

# ARKANSAS HIGHWAYS

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

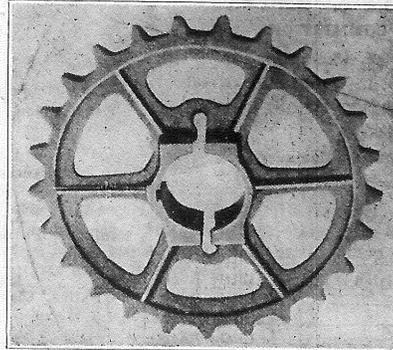
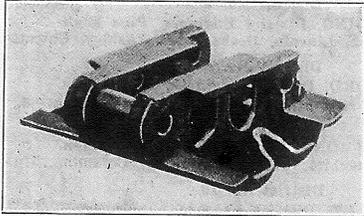


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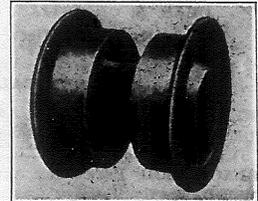
Vol. 6

SEPT. 1929

No. 9



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STATE CAPITOL  
Little Rock, Arkansas



SOME OF OUR PRODUCTS

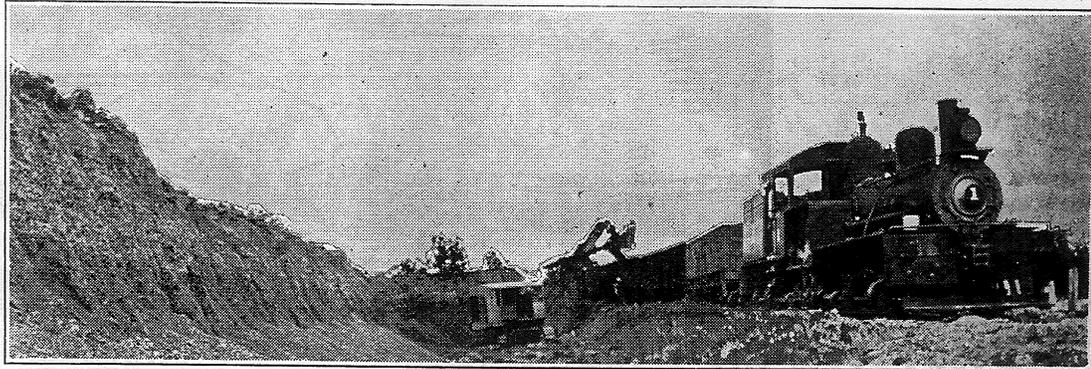
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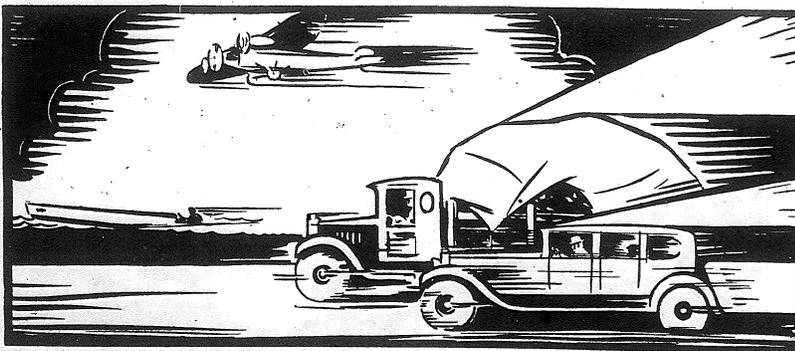
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ASPHALT is the easy-to-lay, durable and economical paving material. It is tough, yet resilient; free from glare and dustless. It provides a quiet, smooth, cushion-like surface which adds to the satisfaction and pleasure of motoring. Carries heavy, swift-

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"Standard" Asphalt is the product of one of the world's greatest refineries—and is always uniform in quality and purity. Carefully tested before shipping. Write for information and quotations.



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An improved, dependable, powerful fuel for modern motors.

### "STANDARD" GASOLINE

This tough, enduring lubricant makes motors run better and last longer.

STANDARD OIL COMPANY of LOUISIANA



# 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

SEPTEMBER, 1929

No. 9

## Arkansas' New Highways of Importance to Hot Springs

Increasing Stream of Motorists Coming in Over New Roads Have Changed the Spa From a Winter Resort To An All-Year-Around American Playground

By F. Leslie Body, Manager, Hot Springs Chamber of Commerce

Arkansas statisticians for years have summed up the State's resources. Annually Arkansas is left in no doubt as to the wealth of its natural possessions either by the acre, ton, boardfoot, horse-power or in dollars and cents.

However, there is one great resource, because of its immensity in advertising value, not measurable by any economic yardstick. That resource is the motorist.

Yes, motorists from everywhere answer the siren call of KTHS, Hot Springs' 10,000-watt community broadcaster, because of the urge for a dip in Nature's "Fountain of Youth," the only one of its kind on the North American continent.

Good roads and the motorists which follow them, keep the tide of visitors in the State swelling and the golden stream they leave behind flowing into the coffers of Arkansas.

This same combination, augmented by advertising, has changed Hot Springs from a seasonal winter resort to America's foremost year round Spa and playground. Hot Springs might be termed the motorist's mecca of Arkansas, for regardless whether the tourists are north, south, east or west bound in the State, a trip to Uncle Sam's first national park is usually included in the itinerary. To count automobile license tags on cars of twenty-five different States in a period of five minutes is no uncommon occurrence here.

Because of the international reputation of Hot Springs' thermal waters, for generations the place has been advertised by word of mouth. Those who took the cure, went back home satisfied to pass the glad tidings on to their neighbors, for more came each subsequent year.

Today Hot Springs entertains over 315,000 visitors annually. It has been estimated that over half of these are motorists. And day by day, the popularity and fame of the resort continues to grow until it now is classed as a winter resort in the winter time; a summer resort in the summer time, and a health and recreational resort all the time.

The citizens of Hot Springs, through its Chamber of Commerce, contribute more to advertising Arkansas than all the rest of the State's Chambers of Commerce combined.

The metropolitan papers of the north and east are used in the winter and the southern field is well covered during the summer. Many times each day the alluring charms of the Ozarks, the resources of Arkansas and the wonders of the baths are exploited over the powerful Hot Springs radio station. News of Arkansas road building progress, the best routes to take and other information useful to motorists are a part of the daily schedule of KTHS.

The Hot Springs' broadcaster has been picked up in each State in the Union, every providence in Canada; at midsea and in seventeen foreign countries. So, its message is far-reaching and all Arkansas benefits. Motorists naturally cannot come to Hot Springs without spilling some of the golden stream they bring in other parts of the State.

### ARKANSAS STATE FAIR, LITTLE ROCK OCTOBER 7-12

Everything is reported to be in readiness for the opening of the Arkansas State Fair on Monday, October 7th, continuing through the week. Monday, as usual will be especially dedicated to the Arkansas press, and most of the newspaper men of the State will participate in the big party which is put on in their honor by the State Fair management.

For the first time in its history the State Fair this year is receiving support from the State government itself, the annual premium list being augmented by \$10,000 appropriated by the last Legislature to be offered as premiums to Arkansas people on Arkansas products. This appropriation was sponsored by the Arkansas Press Association and to the editors of the State credit is given for the action of the General Assembly in making the appropriation.

## Several Important New Projects Are Placed Under Contract

New White River Bridge At Cotter Is Among Important Jobs Contracted  
For At September Meeting

Forty-four bidders were represented at the letting held by the Arkansas State Highway Commission in connection with its meeting on September 18th. Eight jobs in all had been advertised, the most important of which was the proposed White River bridge and railroad viaduct at Cotter, joining Marion and Baxter counties. This job had been previously advertised but because of a necessary change in the viaduct plans was re-advertised. The contract was awarded to the Bateman Contracting Company of Nashville, Tennessee, on its low bid of \$391,029.82. The bridge is an important link in State Highway No. 12.

Among the other projects awarded was a State-aid city paving job at Pocahontas, Randolph County, a connecting link on State Highway No. 67, which was awarded to McEachin & Luke of Little Rock on their low bid of \$69,675.68.

Other projects, each of which was awarded to the lowest bidder were as follows:

Job No. 2134, State Highway No. 65, approximately 168 lineal feet of reinforced concrete deck girder bridges on the Pine Bluff-Grady road, Jefferson County. Maxwell Construction Company, Columbus, Kan., \$13,344.73.

Job No. 4116, State Highway No. 6, approximately 347 lineal feet of reinforced concrete deck girder bridges and 2,600 lineal feet of earth embankment approaches thereto on the Mount Ida-West road, Montgomery County. T. H. Clay & Co., Mount Ida, \$27,259.85.

Job No. 4120, State Highway No. 71, approximately 314 lineal feet of reinforced concrete deck girder and arch bridges on the Springdale-north and south road, Washington County. I. L. Cole, Fayetteville, \$20,582.90.

Job No. 5112, State Highway No. 14, approximately 212 lineal feet of reinforced concrete deck girder bridges over Wolf Bayou on the Red Stripe-Locust Grove road, Stone County. Short and McBride, Little Rock, \$12,389.49.

Job No. 1097, State Highway No. 90, approximately 1,057 lineal feet of treated timber and structural steel bridges over the St. Francis river on the Rector, Ark-Kenett, Mo., road, in Clay County. J. W. Covington, Benton, \$32,568.31.

Job No. 10130, State Highway No. 34, approximately five miles of gravel surfacing on the Walnut Ridge-O'Kean road, Lawrence and Randolph counties. A. C. Kennedy, Little Rock, \$6,632.55.

### CHAIRMAN BLACKWOOD MAKES RADIO TALK

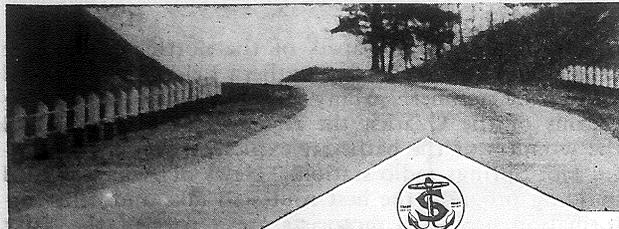
On the evening of September 4th, as part of an educational program sponsored by the A. O. U. W. of Arkansas, Chairman Dwight H. Blackwood of the State Highway Commission made a radio talk in which he sketched the progress that has been made in the highway program thus far under the Martineau Law.

Mr. Blackwood, in addition to giving the actual figures on work completed and contracts let up to and including August 31st, took occasion to explain some of the difficulties encountered by the Department in getting the new program under way. He showed how the new work contemplated under the program was delayed by the unprecedented floods of 1927 which destroyed several million dollars worth of roads and bridges which had to be replaced immediately to take care of traffic. This work naturally called for time, energy and money which would otherwise have been devoted immediately to the new program. However, Mr. Blackwood stated that present prospects are for the securing of reimbursement from the Federal Government for flood damage to the extent of at least \$1,800,000.

Various other minor reasons for delay have been met with but the program is now under full headway with prospects that the results to be recorded at the end of the next two-year period will be far in excess of those originally hoped for.

In years gone by bad roads have been the greatest drawback to the industrial development of the section, but this drawback has been overcome. Fine highways now cross and criss-cross the territory, and more are building all the time. One can now drive a car in one day to Kansas City, St. Louis, Memphis, and to all the smaller cities between in less than a day.

—Baxter Bulletin.



**Dependable,  
Economical Curing  
for Concrete Pavements**

Used integrally Solvay Calcium Chloride provides the most satisfactory known means of curing concrete. Applied with a Solvay Hand Spreader it makes surface curing a one-man job.

Concrete pavements cured by either method can be opened to traffic in half the usual time.

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## New Book On Roadside Development Is Popular

Discusses Highway Beautification As An Important Phase of Modern Highway Building

We have just finished reading a most interesting book fresh from the press of the MacMillan Company dealing authoritatively with the various phases of roadside development and highway beautification which are coming more and more to be recognized as an important part of road building.

The book, written by J. M. Bennett, superintendent of parks and forests for Wayne County, Michigan, is entirely practical, being based not on theory but upon the actual experience of one of the most important figures in highway development in the county which, through its own pioneer work, has kept the State of Michigan in the very forefront of modern highway development in America.

The book is profusely illustrated, including both technical designs, photographs and actual results attained in Michigan in the practical and economical improvement of the appearance and utility of roadsides.

It is easy to understand the general chorus of praise which has already greeted the approval of the book in all parts of the country. Mr. Bennett's work for the Wayne County Road Commission upon which his volume is based began more than seven years ago and the successful working out of his plans has commanded the

interest of the entire world. The author personally supervised the planting of trees and shrubs on more than 500 miles of road; directed the planting of 40,000 shrubs and 35,000 roadside trees. In addition to this he directed the sodding and landscaping of 130,000 square yards of ground on slopes, through cuts and over fills, and tended to the relocating of poles, conduits, pipe lines and sign boards so as to contribute to the general beauty of the roadside ensemble.

The book is sure to attract the attention and study of road engineers, commissioners and other officials concerned with the various interesting problems incident to highway beautification. The book is priced at \$5.00 and may be secured either by addressing the MacMillan Company, New York, or through this publication, which will be glad to assist all interested parties in securing a copy.

"Poor 'old Bill! 'E's so short-sighted 'e's working himself to death."

"What's 'is short sight got to do with it?"

"Well, 'e can't see when the boss ain't looking, so 'e as' to keep shoveling all the time."

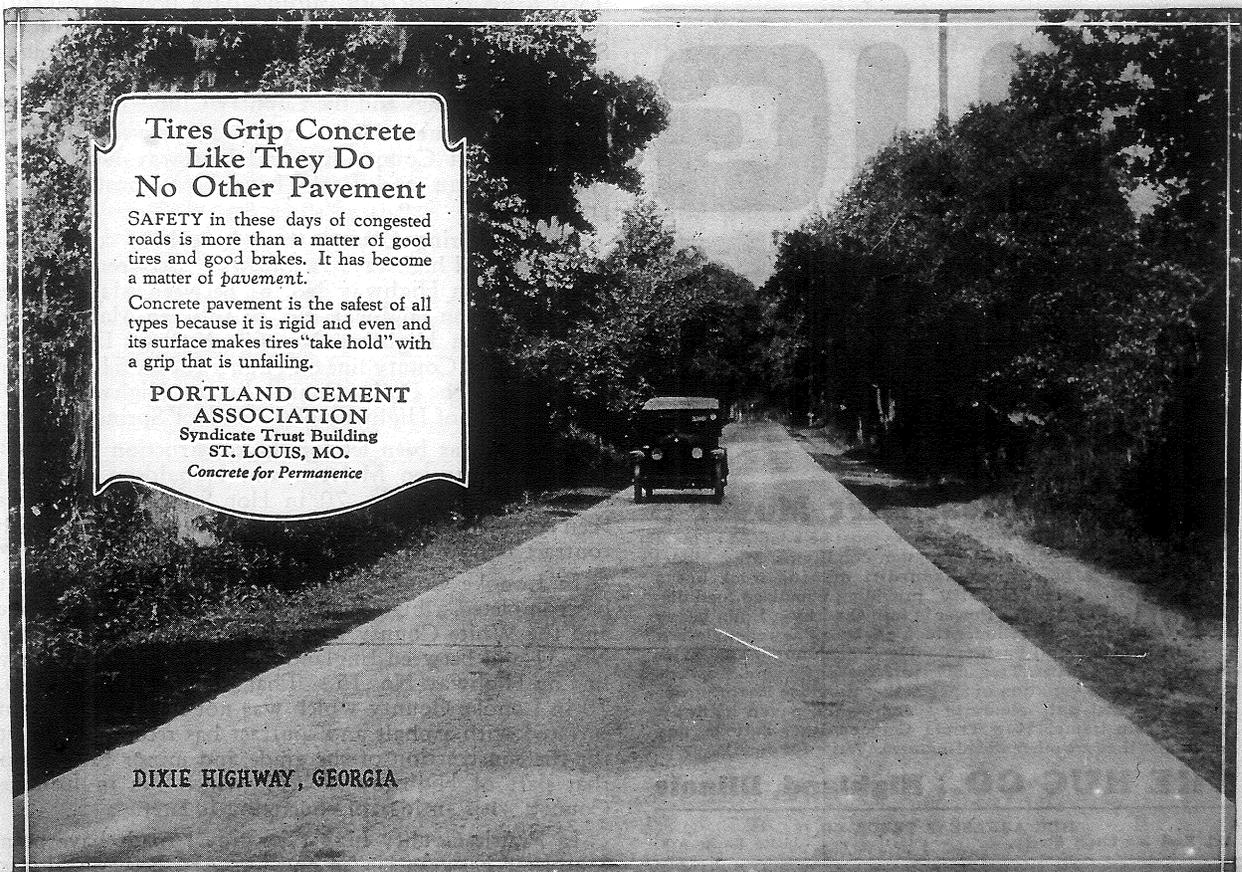
### Tires Grip Concrete Like They Do No Other Pavement

SAFETY in these days of congested roads is more than a matter of good tires and good brakes. It has become a matter of *pavement*.

Concrete pavement is the safest of all types because it is rigid and even and its surface makes tires "take hold" with a grip that is unailing.

PORTLAND CEMENT  
ASSOCIATION  
Syndicate Trust Building  
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*Concrete for Permanence*

DIXIE HIGHWAY, GEORGIA



## Little Work Done By Department In Pulaski County

Other Counties in Sixth District, However, Have Benefited From Martineau Law

When the Martineau Law was enacted, as a measure for giving bond relief to bonded counties and road construction to counties with neither roads nor bonds, Pulaski County was one of those counties which had very little to expect in the way of road construction. It was heavily bonded for the five main trunk highways centering in the capital city and its people were so glad to secure relief from the burden of bonded debts that they were very glad to forego the promise of any further road construction.

Accordingly, it is not surprising to find in a recent report prepared by A. W. Buford, District Engineer for the Sixth District, in which Pulaski County is located, that practically no work has been done. Virtually the only State expenditures on highways in and around Little Rock to date has been the river revetment along the Arkansas necessary to protect Highway No. 30 from the danger of destruction by future floods. A contract was also recently let to cover some grading on a short section of Highway No. 10 in the north end of Pulaski County, necessary to complete a gap in the highway running from Little Rock to Fort Smith on the south side of the Arkansas river, in which the entire western section of Arkansas is interested.

However, in the other counties in the district, which include Faulkner, Garland, Grant, Saline, Hot Spring,

Lonoke and Prairie, Mr. Buford's report shows much work has been done. In these counties there are approximately 880 miles of road on the State system. Of this all but 38 miles has been improved in some fashion since the Martineau Road Law went into effect.

Of this mileage, 385 miles have been brought to a good stage of gravel surfacing, 207 miles are now paved either with concrete or asphalt and 250 miles have been graded and drained and made ready for future surfacing either with asphalt, concrete or gravel.

Among the more important units of construction which should be mentioned in this connection are the gravel roads built by the Highway Department on Highway No. 64 between Conway and Cadron Creek in Faulkner County and on highway on State Route No. 25 between Wooster and the Cleburne County line.

The latter road is not yet complete and the surfacing contract has just been let. In Garland County a highway from the Montgomery County line to Royal on Highway No. 16 is now being constructed and a surfacing contract calling for gravel has just been let.

Highway No. 70, the Hot Springs-Glenwood road, has been constructed, with the exception of the gravel surfacing, the contract for which has just been let. The Garland County part of Highway No. 7, which runs from Hot Springs to Arkadelphia is now being built. Two roads out of Hot Springs have been paved with concrete for some distance, one being that part of the State highway between Hot Springs and Oaklawn on Highway No. 7, and that part of Highway No. 6 between Hot Springs and the Country Club.

In Grant County Highway No. 35 between Sheridan and the Grant County line and Highway No. 46 between Sheridan and Leola have been constructed as gravel roads.

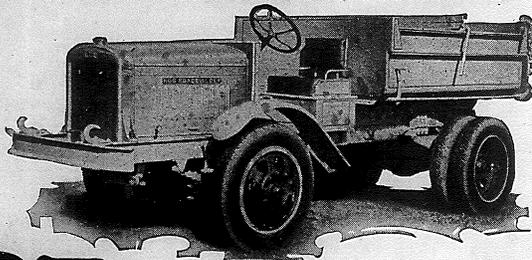
In Hot Spring County there have been constructed modern gravel highways as follows: Between Malvern and Poyen on Highway No. 6; between Malvern and Hot Springs on Highway No. 6; between Malvern and Donaldson on Highway No. 67; between Donaldson and the Clark County line on Highway No. 51; between Malvern and the Dallas County line on Highway No. 9 and that part of Highway No. 7 in Hot Spring County.

Contract has been let for the construction of a concrete road between Malvern and Donaldson and that part of Highway No. 70 in Hot Spring County has been completed except for the gravel surfacing on which contract is now let.

In Lonoke County the State Highway Department has completed a high-type gravel road between Lonoke and the White County line toward Beebe on Highway No. 31 and between England and the Jefferson County line on Highway No. 15. That part of Highway No. 70 in Lonoke County which was not surfaced has been surfaced with asphalt and contract has recently been let for the construction of the grade and minor bridges on that part of Highway No. 67 which lies in Lonoke County with an idea of concreting it later.

In Prairie County high type gravel roads have been completed between Hazen and Des Arc, between Slovak

# HUG



## 87M A Real Dirt Mover

**D**IRT moving trucks must be adapted to meet unusual operation conditions. Hug Model 87M, a specialized dirt moving truck has a wheelbase of 120" providing equalized load distribution. Power is furnished by a Buda heavy duty 6-cylinder truck engine. The rear axle is a specially designed full floating double reduction rear axle, extra heavy gears and shafts. Transmission, 7 speeds forward, 2 speeds reverse. A wide variation of speeds that provides lots of power for the unusual pull, plenty of speed on the paved highway. A 6" I-beam frame, Hug Triple Compensating springs, and pneumatic tires are other added features. Write for details.

**THE HUG CO., Highland, Illinois**

HUG ARKANSAS TRUCK CO. Little Rock, Ark.  
421 East Markham Street

## State Aid For Municipal Paving

A Resume of State Aid Paving Done in Arkansas Cities and Towns Under Act No. 8, of 1928

Under the provisions of various acts of the Arkansas General Assembly authorizing State aid to municipalities in the paving of streets which are continuations of State highways, most of which legislation was finally summarized and made effective by Act No. 8 of 1928, thirty paving projects have been completed at a total cost of more than \$1,000,000, and eighteen cities and towns have projects now under construction which eventually will receive the benefits of the new law, according to a summary just completed by A. E. Heagler, designated as engineer of State aid by Dwight H. Blackwood, Chairman of the Commission.

With Mr. E. Bordwell, his principal assistant, Mr. Heagler has direct supervision of all municipal paving projects eligible to receive State aid.

The purpose of the new law authorizing State participation to the extent of one-half the cost of permanent improvement of continuous highways through cities and towns has been to stimulate the interest of local authorities and hasten the completion of the network of permanent hard-surfaced roads crossing the State in all directions. Without the new law many State highways would be left without important links going through cities and towns.

Under the provisions of the law the State can participate to the extent of one-half the cost of the permanent improvement of any street within the corporate

limits of cities of the first and second class and incorporated towns after the street has been designated by the Highway Commission as a continuation of an established State Highway through such cities and towns.

The maximum width of pavement for which the State will bear one-half the cost is thirty-six feet with curb constructed integral. Any pavement which is constructed with a width of less than thirty-six feet which is to receive State aid must be built without curb, the purpose of the Highway Commission in making this regulation being to provide for the parking of automobiles so as to maintain a clear roadway of eighteen feet or two traffic ways of nine feet each.

Among the regulations designed to insure the building of such streets in conformity with the best practice approved by the State is one requiring that the appointment of the engineer in charge of the work by the local improvement board must be approved by the Chairman of the State Highway Commission.

Before any funds are paid out under the State aid law the design and construction of the pavement must be approved by the department.

In addition to the thirty projects completed and the eighteen projects now under construction which will receive the benefits of the new law, approximately twenty-five other cities and towns are working toward the early organization of local projects of a similar nature.

Among the cities and towns in which projects had already received certificates of State aid up to the present month are: McGehee, \$18,320.00; Pine Bluff, \$7,847.00; Monticello, \$25,214.00; Arkadelphia, \$34,041.00; Prescott, \$20,420.00; Nashville, \$41,502.00; Fort Smith, \$112,828.00; Springdale, \$4,907.00; Rogers, \$4,983.00; Searcy, \$32,376; Benton, \$9,889.00; Fordyce, \$57,702.00; Warren, \$16,349.00; Magnolia, \$58,727.00; El Dorado, \$20,244.00; Paris, \$44,196; Dardanelle, \$26,728.00.

The total number of lineal feet included in the projects named is 121,592 and the total amount of State aid provided for on these projects is \$536,273. This amount represents less than half the total amount expended on these districts, as in a number of instances the local districts have done considerable extra work in which the State could not participate.

Practising engineers or engineering firms whose services were used in the construction of the projects which have been named and whose work has received the approval of the State Aid Division of the State Highway Department include the following: Crooks Engineering Company, Little Rock; Lund Engineering Company, Little Rock; Black and Veatch, Kansas City; Ford and MacCrea, Little Rock; W. L. Winters, Fort Smith; Eby Engineering Company, El Dorado; E. T. Archer and Company, Kansas City; H. R. Carter, Little Rock; Elson Hale, Pine Bluff; F. A. Gerig, Arkadelphia; J. W. Dawson, Texarkana; F. A. Pritchett, Little Rock; S. G. Davies, Morrilton; J. W. Haynes, Camden and F. H. Burnside, El Dorado.

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A well organized claim department assuring prompt settlement of all claims.

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Long experience in writing Contract Bonds in Arkansas has given us a complete understanding of the Contractor's problems.

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Bond Your Next Project in the HOME

**HOME**  
Accident Insurance Company

Established 1900

HOME INSURANCE BUILDING  
LITTLE ROCK

## Short Line Highway From Oklahoma City to Hot Springs

Western Arkansas and Oklahoma People Form Association To Promote Highway To Arkansas Resort

Significant of the interest being taken in Arkansas' most famous health resort by the people of surrounding States a meeting was held early this month at McAlester, Oklahoma, at which an association was organized to promote a short line, all-weather highway direct from Oklahoma City to Hot Springs.

The suggested name for the highway as agreed upon at the meeting was the Oklahoma-Arkansas National Park Highway.

Officers of the association include Dr. Griswald of Seminole, president; Roy Delamater, McAlester, and H. L. Pranton, Norman, vice-presidents; R. A. Singletary, Oklahoma City, secretary; and Jess Kirkpatrick, Oklahoma City, treasurer. Delegates were guests of the Chamber of Commerce at a luncheon and a sight-seeing tour, including a visit to the Oklahoma State penitentiary.

Addresses urging the importance of the new route were made by Mr. Singletary, Luther Harrison, Oklahoma City; W. Y. Goodwin, McAlester; Senator Tom Anglin, of Holdenville, Guy K. Andrews of McAlester and V. W. St. John of Mena.

A large part of the suggested route already is improved or being improved by the State Highway Departments of Oklahoma and Arkansas. The principal function of the new association will be actively to or-

ganize sentiment for the speedy completion of the missing links in the highway both in Oklahoma and Arkansas, and following with the advertising of the new route in order that it may be brought to the attention of the greatest possible number of tourists.

Directors of the association as elected as McAlester include: O. J. Logan, Oklahoma City; Charles Hawk, Shawnee; W. F. Armstrong, Seminole; Guy Cutlip, Wewoka; John Turner, Holdenville; John Hudley, Calvin; J. D. Jones, McAlester; Frank Paul, Harts-horne; Claude Briggs, Wilburton; W. Hunt, Wister; R. H. Young, Heavener; R. A. Jones, Hot Springs; A. W. Dodson, Mena, Ark.; J. B. Hughes, Norman, Ark.; Lyman Fogel, Page; John Totntz, Haileyville; John Clyde, McCloud; Frank Dale, Krebs; H. B. Harper, Stuart; Case Bushore, Stapp; Teno Young, Hodgens; E. W. Moore, Hoke; J. F. Wallace, Red Oak; Jess Moody, Hanna; John McCoy, Choctaw, and George Nobles, Dale.

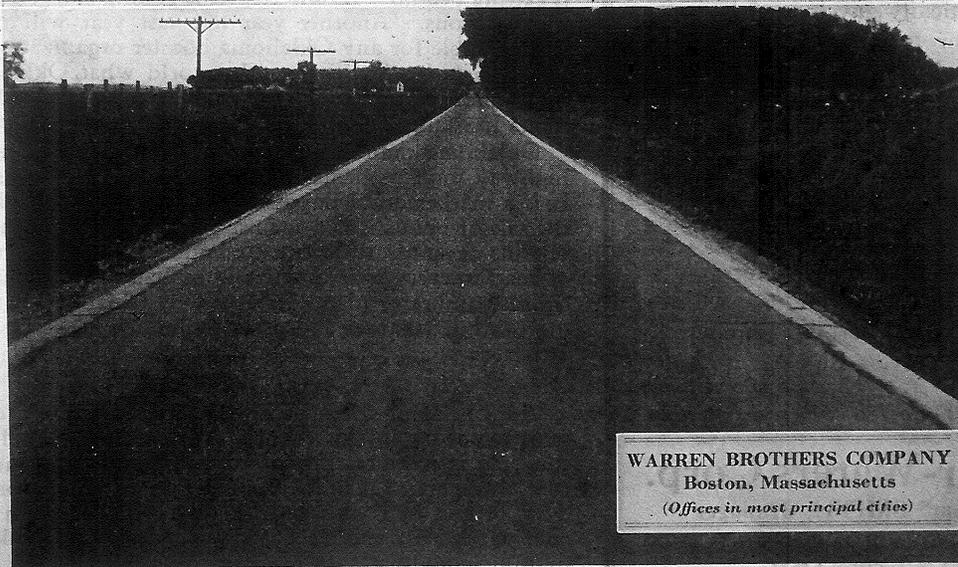
### How to Torture Your Wife

"I'm buying a washing-machine for my wife as a birthday present."

"That will be a surprise, eh?"

"Yes, quite! She's expecting a new car."

Where East Meets West — Lincoln Highway, Nebraska  
7 Years' Service from Warrenite-Bitulithic — No Repairs



WARREN BROTHERS COMPANY  
Boston, Massachusetts  
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THEREFOR

## Arkansas Profits By Comparison

An Editorial From the Tulsa Tribune

Arkansas State Highway No. 12 is a smoothly-graveled, well-maintained road, leading through the Ozark regions to the Oklahoma line at Siloam Springs. At the "First Chance at Oklahoma Prices" filling station, Tulsaward traffic leaves Arkansas' No. 12 and hits Oklahoma State Highway No. 11. Except for a few smooth stretches, the road from that point to Tulsa is almost an endless stretch of dust-filled chug holes. Just before the motorist is shaken into insensibility by the constant jar, or collapses into a broken heap of nerves with his overtaxed machine, he will probably remember derisively that somebody somewhere had told him that Arkansas was a poor, unprogressive State, and Oklahoma a wealthy up-and-coming one.

The contrast is almost as bad between Oklahoma Highway 20, from Claremore to the State line at Maysville, and Arkansas State-Federal Highway 71 to Bentonville and other Ozark resorts. Surface gravel on the Oklahoma road has been removed by the wheels of many cars, and only boulders remain. West-bound traffic out of the Ozarks—and it is rapidly increasing in density with the development of Ozark resorts—cannot help but develop a strong antipathy to Oklahoma, a State rolling in wealth but apparently lacking the public-spiritedness to even keep up with a poorer State in highway construction. Oklahoma is not making a good impression upon the motorist who uses our highways

after having driven over some of Arkansas' newly improved and constantly-maintained roads. It is making a bad impression.

Arkansas progress is drawing this contrast. And there are others. It is not even necessary to drive into other States to see that all of Oklahoma's neighbors are pushing ahead of her. A report issued by the U. S. Department of Agriculture is sufficiently revealing.

The official report, which shows the total highway construction mileage of 1928 in the 48 States to have been 28,252 miles, gives the figures for each of ten leading States. Oklahoma is not one of the ten. It is not even mentioned.

Texas was first in the number of miles of automobile roads improved last year, with 2,356 miles. Kansas was second with 1,785 miles and Arkansas third with 1,673 miles. Midwestern States not bordering on Oklahoma captured fourth, fifth, sixth and seventh places, and New Mexico, another of Oklahoma's neighbors, was eighth with 1,052 miles.

Oklahoma would have been way down the line. The demands made upon the highway funds by the asphalt top combine last year exhausted it before the item of construction was hardly reached in the old commission's routine. The miles of highways built in Oklahoma in 1928 are not worth adding up. They are too few to make an impressive total.

Yet, as the Department of Agriculture report shows, interstate automobile traffic coming into Oklahoma on any side will leave better roads than it can hope to find. Road improvements now being made in four States are drawing hundreds of contrasts similar to, or even more pronounced than that afforded by Arkansas State Highway 12 and Oklahoma State Highway 11. Oklahoma is getting behind. Its self-respect is getting slugged from all directions. Another year like last year will make it impossible for any Oklahoma booster organization to hold up its head. Telling the world what Oklahoma has cannot overcome the black mark left by what Oklahoma has failed to do.

Oklahoma cannot overtake its neighboring States in highway improvements without a highway bond issue. It is a mathematical impossibility. On the proceeds of the sale of bonds issued against gasoline taxes, Arkansas obtains revenues sufficient to build almost two miles of road to every mile now being built by Oklahoma on the cash and carry plan. That is why Oklahoma is falling behind Arkansas and other States.

### JOE NOT WORRIN'

Joe Burleson, foreman of the State Highway construction work in this county, says before the Hall income tax law can catch him, it will have to be amended, that as a married man he is entitled to an exemption of \$2,500, and he is also entitled to \$400 exemption for each dependent, and he has seven dependents, making \$2,800 more on exemption, or a total of \$5,300, and that puts him safe across the dead line, for this year at least.—*Yellville Mountain Echo*.

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### PUBLIC TAKES THE LEAD

A few years ago road builders were urging the public to permit the building of better roadways; today the public is urging the road builders to provide adequate highways. The market has reversed; the public is bulling the market and road builders hardly know which way to turn.

Road building has progressed from the township system to the county system to the State system to the Federal system and soon we may have the high-speed highway for special service.

Governmental organization always lags behind the demand and perhaps rightly so. It was with infinite labor that counties obtained control of roads that townships could not maintain properly and similar opposition was shown to the development of State and Federal roads.

Only a tremendous change in traffic conditions and the travel habits of people could have wrought such a change in governmental authority.

Now we have a composite system of governmental control of roads that has not provided enough roads to accommodate the traffic.

The public wants more and better roads and never has such an opportunity existed for road builders to perform a public service than exists at the present time.

Opposition to any sane plan of providing such roads is inopportune and should be discouraged, provided the road users pay for the roads in proportion to the use. Both the gasoline tax and toll roads meet this requirement.—*Highway Engineer and Contractor.*

The highway going through Yell County is cutting some pieces of land into strips that are longer on the highway than they are deep.

Some men are feeling their land is ruined. In some cases it may be.

There are also many other pieces that are being made more valuable.

Experience in other sections has been that with good roads the town people begin to leave town lots and buy five and ten-acre home plots. The man with land that can be cut to these smaller tracts and each tract on the road gets a premium price per acre.

Often the price paid for a desirable tract is at the rate paid for town lots.—*Havana Rural Record.*

### CHAIRMAN BLACKWOOD INSPECTS ROAD WORK

At frequent intervals during the past month, as has been consistent with the transaction of necessary office business, Chairman Dwight H. Blackwood of the State Highway Commission, has made tours of inspection of important road and bridge projects under way in various sections of the State.

As rapidly as possible Chairman Blackwood, accompanied by as many of the other members of the Commission as may be able to make the trips, plans to visit and personally inspect all the work now actively under way.

### HARAHAN VIADUCT WORK DELAYED BY WEATHER CONDITIONS

Backwater resulting from excessive rains during the spring and summer, which delayed some of the important earthwork on the structure, will delay the opening of the new Harahan viaduct for at least sixty days. Should favorable weather continue it is believed that the earth section can be completed within that time to a point where the surface may be given a temporary coat of gravel and thrown open to public use. It is planned to pave the dump with concrete but this cannot be done before next spring as it would be impracticable to lay the slab until the dump has weathered at least one winter.

### RIDDELL COMPANY ROAD CATALOG

There has just come from the press a very beautiful and profusely illustrated catalog of the latest model road machinery built by the W. A. Riddell Company of Bucyrus, Ohio, pioneer manufacturers of one-man graders.

The catalog is complete in every detail and will doubtless be of interest to contractors, road builders and officials everywhere. Because of its cost the catalog is not being promiscuously distributed but may be secured by applying to the main office of the company at Bucyrus, Ohio, or from O. E. Tapley, Arkansas representative.

### WARREN BROTHERS CHECKING ON LIFE OF THEIR PAVEMENT

The Warren Brothers Company of Boston, Massachusetts, internationally-known road builders, have just completed an engineering check on the life of the patent pavement known as Warrenite-Bitulithic which they have been laying for twenty-nine years. The survey discloses that the first pavement of this kind was laid on Harvey Street, Pawtucket, R. I., and that it is still in use. Commonwealth Avenue in Boston, which was surfaced thirteen years ago is still carrying more than 50,000 vehicles per day and is still in splendid condition.

The survey gives a list of 111 American cities and foreign countries in which the pavement has been in use more than ten years. The survey also shows that the durability of this pavement under the heaviest traffic has been such that in most of the cities repeat orders have been given during the past two years. The company is now building 500 miles of road for the Cuban government and has impressive contracts in Spain, Poland, Argentine Republic, Chile, Peru, Australia and Japan.

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### ARKANSAS HAS NO SNOW REMOVAL PROBLEM

With the thermometer bubbling around the high-water mark we are indeed grateful for the cooling breezes that come to us from the snow removal pictures just received from the Illinois Department of Public Works, Division of Highways, illustrating the report on work of the Bureau of Maintenance in keeping Illinois highways open after heavy snows and drifts.

It is the boast of the bureau that in spite of heavy snowfalls and high winds which frequently piled up drifts five and six feet deep on some of the State routes all roads were open within twenty-four hours.

Judging from the pictures which accompany the article this was a very good record as some of the drifts shown were considerably higher than the tops of cars using the highway.

Illinois is only one of a large number of States which have to spend considerable highway money each year keeping the roads open after heavy snows. In some States the budget for this item alone each year runs up into five figures.

Very fortunately this is one source of annoyance and expense which Arkansas is spared. At times in the past some of our roads have been blocked by water, but grades are being rapidly built up to a point where this cannot happen in the future. But the blocking of highways by snow and the expenditure of highway money for snow removal are items which, because of our mild climate, we have been entirely spared.

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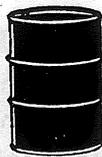
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### A Striking Feature, All Right

An automobile advertisement says that "you will be struck by the superior accessories provided." We hope that doesn't include the bumper."—*Ottawa Journal*.

Golfer (who has just gone around in 112): "Well, how do you like my game?"

Caddie: "I suppose it's all right, but I still prefer golf."—*Tit-Bits*.

The statistician who claims that the automobile industry has not yet reached the saturation point ought to ride in a rumble seat during a rain.—*Life*.

"Are you saving any money since you started your budget system?"

"Sure. By the time we've balanced it up every evening it's too late to go anywhere."

### Camping on the Game Trail

Mrs. Jones—"Do your daughters live at home?"

Mrs. Smith—"Oh, no! They aren't married yet."

"I'm going to buy a new gown. What shade would you like to see me in?"

"In the shade of the old apple tree."

Surgeon—"I feel duty bound to tell you that four out of five patients die under this operation. Now, is there anything you would like for me to do for you before I begin?"

Colored Gent—"Yassuh, kindly hand me mah hat."

As the little chorus girl said to her sweetie, as she kissed him good night:

"So long, I'll sue you later."

We are told that this year's world output of motor cars will run into millions.

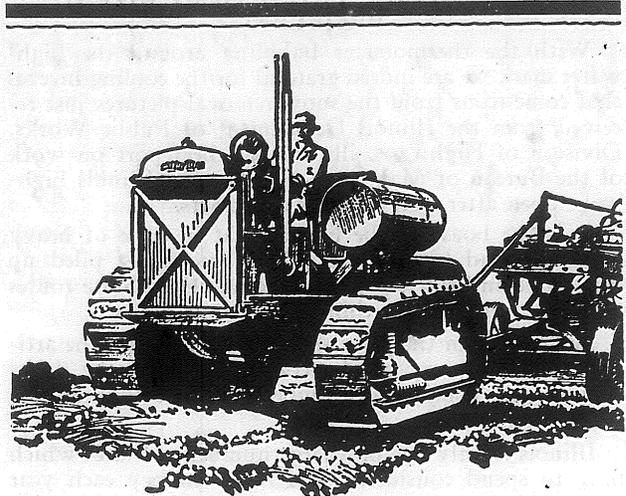
We are glad of this hint, and will try our best not to be one of these millions.

"What sort of a time is your friend having on his motor tour?"

"Great! I've had two letters from him—one from a police station and the other from a hospital."

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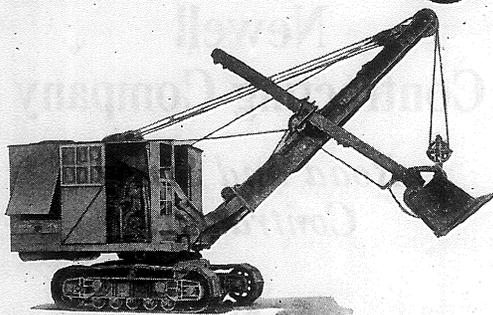
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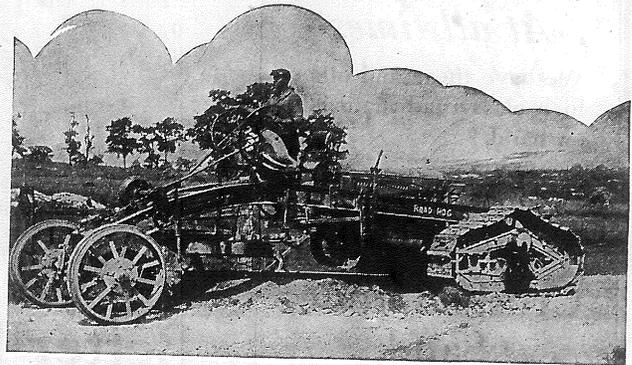
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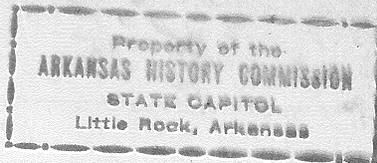


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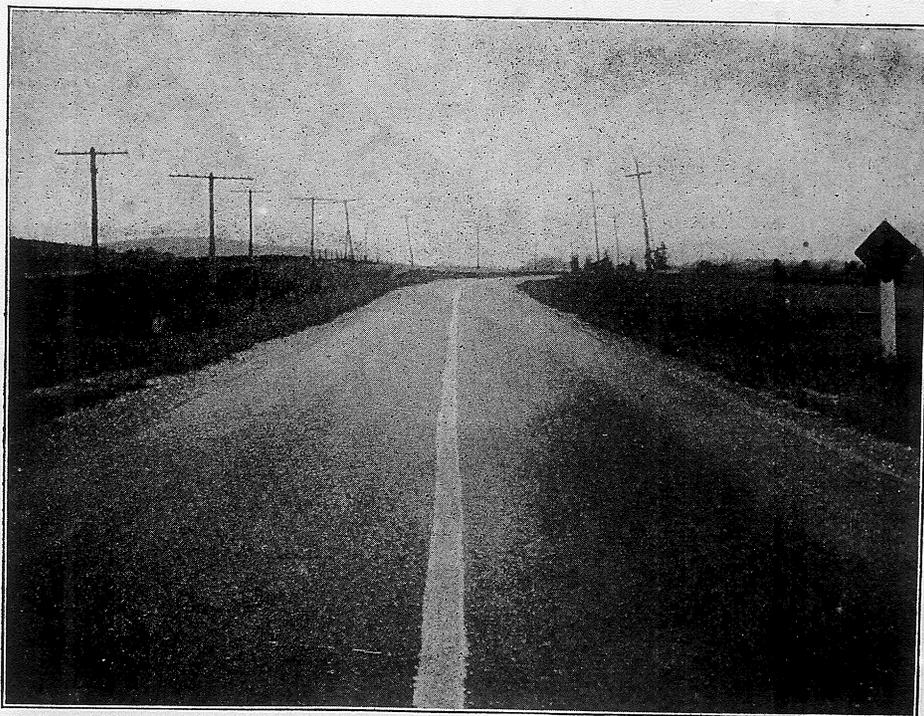
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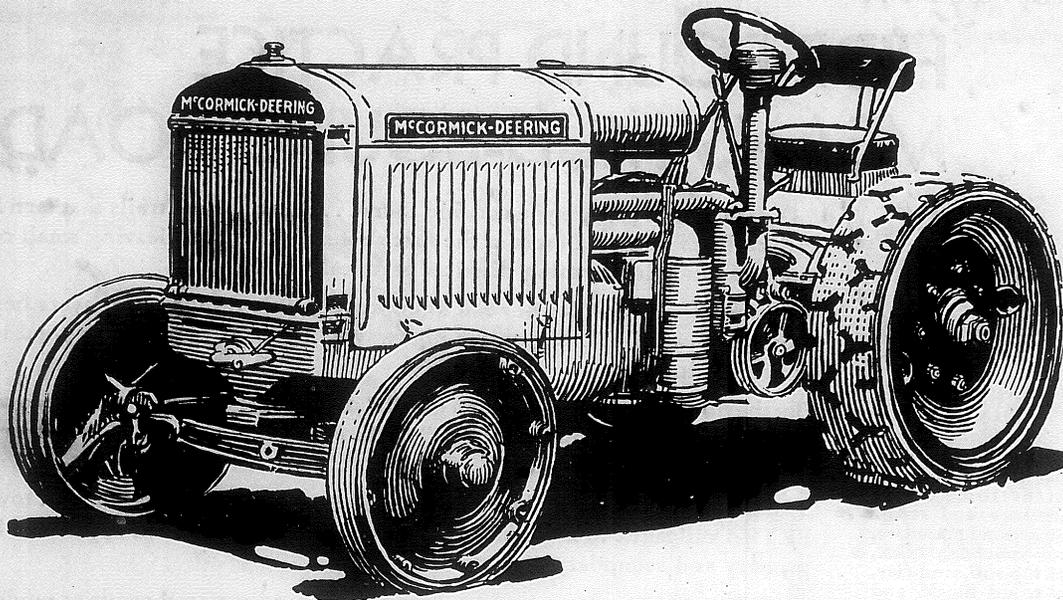
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