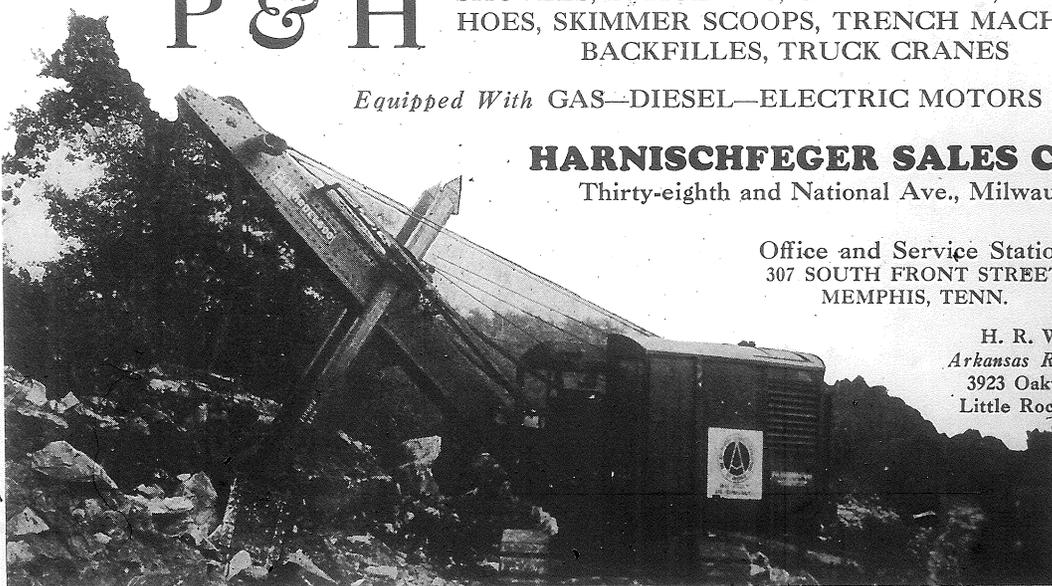
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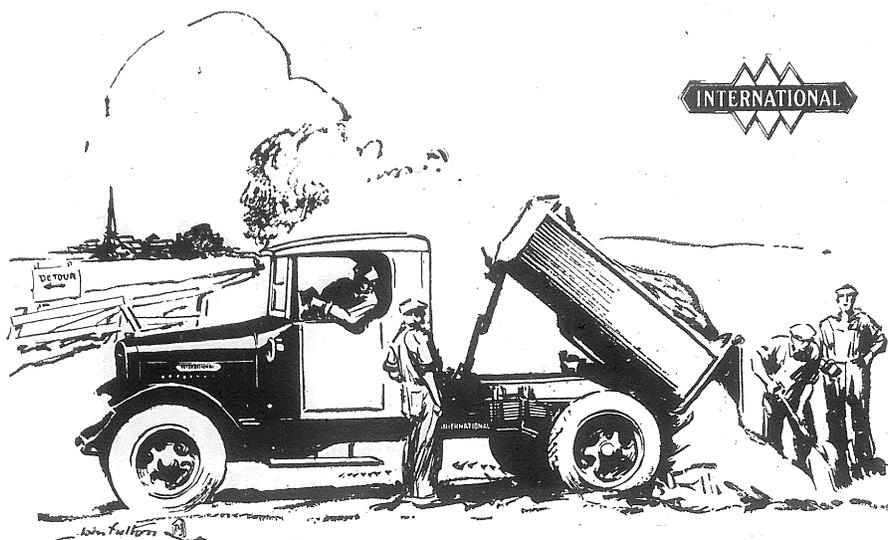
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