

ARKANSAS HIGHWAYS



On Hot Springs Mountain

FEBRUARY
VOL.2 1925 NO.2



Austin Leaning Wheel Graders

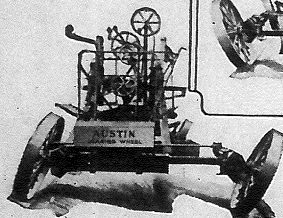
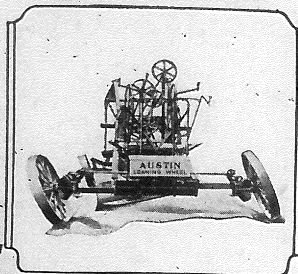
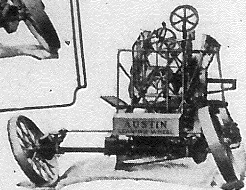
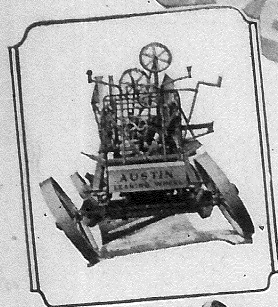
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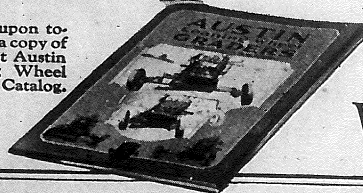
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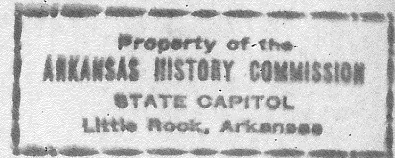
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ARKANSAS HIGHWAYS



"Roads That Go Somewhere"



Official Monthly Bulletin of the State Highway Commission

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

VOL. II.

FEBRUARY, 1925

NO. 2

Eliminating The Dangerous Grade Crossing

One of Arkansas' Most Pressing Problems of Safety.

ACTION which California, North Carolina, Ohio, Indiana and other progressive states have decided upon looking toward the elimination of the dangerous and unnecessary railroad grade crossing emphasizes a question which is coming to the front in Arkansas, and which must be dealt with promptly if the next generation is to be saved a staggering expense in the rectification of highway construction mistakes of the present.

These states, both through legislation and the action of officials in charge of highway matters, co-operating with railroad authorities, are seeing to it that new permanent roads, as they are laid, have no unnecessary and dangerous grade crossings. Such crossings are eliminated, either through the construction of under-passes, or through slight changes in route, which many times make a crossing of the railroad track entirely unnecessary. Virtually everyone is familiar with some old-fashioned road which winds backward and forward across an adjacent railroad, but which, at slight expense, could be straightened out on one side or the other of the railroad, eliminating all the crossings.

Railroads, which are trying to reduce the number of accidents, both as a safety and an economic measure, are eager to co-operate with road commissioners in such elimination. In most cases, the laws creating road districts in Arkansas give commissioners ample powers to cover such cases, in conjunction with the county judge. In others, this feature has been overlooked, and at present there is no authority for action. For such instances, there should, it seems, be general legislation, enabling the highway depart-

ment and local road commissioners to work out local problems incident to the elimination of dangerous and unnecessary grade crossings. It will be a great day for Arkansas when every such crossing has been wiped out of existence.

Hot Springs Rejoices

Among those who are under no misapprehension about the value of the so-called Harrelson Law, or Act No. 5 of 1923, are the citizens of Hot Springs, Arkansas' world famous health resort, who early this summer will witness the completion of the long-prayed-for Little Rock-Hot Springs Highway, an ideally laid out thoroughfare connecting the Capital City with the renowned Valley of Vapors.

This highway now is complete between Little Rock and Benton, metropolis of Saline county, and the work is being pushed rapidly between Benton and Hot Springs, with indications that the last cement will be laid early in May. Meanwhile, traffic is being detoured over the old or "lower" road through Lonsdale, and the trip for autoists has been robbed of nearly all its old-time hardships.

When the new highway is completely opened, health seekers at the Spa, who come from all over the world, will visit the Capital City by motor in increasing numbers, and will derive their impressions of Arkansas' rural life from an entirely new angle.

For our cover page this month, we have chosen a birdseye view of the fine drives over Hot Springs mountain, which the auto tourist will find and enjoy this summer at the end of his smooth and pleasant journey over the new State Highway "A-6," whose completion was made possible by the passage of the Harrelson law, which some of our political "tinkers" now are hoping to be permitted to meddle with, but which the good sense of the legislature will doubtless protect and perpetuate.

Pedestrian vs. Motorist: Their Rights and Duties

By R. B. Stoeckel, in *Indiana Highways*.

THE right of the pedestrian on a highway and his duty to its exercise in relation to the corresponding right and duty of a person driving a vehicle, especially an automobile, has almost universally been misunderstood.

A pedestrian who shares a highway with vehicles, both fast and slow moving, has no possible method by which he can enforce any right. He is obliged to rely upon the others to recognize it and grant it.

So public sympathy has, quite generally, gone out to him, and as a result a generally erroneous impression, without any foundation at law, allotting to him rights superior to all others, has developed.

The fact that the pedestrian needs protection so badly has carried this sympathetic feeling to the point where the doctrine, "the pedestrian owns the road," is preached on almost every hand, not as a program of law to be attained, but as law actually in being and enforced. So much publicity has been accorded this view by newspapers, magazines and speakers that a real doubt has become established in the minds of many as to just what the law is.

It is only natural, with a recurring condition raised as often as a pedestrian is injured by a vehicle on a highway, that the question of relative rights should come up again and again for court decision. Thus we have numberless court decisions covering applications of law to different sets of facts. It is not with these that this article seeks to deal, but with the underlying and fundamental principles of law which govern the applications.

The general common-sense theory of the use of a highway or a road is, in its simplest form, that when there is only one person or vehicle using it, that person or vehicle "owns the road" and may use the whole of it; but as soon as any other person or vehicle shares it with him, then his use becomes divided with that of the other, and so on into all the complications of traffic. This leads to the statement of the fundamental legal principal of traffic that "all travelers have equal rights on the highway."

So far as it has been possible to ascertain, this is the legal principle underlying determination of traffic cases in every state of the Union. It is simply just and right. It absolutely disposes of the prior right of any user of the highway. How, then, is its application made fair and equitable to the defenseless pedestrian?

With every right or privilege there goes a corresponding duty. Stated in a general way, that duty is to exercise the right so as not to interfere with the rights of others.

The duty will become greater as the right with which it is associated becomes more capable of causing interference with the rights of others.

Each user of the highway has equal rights with every other user and "each must exercise reasonable care to avoid being injured himself as well as doing injury to others."

In the application of these principles to any injury to a pedestrian, the amount of care exercised by him always enters into the equation and in any determination his care is always weighed. If it is found not to have been reasonable under the circumstances, he may be deemed to have been negligent in a contributory manner. This may re-

lieve the person injuring him from criminal responsibility and prevent the injured from recovering damages.

Principles and theories of law seldom work out into a better balanced or better applied system than this set which relates to and is used for the handling of respective rights and duties of users of the highway. They may be summed up as follows:

1. All users of the highway have equal rights thereon.
2. There is no prior right vested in anyone.
3. Reasonable care in the exercise of his right is due from each user to every other user.
4. The amount of reasonable care due from any user increases in proportion to his capability of doing damage to the other.

DO IT NOW.

By Major John B. Jeffery.

If with pleasure you are viewing any work a man is doing,
If you like him or you love him tell him now.

Don't withhold your approbation till the parson makes
oration

And he lies with snowy lilies o'er his brow;

For no matter how you shout it he won't really care about it;
He won't know how many tear drops you have shed.

If you think some praise is due him, now' the time to slip
it to him,

For he cannot read his tombstone when he's dead.

More than fame and more than money is the comment kind
and sunny

And the hearty, warm approval of a friend.

For it gives to life a savor and it makes you stronger, braver,
And it gives you heart and spirit to the end.

If he earns your praise, bestow it; if you like him let him
know it;

Let the words of true encouragement be said.

Do not wait till life is over and he's underneath the clover,
For he cannot read his tombstone when he's dead.

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The Influence Of Highways Upon Religious Life

An Essay by Grace Benton, Arkadelphia, Arkansas.

IN THE year 1833 young Willis S. Smith left Egypt, Illinois, for Okolona, Arkansas. He traveled on horseback the long stretch of crude highway that lay between the two villages. At Okolona he organized the first Sunday school in Clark county. He planted a religious ideal in log cabins at the end of ox-cart roads as well as in aristocratic homes along the Southern Military and the Okolona-Camden roads.

After sixteen years' residence at Okolona this religious leader moved to a new homestead plantation near the present site of my community. Why did he choose this location? It was not because he thought it a desirable place to exercise his ability of Christian leadership, for there were very few settlers in southern Clark county. A glance at the pre-Civil war map of Arkansas is a sufficient explanation. The Smith homestead was selected because of its admirable situation on the highway that connected Clark county with a boat landing on the Ouachita river. With a good outlet to market the planter soon became prosperous. He induced desirable families to homestead near him. After a while this little group of neighbors—their homesteads were separated by distances varying from one to six miles—decided to build a log cabin which would serve the double purpose of school and "meetin'" house.

The log cabin has long since disappeared. The ideals that prompted its construction now manifest themselves in a modern schoolhouse and two spacious church buildings. But are these buildings serving my community as the founders of the original church would have them serve?

They play an important part in the community life in the summer; it is then that "the roads get good" and the protracted "meetin's" are conducted. For a time a spirit of helpfulness pervades the neighborhood. The worn farmers, hardened laborers, and depressed merchants seem to grasp the idea of the fatherhood of God and the brotherhood of man; the Sunday schools and other religious organizations take on new life; individuals grow happy in their religious activities. At such a time in the life of my community it seems improbable that the monotonous days of the past winter and spring can ever be repeated.

But in a few months the winter rains begin. The roads, no more than dirt beds, become almost impassable, the bad mud-holes permitting only such traffic as can be done on horseback or on foot. Needless to say, the attendance at Sunday school and church rapidly decreases. Two or three successive "preaching days" find the pulpits unoccupied by their circuit-rider pastors. Before the spring rains are over the community falls once more into its deep old rut of social and religious isolation. Not only a host of back-sliders but the few faithful Sunday school teachers and pupils find themselves in great need of a religious revival. And so the date is fixed for another protracted "meetin'." Thus, from year to year, the spiritual life of my community repeats its course.

Existence here offers little that satisfies the spiritual cravings of the young or of the old. The ambitious youths who might become religious leaders are fired with a determination to get away as soon as possible. Many of the older religious leaders have left, or are leaving in search

of better opportunities for themselves and families. Their homes may be seen vacant or occupied by families that contribute little or nothing to spiritual development.

Lately, the churches of my community have been declared not strong enough to maintain their pastors. What has become of their strength? It is buried in the mud-holes and miry ruts called roads, with no hope of resurrection as long as the road overseer affirms that he "ain't got time to see to havin' them roads worked 'til crops are off hand."

Until a road improvement policy is advocated and developed, the social and religious conditions cannot be bettered. May the time soon come when our roads as arteries that nourish and sustain the religious life of the country will properly perform their mission.

Clarendon is continuing to receive cotton in a steady stream and the Clarendon merchants are now beginning to realize the benefits they are deriving from the good roads leading out into the trade territory. The hard-surfaced roads now reach out into territory that formerly was closed to Clarendon during the rainy season, and considerable trade is brought into the town that went to other places more accessible. The road to the ferry south of town is now in charge of the State Highway Department and the Highway Department is doing good work on it at present. The old route has been straightened and raised, which will make the road passable up to 28 feet of water on the bridge gauge.—*Clarendon Correspondent, Little Rock Democrat.*

The New Highway Law

IS GIVING US

GOOD ROADS



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Good Printing

209 Spring St.

Little Rock, Ark.

Legislature Considers State Assumption Of Bonds

Williamson-Raney Measure Would Relieve Lands of District Burdens.

FOREMOST among the proposals for the amendment of Act No. 5 of the Extraordinary Session of 1923, the state-wide highway measure, is that advanced by Senators Ben B. Williamson and Walter W. Raney under which the state would assume the outstanding burden of local road district bonds, through the issuance each year of sufficient State bonds to take up maturities of district bonds, the State bonds to be liquidated in 20 years through the proceeds of the gasoline and oil taxes.

The measure, which would make no change in the machinery of the Harrelson law, or in the operation of the present system of road maintenance, is receiving serious consideration at the hands of the joint committee on roads and highways, although Commissioner Herbert R. Wilson and members of the highway commission have not announced their own attitude upon it.

For the information of readers of *Arkansas Highways* we are giving herewith the complete text of the Williamson-Raney bill, as it is now being considered:

SECTION 1. It is hereby declared to be the policy of the State to take over, construct, reconstruct, repair, maintain and control all the public roads in the State comprising the State Highways as defined herein.

SECTION 2. Section 3. of said act is hereby amended to read as follows:

"SECTION 3. The State highway shall be, the roads designated as primary and secondary roads, and connecting state roads, on the map now on file in the office of the State highway commission, entitled, 'Map of the State of Arkansas showing Proposed System of Primary and Secondary Federal Aid Roads and Connecting State Roads,' except those portions of roads which are within the corporate limits of towns having 7,500 or more inhabitants. The Commission shall have the power to make changes in, or additions to, the roads designated as the State highways, but shall have no authority to eliminate any part of the roads shown on the maps referred to."

SECTION 3. The first paragraph of said act is hereby amended to read as follows:

"SECTION 6. There is hereby created a special fund in the state treasury to be known as the state highway fund, and hereafter all fees collected in the state land office, all revenue derived from automobile fees, licenses and taxes, the gasoline tax and the motor oil tax, all other money received by the state from the owners of motor vehicles in connection with the use of the public roads, and all moneys derived from the sale of state bonds as provided herein, shall be paid into this fund. The State treasurer and the sureties on his official bond shall be responsible for all such funds, and for federal aid funds, to the same extent as for other funds in the state treasury or in the state depositories."

SECTION 4. Sections 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32 and 33 of said act are hereby repealed, and the following is submitted therefor:

A. The commission, in conjunction with the governor, is authorized to issue negotiable bonds of the state, in amounts not exceeding the following: \$5,850,000 in 1925; \$5,850,000 in 1926; \$5,500,000 in 1927; \$5,500,000 in

1928; \$5,000,000 in 1929; \$4,500,000 in 1930; \$4,000,000 in 1931; \$3,000,000 in 1932; \$2,000,000 in 1933, and \$1,000,000 in 1934. The bonds shall be the direct obligation of the state, shall be issued in denominations of \$100 or some multiple thereof, and shall be payable serially in such annual installments as may be determined by the commissioner and governor, the first installment to begin not less than thirty years from the date of issue of the series. The bonds shall be payable, both principal and interest, at such place or places as may be designated by the commissioner and governor.

The bonds may be issued either as registered bonds or coupon bonds payable to bearer. Coupon and bearer bonds may be registered as to principal in the owner's name on the back of the bonds, such registration to be noted on the bond by the state treasurer, after which no transfer shall be valid unless made on the books of the State treasurer by the registered holder, and similarly noted on the bond. Any bond so registered as to principal may be discharged from registration by being transferred to bearer, after which it shall be transferable by delivery, but may again be registered as to principal as before. Registration of the bonds shall not restrain the negotiability of the coupons by delivery merely, but the coupons may be surrendered and the interest made payable only to the registered holder of the coupons. If the coupons are surrendered, the surrender and cancellation thereof shall be noted on the bond, and thereafter interest on the bond shall be payable to the registered holder or owner in cash, or, at his option, by check or draft payable at one of the places where the coupons are payable.

Registered bonds in large denominations may be issued in exchange for outstanding registered or coupon bonds of smaller denominations, and such registered bonds may again be exchanged for coupon bonds. The commissioner and governor shall prescribe the terms and conditions on which such exchanges will be made, and may charge sufficient fees to cover the cost thereof.

Bonds issued under this act shall have, in the hands of bona fide holders, all the qualifications of negotiable instruments under the law merchant. If any officer whose signature or counter signature appears on the bonds or coupons shall cease to be such officer before the delivery of the bonds to the purchaser, such signature or counter signature shall nevertheless be valid for all purposes, as if such officer had remained in office until the delivery of the bonds.

The Commission shall cause the bonds to be lithographed or engraved, but they shall not be valid until signed by the governor and attested by the secretary of state, under the seal of the state, and countersigned by the auditor, except that it shall be sufficient for the interest coupons to bear the lithographed facsimile of the governor's signature. All bonds issued, authenticated and validated as aforesaid shall be deposited with the state treasurer until they are delivered to the purchaser, and their proceeds, when sold, shall be credited to the state highway fund. The State treasurer shall deposit the proceeds in the state depositories, and shall credit the interest thereby earned to the state highway fund.

(Continued on Next Page.)

The bonds shall be sold to the highest bidder on competitive bidding, after public notice, but none of the bonds shall be sold less than par and accrued interest, and the commission and governor shall have the right to reject any and all bids, and to advertise for new bids.

B. It shall be the duty of the commission to properly maintain all the roads embraced in the state highway system that are now or may hereafter be constructed, and to construct all the roads in the system which are not now constructed, the work of construction to be pushed as rapidly as funds are available for that purpose.

The commission shall begin the work of construction in those counties in which the roads embraced in the state highway system have not been constructed by improvement districts, or in which only a small portion of such roads have been constructed, and shall continue construction work in such counties until the completed roads in every county in the state have been brought to a parity, after which construction work shall be distributed throughout the counties so as to maintain the parity as far as practicable. The commission may, however, give a preference to the construction of missing links in highways accommodating through travel from other states, and which have been or may be classified as main trunk lines.

C. The sum of \$1,500,000 shall be set aside and distributed annually by the highway department on July 1st, to the county highway fund of the respective counties, such distribution to be made in the following manner: The sum of \$3,000,000 shall be used as a base for the distribution of said \$1,500,000 on a population basis as follows:

The counties of Bradley, Calhoun, Clay, Cleburne, Crawford, Dallas, Hot Spring, Greene, Lee, Logan, Lincoln, Marion, Nevada, Ouachita, Pike, Scott, the Fort Smith district of Sebastian county, and Union shall participate in this fund according to their entire population determined by the last Federal census (1920).

The counties of Boone, Drew, Franklin, Montgomery, Independence, Perry and Randolph shall participate in this fund on the basis of 75 per cent of their population determined by the last Federal census (1920).

The counties of Carroll, Cleveland, Cross, Columbia, Garland, Hempstead, Howard, Lafayette, Miller, Newton, Saline, Sharp, Stone, Washington, White and Yell shall participate in this fund on the basis of 50 per cent of their population determined by the last Federal census (1920).

The counties of Ashley, Clark, Craighead, Baxter, Desha, Faulkner, Grant, Izard, Jefferson, Johnson, Lonoke, Madison, Monroe, Polk, Pope and Searcy shall participate in this fund on the basis of 25 per cent of their population determined by the last Federal census (1920).

The counties of Benton, Fulton, Jackson, Lawrence and Pulaski shall participate in this fund on the basis of 10 per cent of their population determined by the last Federal census (1920).

The counties of Arkansas, Chicot, Conway, Crittenden, Little River, Mississippi, Phillips, Poinsett, Prairie, Sevier, St. Francis, Van Buren and Woodruff shall not participate in this fund.

Payment shall be made to the respective county treasurer to the credit of the county highway improvement fund for the amounts due the respective counties and shall be ex-

pected by the county court on the public highways of said county.

D. At the beginning of each year, the commission shall estimate the amount available during the year for the maintenance and construction of roads, shall determine what proportion of this amount shall be used for the maintenance and what proportion for construction, and shall then make its plans for the year's work in accordance with the funds at its command.

E. All contracts for construction work shall be let to the lowest responsible bidder. Successful bidders shall be required to execute a bond in a penal sum of at least one-half of the amount of the contract price, conditioned as the commission may require and with sureties to be approved by the commission.

The commission shall have authority to construct the necessary bridges and culverts over streams, creeks and bayous, or where bridges can be constructed more economically than embankment, but it shall have no authority to construct bridges over rivers, whether navigable or not.

F. As far as practicable, the maintenance and repair of roads shall be according to what is known as the patrol system, and the commission shall divide the roads into convenient sections for that purpose. The commission shall make all necessary contracts, purchase the necessary labor, to put and keep the roads in good and efficient state of repair, and to adequately maintain them.

G. The commission shall pay the interest on the outstanding valid bonds of all road districts in the state, together with the principal of such bonds as they severally mature, out of the highway fund. If the amount available in the state highway fund is not sufficient to pay the interest and maturities of road district bonds in any year, payment shall be made pro rata. Payment of the principal and interest of road district bonds is not assumed by the state, and such bonds, and the lien securing them, shall remain in full force and effect, and may be collected by a tax on the lands in the respective road districts in the manner now provided by law if and when the available money in the state highway fund is not sufficient to pay the interest and principal of such bonds as the same become due.

All road district bonds and interest coupons paid by the state shall be delivered to the state treasurer, and shall be held by him as collateral security for all bonds issued by the state under the terms of this act, to the payment of which, both principal and interest, they are hereby pledged. Such bonds shall never be used for any other purpose, nor for the purpose named unless the revenues derived from the taxes mentioned in this act are not sufficient to pay the state's bonds, with the interest thereon, as they severally mature. No limitation shall run against such district bonds in the hands of the state. When the state's bonds are paid in full, such district bonds shall be cancelled and burned.

H. Beginning with the year 1930, and each year thereafter, the state treasurer shall deposit in a special fund to be known as the road sinking fund, 15 per cent of all revenue derived from automobile fees, licenses and taxes, the gasoline tax, the motor oil tax, and other moneys received by the state from owners of motor vehicles in connection with the use of public roads, which fund is hereby appropriated for the specific purpose of paying the interest and principal of the state bonds authorized to be issued and sold by the terms of this act.

The History Of Highway Legislation In Arkansas

A Resume by R. C. Limerick, State Highway Engineer.

IN CONSIDERING proposals for changes in the highway laws of the State, which always flood the General Assembly, it is well that the various stages by which the State has arrived at its present policies be kept in mind. There is, therefore, given, at the request of the editor of *Arkansas Highways*, a resume of State and Federal laws affecting the organization of the highway department, together with the general recommendations carried in the biennial report of the commission to the governor and the legislature.

It was in 1913, on March 31, that then Governor Oldham signed Act No. 302 of that year creating the State Highway Department and making it a part of the Department of State Lands, changing the name of the department to that of State Lands, Highways and Improvements. This Act provides that the Commissioner of State Lands shall be Commissioner of the new department and shall be ex-officio chairman of the State Highway Commission and that two other commissioners shall be appointed by the governor for terms of office of two years. The Act provided for the collection of a license fee of \$10.00 per annum on motor vehicles, the amount collected, less the fees allowed, to be placed in the hands of the state treasurer to the credit of the highway fund, this fund to be used to pay the expenses of the department. The salary of the commissioner was fixed at \$2,500 per annum and that of the state highway engineer at \$3,000.

In 1915 developments in road building and the need for improved roads indicated the necessity of the passage of some legislation of a general character which would provide for the creation and establishment of road improvement districts. The constitutional limitations preventing the issuance of state or county bonds delayed any real progress in road building until some law could be placed on the statute books allowing communities to band together into a corporate unit for the purpose of constructing needed improvements and assessing the cost against the property benefited.

After much consideration the Legislature passed Act No. 338, commonly known as the Alexander law. This Act permits the organization of improvement districts, specifies the procedure to be followed and fixes the amount of money that can be raised against the real property as 30 per cent of the total assessed valuation of the property included in the boundaries of any district.

While this general law is workable, in many cases a number of road improvement districts have found it cumbersome and not adaptable to their particular needs and for these reasons may be credited a great many of the special acts passed by recent legislatures.

Shortly after the passage of this act the Federal government saw the necessity of taking a part in road building activities and aiding the several states in their work, and on July 11, 1916, Congress enacted a law generally known as the Federal Aid Road Act. This act provided for the participation of the Federal government in road building under the direction of the Secretary of Agriculture and appropriated funds. This act was amended on February 28, 1919, at which time additional aid was appropriated. The annual appropriations made available under the act and its amendments are as follows:

1917	\$ 82,689.10
1918	165,378.20
1919	1,090,247.99
1920	1,596,436.09
1921	1,685,178.09
Total.....	\$4,619,929.47

The provisions of the original Federal Aid Road Act were such that the State of Arkansas could not avail itself of the money appropriated unless some additional legislation was passed. Consequently, at the 1917 session of the State legislature Act 105 was passed and approved, binding the State to an agreement with the Act of Congress and enlarging the personnel of the State highway department.

At this time an advisory board was created for the purpose of recommending to the State highway commission the apportioning and distribution of both State and Federal aid funds. The advisory board as created consisted of the State highway engineer, the professor of civil engineering at the State University and a third member appointed by the governor. An appropriation of \$496,134.60 of the highway improvement fund was made for State aid to counties and road improvement districts and to enable the State to meet the requirements of the Federal Aid Act.

Shortly after the close of the war in 1918 the whole country, because of the extremely high prices received for farm products, assumed a very bright economic outlook. Everyone had money, property values were high, money was cheap and easy to borrow and as a consequence this surplus of funds and the high valuation brought on a crying desire among the people for good roads and many miles of them. The result of this condition was that when the legislature met in January, 1919, and January, 1920, scores of special acts were passed creating road improvement districts. As a matter of fact, at these two sessions 457 such bills were enacted covering approximately 9,000 miles of roads.

This condition, as predicted by many at the time, was very deplorable, as many projects were given life that should never have been started and the fact that the enormous program was initiated at the time when prices were at their peak cost the State many hundreds of thousands of dollars. The effect of the overambitious program also had its influence on future work and instead of the program progressing along normal lines it has been marked by periods of great activity followed by periods of inactivity.

The regular session of the 1919 legislature appropriated \$950,000 as State aid for the biennial period.

During the summer of 1920 the pendulum of road activity began its backward swing and its course was accelerated by the campaign for State and county offices. Scores of attacks were made on the highway department and on the program in general, and as a consequence a very antagonistic legislature met in session in January, 1921.

The 1921 legislature was a notable one for its opposition to any constructive legislation along road building lines. During its course only five new districts were created

(Continued on Next Page.)

while repealing acts were passed for 53 districts that had been created by previous legislatures. This feature might have been well and good if its tearing down policy had ended there but a decided movement gained headway to give to the counties all of the revenue collected as a license on automobiles.

A hard fight was made by the friends of the highway department with the result that instead of 100 per cent of the revenue going to the counties it was divided in the ratio of 70 per cent for the counties and 30 per cent for the State.

This situation has had more effect on the delay in the completion of the road program and in the securing of a connecting system of roads than any one other thing. State aid was seriously needed to complete many projects that were out of funds and had issued bonds to the limit and the effect of taking these funds from the department had delayed these districts several years in the final completion of their work.

To offset this movement and to give the department as much revenue as possible, Act 494 and Act 606 were prepared and passed. Act 494 provided for a change in license fees on automobiles and trucks, the former being based on a charge of 25 cents per horse power and 25 cents per hundred weight and the latter based on a sliding scale. Act 606 provided for the collection of one cent per gallon tax on gasoline used by vehicles using public highways. The revenue brought in by these two acts enabled the legislature to appropriate as State aid for the biennial period \$600,000.

Because of the change in the fiscal year from April to July this legislature also appropriated \$100,000 as a deficiency.

The Federal act appropriated aid covered the period from 1916 to 1921. The Congress realizing that its cooperation and assistance must not end, enacted a law which was signed by the president on November 9, 1921, continuing Federal aid to states and revising its previous law in many particulars. Arkansas' pro rata share of the appropriation made under this act amounts to \$1,254,142.20.

This law is a very commendable and satisfactory one, as it brings nearer the time when the Arkansas highway department can be built up as a real highway department to take care of construction, reconstruction and maintenance. The principal provisions of this Federal act may be summed up briefly as follows:

1. The State must designate a system of connected highway not to exceed 7 per cent of the total public road mileage of the State. This system shall be divided so that not more than 3 per cent shall be primary or interstate roads and the balance of the mileage shall be intercounty roads.
2. Funds to match Federal aid shall be raised by the State or political subdivisions thereof.
3. Construction and reconstruction shall be handled under the direct supervision of the State highway department.
4. A fund for maintenance of the system of roads established must be raised and maintenance must be carried on by the State in a systematic manner and with State funds.
5. Roads constructed as primary roads must be surfaced 18 feet wide unless physical, economical, traffic or legal conditions justify a less width.
6. States not able to comply with the provisions

of this act because of constitutional restrictions are given three years in which to pass enabling legislation.

It can readily be seen that the provisions outlined, if carried out practically and fairly, will give the State of Arkansas eventually a system of well built, well located and well maintained roads, roads over which vehicles can travel from point to point throughout the year to the material upbuilding and uplifting of the State and its people.

On June 19, 1923, the Congress passed a further act amending slightly the act of November 9, 1921, and authorizing additional appropriations of Federal aid, Arkansas' pro rata of which are as follows:

1923	\$ 836,094.80
1924	1,086,881.00
1925	1,254,142.00

The year 1923 in Arkansas highway development was marked by one outstanding fact—the enactment by a special session of the legislature of a comprehensive road law.

The regular session of legislature convened in January and although this legislature was confronted with the chaotic conditions of Arkansas road affairs nothing was done to pass the necessary remedial laws. The opposing faction in the legislature succeeded in blocking all legislation of a constructive nature. The general result was that on July 1, 1923, the appropriation for the Department of State Lands, Highways and Improvements expired and of necessity the department closed. The people then realized the importance and serviceability of the department, and after some time, the governor called a special session.

The new road law enacted by the special session constitutes a long stride toward a settlement of practically all of the State's road troubles. In general principle the law is based on the shifting of a large part of the burden of building improved roads from the shoulders of the real property owners to the motor vehicle owners and the concentration of authority over a designated highway system in a State highway commission. Such a law, will, in a reasonable length of time, be very beneficial to the people of the State of Arkansas—not alone will real property taxes be reduced but the State will in a few years be able to boast of a well maintained system of excellent inter-county and inter-state highways.

Just now there is a bill pending which proposes drastic changes in the Harrelson law. We say let well enough alone. If the Harrelson law is not a good one repeal it and pass an entirely new one. But do not try to emasculate it and make it better. A few minor and major operations will kill it completely.—*Camden Beacon-Herald.*

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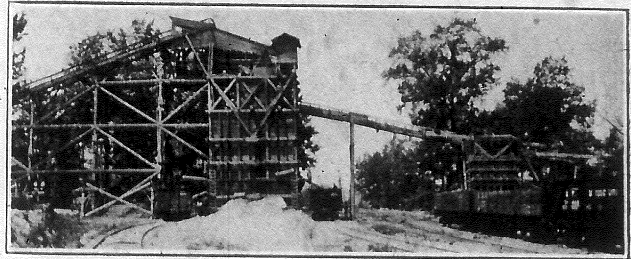
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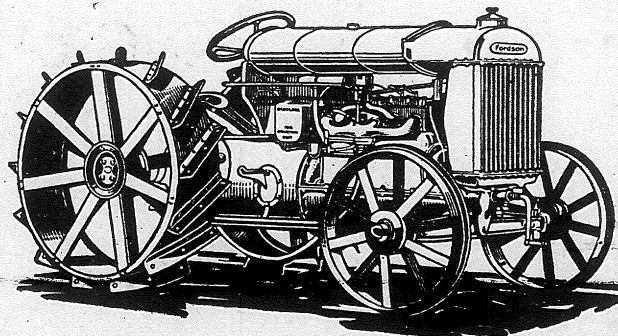
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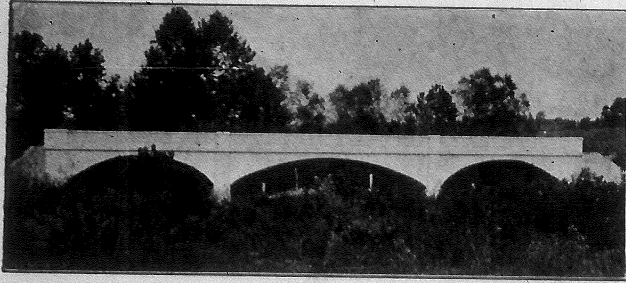
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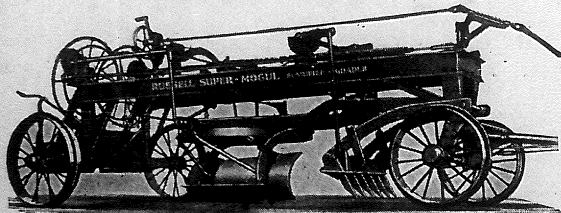
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