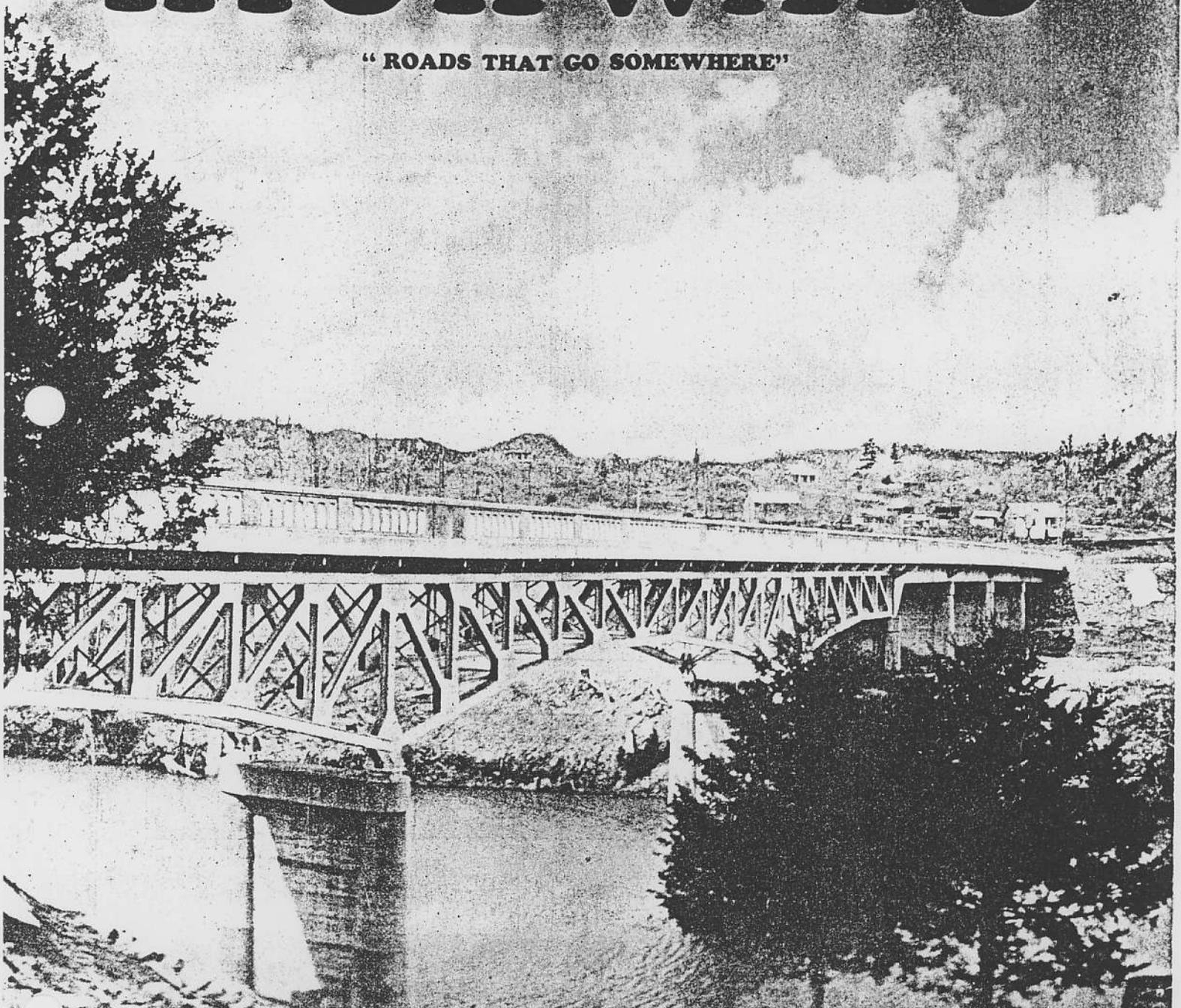


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Vol. 9

APRIL 1932

No. 4

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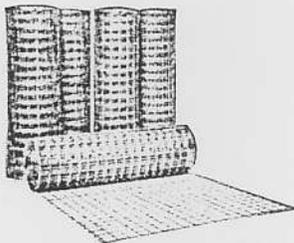
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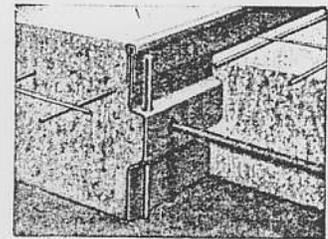
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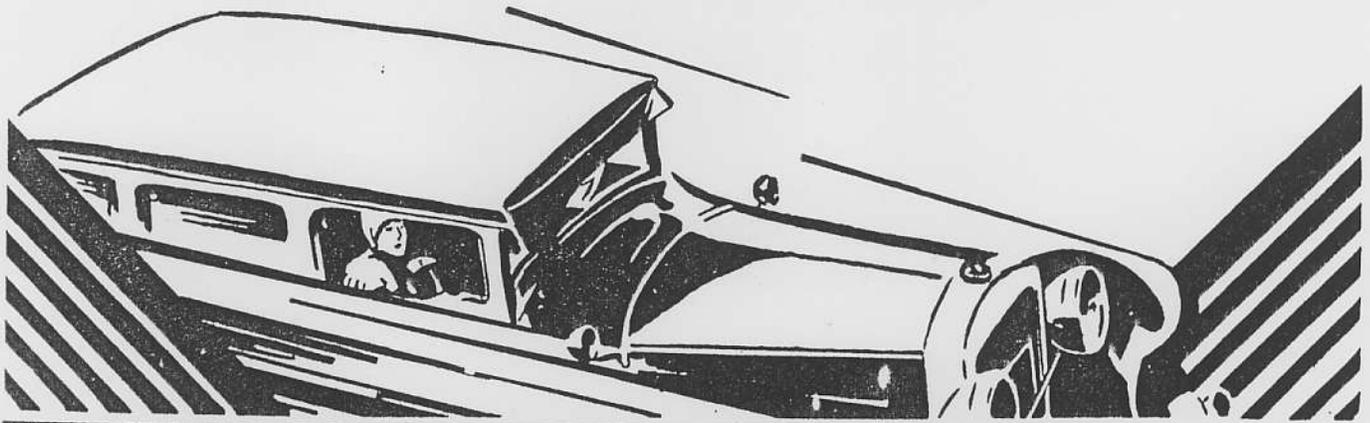
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ARKANSAS HIGHWAYS

Official Monthly Magazine

State Highway Department



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NOW THAT THE SHOOTING IS OVER

By Dwight H. Blackwood, Chairman Arkansas Highway Commission

With the Legislature adjourned, and most of its members back in their home communities, it should soon be possible to weigh the net results of the recent Extraordinary Session, and determine, in the language of an earlier, and even more picturesque generation of pistol-toters, just what the shooting was all about, and "where we are at," now that it is over.

For it does seem to be over, except for the desultory firing of the boys with a morning-after "hangover," who must needs give themselves a little more air in City Park mass meetings, or unofficial legislative gatherings, and the booming, range-finding salvos of the Big Guns among the gubernatorial candidates.

This determination of the net legislative results of the long and loudly extended session, as affecting the Arkansas highway program in the immediate future, is the matter in which the people, the real folks of our commonwealth, are and will be interested. Strange as it may seem to certain returning legislators, with brains still be-fuddled and ears still throbbing to the beat of the political tom-toms mobilized in and around their hotel lobbies in the Capital City during the session, this is the question that will come up, early and often, "What about our roads?"

Not anything else, not even the most exciting details of character assassination or personal scandal-mongering, or political tar-and-feathering, or gubernatorial mud-throwing will suffice. The leading question, that will recur and cry out for an answer, will be "Yes, but what about our roads?" Roads still a-building, that cry out for completion. Roads already built, that cry out for maintenance. Road bonds falling due, that cry out for refunding, lest they be foreclosed as a climactic tragedy of the Great Depression.

So, now that the shooting is over, or at least that part of it involving the current program of the State Highway Department, it may not be out of place for the principal "shootee" to disentangle himself from the



be-spattered wreckage of the "target," pick himself up, brush himself off, survey the possible salvage, and make a report.

At any rate, and in all good humor, that is what I and my associates in the conduct of highway affairs, are trying to do these days, as promptly and effectively as possible.

First, what was done about the refunding of district bonds, about to be defaulted and thrown back on the lands, as a result of depression-year revenue shrinkages? All of us are hopeful that, in spite of the tinkering and tampering that were done by those who had political fish to fry, the new law will stand up and prove effective in giving the relief that was the sole object of the Special Call. A test suit will be necessary to determine whether the act was or was not invalidated by the amateur amendments tacked onto the original bill, which had been drawn so as to meet the requirements of bond attorneys whose approval is essential to the refunding operation. That suit, properly expedited, should soon tell the story. If the act is validated, the threat against landowners will be removed, and highway revenues will be released for their proper purposes.

Second, what effect will the political ham-stringing of the Highway Department have upon road work in the immediate future? Inevitably, it will curtail all activity to an irreducible minimum. Already, in carrying out the mandates of the new law, which cut the department to less than \$8,500 per month for all administrative expense, I have reduced the personnel to the very limit. It has not been easy to notify this army of faithful workers, trained for this particular job, that their services, while needed, cannot be paid for, and therefore must be terminated. Yet it has been done.

Both in the Little Rock offices and in each of the District Offices, it has been necessary to dismiss tried and trusted employees, to comply with the law which a group of legislators, thirsty for my political blood and blind and deaf to our highway needs, forced onto the

statute books at this time. I am only hopeful that the people of the State, as they see their district offices dismantled, and their roads continuing to wash away under the weather, without proper maintenance, will look carefully for the real cause of the trouble, and place the blame where it rightly lies. I am also hopeful that, with the validation of the refunding measure in the courts, sufficient funds may be released for maintenance work a little later in the summer to enable us to save our principal gravel highways from complete destruction.

Third, what is the status of contractors and others who have done honest work for the State on its highway system, whose vouchers are still unpaid? This, like the status of the refunding plan, must remain uncertain until the courts have time to speak on the validity of the various amendments tacked onto the original bill. Personally, I am hopeful that the next few weeks will enable us to work out a program under the new law which will give the creditors of the Highway Department adequate relief. Certainly all of us are bending every effort toward that end.

Little else, it would seem, can be said at this time. With the August primaries coming on, and scores of candidates grooming themselves in the races for place and power, it is too much to expect that the turmoil and uncertainty of past months will not be continued, to at least as great an extent as the interested candidates themselves can manage. Smoke screens, dust clouds, mud showers and all available sources of noise and confusion will be invoked by those who hope to slip into office during the general public excitement. But these are

phenomena always met with in increasing volume when depression rides.

Meanwhile, those of us charged with the continuation of the highway program in all of its various phases affecting the comfort, the well-being and the prosperity of the people will do the best we can, with the tools provided, carrying on as efficiently as possible until the political storm is over, and calm thinking and sober judgment again prevail. When that time comes, we have no doubt that the verdict will be an approval of the work already accomplished and a mandate for its continuance to the completion of the highway program.

OUR COVER PAGE

For our cover page this month we have gone again to the new bridge over the South Fork of Little Red River, near Clinton, Van Buren County, on Route 65. In this impressive view we see lines of strength and beauty typical of scores of similar structures designed and built by the State Highway Department since the beginning of the Martineau Road Program, which now dot the map of the State, and speed traffic over the many streams which are crossed by our chief highways in every section.

Because of its typography, cut up by innumerable rivers and creeks, Arkansas presents an unusually difficult and costly problem to the road builder. Vast sums have been required properly and permanently to bridge these gaps. But they have been bridged, with countless structures like the Clinton bridge, which will remain to serve this and future generations, and remind them of the good, and honest, and enduring work which their fathers did for them.

Long after the Great Depression has been forgotten, with its suspicions and insinuations, its audits and investigation, its legislative clamors and bickerings, the Clinton Bridge, and scores of others like it, will stand as serviceable and much appreciated monuments to the constructive thought and energy of Arkansas leaders of this present time.

ONE BIG CO-OPERATIVE

The dairymen of the New York Milk Shed are setting an example that should be observed by farmers everywhere.

Delegates from nearly every county of the Milk Shed recently met in Syracuse and went on record as favoring one big co-operative association, and recommended that the Dairymen's League, a pioneer in its field, be the one.

They then adopted a number of resolutions embracing the fundamentals necessary to a successful co-operative. These included: A comprehensive financing plan, ability to control surplus at its source, employing a classified price plan for the sale of milk and its products, etc.

These dairymen are taking the bit in their teeth, and doing the things that will pull the farmer out of the economic mire. A strong, loyally supported co-operative is essential to agricultural progress. There is no room for division of effort, or internal discord. It is up to every farmer to work for the good of all, if only for selfish reasons. In New York the Dairymen's League Co-operative Association has done an immensely valuable work ever since its inception—and the scope and worth of that work will be greatly increased if the recommendations of the delegates are scrupulously followed by the farmers whose interest they have at heart.

"The Right Way"

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Maturity Dates of District Obligations Extended

New Refunding Measure Extends Maturity Dates of Old District Obligations Ten Years, and Provides for Optional Exchange for State Bonds Bearing Four and One-half Per Cent Interest

Under the Refunding Measure, known as Act No. 15, passed by the recent Extraordinary Session of the Legislature, the present holders of old Arkansas Road District bonds, threatened with default as a result of economic conditions due to the depression, will have the option of exchanging them to the State Treasurer for new bonds, guaranteed by the State, and bearing 4½ per cent interest, with the old maturity dates extended by exactly ten years.

While some of the old district bonds call for as much as 5½ and six per cent interest, the added security resulting from the State's guaranty is expected to be so attractive as to bring in most of the outstanding obligations of local districts now being paid out of gasoline taxes under the Martineau Road Law.

The old bonds must be deposited in trust with the State Treasurer, before new bonds, with the new maturity dates, can be issued for like amounts.

The Act provides that: "The holder of any such road district bond may clip and hold for collection, when due, the interest coupons of such road district bond due and payable on or before September 1, 1932, and may then immediately deposit such road district bonds as aforesaid and receive revenue bond of equal face amount to be dated as of the last maturity date of the clipped coupons.

"For a road district bond maturing in 1932, a revenue bond maturing in 1942 will be issued.

"For a road district bond maturing in 1933, a revenue bond maturing in 1943 will be issued.

"For a road district bond maturing in 1934, a revenue bond maturing in 1944 will be issued.

"For a road district bond maturing in 1935, a revenue bond maturing in 1945 will be issued.

"For a road district bond maturing in 1936, a revenue bond maturing in 1946 will be issued.

"For a road district bond maturing in 1937, a revenue bond maturing in 1947 will be issued.

"For a road district bond maturing in 1938, a revenue bond maturing in 1948 will be issued.

"For a road district bond maturing in 1939, a revenue bond maturing in 1949 will be issued.

"For a road district bond maturing in 1940, a revenue bond maturing in 1950 will be issued.

"For a road district bond maturing in 1941, a revenue bond maturing in 1951 will be issued.

"For a road district bond maturing in 1942, a revenue bond maturing in 1952 will be issued.

"For a road district bond maturing in 1943, a revenue bond maturing in 1953 will be issued.

"For a road district bond maturing in 1944, a revenue bond maturing in 1954 will be issued.

"For a road district bond maturing in 1945, or 1946, a revenue bond maturing in 1955 will be issued.

"For a road district bond maturing in 1947 to 1956, inclusive, a revenue bond maturing in 1956 will be issued.

"Where road district bonds are in denominations of less than \$500.00, and where an owner owns two or more such small denomination road district bonds, one revenue bond for an equal face amount of the two or more denomination road district bonds may be issued with the consent of the owner of the small denomination road district bonds.

"Section 5. When a road district bond is deposited with the State Treasurer, as provided in Section 4 of this Act, the Treasurer of State shall enter in a record to be kept for that purpose a full description of the road district bond referred to, including the name of the road district, and the number, date, amount, maturity, and rate of interest of the bond, and shall enter, in the same record, a complete description of the revenue bond to be issued therefor. He shall sign the revenue bonds, and deliver them, with the duplicate certificate, to the Auditor of State, who, after making a similar record, shall authenticate the revenue bonds, and return them, and the certificate, with an indorsement on the letter that they have been duly recorded in his office, to the Treasurer of State, who shall attach one of said certificates to the road district bond and shall deliver the revenue bond to the owner of the road district bond. Provided that when any road district bond is deposited with any trustee named in this Act, to be exchanged or substituted for a revenue bond, such road district bond and all interest



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coupons attached thereto and dated after September 1, 1932, shall be stamped non-negotiable, with the date of stamping, at the time of such exchange or substitution by said trustee. And in case of default of any revenue bond and redelivery of any road district bond exchanged or substituted therefor, to the holder of such defaulted revenue bond, the defaulted revenue bond shall be cancelled by such trustee making the redelivery and the road district bond redelivered together with all unpaid interest coupons shall be stamped negotiable with the date of stamping.

"Section 6. The revenue bonds shall contain a provision authorizing their calling in for payment before maturity at any interest-paying date upon notice published for one insertion, not less than thirty days before the date of such redemption, in some newspaper published in the city of Little Rock, Arkansas, in some newspaper published in the city of St. Louis, Missouri, advising the holder of said bonds that they will be paid at the office of the Treasurer of the State of Arkansas; and all of the coupons, after the first, attached to said bonds shall provide that they are payable only in case the bond to which they are attached is not sooner paid. Before publishing such notice, the Governor, the Auditor of State and the Treasurer of State shall determine the amount of bonds of each road district that shall be paid off, so that the amount of bonds of each road district shall be paid off in the proportion that the total outstanding bonds of each road district bears to the total outstanding bonds of all road districts. And the earliest maturing revenue bonds shall be called first.

"The revenue bond or bonds for which the road bonds so drawn are held as collateral security, shall then be called in and paid, and upon such payment of revenue bonds, the State Treasurer shall cancel by perforation the revenue bonds, and shall cancel by perforation the road bond and shall certify to the Auditor of State the fact of the cancellation and retain all such bonds; and the Auditor of State shall note their cancellation in a book kept by him, with date of cancellation; and the Treasurer of State shall note the cancellation of such bonds upon his records. At least thirty days before the date fixed for the accelerated payment of any such revenue bonds, the Auditor of State shall transmit to the State Treasurer, as trustee, his warrant for the amount thereof with interest, which warrant shall be drawn upon the fund available for the payment of principal and interest of revenue bonds, and when paid by the Treasurer of State shall be charged by him to such fund.

"Section 7. Between the first and fifteenth of March of each year the Chairman of the State Highway Commission shall certify to the Auditor of State and the Treasurer of State the amount that will be required for the fiscal year to pay the interest and maturities of revenue bonds, and the interest and maturities of undeposited road district bonds, as provided in this Act. The Auditor of State and Highway Commissioner shall each keep a true and correct record of the maturities, interest and amounts due of any and all road improvement districts in Arkansas."

Teacher—"Son, tell the class something about Lindberg's great feat."

Small Boy—"I never saw them but I can tell about Charlie Chaplin's."

A Whole Division Lost

Thirty-five thousand men, women and children were annihilated instantly, or died an agonizing death in the United States in 1931 in the most ferocious battle ever waged—the Battle of Automobiles. There was no truce; no quarter asked or given; a ruthless, continuous annihilation of life day and night. Ninety-six human beings were being driven into the jaws of death every twenty-four hours. A conservative estimate would place destroyed, or partially destroyed, property in the form of automobiles at \$10,000,000. What a staggering tragedy. An army division of infantry comprises about 36,000 men. If the division went into battle and every last man were destroyed together with all its equipment, that would be about equivalent to the loss in the battle of automobiles in the United States in a single year. Should such a tragic end come to an army division the country would be stirred to its very foundation, yet in the face of the appalling loss in life through automobile accidents, it seems impossible to arouse even general interest. A few Chinamen are killed by Japs in Manchuria and immediately our country, thousands of miles away, is stirred and the incident requires official attention. So considerate are we of the humanitarian side of men destroyed in a quarrel between nations. But life sacrificed under our very nose, so to speak, on the altar of the god of speed, receives little notice, if any, except from those who are left to mourn over each individual tragedy. Our people can be worked into collective giving of millions of dollars to prevent, for instance, tuberculosis. What inconsistency! With one eye we see the ravage of disease and with one hand try to prevent its toll; but we shut the other eye against a devastating monster, the death by automobile, and the other hand is not lifted to do anything. The mortality due to automobile accidents for 1931 is about five per cent greater than the preceding year. What will it be in 1932? The killing goes on among the high and the low, on byways and highways and on crowded city streets. No partiality is shown in the death harvest.—*Olivia Journal*.

He—"I got a real kick out of kissing Ann last night."

She—"Any more than usual?"

He—"Yeh, her fiance saw me."

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CONCRETE SAND	INSULATING BOARD
CONCRETE GRAVEL	METAL LATH
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Outstanding Obligations of Contractors To Be Funded

Act No. 15 Provides for Issuance of Interest-Bearing Notes Covering Unpaid Vouchers for Road Construction Now Outstanding

Of interest to contractors and others holding unpaid vouchers of the State Highway Department covering road work done last year are the provisions of Act No. 15 providing for the issuance by the State Note Board of short-term notes, bearing five per cent interest, in lieu of the vouchers or warrants they now hold.

Section No. 17, which covers this arrangement, reads in full as follows:

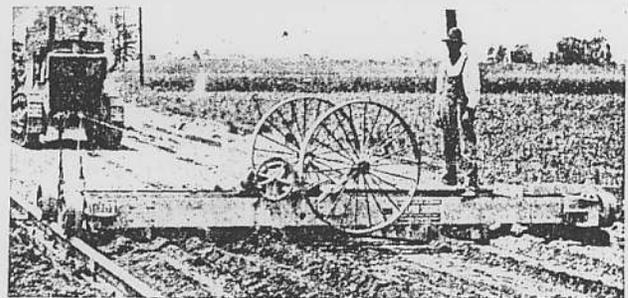
Section 17. It shall be the duty of the State Note Board to issue short term notes in lieu of all legal vouchers or warrants now or hereafter issued for work, labor, material, or supplies, heretofore done or furnished by any contractor, sub-contractor, materialman or laborer in the construction, maintenance or repair of the State highways or for the State Highway Department upon request being made therefor by the legal holder or holders of any of such obligations; such short term notes to be in substantially the form of the short term notes heretofore sold by said State Note Board for the State Highway Commission and executed in the same manner, bearing interest at the rate of 5 per cent per annum from the date of issuance, and not more than \$750,000.00 worth of such notes shall mature on February 1st, 1934, and the maturities of the balance thereof shall be equally divided, one-half to mature on February 1st, 1935, and one-half to mature on February 1, 1936. The State Note Board shall use its discretion in arranging the maturity dates of the various notes issued so that any of such legal holders of said obligations shall not be given preference as to the maturity date of the notes issued to him. Said short term notes shall be in denominations of \$100.00, \$500.00 and \$1,000.00, and if the amount due any of the legal holders of such obligations is less than the amount which can be paid by notes of those denominations, then such legal holder may pay the difference in cash and receive such note, or he may take from the State Highway Commission a voucher showing the balance that is due him and which cannot be paid in notes of that description and which voucher shall be paid as soon as there shall be in the State Highway fund moneys available for the purpose; provided, this Act shall not validate any claim, voucher or warrant or other evidence of indebtedness issued under or pursuant to an illegal contract, and provided, further, that no note or notes shall be issued in lieu of any such claim in excess of \$150.00 where such claim is based on a cost plus contract or a contract not let on competitive bidding until such claim is approved and the issuance of such notes are authorized by the State Highway Audit Commission, or until the validity of such claim is finally adjudicated and determined by a court of competent jurisdiction. No additional highway bonds or highway notes shall be authorized, issued or sold in the calendar year of 1932, except those highway notes provided for in this section of this Act to be issued in lieu of legal vouchers or warrants for work, labor, material or supplies heretofore done or furnished by any contractor, sub-contractor, laborer or materialman in the construction, maintenance or repair of the State highways or for the State Highway Department,

and not more than \$1,750,000.00 worth of highway bonds shall be issued in the calendar year of 1933 or in any calendar year thereafter, this being the approximate amount necessary to match Federal aid and thereby prevent the loss of such aid; and no highway bonds shall hereafter be issued except with the approval of a majority of the State Note Board including the Governor, or with the approval of at least seven members of the State Note Board, nor shall any highway bonds be issued in any year in excess of the amount of Federal aid allotted to Arkansas under Acts of Congress for that particular year. No bonds or other evidences of indebtedness shall ever be sold under the provisions of this Act for less than par.

To a Horse

Oh horse, you are a wondrous thing, no horn to honk, no bells to ring, no license buying every year, with plates to screw on front and rear. No sparks to miss, no gears to slip, you start yourself, no clutch to slip, no gas bills mounting every day to steal the joy of life away. Your inner tubes are all O. K. and, thank the Lord, they stay that way. Your spark plugs never miss and fuss, your motor never makes us cuss. Your frame is good for many a mile, your body never changes style, your wants are few and easy met, you have something on the auto yet.

LAKWOOD SUBGRADER



Use It Only a Few Hours...
Save Money All Day!

In one to three hours it will produce an accurate subgrade sufficient for the entire day's run, leaving roadway clear for truck hauling and the contractor insured against low grades and resulting losses in concrete.



Quickly adjustable in width and for any depth of cut and specified crown. Saves its cost many times in a season.

LAKWOOD GRADEROOTER...roots 48 inches wide...works either with mule team or 10-ton truck.

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Disbursement Priorities Under The Refunding Act

Revenues of Highway Department From All Sources Are Impounded for
Semi-Annual Disbursement Under Fixed Schedule

All highway revenues coming into the State treasury up to September 1st, to the credit of the Highway Fund, except \$8,333.33 per month for the administrative expenses of the department, and \$25,000 per month for the expenses of the State Highway Audit Commission, under Act No. 15 of the recent Extraordinary Session of the General Assembly, are to be impounded and disbursed under a fixed schedule assuring priorities as follows:

First: Such amount as may be required to pay maturing State highway notes or bonds and interest thereon, which bonds are declared to be a prior lien on all gasoline and motor vehicles fuel taxes and motor registration fees collected in the State.

Second: Such amount as may be required, in excess of net tolls collected, to pay maturing principal and interest of toll bridge bonds issued under Act No. 5 of the Extraordinary Session of 1928, which bonds are declared to be a prior lien on all gasoline and motor vehicle fuel taxes and motor registration fees collected in the State.

Third: Such amount as may be necessary to pay maturing principal and interest of revenue bonds issued under the Act, and interest on road district bonds designated in Section 1 of the Act, which is payable on or before September 1, 1932, and where such road district bonds have been deposited in trust under the provisions of the Act.

Fourth: Such amount as has been or may hereafter be appropriated to pay salaries and expenses of the State Highway Audit Commission, and, \$1,000,000.00 annually or so much thereof as may be required for maintenance of State highways, and \$100,000.00, annually or so much thereof as may be required, for the expense of the State Highway Department, postage, stationery, etc., salaries of engineers, rent on district engineers' offices, printing automobile tags, etc.

Fifth: Such amount as may be necessary to pay principal and interest of all legal certificates of indebtedness issued by the Highway Commission under Act No. 8 of the Extraordinary Session of 1928, and Act No. 85 of the Acts of 1931. Such amount as may be necessary to

pay principal and interest of certificates of indebtedness authorized to be issued by the Highway Commission under Act No. 248 of the General Assembly of the State of Arkansas of 1931, general session.

Sixth: All valid and unsatisfied judgments, mandates and decrees, existing on April 1, 1932, and rendered by any circuit, chancery, Supreme or Federal court in the State of Arkansas; all legal vouchers, warrants or other evidence of indebtedness now or hereafter issued for work, labor, material, or supplies, heretofore done or furnished by any contractor, sub-contractor, material man or laborer in the construction, maintenance or repair of the State highways or for the State Highway Department where the legal holder of such claims has not received a State note in lieu thereof as provided in Section 18 of the Act and where the balance due on such claim is not in excess of \$150.00; provided, the Act shall not validate any claim, voucher, warrant or other evidence of indebtedness issued under or pursuant to an illegal contract.

Seventh: During the year 1932, the sum of \$250,000.00 is appropriated and placed to the credit of the county highway fund by and with the State Treasurer, to be by him disbursed to the several counties as provided by Act 63 of the Acts of 1931, such amount being the sum due such county highway fund from the sale of two million dollars in highway notes in September, 1931.

Eighth: Such amount as may be necessary to pay the interest on road district bonds designated in Section 1 of the Act, which shall not have been deposited with the trustee as provided.

Ninth: Such amount as may be necessary to pay principal of maturing road district bonds designated in Section 1 of the Act, and not deposited with the trustee as hereinafter provided.

Tenth: \$1,000,000.00 for construction work to permit the State to complete gaps in Federal Aid highways and to enable it to match Federal Aid as required by law, but not to be available for any other purpose.

Eleventh: All the remainder of road revenue coming into the highway fund shall be impounded and credited to a sinking fund for the purpose of taking up the revenue bonds herein authorized before maturity, as hereinafter provided for, and provided nothing in this Act shall be construed to, in any way interfere with appropriations heretofore or hereafter to be made for the making or refunds of gasoline taxes under the provisions of Section 38 of Act 65 of the Acts of 1929 and Acts amendatory thereof. When any of the above items set out in the schedule of priorities shall become fully paid and extinguished, it is further pledged that no other items shall be placed therein.

It is provided that nothing in the Act shall in any manner effect the collection and distribution of the one-sixth gas tax, or one-cent per gallon, now collected under Act 63 of the Acts of 1931, and credited to the county highway fund.

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Arkansas Monthly Industrial Review

Gurdon—Filling station on new highway near here held formal opening.

North Little Rock—Progress being made on new postoffice building being erected at Fifth and Main Streets.

Manila—Snider Mercantile Co. moved into building next door to their old location.

Lonoke—Fish Hatchery being restocked.

Warren—Interior of A. Weiss Jewelry Store completely refinished and redecorated.

Siloam Springs—New light and power plant opened for public inspection.

Malvern—Hodges & Co. Grocery and Market moved to Graves building next door to Marshall Motor Service.

Lake Village—Efforts being made to reopen First National Bank.

Siloam Springs—Improvements made at Pyeatte Clothing and Furniture Store.

Bentonville—City Council voted to install water meters at homes of patrons.

Siloam Springs—Interior of Lakeside Hotel being remodeled.

Rison—Magnolia Street being graveled from courthouse to city limits.

Mansfield—Lloyd Presson repurchased Consolidated Store here.

Smackover—Mrs. Vera Conklin and Mrs. Jewel Nance opened beauty shop on mezzanine floor of Wallace Drug Store.

Gravette—Utilities Corporation making survey of electrical wiring, preparatory to hanging new wiring and installing modern street-lighting system on Main St.

Green Forest—Curtis & Eaton Real Estate Co. formed here with office in annex to First National Bank building.

Mansfield—Mr. and Mrs. Amos Byers opened new cleaning and pressing shop in building back of Martin Store.

Pocahontas—Randolph Publishing Company publishing new paper here, "Randolph County Democrat."

Malvern—Mrs. E. B. McCaskill opened Bookshop in Phillips building, East Page Avenue.

Sulphur Springs—Trout fishery to be established here.

Bearden—Farmers & Merchants Bank to reopen.

Wynne—Mr. C. O. Smith purchased DeLuxe Bakery.

Camden—Contract let for painting new edifice being constructed for First Methodist Church.

Lead Hill—Mr. and Mrs. H. B. Taylor purchased sixty acres near here for poultry farm.

Tuckerman—Hubert Hall purchased interest of Hunt and John Puckett in City Drug Store.

Mountain Home—Elmer and Clyde Bryant to purchase Shipp farm on White River.

Judsonia—Farmer Forbes Hardware and Furniture Co. reopened under firm name of Judsonia Hardware Co.

Dermott—Kimpel Drug Store opened in new location in Kimpel building.

North Little Rock—H. D. Riff Department Store sold to Henry Raphan.

Bentonville—Benton and Washington County Fruit Growers' Corporation, capitalized at \$25,000, filed articles of incorporation.

Dermott—American Cafe opened in new location on Front Street.

Bearden—R. Franklin acquired management of "Bearden Banner."

Bentonville—Sterling Store to reopen here.

Dermott—S. G. Lockhart purchased Thad Hawkins filling station located on corner Main and Pettitcord streets.

Sulphur Springs—Improvements completed on Lithia Springs.

Siloam Springs—College Bank and Savings Corporation, connected with John Brown Schools, opened branch bank in Smiley building.

Malvern—Bookshop opened in Phillips office building on Page Avenue.

Searcy—Orchid Beauty Salon opened for business in Lewis and Hartsell's Store.

Bearden—Farmers and Merchants Bank to reopen.

Junction City—Union Hardware Co. leased building formerly occupied by C. L. Farrar.

Searcy—James Grisham will open ice cream factory.

Everton—Silica Products Co. openings a quarry and installing sand mill.

New Edinburg—Celebration held for completion of Warren-New Edinburg gravel highway.

Prescott—Dolph Brewer purchased Nevada County Hardware Co.

Mansfield—Masons leased quarters over J. H. Caldwell Jewelry Store for lodge quarters.

Jonesboro—Local postoffice building to be enlarged.

Pyatt—Canning factory being established by local business men.

Siloam Springs—J. E. Bratt organizing new bank.



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Road Chief Shows Labor Gets Most of Highway Money

Studies Reveal That Labor Is Paid \$910.00 Out of \$1,000.00 Received by Contractor To Build Concrete Pavement

By E. E. Duffy

Labor gets \$910.00, or about nine-tenths, of every \$1,000.00 received by the contractor in building a concrete pavement, according to a statement issued by Thomas H. MacDonald, chief of the U. S. Bureau of Public Roads, in testifying recently at the hearings of the Senate Committee on Appropriations.

This statement, resulting from an extensive study of all the costs of building concrete pavement, was a part of Mr. MacDonald's testimony showing the value of road building in providing jobs for the unemployed.

Mr. MacDonald explained: "The fact that so much of the road dollar, from 85 to 90 per cent, goes into labor, either directly or indirectly, is due to the fact that there are no intrinsically valuable materials used in road building."

The data presented by Mr. MacDonald show that of the \$1,000.00 given to the contractor for building concrete pavements, \$141.00 is spent directly by him for labor on the job. An additional \$44.70 is spent for labor by him in getting on the job and for other miscellaneous items.

The contractor pays mills and quarries \$675.00, which along with \$139.30 spent by the contractor through other agencies, is distributed so that labor even-

tuallly receives another \$724.30, making a total of \$910.00 received by labor from each \$1,000.00. This money is expended for wages in mills and quarries, in transportation of materials and equipment, in the production of fuel, in the manufacture of supplies and equipment, and so on.

In commenting on the fact that labor receives such a large portion of the money required for concrete pavement building, road builders point out that labor benefits as much in high type pavement building, with extensive use of machinery, as in the construction of low type roads where comparatively little machinery is used.

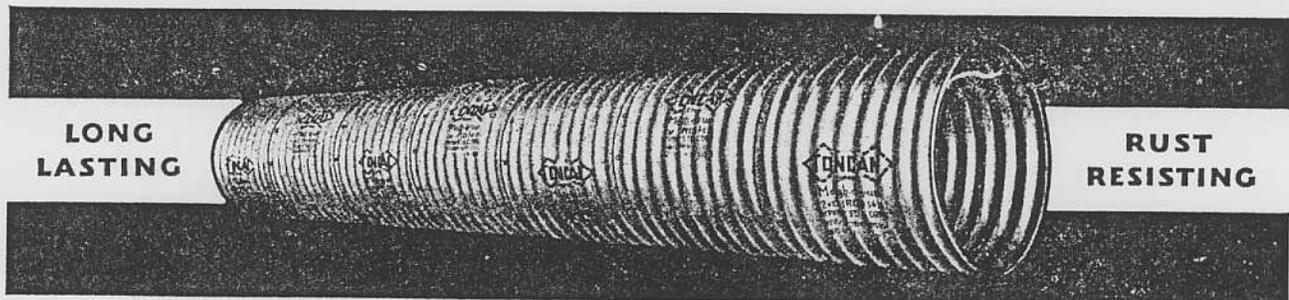
BULLETIN BOARD

Georgia Lawyer (to colored prisoner): "Well, Rastus, so you want me to defend you. Have you any money?"

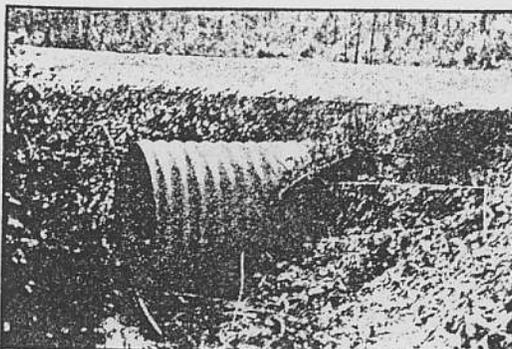
Rastus: "No, suh, I hain't got no money, but I got a 1922 model Fo'd cah."

Lawyer: "Well, you can raise some money on that. Now let's see—just what do they accuse you of stealing?"

Rastus: "A 1922 Fo'd cah."



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Federal Aid Big Factor In Quality Roads

Insistence for Best Construction Causes Benefits From Federal Aid To Transcend Costs by Wide Margin

Although the Federal Government contributes only a small part of the annual cost of building important State highways, Federal Aid has been of inestimable value because of the Federal demand for high standards in State roadbuilding specifications and laws. This has saved millions of dollars to motorists through better spending of their contributions to road funds.

This declaration was made recently by Frederic E. Everett, president of the American Association of State Highway Officials, who urges that Federal Aid be extended to States on the present scale for some time to come.

Mr. Everett said: "When Federal Aid began to function in 1917 very few States had well equipped highway departments; many States had inefficient highway departments and administrations; and some States had no highway departments at all. In order to obtain the Federal funds offered them many States had to make drastic changes in their road laws, administration and engineering personnel.

"To illustrate the vast changes that have been largely induced by Federal Aid, note that in 1917 only five States had laboratories for testing local roadbuilding materials. Today nearly every State has an efficient laboratory.

"The benefits of Federal Aid extend beyond the roads built by the State in co-operation with the national government. Through the insistence for high quality construction on Federal Aid roads, an example has been set which nearly every State has followed in building roads not on the Federal Aid system. Before the introduction of Federal Aid there was a decided tendency to obtain mileage at the sacrifice of quality. The States have adopted the Federal precept that roads should be designed and built that will be adequate for the traffic and at the same time be marked with the lowest possible maintenance cost.

"Federal road contributions in 1930 amounted to only eight per cent of the road income of all the States. It is clear that the benefits brought about by Federal Aid extend far beyond this small contribution.

"Thomas H. MacDonald, chief of the U. S. Bureau of Public Roads, summarizes the values of Federal Aid in these words:

"Federal road aid, by holding the expenditure of road users' taxes imposed by the States, to a co-ordinated system of highways, not only between the States, but for the nation as a whole, has had a profound effect in providing quickly a continuous system of roads which is earning a very large annual income for the public; and in holding construction to the standards that are necessary for economical maintenance. Federal road aid has been a large factor in bringing constructive economy into our expenditures for improved highways.' "

CONTRACTORS SHOW HOW LABOR BENEFITS BY ROAD BUILDING

That the money spent for the construction of highways largely goes to labor, and that highway improvement is one of the best ways of furnishing jobs, are the conclusions of the New Jersey Contractor's Association in its recently completed study.

The Association estimates that more than 76 cents of every dollar spent for road work goes into the pockets of workmen. Of this portion, 34 cents is paid to labor directly on the project and 42 cents indirectly through the various items connected with transportation and the manufacture of supplies and equipment.

It is estimated that of every dollar spent for freight, labor receives a total of 62 cents. The provision of crushed stone, largely used in New Jersey in building concrete pavement, contributes heavily to labor, nearly 87 cents of every dollar. Labor connected with the manufacture of cement is also the largest item, receiving 73 cents of the dollar spent for this material by the contractor.

Some 40,000 men in New Jersey had jobs last year because of the highway improvement program. The contractor's association points out that to lessen highway work the State would not only have more unemployed men and their families to take care of, but also the State would be failing to take advantage of the extremely low construction prices now prevailing.

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MISSOURI LIFTS BAN ON STICKERS

New Reciprocal Agreement On Auto Trucks Is Also Now in Effect

Missouri's ban on Arkansas car license "stickers" has been lifted as far as pleasure cars or automobiles are concerned if the cars display the old 1931 license plates.

Dwight Blackwood, chairman of the Arkansas State Highway Department, advised the Courier News this morning that the ban inflicted several weeks ago had been lifted. The Arkansas highway commissioner's announcement was backed up by Capt. A. D. Sheppard of the Missouri State highway patrol, who told the Courier News over long distance telephone today that he had just been notified of the change in the ban on stickers.

"Please warn Arkansas motorists," Capt. Sheppard stated, "that each car bearing a 'sticker' must also display the old 1931 license plate for identification purposes or it will be turned back."

The ban on "stickers" still applies as regards commercial vehicles, Capt. Sheppard declared.

The Missouri officer, stationed at Sikeston, said he had also been notified of a new reciprocal agreement between Arkansas and Missouri highway departments on trucks. The new agreement, he said, allows trucks from either State hauling products of the owner to travel in the other State without additional license. This does not apply to for hire trucks. Chairman Blackwood of the Arkansas Commission could not be reached for a statement on the reciprocal agreement but it is understood it is now in effect.—*Blytheville Courier-News*.

Bad Roads

A colored couple appeared before the license clerk for a marriage permit, accompanied by three children.

"Whose offspring are these?" the clerk asked.

"Dey's ours, suh, ev'ry blessed one of 'em, suh!"

"Aren't you ashamed to come here for a marriage license, Sambo, with nearly a full-grown family?"

"Well, suh, it was dis way; we done tried to git here but the roads was so bad we jes couldn't make it!"

Mr. Gandhi, we read, wants a Prohibition law for India. We know where he can get one that is only very slightly used.

ACCIDENT PREVENTION AND EDUCATION

What education can do to prevent accidents is shown by a chart recently issued by the National Bureau of Casualty and Surety Underwriters, detailing the trend in street accidents in New York City from 1922 to 1931, inclusive.

During this period, fatalities to adults steadily increased. There were 909 deaths in 1931, as compared with 487 in 1922—a jump of 85 per cent. In the case of children, on the other hand, the rate has steadily gone down. Three hundred twelve were killed in 1931, as compared with 477 in 1922—a drop of 35 per cent. It is estimated that 3,458 children are now living who would have been killed had their accident rate increased along with that of adults during the ten-year period.

Other communities, large and small, have found that accident prevention work in schools produces similar results. The young mind is open to suggestion and easily absorbs accident prevention information, especially when vividly presented. The adult mind, on the other hand, being less malleable, offers greater resistance to the influx of knowledge. The lessons these children have learned will stay with them in future years and will be a mighty influence for accident prevention among adults of coming generations.

There is not a school in the country which, out of justice to its charges, can afford to leave accident prevention out of its curriculum. No educational work can be of greater value than that which saves lives. Furthermore, it would be a good thing if adults took the example of their children and made an honest effort to develop their own "safety consciousness."

FIRST CONCRETE PAVEMENT PLACED FORTY YEARS AGO

This year marks the fortieth anniversary of the oldest concrete pavement in the United States.

In 1892, before there were any automobiles, Bellefontaine, Ohio, installed strips of concrete on Opera and Court Streets on two sides of the courthouse. Streets on the remaining sides of the courthouse were paved the following year.

This old pavement is still giving Bellefontaine motorists excellent service. Upkeep costs of the streets have been low with only \$300 spent on them during the forty years, according to Frank Mitchell, city engineer.

The application of concrete as a street paving material came about by accident, reports W. T. G. Snyder, who as a sidewalk contractor was called upon to build the first concrete pavement. City officials of Bellefontaine had experience difficulty in obtaining a satisfactory pavement for the hitching rack areas around the courthouse for the large Percheron horses driven to town by the farmers made short work of the materials then available. Upon learning that Mr. Snyder had installed a successful concrete surface for a crossing driveway for a lumber company, the city asked him to concrete the streets.

Bellefontaine continued to pave streets with concrete and its use spread rapidly throughout the country. Today there are 24,000 miles, on the basis of a 30-foot width, in the United States. In addition there are in excess of 90,000 miles of concrete rural roads.

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ADVICE TO THE MOTORIST

The following advice to the motorist, given by Maxwell Halsey of the National Bureau of Casualty and Surety Underwriters, should be impressed upon every driver:

1. Regulate your speed to driving conditions. Twenty-five miles per hour may be more dangerous than forty-five miles per hour under certain conditions.
2. Do not drive faster than will permit you to stop within the assured clear distance ahead. Some one may suddenly come out of an intersection or around a curve.
3. Know the rules and regulations and obey them. They are designed to bring safety and their disobedience will cause accidents.
4. Keep on your side of the road, it is the safe side.
5. Do not pass unless you can see that no one is coming and that you have enough room.
6. Signal before you turn and turn from the correct lane.
7. Drive smoothly—the unexpected is liable to cause accidents.
8. Have your car inspected and maintain it in good operating condition.
9. Give the pedestrian more than his share of the right-of-way—pick on some one your size.
10. Slow down and be particularly careful when pavement is slippery, when visibility is poor and during the evening peak hour—4 to 6 p. m.

These rules deserve careful study. Following them should eliminate to the greatest degree, the possibility of accident. They are based purely on courtesy and common sense—two great friends of accident prevention.

POOR PAVEMENTS HELD ONE CAUSE FOR HIGH TAXES

Improper traffic facilities are one of the major reasons for increased government costs, according to a report recently issued by The Citizens League of Cleveland.

Upkeep of pavements in Cuyahoga County, the home county of Cleveland, cost more than twice as much as in Wayne County, Michigan, in which Detroit is located, during the ten-year period from 1921 to 1930, the report reveals. The high cost of improper pavements is further emphasized by the fact that Wayne County pavements have an area one-third greater than those in Cuyahoga County.

During the ten-year period Wayne County spent \$3,765,000 for pavement maintenance while Cuyahoga County spent \$8,255,000, or where Wayne County citizens spent a dollar for upkeep, Cleveland area citizens spent \$2.19.

Lower maintenance costs in the Detroit region are attributed by The Citizens League to the high type concrete pavement which Wayne County uses exclusively. In Cuyahoga County miscellaneous types of pavement are installed.

What proper spending of tax money can do is further illustrated in Wayne County where during the ten-year period the cost of pavement construction was 57 per cent less per square yard than in Ohio County. In that period, the League estimates, Cuyahoga County could have saved some \$16,000,000 by building as did Wayne County.



My speech was rather lengthy, I am afraid," said the young statesman; "but I assure you that it contains numerous gems of thought."

"Perhaps," replied Senator Sorghum. "But I have never allowed myself to take the slightest interest in these stories of buried treasure."

"What do you find the most difficult thing on the piano?"

"To pay the instalments."

"Do you think that people will ever go to Heaven going up in airplanes?"

"No, they are more likely to go coming down."

"Hullo, Brown, painting the car again?"

"Yes, the wife's been making innuendoes about a winter coat she says exactly matches the color of the car."

"We had an explosion at our house today."

"What caused it?"

"My wife."

"How did she cause it?"

"A smile lit up her face and the powder exploded."

"Why don't you go to church any more?"

"Because the preacher has it in for me."

"How is that?"

"Well, the first time I went, he threw some water in my face. The second time he tied me to somebody that I can't get rid of and I'm afraid the third time we meet he will throw dirt on me."

Wife (at bathroom door)—"Dinner's on the table, John. Hurry and finish your bath."

Husband—"Coming, dear! Just one more stanza and I'm through."

"I observe that you do a great many favors for that influential citizen."

"Those aren't favors," answered Senator Sorghum; "those are investments."

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