

# ARKANSAS HIGHWAYS



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NO. 2

OUR front cover page this month gives an interesting glimpse of the Pulaski county part of the Little Rock-Pine Bluff highway, in Federal Aid Project No. 151, now in process of completion.

The picture was taken by Shrader, three miles south of Sweet Home, on a difficult section through a rugged but beautifully wooded and pine-scented valley.

Work on Pulaski's end of the highway, one of the most important in the State, will be completed within the next few weeks, under the direction of commissioners of District No. 10, of which it is a part, and the supervision of the State Highway Department. The road joins, at the Jefferson county line, the old "Dollarway," the first stretch of rural road ever built of concrete in Arkansas.

The "Dollarway" never was maintained, and fell into almost impassable condition, but under the Harrelson Act, State maintenance and reconstruction work already have been begun, and early this summer the Little Rock-Pine Bluff drive will be one of the easiest and most pleasant in the State.

For the "masi head" on the opposite page, "Roads That Go Somewhere," we have selected a typical mountain curve on the Little Rock-Fort Smith highway, near Ozark, the picture having been furnished us by Commissioner J. S. Turner of that city.

# ARKANSAS HIGHWAYS



Official Monthly Bulletin of the State Highway Commission  
PAUL GRABIEL, Editor

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VOL. I.

FEBRUARY, 1924.

No. 2

## Why the Farmer Should Be for the Road Law

By J. S. ABERCROMBIE, Assistant Attorney General.

Doubtless because of the way in which the Harrelson Act has been misrepresented by Charles S. Barrett of Georgia, and accordingly misunderstood by certain of his followers who do not have time or inclination to study and think for themselves, the editor of *Arkansas Highways* has requested me to prepare an article on why the farmer should be for the new road law.

In casting about to do so, I find that I have already gone over the question pretty thoroughly in a letter written some days ago in answer to similar queries from Timothy McFall of 924 South Anna street, Stuttgart, the text of which I will be glad to give to the general public, or so much of it as may be interested in this phase of the new law, which I take it will include most of the readers of the bulletin. The letter reads as follows:

"I have received your letter in which you ask the following questions:

- "1. How can a farmer be for the new road law?"
- "2. How does the new road law give relief to a farmer?"
- "3. You state that it places a burden upon the farmer because it increases his automobile tax."

"In answer to your first question, I would say that it is not a question as to whether or not the new law is a perfect law. In fact, it is exceedingly difficult to have a law that is perfect that will meet all conditions. We have to consider the old law and compare the new with it to determine whether or not the new law is a benefit to the farmer for the reason the farmer is tied down under the old law without the relief given by the new. I notice from the records that you have assessed under the old law against the lands in the various districts of your county \$383,000.00 to be paid annually, which represents the whole cost of construction and maintenance.

"In my judgment the old law was radically wrong for the reason that it placed the whole cost of construction and maintenance upon the lands, which are an unfair burden upon the farmer for the reason that the lands belong to the farmer. A man might be a farmer and a merchant also and under the old law he was not taxed as a merchant, the lands paying the whole tax.

"The new law does not place any tax on lands which was not already on the lands under the old law. All the additional taxes provided for under the new law are put on motorvehicles and oil and gasoline used in motorvehicles to be used on the roads that your lands have been taxed under the old law to pay the whole cost of construction.

"It is true a farmer may also be an automobile owner. If he is, then he is taxed under the new law, not as a farmer but as an automobile owner. If every farmer owned an automobile and

nobody except farmers owned automobiles, then the new law would simply tax the farmer in a different manner. It would not be any extra burden to him for the reason that he had just as well pay the tax on his automobile as to pay it on his land and he would be paying the tax on the thing that uses and tears up the road instead of paying it on the land. But many farmers do not own automobiles and so get little actual use of the roads, and many people own automobiles who use the roads and own no lands. The new law is based on the principle that the automobile owners are the people who use and wear out the roads and for that reason they should be required to help build and maintain the roads. If it is right that the lands shall pay the whole cost of construction and maintenance of roads for the benefit of the many automobile owners who own no lands, then the new law is wrong. But if it is right for the automobile owner to help build and keep up the roads that he uses whether he owns lands or not, then the new law is an improvement upon the old for the reason that the new law requires the automobile owner whether or not he is the owner of lands, to contribute to the cost of construction of roads.

"In that way the new law is a relief to the farmer for the reason that many persons who own no lands but do own automobiles are required to assist the land owners in the construction of roads and also aid the land owners in the payment of bonds which are already a liability against the lands.

"There are two sources of objection to a road law. One is the farmer and the other is the automobile owner. The farmer should object to the *old law* for the reason that he is taxed as a land owner for the whole cost of construction of roads; but, can he object to the new law which decreases his burden of taxes as a land owner? Can the automobile owner object to the old law which requires the land owner to build and maintain a road for his benefit? On the other hand you may expect the automobile owner to raise some objection to the new law for the reason that it shifts a part of the burden of construction and maintenance upon him.

"You may be both a farmer and an automobile owner. The only objection you have pointed out to the new law is that it raises the tax on a farmer's automobile, oil and gasoline, so it would seem that you are making objection to the new law, not as a FARMER but as an AUTOMOBILE USER."

Yours very truly,

J. S. ABERCROMBIE,

Assistant Attorney General,  
Highway Division.

## The Influence of Highway Transport on the Religious Life of My Community

By MISS DOROTHY LOUISE ROBERTS.

Miss Roberts is the 17-year-old daughter of a Methodist clergyman of Harlan county, Kentucky. Her essay, reproduced below, recently won the \$4,000 Harvey S. Firestone prize, in competition with more than 150,000 high school students of the United States. It is a matter of pride to all Southerners that this contest was won by a Southern girl. We are glad to reproduce the essay in *Arkansas Highways*, not only for this reason, but because Miss Roberts, in brief, clear sentences, and in a relatively short essay, has shown graphically and effectively the real significance of the road building program of the South, in which Arkansas, thanks to the new State law, is taking a leading part. Do not fail to read this essay. Let its crisp phrases, minted out of the realities of life in the Kentucky mountains, strike home to your mind and heart with the true importance of road development, now so auspiciously started in our own "Wonder State!"—*Editor.*

The Appian Way, the most famous of Roman highways, was called by Horace Bushnell "the Queen of Roads." In establishing Christianity, Paul and other early Christians made great use of the twenty-nine famous military roads radiating from Rome. "And so we came to Rome. And \* \* \* brethren . . . came to meet us as far as The Market of Appius." And it came to pass that Rome, having the greatest roads, built later the greatest church, St. Peter's, the greatest church of Christianity built at the end of the greatest highway. Strange coincidence! Here is food for thought. From the very first, the mightiest of all religions went forward upon the great highways of travel.

The present writer lives in the mountains of southeastern Kentucky, where the religious life is backward, and the roads almost impassable. The purpose of this paper is to show how these two facts affect each other. One dislikes to write anything uncomplimentary of one's community, but one should study conditions before suggesting remedies.

A survey of Harlan county shows forty-seven churches with thirty-six ordained and licensed preachers. Excepting for churches in the county seat, these are weak, struggling organizations, located principally in mining camps served by untrained preachers. These men, most of whom could not pass the entrance examinations of a first-class high school, work at the mines or elsewhere throughout the week, having little leisure for study or preparation. Such leadership develops only religion of the emotional, irresponsible type.

Statistics from our criminal courts indicate that these outlying churches fail to meet the situation. Recently, within four days in this locality twelve persons met violent deaths. Shooting, drinking and gambling prevail in the sections where churches exist.

Whiskey distilling, feudism and general lawlessness are not in reality the cause of crime. They are only outward symptoms. They all suggest ignorance; the people do not know. With sapped vitality and weak morals go sluggish minds. Close intermarriage has reduced the original vitality. Large families live in poor, small houses; the death rate is high. In one school a hookworm clinic showed ninety-nine per cent of the pupils afflicted. Religion should not be blind to physical facts. Disease, crime, irreligion, these exist where people do not know what is good in character or right in conduct.

If it be true that ignorance explains the backwardness of this territory, then both the church and school are needed to counteract it. Religious and educational work here rise and fall together. Good churches foster good schools. Vigorous churches and centralized schools are impossible in rural sections without good roads. Our isolation is the cause of our ignorance. We would have somewhere to go and something to get, if we had some way of going.

Three dollars to ride five miles in a Harlan jitney. The average car is a hopeless wreck after one year of steady bumping over ridges and washouts. Some ship their cars by freight to Richmond when driving out of Kentucky—"My Kingdom for a highway!"

Among our agricultural folk old farming methods prevail. The mountaineer wrests a few hundred dollars where he should get a thousand. The jitney, auto truck and family car will be chariots from heaven, solving our isolation. Good roads will

encourage the auto truck, diversity of crops, improved farming methods, co-operative selling, contentment and an increase of the economic surplus. This surplus we will invest in churches and schools. Good roads will mean less churches, but better ones, larger ones; less ministers, but better ones, educated community leaders.

So Harlan county must build her Appian Ways, that modern Apostles may have highways for the new program of evangelism and education. "And a highway shall be there, and a way, and it shall be called the way of holiness . . . it shall be for the redeemed." Out of such material things as stone and cement must we build through our mountains the highways leading to the goal of our spiritual desires—religious education.

### RAILROADS AND HIGHWAYS.

Because of the fact that many highways in Arkansas parallel railroad lines, and in some instances involve heavy taxes on the railroad companies for their construction, while they afford opportunity for more or less unfair competition in freight and passenger hauling by motor, it is often thought that the rail lines have suffered from the development of the State's permanent road system.

At first glance this would seem to be true. It is offset, however, by a number of facts which disclose themselves to the careful analyst. One of them is that in both passenger and freight business, even where the motor truck can compete, by reason of a paralleling highway, such as runs between Little Rock and Conway, and between Little Rock and Pine Bluff, it can only do so economically for a short haul, and for a particular sort of business.

Another is that for all the business taken away from the railroads by paralleling highways, there is an equal or a greater amount of new business brought down to the railroads from the interior by roads feeding in to railroad stations.

A third and an outstanding fact is that the motor vehicle business, which has developed side by side with the improved highway construction, and the business of road construction itself, has produced a volume of new business more than equal to the actual tax outlay of the railroads for highway building.

According to figures quoted from a report of the Interstate Commerce Commission on commodity sources of rail revenue, American railroads last year collected more than \$260,000,000 of revenue due almost exclusively to the motor vehicle and its increased demand for better highways.

Tonnage and other commodity figures have been given out before, but the new report sets out for the first time in dollars the actual revenues. The amounts are in part taken from actual figures made by a number of roads and in part estimates, but are rated accurate.

Here are the class totals:

Manufactures, etc.....	\$1,161,500,000
Mining Products .....	1,116,700,000
Agricultural Products .....	715,900,000
Forest Products .....	359,000,000
Autos and Road Mats.....	260,000,000
Animals and Products.....	240,100,000
Freight haulage revenue from transportation of motor vehicles was \$105,100,000; from clay, gravel, sand and stone, \$105,500,000, and from cement, \$52,300,000.	

It's good news to the taxpayers in road improvement districts in Pope county to know that their improvement district taxes will be reduced 33 per cent in 1924, perhaps 66 per cent within two or three years, and maybe entirely removed within ten years. And all this through the Harrelson Highway Bill, which the Arkansas Farmers' Union, evidently misled by a few radicals, tried so hard to defeat.—*Russellville (Ark.) Courier-Democrat.*

## Bankers of the State are Co-operating

An Interesting Letter from Robert E. Wait, Secretary, Arkansas Bankers' Association.

TO THE EDITOR "ARKANSAS HIGHWAYS":

At the organization meetings of the County Bankers' Associations in Arkansas, sponsored by the Arkansas Bankers' Association (41 counties are now organized in this way), we are suggesting that the bankers in each county may be helpful in the great work of the State Highway Commission.

Many of us believe the Harrelson law will do a great deal to clean up our road troubles and ultimately give the State a properly maintained system of State highways at a fair and equitable cost to those who use the roads and those whose lands are taxed and enhanced in value. Every citizen should cheerfully accept the law in the spirit in which it is presented and do everything possible to assist in its prompt and efficient administration.

We are telling the bankers at these county meetings that they may assist constructively within their counties, to their own advantage and the State's betterment; and to this end are suggesting that each County Bankers' Association appoint a Good Highway Committee to co-operate whole-heartedly, but of course unofficially, with the State Highway Commission—to create and maintain favorable sentiment among the people to spur their county officials up to prompt fulfillment of their duties and opportunities under the law, and by friendly and sympathetic touch with the Commission enable each county to get all just benefits inuring to it, without undue delay. In other words, we are suggesting a volunteer committee service by bankers that will be mutually helpful within the county in all road matters, rather than a meddling and obstructive interest or activity.

We are pointing out, as best we can, the stupendous, almost superhuman, task confronting the State Highway Commission which, we think, entitles it to a patient and fair trial, and a sympathetic, helpful attitude on the part of all. It is the Commission's task to administer honestly, fairly, economically and efficiently probably the largest fund ever entrusted to a small

body of men in this State; it must organize, inspire and stand responsible for the performance of a veritable army of men widely scattered over the State; it must move promptly in the administration of the whole law; it must get the most in work and material for every dollar it expends.

All this, indeed, is a stupendous undertaking. But the Commission has, in addition, an even more trying and perplexing problem, namely, to satisfy and keep satisfied the different interests and peoples in 75 different counties and hundreds of different road districts, to work out for each what is due under the law, adequately maintain what we have, and be just and wise in passing upon and assisting entirely new road projects.

The job is staggering when you marshal its duties and responsibilities!

Our thought is that the people of the State ought to realize something of the magnitude of the work, and as a small help in that direction we are trying to get the bankers of the State, through these county units, at least to think of these things. If the Commission at any time feels that any of these little county associations can be of assistance to it, I will gladly furnish the names of their officers, etc.

Now that the New Year is here and the Harrelson law is in full force and effect in all its many provisions, I thought the chairman and members of the Commission might be encouraged by this account of a little activity which shows at least a desire on the part of the bankers to be helpful in a difficult and important State enterprise.

With every good wish,

Sincerely yours,

ROBT. E. WAIT,

Secretary.

REW-CPG

P. S. I am glad to know you have in preparation an illustrated book descriptive of some of our completed highways. This will be helpful to the cause.

R. E. W.

## Petitions for State Highway Surveys and Federal Aid

F. WITTENBERG, JR., *Engineer of Surveys and Plans.*

In the January issue of *Arkansas Highways* there appears on page eleven a map of the State of Arkansas showing proposed system of Primary and Secondary Federal Aid Roads. In compliance with the Harrelson bill, which definitely fixes these highways as the State Federal Aid System, no Federal aid can be allotted to roads not shown on this map.

New road improvement districts which are forming under special acts of the legislature or the Alexander Road Law and which constitute a part of the State Federal Aid System may now obtain from the State Highway Department complete surveys, plans, estimates, specifications and engineering supervision of construction.

In the case of road improvement districts organizing under the Alexander Road Law full information and blank forms governing the formation of the district, petition for surveys and application for Federal aid will be furnished on request. Bills covering districts formed by special acts of the legislature are on file in the Highway Department and will be taken up in the order of their importance to the State System as a whole.

All preliminary and location surveys, plans, specifications, etc., will be made by the Highway Department in accordance with requirements of the U. S. Bureau of Public Roads. These surveys will be complete in all details necessary to arrive at an accurate estimate of cost of the work and compile Federal aid plans. The plans and specifications will include full information covering the location, type and quality of each item of the work together with structural designs of each type of structure. All details needed for proper construction will be covered before the work starts.

In addition to the purely engineering phases entering into the organization and completion of the work of construction it will be the policy of the Highway Department to assist each district during its process of formation in every way possible.

Since, under Section 26 of the Harrelson Bill, no road improvement district may issue bonds in excess of 50 per cent of the cost of construction, unless county funds or other donations are available the district cannot construct the project. It is therefore advisable, if the project is not a Federal aid road, to ascertain whether local funds are available to the extent of approximately 50 per cent of the estimated cost of the work before petitioning the Highway Department for a survey.

### AMEN, BROTHER PARKER!

What Arkansas needs is less agitation about her hard-surfaced roads and more execution. Some opposition to highway construction was to be expected from non-progressives, but a very large majority of the property owners of this State are staunch supporters of progress. Now let the newspapers quit publishing petty protests and permit the Arkansas Highway Commissioners to function as they are capable of doing. The Wonder State is too big for any clique or bloc to check its forward movement.—*Conway News.*

### FOOLISH "ECONOMY."

Some people will spend two dollars' worth of gasoline on bad roads just to avoid a dollar's worth of taxes.—*Kenyon (Minn.) News.*

BUSY BOY BARRETT KEEPS UP CHATTER

In Meantime Arkansas Folks Find Harrelson Law Helpful in Lowering Taxes and Keeping Up Roads—Georgian but a Mischief Maker.

(By CLIO HARPER in *Mena Evening Star*)

Little Rock, Jan. 16.—The persistent efforts of Charles S. Barrett of Georgia, National President of the Farmers' Union, to stir up strife in Arkansas over the highway situation are being resented by citizens everywhere. Mr. Barrett has been the principal cause of all the trouble that has arisen over the road question in this state. It was he who directed, or at least influenced, the opposition during the recent extra session of the legislature. It was he who has been persistent in his efforts to thwart the will of the people and to prevent the granting of Federal aid by the Washington authorities. It was he who carried his opposition direct to the White House in an effort to enlist the aid of President Coolidge himself. It is he who is at this time going about the state holding meetings of disaffected citizens in an effort to embroil the people in a concerted movement against the highway program.

Mr. Barrett went to Pope county last week and it was announced that a meeting was held at Russellville which he addressed. It seems, however, not to have been a representative assembly, since the Rotary Club denounced him as a mischief maker and declared that they did not relish his meddling in their affairs. The people of Pope county are satisfied with the highway situation and are in thorough accord with the Harrelson bill.

months ago is rapidly disappearing, or at least that it is being held in abeyance until the new law can be given a fair trial. In a number of counties very considerable decreases have already been announced in the road tax rates, thereby relieving the farmers and the small property owners of a large proportion of the burden they have been bearing. It will be difficult for Mr. Barrett and his followers to convince the people that a law which relieves them of taxation is a bad law.

As rapidly as the weather permits, the Highway Department is assuming control of the state highways, both primary and secondary roads, of which there are nearly 7,000 miles, and it is estimated that by the first of March there will be more than 800 men employed in repair, maintenance and construction work. It is not possible, nor is it expected that all roads can be built and put in condition within a few months, but by means of the patrol system it will be practical to keep the highways in good condition.

It is not contended by the men who enacted the law that it is perfect, but its imperfections can be determined only by its administration and corrections made at the next session of the General Assembly.

Very little is being heard lately from the irreconcilables who led the revolt during the last days of the General Assembly. It has been said that some of them intended to initiate an act to repeal the Harrelson act, or to substitute some other system for it. If this is planned there is no indication of any general movement for this purpose.

There is a general spirit of resentment against the pernicious activities of President Barrett and he would confer a favor upon the people of Arkansas if he would cease meddling with their affairs.

“CARPETBAGGER BARRETT.”

Charles S. Barrett of Georgia has quit looking after his own affairs and taken over the task of preventing the extension of Federal road aid to Arkansas. He attacks the Harrelson act as an insidious attempt upon the part of men in political power to saddle off on the farmer the burden of taxation. Just how he is able to hoodwink people with this sort of propoganda does not appear on the surface. The Harrelson act, in fact, is a relief for the farmer. The revenue supplied for road building through operation of the new law does not come through the taxation of farm lands, but is supplied principally from the increased tax the automobile owner is required to pay. The motorists are not kicking. Barrett appears to be politically ambitious, and somebody is bidding for the farmer vote. We believe the Arkansas farmer is too intelligent to fall for his carpetbagging ideas. Barrett is president of the Farmers' Union. We assume if he had been elected president of the Automobile Association, he would reverse the order of his scheme and rise to fight the battles of the car owners.—*Newport (Ark.) Independent.*

“EXCELSIOR” MODERNIZED.

The shades of night were falling fast  
When through a modern village passed  
A youth who bore 'mid smoke and dust  
A rear tag covered with a crust.

The sheriff could not match his speed,  
There was no chance the tag to read,  
And so—as happens every day—  
The festive stranger got away.

—*Louisville Courier-Journal.*

An example of lowliness—the trailer that follows a Flivver.  
—*Illinois Motorist.*



It is said that should Mr. Barrett return to Russellville, he would receive a very cold reception.

It is announced that he is holding other meetings in Conway, Sebastian, Benton and other counties where he is endeavoring to align the disaffected elements into a concerted movement against the present highway program.

Information coming to the Governor and the Highway Department indicates that the opposition which was so virulent a few



JUDGE J. S. ABERCROMBIE.

Judge J. S. Abercrombie, selected by Attorney General J. S. Utley with the advice and consent of the State Highway Commission, to handle the legal problems arising under the operation of the Harrelson Act, is a native of Arkansas, having been born in Saline county, May 28, 1879.

He was educated in the rural schools of his county, later working his way through the State University at Fayetteville, where he received an A. B. degree in 1904 and the degree of Bachelor of Laws in 1906, in which year he entered the practice of law at Benton.

Judge Abercrombie was a member of the legislatures of 1905 and 1907, introducing the first bill providing for the working of convicts on the roads, which was passed through the lower house in 1907. From 1914 to 1918 he served his county as county judge, raising the price of its scrip from 35 cents to 90 cents in two years, and maintaining it at 90 cents until he retired from office.

In 1915 he served as president of the county judges' association and the Arkansas Good Roads Association. At that time he declared the unfairness of the system under which lands bore the entire cost of permanent road construction, and urged a constitutional amendment authorizing the shifting of a part of the cost of construction to personal property of those benefited by the building of roads along which they owned no land.

Judge Abercrombie was a strong fighter for the Harrelson bill as it became a law, and has had the satisfaction of seeing the principles of road finance which he advocated years ago finally embodied in the statutes of his native State. Both by training and temperament he is adapted to the important work for which he has been selected, and is proving of great assistance to the Highway Commission in working out the intricate legal problems that are necessarily arising under the operation of so new and so comprehensive a statute.

**"THE TRUTH ABOUT ROADS."**

(Fort Smith Times-Record.)

The first issue of *Arkansas Highways*, publication authorized by the State Highway Department, answers a lot of important questions about the road situation in this state.

*Arkansas Highways* is designed to give the people of Arkansas a clear understanding of the principles and the operation of the Harrelson highway bill, which was passed by the recent special session of the legislature and is now in effect.

A statement by R. C. Limerick, state highway engineer, answers many of the questions which people all over the state are asking each other.

The roads constructed during 1923 totaled 767 miles, only 22 per cent less than in 1922, in spite of withdrawal of federal aid and the political yowling of road opponents, his statement shows. Of this amount 225 were dirt roads, 400 miles were gravel, 10 miles macadam, 40 miles asphaltic macadam, 50 miles asphaltic concrete and 42 miles cement concrete. The expenditure for this 767 miles was \$7,250,000.

The total improved road mileage in the state at the end of the year is given as 4,582 miles, of which 995.61 is graded dirt, 2,656.10 is gravel, 231.10 macadam, 22.70 surface treated gravel, 45.89 surface treated macadam, 188.91 asphaltic macadam, 284.39 asphaltic concrete and 148.27 cement concrete.

The total expenditure for these improved roads has been \$67,660,914.66.

Accurate statistics on road bond issues in Arkansas have been collected under the Harrelson act, and are given in Mr. Limerick's statement. The total issued is \$70,260,600, of which \$64,888,425 was outstanding on January 1, 1924. The approximate annual road district taxes collected is given as \$5,756,140. On July 1, 1924, covering only six months operation of the Harrelson act, the road districts will receive \$1,059,040 from the State Highway Department to be used in reducing these road district taxes. The remainder of the \$2,000,000 set apart during the first six months' operation of the act to be returned to the several counties will be used by counties which have no bonded obligations—such as Sebastian county—for construction of other roads.

Mr. Limerick makes perfectly clear why only \$2,000,000 is set aside for payment to the counties up to July 1, 1924.

"Under the law," says his statement, "the first payment of funds to the respective counties must be made by the state on July 1, 1924, and because the taxing provisions of the measure did not become effective until January 1, 1924, the amount to be distributed in the first payment is estimated conservatively at \$2,000,000 for the six months' period.

"There is no question but that the provisions of the law will supply ample revenue to return the full \$3,000,000 on the first day of July of each year after 1924."

Tax reductions in road districts in the state, after the first year, will be approximately 50 per cent more than for the first year.

Mr. Limerick explains briefly the maintenance provisions of the new law, which already are being put in force in every section of the state. State maintenance of all state highways will be an accomplished fact, he says, just as soon as the crews can be organized.

The administration of the Harrelson law is just getting under way. Its results so far are fully as good as its advocates claimed for it in the stormy days preceding its passage. If Arkansas people will sincerely try to understand the law, co-operate with the highway department, and realize that good roads cannot be made out of mud in a month, the Harrelson law will become our most prized piece of legislation.

We are moving forward, hampered only by those who for their own selfish ends are deliberately misrepresenting what the Harrelson law provides and the results it will accomplish.

Atty. D. L. King, who was here from Williford the first part of the week, is very much pleased with the road law enacted recently by the legislature, and sees some great possibilities for this section of the state under the provisions of the act.—Hardy (Ark.) Herald.

FEDERAL AID IN DOLLARS AND CENTS

By R. C. LIMERICK, State Highway Engineer.

Last month in this bulletin there was given a statement showing in dollars and cents the amount of relief the taxpayers of each county in the State will receive July 1 from the State Highway Department under the bond retirement feature of the Harrelson Act.

That statement, according to many letters received from every section of the State, was highly appreciated, and is being preserved for reference by most of those who received the bulletin.

Following out the policy already established for giving the taxpayers "dollars and cents" information on their road finances, the editor of *Arkansas Highways* has asked for a similar statement covering the status of Federal and State aid allotments and payments to all counties of the State to and including December 31, 1923.

That statement, with a summary on both Federal and State aid to date, is as follows:

COUNTY	Net Allotment State Aid	Net Allotment Federal Aid	Total State And Federal Aid Allotted	Amount Paid	Amount To Be Paid	COUNTY	Net Allotment State Aid	Net Allotment Federal Aid	Total State And Federal Aid Allotted	Amount Paid	Amount To Be Paid
Arkansas	\$ 8,666.05	\$ 318,500.00	\$ 319,166.05	\$ 299,845.84	\$ 19,320.21	Lincoln	30,236.96	145,913.64	186,150.60	177,050.60	7,100.00
Ashley	00.00	92,991.64	92,991.64	92,991.64	00.00	Little River	21,860.78	139,522.74	161,383.52	68,534.86	83,858.66
Baxter	6,250.00	27,250.00	33,500.00	33,500.00	00.00	Logan	16,670.00	00.00	16,670.00	16,670.00	00.00
Benton	44,625.72	138,772.11	183,397.83	183,397.83	00.00	Lonsake	51,549.89	98,800.00	150,349.89	140,849.89	4,500.00
Boone	59,322.08	00.00	59,322.08	59,322.08	00.00	Madison	49,857.16	00.00	49,857.16	45,357.16	4,500.00
Bradley	7,500.00	00.00	7,500.00	7,500.00	00.00	Marion	2,500.00	8,500.00	11,000.00	8,789.98	2,211.02
Caboun	00.00	00.00	00.00	00.00	00.00	Miller	5,500.00	79,000.00	75,500.00	25,500.00	50,000.00
Carroll	90,387.90	13,878.27	104,266.17	103,766.17	500.00	Mississippi	00.00	605,000.00	605,000.00	127,459.51	477,540.49
Chicot	00.00	245,184.52	245,184.52	187,184.52	58,000.00	Monroe	48,908.20	141,391.80	190,300.00	127,455.17	62,844.83
Clark	00.00	179,739.03	179,739.03	125,739.03	45,000.00	Montgomery	64,215.35	00.00	64,215.35	64,215.35	00.00
Clay	00.00	00.00	00.00	00.00	00.00	Nevada	7,844.11	00.00	7,844.11	7,844.11	00.00
Cleburne	00.00	00.00	00.00	00.00	00.00	Newton	89,650.00	26,766.58	116,416.58	99,650.00	46,766.58
Cleveland	20,000.00	105,290.00	125,290.00	100,148.13	25,051.87	Ouachita	7,000.00	00.00	7,000.00	7,000.00	00.00
Columbia	1,000.00	71,679.57	72,679.57	72,679.57	00.00	Perry	28,410.43	00.00	28,410.43	28,410.43	00.00
Conway	21,000.00	335,436.23	356,436.23	227,431.36	128,994.87	Phillips	55,000.00	625,872.24	680,872.24	580,639.02	100,233.22
Craighead	00.00	184,336.16	184,336.16	134,337.42	49,998.74	Pike	2,160.00	13,000.00	15,160.00	7,227.67	7,932.33
Crawford	10,500.00	00.00	10,500.00	10,500.00	00.00	Poinsett	00.00	224,442.82	224,442.82	118,113.67	106,329.15
Crittenden	31,509.14	445,596.73	477,105.84	447,105.84	00.00	Polk	15,000.00	141,536.07	156,536.07	87,594.09	68,941.98
Cross	12,645.44	38,990.83	51,636.27	51,636.27	00.00	Prairie	33,017.56	303,233.42	336,250.98	88,915.37	247,335.61
Dallas	24,777.95	78,353.17	103,131.12	102,937.23	1,993.89	Pulaski	129,672.84	315,218.96	444,891.80	164,301.27	280,590.53
Desha	00.00	155,994.89	155,994.89	155,994.89	00.00	Randolph	34,989.11	00.00	34,989.11	34,989.11	00.00
Drew	00.00	63,896.60	63,896.60	31,896.60	32,000.00	Saline	12,550.00	261,341.55	273,891.55	34,989.11	238,902.44
Faulkner	5,622.45	302,694.42	308,316.87	250,229.81	58,087.06	Scott	29,029.76	17,500.00	46,529.76	41,029.56	5,500.20
Franklin	36,786.57	194,746.48	231,533.05	141,333.05	00.00	Searcy	14,545.43	43,200.00	57,745.43	14,545.43	43,200.00
Fulton	00.00	105,000.00	105,000.00	00.00	105,000.00	Sebastian	22,441.53	135,000.00	157,441.53	122,441.43	35,000.10
Garland	12,613.58	150,000.00	162,613.58	12,613.58	150,000.00	Sevier	47,575.99	110,811.23	158,387.22	158,387.22	00.00
Grant	77,589.46	88,187.71	165,777.17	147,377.17	18,400.00	Sharp	25,000.00	5,000.00	30,000.00	23,000.00	7,000.00
Greene	00.00	00.00	00.00	00.00	00.00	St. Francis	18,989.82	144,467.10	163,456.92	135,918.98	27,537.94
Hempstead	62,560.23	94,472.77	157,033.00	157,033.00	00.00	Stone	42,000.00	00.00	42,000.00	42,000.00	00.00
Hot Spring	5,000.00	00.00	5,000.00	5,000.00	00.00	Union	00.00	00.00	00.00	00.00	00.00
Howard	21,946.01	93,029.79	114,975.71	114,975.71	00.00	Van Buren	54,484.72	00.00	54,484.72	54,484.72	00.00
Independence	13,800.00	52,500.00	66,300.00	13,800.00	52,500.00	Washington	3,000.00	171,354.56	174,354.56	155,354.96	19,000.00
Iard	00.00	92,500.00	92,500.00	00.00	92,500.00	White	12,500.00	120,852.64	133,352.64	133,352.64	00.00
Jackson	52,999.43	88,800.00	141,799.43	121,799.43	20,000.00	Woodruff	47,756.76	49,800.00	97,556.76	78,556.76	19,000.00
Jefferson	93,285.68	30,000.00	123,285.68	123,285.68	00.00	Yell	37,889.67	00.00	37,889.67	37,889.67	00.00
Johnson	15,983.06	105,000.00	120,983.06	33,725.63	87,257.43						
LaFayette	17,000.00	21,760.72	38,760.72	38,760.72	00.00						
Lawrence	94,539.13	26,639.86	121,179.00	121,179.00	00.00						
Lee	20,000.00	00.00	20,000.00	20,000.00	00.00						
						Totals for State	\$2,078,036.92	\$7,855,898.13	\$9,933,935.05	\$7,124,969.21	\$2,808,965.84

Federal Aid.

Summarizing this data, the following interesting information is obtained:

Total Federal Aid Appropriation 1917-1926	\$9,051,189.67
Total Amount Federal Aid Not Yet Available (Appropriation 1925)	1,254,142.20
Total Balance	\$7,751,047.47
Total Amount Federal Aid Paid	5,139,125.18
Total Percentage Paid of Available Amount	66.3%
Total Allotments of Federal Aid	7,855,898.13
Balance Available for Allotment	1,195,291.54

State Aid.

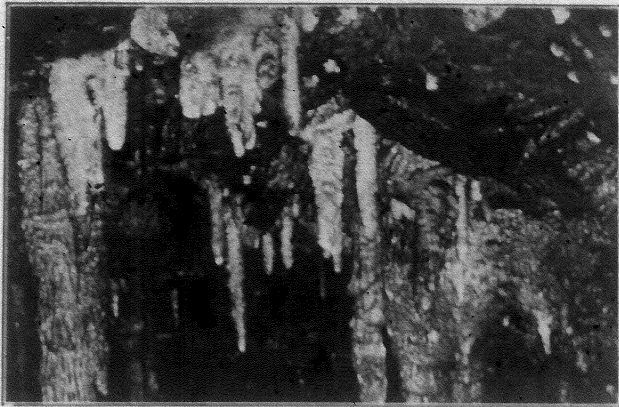
(Appropriation 1925)

Total State Aid Appropriations	\$4,246,134.60
Total Amount State Aid Reverted	1,407,483.74
Total Amount State Aid Not Yet Available	750,000.00
Total Balance	\$2,088,650.86
Total Amount State Aid Paid	1,985,843.03
Total Percentage Paid of Available Amount	95%
Total Allotments of State Aid	\$2,078,036.92
Balance Available for Allotment	7,806.11



"And an Highway Shall Be There, and a Way—"  
Little Rock-Fort Smith Highway, near Ozark.





DIAMOND CAVE AT JASPER.

One of the show places of the Ozarks that will be visited by increasing numbers of tourists from other States as a result of the new highway program is the celebrated Diamond Cave at Jasper.

This natural wonder, declared by those who have compared it to be as interesting to the geologist, the scientist, and the sightseer as the better known Mammoth Cave of Kentucky, has suffered by reason of its inaccessibility to the tourist.

Work now being done in construction, reconstruction and maintenance, under the Harrelson Act, will not only eliminate this retarding factor, so far as Jasper is concerned, but will make it a stopping point on one of the most beautiful scenic auto routes in the entire United States—the trans-State highway running from Memphis through Little Rock to Seligman, Missouri, by way of Conway, Morrilton, Russellville, Dover, Freeman Springs, Jasper, Harrison and Eureka Springs.

**HIGH COST OF ENGINEERS JUSTIFIED.**

Now and then we hear someone complain about the high cost of engineers employed on our roads. A word or two of explanation might not be amiss.

In the first place, to have good roads—and good roads means modern roads—roads that will sustain modern traffic—it requires the services of good engineers. The old system of building a road by the winding route was scrapped long ago.

Today roads are built as straight as possible and over the shortest route possible between two given points. Modern traffic demands that they be built on easy grades. To get easy grades and good alignment necessitates the employment of engineers.

Engineers are the best protection the taxpayer has in getting his money's worth in roads. Thousands of dollars are saved the traveling public in reduced fuel costs on the roads now being constructed in this State.

Not every road that is surveyed is actually built. Sometimes it is necessary to make two or three surveys to find the cheapest and best route. Surveys are necessary to estimate costs. A prominent railroad chief engineer in his instructions to field men says that a survey intelligently made, but not used, is just as valuable to his road as one that is used.

The engineer is the agent of the people. He is on the job every minute from the time a project is started until it is finished, and sees to it that the people get their money's worth.

*Colorado Highways.*

**RESPECTFULLY REFERRED TO THE CAPTAIN.**

Mr. John Orren says that the very first road he wants concreted is from this place to George Tribble's as he is tired of pushing old Henry so far.—Lovers Ranch Correspondent of the Camden Beacon-Herald.

Arkansas Highway Magazine please copy.—*Arkansas Gazette.*

**HARD!**

Big cement company went broke in New York. Let this be a concrete example of bad management.—*Little Rock Daily News.*

**THE HIGHWAY OF THE STARS.**

Ambition is life's greatest highway that points to the stars—it is lighted by the rays of hope that spring from the heart of man and paved with beads of sweat that fall from his brow. Few of us are fortunate enough to reach the heights for which we strive, but we gain all we get from the strain and sweat—and the struggle is always worth while.

For the accommodation of the masses, a good highway is probably of more importance than a railroad. This is at least true as regards passenger traffic, for a good highway paralleling a railroad carries from five to ten times as many people as the railroad.

Give us good roads or give us social isolation, economic paralysis, and intellectual stagnation.

Twelve thousand consolidated schools in the United States testify to the educational value of the highway.

Personal liberty does not mean that you can appropriate the highway irrespective of the rights of the coming vehicle. Your personal liberty ends where the other half of the highway begins.—*Texas Highway Bulletin.*

**FAMILIES ON THE HIGHWAYS.**

It is doubtful if there is anything more important in our complicated civilization than swift, pleasant, easy and comparatively cheap means of inter-communication and all these things are closely associated with good roads. They are a prime industrial asset spelling added wealth in millions to the State, and in these days when so many families spend their hours of keenest pleasure on the road, they have become more important than ever.—*Minnesota Daily Star.*

**FOOLS AND CARS.**

Blinks—They used to say the Lord took care of fools and drunks.

Jinks—That was before fools and drunks began to drive motor cars.—*Cincinnati Enquirer.*

**The Harrelson Bill**

Insures

**GOOD ROADS**



**PARKE-HARPER  
PUBLISHING CO.**

for

**Good Printing**

209 Spring St.

Little Rock, Ark.

## Leaves from the Editor's Notebook

### "ON THE MAP"

In his little editorial cartoon for this month, Hargett has given us a striking picture of just what is taking place at the present time.

With the "big pen" of the Harrelson Act, and the ink of "better roads," the Highway Department is "putting Arkansas on the map" in a very effective and very valuable way.

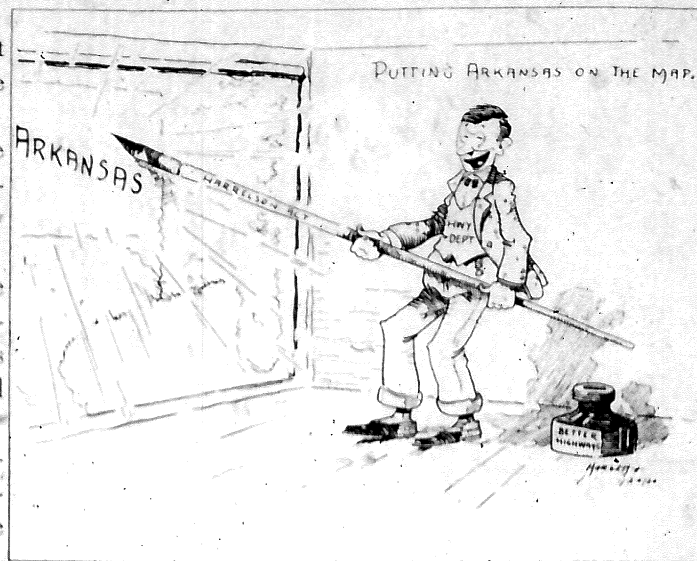
From the unenviable position of a laggard State, the only one in the entire sisterhood outside the circle of Federal Aid, she has jumped in the course of a few months to one of the leaders in modern highway building and maintenance.

Many of the older states, further along in their road-building programs, are taking points from our new system of road financing, under which the farmer and the home owner are relieved of a part of the burden of build-

ing modern highways, and the load is shifted in part to the broad shoulders of the automobile using public.

With the opening of spring, and the resumption of road construction throughout the State, with the new system of road maintenance at work on highways already constructed, there will be other things for our neighbors to notice, also. There are many fine things yet to be demonstrated about the Harrelson law. As the show man would say, "There are still some tricks in the bag."

Yes, the Highway Department is putting Arkansas "on the map." With the loyal and whole-hearted co-operation of the people of the State in the building up of an effective sentiment that will stamp out radicalism and political rot wherever it shows itself, she will stay on the map.



### THE GREAT TASK AHEAD

In the great task that lies ahead in the setting in motion of the splendid machinery of the Harrelson Act, Commissioner Wilson and his four honorary advisers are daily gratified at the increasing evidences that they are to have the sympathetic and intelligent co-operation of the great body of unselfish and forward-looking citizens of the State, regardless of previous political or factional affiliation.

This is as it should be, making for the maximum efficiency of the administration of the new law. All of us are human, and human beings work best and most effectively in the warm beams of love and sympathy from their fellows.

Which is not saying that it is necessary, simply because we have a great and a progressive road law in Arkansas, for everybody to forget their differences of taste, opinion and politics, or forsake their political or factional traditions. Henry Ford, we believe it was, once observed that it is not entirely essential for people to love one another in order to work together for a common end. Witness any great factory or business of today.

But it is necessary, it is essential, to the success of any program, for those engaged in pushing it forward, if they do not exactly love each other, at least to submerge or set aside their differences so far as those differences would interfere with the ends that are sought. How many Fords would issue from Henry's factory if all the employes who did not love each other or who were jealous or envious of each other spent their time knifing, or axing, or poison-gassing each other?

The lesson is clear. There is a great task ahead of us as citizens of the commonwealth of Arkansas. It will be accomplished best in an atmosphere of love, and sympathy, and unselfish human-kindness. But if we cannot have that in its completeness, let us at least submerge our petty dislikes and differences so far as they interfere with the success of the program. It is a great task ahead! Let us finish the job!

### POPE COUNTY STARTS WORK.

As a result of the tireless, aggressive and intelligent activity of her citizenship, Pope county enjoys the distinction of being first to cut the Gordian knot of official red tape at Washington incident to the restoration of Federal

aid to Arkansas, announced in *Arkansas Highways* last month, and secure the "release" under which actual construction work is being commenced.

The specific project is Pope District No. 2, organized several years ago for the construction of a hard-surfaced highway running from Russellville north through Doyer to the Ozark national forest road to Freeman Springs and Jasper.

Because of the high prices prevailing, commissioners wisely and patriotically delayed proceeding with the work for several years, while taxes piled up in the district treasury, and construction costs declined. Last year, just when they were ready to commence operations, with a united citizenship behind them, Federal aid was withdrawn from Arkansas and, through no fault of the commissioners, the district was paralyzed. Meanwhile, a vast section desiring the best highway obtainable has been mud-bound during rainy weather, which has been unusually prevalent.

Now, however, the longed-for release has come, and before another winter, the blessings of a through highway will be enjoyed by the county.

Two other projects are close behind the Pope county district in the race for "release." They are the Little Rock-Hot Springs district, and the Batesville-Mammoth Springs highway. Word from Washington is being hourly expected as these words are typed, releasing actual construction work on both these highly important thoroughfares.

### THE BACK PAGE

Our best editorial this month will be found on the back page. It was not written with the pen or the typewriter. We did it with our scissors and paste pot in a few hours of gleaning through the rich field of the Arkansas press as represented on our exchange table.

Examine that back page again. It is freighted with more significance than many times that number of words of our own might be. It is the reaction of the real citizenship of this commonwealth to the new road program. It shows how the folks are brushing aside the fogs of misrepresentation, of misunderstanding and cheap politics and grasping the true significance of the Harrelson law, as it reduces taxes on homes and lands, puts money back into the pockets of the farmers of the State, re-adjusts the burdens of road building, and gives Arkansas her first system of "roads that go somewhere."

Study the back page closely. See that it is a composite of the public opinion of every section of the State. Then pull it on the next disgruntled politician or rubber-shod job-hunter who tells you "the people" are demanding a repeal of the road law.

Have him read a few of those headlines: "Road Funds Apportioned," "Roads Receive Help," "Districts Given Relief," "Road Tax Reduced," "Maintenance Work Begun," "Tax Reduction Ordered."

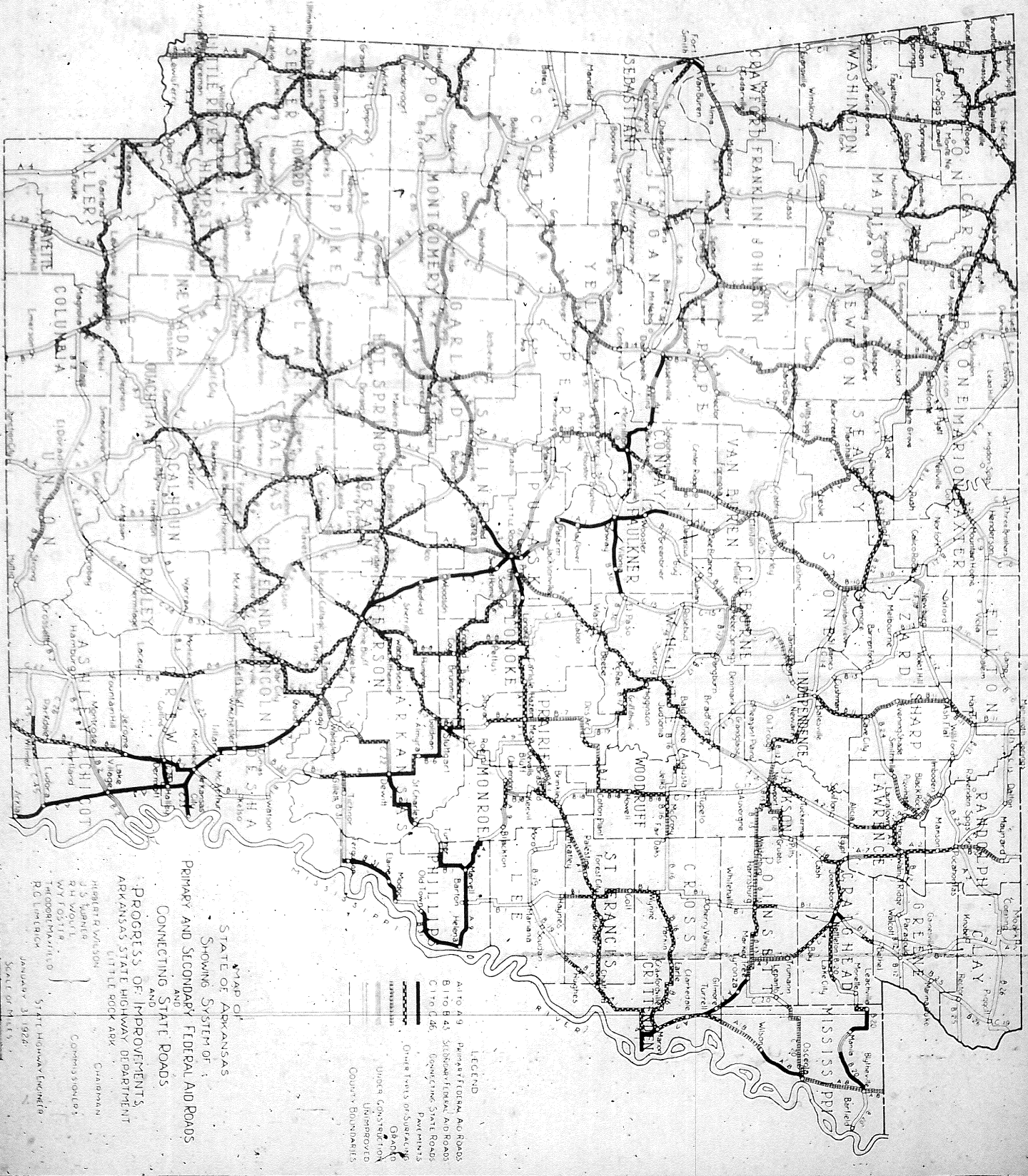
Then ask him when that ever happened before in Arkansas?



One of Carroll County's Beautiful Highways.  
(Eureka Springs to Seligman)



Before You, Citizens of the "Wonder State," Are Your "Arkansas Highways!"



MAP OF  
STATE OF ARKANSAS  
SHOWING SYSTEM OF  
PRIMARY AND SECONDARY FEDERAL AID ROADS  
AND  
CONNECTING STATE ROADS  
AND  
PROGRESS OF IMPROVEMENTS  
ARKANSAS STATE HIGHWAY DEPARTMENT  
LITTLE ROCK ARK.

LEGEND  
A1 to A9 Primary Federal Aid Roads  
B1 to B4 Secondary Federal Aid Roads  
C1 to C6 Improving State Roads  
D1 to D6 Other Types of State Roads  
County Boundaries  
Unimproved Roads

HEBERT R. WATKINSON  
J. S. LITTLE  
B. H. WOODL  
WAY FOSTER  
T. C. DORR  
P. C. LITTLE  
State Highway Engineer  
Commissioner  
Chairman

Scale of Miles  
0 10 20 30 40 50

January 3, 1928

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Automobile Accessories and Garage Equipment



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Little Rock, Arkansas.

### HIGHWAY MEETING HELD.

Sharp and Lawrence County Citizens Hear Harrelson Bill Explained.

Hardy.—One of the most enthusiastic good roads meetings ever held in Sharp county was held here yesterday afternoon. It was attended by citizens from all parts of this county, and a large delegation from Lawrence county. The purpose of the meeting was to secure a thorough understanding of the Harrelson highway bill. Herbert R. Wilson, state highway commissioner, assured the people if they will work with him during his administration there will be much improvement in the roads. Senator Deisch, one of the promoters of the bill, explained the law and its effect. Addresses also were made by Judge Doyle of Walnut Ridge, Senator Paul Grabel of Little Rock, and others.—*Arkansas Gazette*.

The discontinuance of Federal Aid at this time would retard the development of the entire United States and particularly that of the weaker states who are not able to put on a construction program without the aid of funds from outside sources. Under the rules and regulations of the Bureau of Public Roads the funds allotted to the states are spent wisely and economically and the roads built to a high standard. A definite system of primary and secondary roads has been laid out and approved, one which is of importance both from an industrial and military standpoint, and parts of this system will never be built without Federal Aid.—*N. C. Highway Bulletin*.

### CARRY LIGHTS FORE AND AFT.

The man who lights a match to discover how much gas there is in the motor tank is a very thoughtful and careful individual compared with the one who now ventures forth on a dark night on a highway without lights on his vehicle fore and aft.—*Ellendale (Nevada) Eagle*.

### A GOOD TRIP.

Another advantage of crossing crossings carefully is that you get on the other side.—*Dallas News*.

### "I AM THE PEDESTRIAN."

By Laura Hammer

I am the pedestrian.

I am ignored by some drivers, pursued by others, scorned by all. When Charles Dickens wrote the story of a character called the Artful Dodger, his prescience took cognizance of my future existence.

I am the Artful Dodger of 1923.

I have no rights. I forfeit them by poverty or by choice or by whatever makes me walk instead of ride.

If I fare forth resplendent in snow-white garments, and come back bespattered with mud or powdered with dust from passing automobiles, I have no cause for complaint. I should have hidden in the alley until all cars went by.

I am frightened, bruised, dusted, honked at, menaced, injured, scoffed at, looked down upon from proud eminences all because

I am the pedestrian.—*Texas Highway Bulletin*.

### THEM WOODSHED BLUES.

I got an old car in the woodshed,

I got an old car in the woodshed,

I got an old car in the woodshed,

And it will stay there, too.

I went and got pinched for parking,

I went and got pinched for parking,

I went and got pinched for parking,

While I was in it, too.

I didn't get home until morning,

I didn't get home until morning,

I didn't get home until morning,

Cause I was in a stew...

So I got an old car in the woodshed,

I got an old car in the woodshed,

I got an old car in the woodshed,

And the payment's over due.

—NINA E. BAKER, in *Illinois Motorist*.

**ROAD BOOSTERS HOLD ENTHUSIASTIC MEET**

**Ira Griffin of Russellville Praises Harrelson Bill and Asks Endorsement of Entire Program.**

Ozark, Ark., Jan. 22.—The largest and most enthusiastic crowd that has assembled since organization of the Franklin County Good Roads Association, attended the semi-annual meeting held here Monday. Explanation of the Harrelson Bill by J. S. Turner, member of the State Highway Commission and local road enthusiast, was a feature of the morning program.

Ira Griffin of Russellville, former county judge of Pope county, was the principal speaker at the afternoon session. He praised the Harrelson Bill, declaring "It is the best road law we have ever had and I am proud of it." Griffin asked that the citizenship stand behind the road program. He lauded the activities of Judge D. J. King for his work for the betterment of roads.

Upon motion of Griffin the association unanimously passed a resolution endorsing all the new road plans and the Harrelson Bill. Officers of the county road association for 1924 are: Judge King, re-elected president for the fourth time, and H. A. Nickell, secretary.—*Southwest-American.*

The state is taking over the maintenance of highways and will keep section crews on the job the year round. This is the only system by which these roads will be permanent. The wear and tear of modern traffic is something terrific, and if repairs are not kept up the roads would soon become so bad that they would have to be rebuilt, and we all know that means money. Once is enough.—*Ashdown News.*

What many automobiles need is not four-wheel brakes, but fore-sighted drivers.—*Omaha Bee.*

**"Arkansas Highways"**  
COTTER RECORD.

Among the many excellent features of the Harrelson Act, and by no means the least, is the provision for a bulletin to be issued by the highway department for the information of the public in general and the taxpayer in particular. The first issue of the new publication, appropriately named "Arkansas Highways," is off the press and a copy has reached this office. The publication will be issued monthly.

The first number is good all the way through. It contains the things everybody in the state wants to know, or should know, about our highways, the personnel of the department from Chief Wilson down to the office boy—almost. Who they are, where they are, what they do and what they look like. There is a classification table showing the bonded indebtedness of each county, the reductions, annual road district taxes, provisions for road maintenance, a map of the state showing the different classes of highways and roads. There are also a number of good half-tone pictures with explanatory notes. The entire front cover is a beautiful bit of scenery on Spring river in Sharp county, near Hardy.

This extended notice because every citizen ought to have *Arkansas Highways*. It is edited by Paul Grabiél, a real newspaper man, and it is reasonable to expect steady improvement in the magazine:

**MY BATTERY.**

The hours I've spent in my garage  
Are as a string of pearls to me.  
I count them over, every one apart  
Oh Misery! Such Misery!  
Each hour a pearl, each pearl a prayer,  
To steel a heart by torment wrung;  
We coaxed it up to ninety-five and there  
The voltage hung.  
I've tested every lagging cell,  
With cries of rage the meter read;  
The gravity has sunk, and—well  
I know the sweet thing's dead:  
Oh batteries that seethe and burn,  
Oh amperes gained, Oh voltage lost!  
I dry my tears and strive at last to learn  
Yet dread to know the cost.  
My clothing looks like Nottingham,  
Yet must I shriek in accents wild,  
Before I drink electrolyte  
Oh doctor, doctor!  
Save my child!  
The Batteries have simmered down,  
My wrath has cooled to dull despair.  
I know some day I'll ride again,  
But How?  
And When?  
And Where?

—*Flint Motorist.*

**TO THE PROGRESSIVE  
CITIZENSHIP OF  
ARKANSAS:**

Your friendship, warm and abiding, has made possible the wonderful new home of

*"The Arkansas House"*

Come in and look us over.

DEMOCRAT PRINTING  
AND LITHOGRAPHING CO.

Second and Scott Streets

Little Rock.

*"The Art Metal Store."*

**"SAY IT WITH PICTURES"**  
Designing & Illustrating of every kind  Printing Plates in one or more colors  
**PEERLESS ENGRAVING CO.**  
Fourth and Louisiana - Little Rock.

**PRESS COMMENTS**

"The initial number of *Arkansas Highways* \* \* \* has been received by the Conway News. It is handsomely printed and its contents forecast its great usefulness in exploiting the building of highways all over the State that are passable every day of the year."—*Conway News*.

"It contains facts and figures relative to Arkansas highways, and interesting information along those lines."—*Hope Herald*.

"Volume One, Number One of *Arkansas Highways* arrived this week. It is a neat magazine of 16 pages and cover and contains a world of information for those interested in the highways of the State. Paul Grabel is editor, and this issue reflects credit upon his ability."—*Berryville Democrat*.

"It is a beauty. The mechanical part is superb, printed on first-class paper, containing valuable information. It has a splendid picture of our friend and fellow-townsmen, J. S. Turner, a member of the commission."—*Clarksville Democrat-Enterprise*.

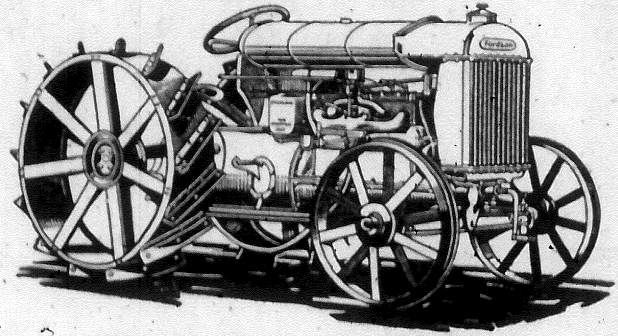
"If this publication is carefully edited and furnishes facts for the general public from time to time, it will not only be of value to the department but to the people as well."—*Batesville Record*.

"The publication of this journal will serve a very useful purpose in keeping the taxpayers accurately and authoritatively informed on road matters throughout the State."—*St. Paul Mountain Air*.

"The new paper is commendable and creditable, and will be greeted with appreciation throughout the State."—*Batesville Guard*.

"There is much of interest in the new magazine."—*Rogers Democrat*.

**SEE US FOR  
TRUCKS AND TRACTORS  
FOR ROAD WORK**



**SHOEMAKER-BALE AUTO CO.**

*Oldest and Largest Ford Dealers in This Territory.*

601-607 W. Markham St. Little Rock, Ark.



**TO ARKANSAS and  
GOOD ROADS**



**WE ARE WELL ON OUR WAY TO MAKE THE GOOD ROADS A FACT**

Your Investments and your Farms will substantially increase in valuation with  
**Accessible Roads.**

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**LITTLE ROCK, ARK.**

**Exclusive Arkansas Agents  
for  
VULCAN ROAD PLOWS**

**Complete Stock  
ROAD SCRAPERS  
FRESNOS ROAD MATERIAL**



*Is Your  
Message in this  
Issue of  
"Arkansas Highways?"*

**IF** it isn't, there are 5,000 State, County and Municipal officials, road commissioners, contractors, engineers and road boosters who will miss it for another month!

**AND THAT'S AN AUDIENCE WORTH WHILE.**

**Write or wire the EDITOR about the March issue, for which ad copy must be in by February 24.**

THE SCHEDULE:

One Page .....	\$50.00	} Per Single Issue
Half Page .....	28.00	
Fourth Page .....	16.00	
Eighth Page .....	10.00	

*10 per cent reduction on these rates on yearly contract signed in advance.*

Inside front cover page,  
Back cover page, and  
inside back cover page..... \$60.00 per issue

**STEEL AND IRON**

**FOR BRIDGES AND BUILDINGS**

Over 500 tons in stock for immediate shipment.  
Send us your inquiries.

**We furnished over 100 tons of steel for the  
Broadway Bridge.**

Engineers, Founders, Machinists, Designers, Fabricators and Erectors of Structural Steel.

**Arkansas Foundry Company**

1500 East 6th St.

Little Rock, Ark.



**The King of the Black Tops**

Says:

Anybody can "promise" you a job equal in performance to

**Warrenite-Bitulithic Pavement**

But when you measure those promises against the real article you will appreciate why imitations never approach.

**"The Best By Every Test"**

**Warren Brothers Company**

EXECUTIVE OFFICES:

**BOSTON, MASS.**

- DISTRICT OFFICES**
- |                      |                    |
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| New York, N. Y.      | Utica, N. Y.       |
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| Washington, D. C.    | Dallas, Tex.       |
| Salt Lake City, Utah |                    |

## "Arkansas Roads Redivivus"

—An Editorial.

Arkansas has placed itself squarely in the roster of States having state highway systems and centralized direction of highway improvement. It is no longer the incorrigible member of the family of road building commonwealths. Uncle Sam can again let it share in federal aid which it alone of all 48 states has been denied during the year. Although the highway world will be a duller place lacking the Southern state's fiery assaults on sundry and all who have ventured an intruding finger into its ways of managing its public roads, the change will be altogether good for Arkansas highway affairs.

Briefly, a state highway law has been enacted. It creates a highway commission, establishes a system of state roads and provides a fund for constructing and maintaining these roads. Part of the funds raised will pay old road-district debts. No more road-improvement districts can be created and no more road-district bonds may be issued except under close restrictions. These provisions remove the cause of most of the highway tribulations which the state has suffered in the past. Motor vehicle owners will provide the money. There is a 4c tax on gasoline, the highest gasoline tax in any state. Motor oil is taxed 10c, and license fees are virtually doubled. The new highway commission has true responsibility and real authority. Altogether Arkansas has a commendable road law. By its honest enforcement most of the past errors in highway management can be redeemed.

In recording this advance it is due Arkansas to remember that its errors in highway improvement have been faults of understanding rather than of enterprise. There are few states in the Union which have in the last five years shown a more determined spirit in lifting their highways out of the mud. The people have voted \$60,000,000 in bonds for road building and there are completed some 28,700 miles of improved road of which 3,871 miles are surfaced or paved roads. These are accomplishments which stand out even in comparison with the road building of the states of the North. Arkansas may well feel proud of its high enterprise in road building. That it has frequently been so greatly misdirected is a reason for regret. Uncontrolled local management of road improvement has no blacker page in its records.—*Engineering News-Record.*



## WE BUY BONDS



And invite inquiries from Municipalities and Contractors

We deal in City, County, School, Road, Drainage, Waterworks and  
Municipal Issues.

AN ARKANSAS HOUSE

### M. W. ELKINS & COMPANY

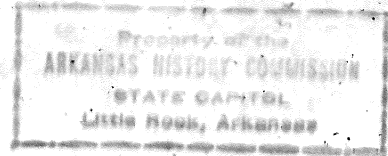
Little Rock, Arkansas.  
Southern Trust Bldg.  
Long Distance Phone 124

Alexandria, Louisiana.  
Guaranty Trust Bldg.

In Writing Advertisers Mention "Arkansas Highways."

# *The House by the Side of the Road*

By SAM WALTER FOSS.



There are hermit souls that live withdrawn  
In the peace of their self-content;  
There are souls like stars that dwell apart,  
In a fellowless firmament;  
There are pioneer souls that blaze their paths  
Where highways never ran; —  
But let me live by the side of the road  
And be a friend to man.

Let me live in my house by the side of the road  
Where the race of men go by—  
The men who are good and the men who are bad,  
As good and as bad as I.  
I would not sit in the scorner's seat,  
Or hurl the cynic's ban;—  
Let me live in my house by the side of the road  
And be a friend to man.

I see from my house by the side of the road,  
By the side of the highway of life,  
The men who press with the ardor of hope,  
The men who are faint with the strife.  
But I turn not away from their smiles nor their tears—  
Both parts of an infinite plan; —  
Let me live in my house by the side of the road  
And be a friend to man.

I know there are brook-gladdened meadows ahead  
And mountains of wearisome height;  
That the road passes on through the long afternoon  
And stretches away to the night.  
But still I rejoice when the travelers rejoice,  
And weep with the strangers that mourn,  
Nor live in my house by the side of the road  
Like a man who dwells alone.

Let me live in my house by the side of the road  
Where the race of men go by—  
They are good, they are bad, they are weak, they are strong,  
Wise, foolish—so am I.  
Then why should I sit on the scorner's seat  
Or hurl the cynic's ban?—  
Let me live in my house by the side of the road  
And be a friend to man.

**ON ROAD AFFAIRS**

**Road Tax Reduced One-third Next Year**

The commissioners of Road Dis-  
No. 1, met last Wednesday and  
resolution fixing the road

VOLUME XXII

**HIGHWAY GETS TAX REDUCTION**

Amount  
**ROAD DISTRICT RECEIVER READY TO REDUCE TAXES**  
John C. Gardner, receiver for the  
Benton county road districts, announced  
Wednesday morning

**Road Funds Apportioned**

Semi-Official Statement Shows That  
Lonoke County Will Receive  
About \$38,000  
Year for TO AID MOTORISTS

**Concrete Road Opens Up Territory East**

Details of Federal Aid Are Explained and Accepted.

**ROAD DISTRICTS ASSURED RELIEF**

BENEFIT TO BE DERIVED BY ROADPAYERS NEXT YEAR UNDER HARRELSON LAW

\$2,000,000 TO BE DIVIDED

**\$800,000 FEDERAL ROAD FUNDS TO BE RELEASED AT**

**THE STARDARD OIL SENDS IN \$23,000**  
A check was received today in the office of State Auditor James Guy Tucker in the amount

**Work of Repairing Dollarworth the Jefferson Roads BEGUN ON MADISON ROADS**

T. ROGERS, ARKANSAS  
Road Tax Reduction

District Engineer of Fort Smith Takes Personal Charge of Highway Repair.

**\$224,000 FOR MAINTENANCE GIVEN TO TWELVE COUNTIES**

STATE BUILDS ROADS  
Construction Work Goes on in Montgomery County.

**LITTLE RIVER ROADS GET TAX REDUCTIONS**

Highway Department Has Certified

**FUNDS AVAILABLE**

**MUCH BENEFIT TO BE DERIVED FROM THE NEW ROAD LAW**

Some Interesting Facts Concerning the Operation of the Law as Affecting the People of Clark County

**Roads of County To Receive State Help**

Cleveland county will receive \$13,980 for county

**STATE AID FOR COUNTY ROAD**

Work on Bradley County State Roads To Begin Soon Says Judge Baker

**NEW HIGHWAY TO BE TAKEN OVER BY STATE ORDER**

GOVERNOR IS PLEASED

**DERIVING BENEFITS FROM HIGHWAY BILL**

Up-Keep Superintendent Appointed

**Road Building Has Made Long Strides Forward**

**QUESTION ACCEPTED**

Alfred I. Hot S. Proba. Comm. Formal

**PINE BLUFF, ARKANSAS FULL ASS...**

**BURE**

**LAST DETAILS**

Engineering Work Will Be State Control—Lund Resists to Speed Action

Declares Government Requirements Are Fair, and Are Made in