

ARKANSAS HIGHWAYS



The Modern "Arkansaw Traveler"

VOL.2

MAY
1925

NO.5



The Austin Motor Grader WITH LEANING FRONT WHEELS

THE patrol system of road maintenance is generally admitted to be the best possible method of keeping earth, gravel and similar roads in good condition at all times. A road that is systematically maintained will always be a joy to those who travel over it, and will never get into such shape that it will need expensive grading.

Motorized patrol graders are becoming increasingly popular in all parts of the country, and of these motor-propelled machines the Austin Motor Grader is without doubt one of the most, if not the most, efficient.

The Natural Grader built in the Natural Way

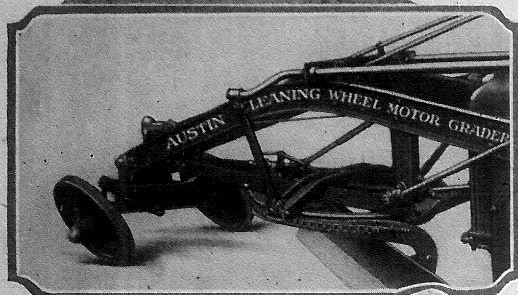
The operator of the Austin Motor Grader has directly under his hand all Motor and Grader Controls, and stands at the rear of the machine where every practical reason for motor and grader operating demands that he should stand. [Contrast this with other types of Motor Graders on which the operator is stationed in front of the tractor, which is not only a hot place, and a dangerous one, but also an unnatural place because the Motor Controls have to be extended out to the front where they do not belong, and the operator stands directly above the blade where no practical grader operator would ever choose to stand, and where, in the forty years road graders have been made, no operator was ever before asked to stand.]

EQUIPMENT

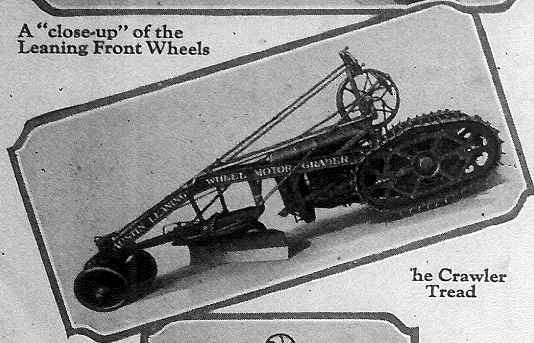
The exclusive leaning front wheels, illustrated at the left, are probably the most popular feature of the Austin Motor Grader, and are alone enough to account for its remarkable efficiency. The front ends of ordinary road graders are kept from slipping sideways by the teams or tractors used to pull them. The front end of a motor grader is not hitched to anything, and, therefore, has a tendency to slip sideways, which tendency can best be overcome by the use of leaning front wheels.

These leaning wheels in combination with the crawler tread, also illustrated at the left, enable the Austin Motor Grader to work on shoulders and in ditches where a straight-wheel motor grader with ordinary rear wheels would be useless. The crawler tread is also to be preferred for use in soft or sandy soils.

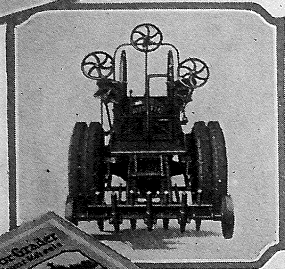
Two types of scarifier attachments are provided; the center type, which is fastened to the blade circle, and the rear type, illustrated at the left, which is intended for more difficult work.



A "close-up" of the Leaning Front Wheels

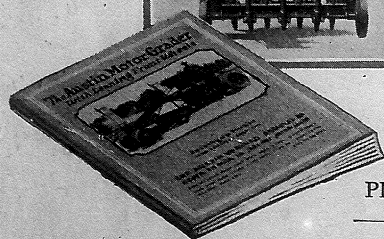


The Crawler Tread



The Rear Scarifier is sturdy and strong

Our Special Motor Grader Bulletin discusses the subjects of road maintenance in general, and motor grading in particular, in detail. The coupon makes it easy to ask for your copy.



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ARKANSAS HIGHWAYS



Official Monthly Bulletin of the State Highway Commission

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VOL. II.

MAY, 1925

NO. 5

Two Great Highway Celebrations Coming Soon

Formal Opening of Two Trunk Lines Scheduled for June and July.

TWO events of major significance in the history of road progress in Arkansas will take place early this summer in the formal opening of the Scenic Highway in Mississippi county, and the new Little Rock-Hot Springs road.

The first is scheduled for June 10 at Wilson. The second will take place July 3-4 at some suitable point midway between the Capital City and the Spa.

The Mississippi county celebration, which is being arranged by a committee of which Charles E. Sullenger is chairman, will include, a parade, barbecue and program of speech-making which are expected to attract distinguished visitors from many states. Among those who will have a place on the program are former Gov. Frank O. Lowden of Illinois; Gov. Austin Peay of Tennessee; Governor Whitfield of Mississippi; Governor Terral of Arkansas; Herbert R. Wilson, Arkansas Highway Commissioner; Storm O. Whaley, Grand Master of the Masonic Lodge of Arkansas, and Thomas B. King, Memphis good roads exponent.

The Mississippi county highway crosses the county from north to south, as part of Arkansas State Highway "A-8," one of the most important units in the Memphis-St. Louis highway. It was thrown open to traffic in December, although on certain sections the warrenite topping had not been applied and there were several bridges not completed. Since the opening of spring, however, the finishing touches have been put on, and those who attend the celebration next month will see one of the finest specimens of modern highway construction of which any state in the Union may boast.

The Little Rock-Hot Springs celebration on July 3-4

will be arranged by a committee headed by Mayor Harry A. Jones of Hot Springs. Details of the program will be announced in the next issue of *Arkansas Highways*. This road, also, is one of the most important links in the state system, and when completed, will be one of the most ideal highways in the United States, connecting the two points of interest in the state which attract the particular attention of summer tourists from all parts of the country. Consequently its value in the favorable advertising of the state will be immeasurable.

STAY IN THE ROAD.

Do setbacks put you forward,
 Or do they send you back?
 Do obstacles along life's road
 Cause you to leave the track?
 The road builder encounters rocks
 But watch and you'll observe,
 His course is laid, he follows it;
 And nothing makes him swerve.
 His business is to build a road;
 All that he wants to know
 Is where this road is leading to,
 And that's where he will go.
 An obstacle encountered,
 Of course, will cause delay;
 Yet once laid out, it's up to him,
 To clear the right of way,
 Lay out your course and stick to it,
 Don't kick about your load;
 Decide where you are headed for,
 And then stay in the road.

—Texas Highway Bulletin.

Only "Lost Art" Rediscovered is Cement Making

OF ALL the much discussed "lost arts" of antiquity, cement making is the only one which has been rediscovered in modern times.

For centuries scientists—real and pseudo—have puzzled over malleable glass, which was a form of glass said to have existed in the days of Rome's grandeur and which could be bent or worked like metal without breaking.

Early historians had quite a little to say about this substance, alleging that it was introduced to the court of Nero by a Roman who had been held prisoner in Africa. According to the account, the ex-prisoner brought back a glass goblet which could be tossed about freely, and could be straightened easily whenever dented or crushed. Modern glass makers are skeptical of the existence of such a glass at any time, and all efforts to rediscover the art of making it, if there ever was such an art, have failed completely.

That copper was tempered to the hardness of steel centuries ago is now pretty well established. Copper chisels have been found in Peru of a hardness far greater than any which it is possible to impart in this day, although modern metallurgists have tried diligently to find a method, and in one or two instances it has been possible to harden the metal slightly. Every once in a while someone announces the rediscovery of the lost art, but the fact that such claims are not followed by the appearance of manufactured tempered copper on the market is the best disproof of the assertions. Could copper be tempered to the hardness of steel there is no doubt that manufacturers would utilize it for some purposes in which iron and steel labor under disadvantages.

The dyemasters of ancient Tyre are asserted by historians to have evolved a shade of purple so beautiful that it was eagerly sought all over Europe and northern Africa by nations which had themselves progressed well in the art of dyeing. Except that the extraordinary shade was obtained from clams or other mussels, nothing is known of its manufacture, and all efforts to reproduce it failed. With the fall of Tyre the secret was lost and has never been brought to light.

Cement was discovered by the Romans, who used it extensively for the foundations of their triumphal arches and temples. Excavations in the Forum clearly show on the concrete, marks of the ancient wooden forms, much as present day concrete shows the same patterns. As with Tyrian purple, the art of cement making was lost when Rome fell before the Vandals, and during all the Dark Ages and the Renaissance the secret remained buried.

But enough information remained so that some time prior to the American Revolution investigators in various parts of Europe began to make cement of varying qualities in a small way. The first notable use of cement in modern times was in the Edystone Lighthouse off the English coast. This was in 1756. It was also employed in the Erie Canal about 1820.

These cements were much like the Roman variety,

which has stood for nearly 2,000 years. They were made of materials which nature had already mixed in the proper proportions. But in 1824 an Englishman, Joseph Aspdin, succeeded in making a stronger cement from materials which nature had not already prepared for him. This he called portland cement, because it resembled a durable building stone from the Isle of Portland, used in building Westminster Abbey.

A highly developed form of this early portland cement is the cement of modern commerce, so that the secret of the ancient Romans in this instance has not only been rediscovered but also has been improved upon.

SLOGANS FOR AUTOMOBILES.

The following are credited to a fifteen-year-old girl in Detroit:

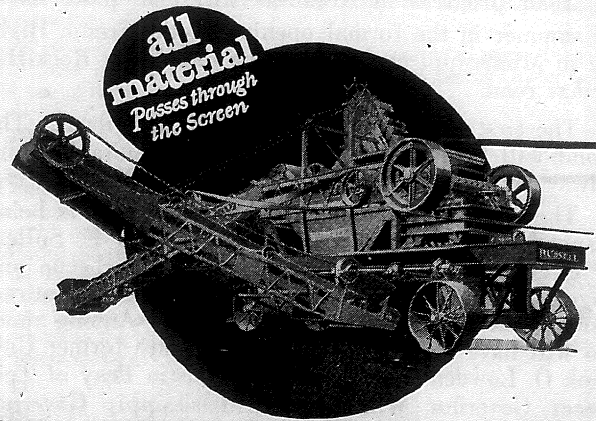
Drive right and more pedestrians will be left.

Watch your step on it.

Taking the other fellow's dust is better than "to dust returneth."

Six feet have awaited many a driver who wouldn't give an inch.

Just because you see its tracks is no sign that a train has just passed.—*Contractors' and Engineers' Monthly.*



Russell Portable Screening Crushing and Loading Plant!

One handling of material performs all three operations—screening, crushing and loading. Conveys the material from gravel pit, screens, crushes and delivers a uniform product directly into wagon, truck or bin.

The feed back principle to crusher makes all material uniform—no oversize can pass the screen. Hopper arrangement and wide 24 inch delivery conveyor affords rapid loading of trucks.

Construction of this outfit is most substantial and durable insuring steady service and long life. Weight complete 28,500 pounds.

The Complete Russel Line includes—8 SIZES ROAD MACHINES—2 SIZES ELEVATING GRADERS—MAINTENANCE PATROL MACHINES FOR BOTH MOTOR AND HORSE POWER, SCARIFIERS, ROAD DRAGS, DRAG AND WHEEL SCRAPERS, DRAG LINES, GRAVEL SCREENING, CRUSHING AND LOADING EQUIPMENT STEEL BEAM BRIDGES, ETC.

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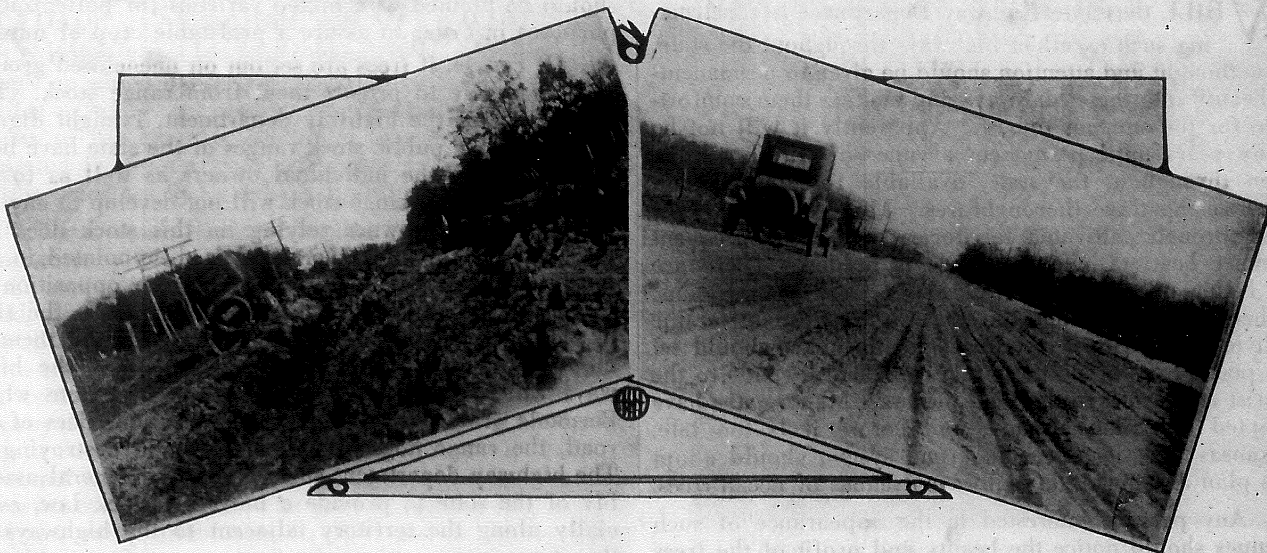
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An Arkansas Highway--Before and After

A Story of the New Law That He Who Rides May Read.



Words are superfluous in the above interesting story. The pictures tell it all, except that they are two views taken from an identical spot on State Highway "A-1," the Little Rock-Memphis highway, just west of the town of Palestine, "before" and "after" the highway department took charge of maintenance under the Harrelson Law.

Jasper Bridge is Dedicated to State

Large Crowd in Attendance at Opening Ceremonies.

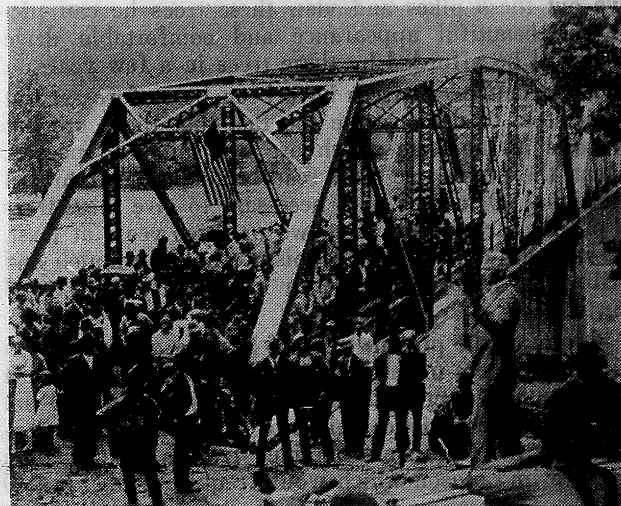
ONE of the largest crowds ever assembled at Jasper, county seat of Newton county, and site of the celebrated Diamond Cave, attended the dedication on May 9 of the splendid steel and concrete bridge just completed over the Little Buffalo river on State Highway "B-14," the North Arkansas section of the so-called "Jefferson Highway" from the Lakes to the Gulf.

The bridge, which replaces an old-time ford whose usefulness to tourists depended upon the stage of the river, was built at a cost of approximately \$40,000, half of which was borne by the county, and the remainder by the State and Federal governments.

No traffic had been permitted to use the bridge until 10:30 o'clock on the morning of the dedication, when the chains were thrown down by Noel Field, and a procession of school children and townsfolk, scattering flowers as they went, marched across the structure to the speakers' platform on the north bank of the river.

Former Senator Wm. Clark acted as master of ceremonies, introducing Senator Paul Grabiell, who represented Commissioner Herbert R. Wilson, accepting the bridge for the highway department. Representative Reece A. Caudle accepted the bridge for the State, and County Judge A. B. Arbaugh delivered the dedicatory address.

After an old-fashioned basket dinner on the courthouse grounds the program was continued with addresses by Wilson W. Moore, Judge Ira Griffin, Senator Peter



Judge Arbaugh Dedicates Bridge.

A. Deisch, Senator Ben E. McFerrin, B. A. Spradlin and the Rev. E. W. Faulkner.

The new bridge will be a factor in increasing the tourist travel to the Diamond Cave, as well as throughout this section of the Ozarks, inasmuch as the Jasper ford was always a much-dreaded uncertainty in wet weather.

Pecan Trees Along the Highways

By Richard M. Mann, Pulaski Circuit Judge.

WHILE the State Highway Department is constructing such excellent highways throughout the state, some thought and attention should be given to permanently beautifying these highways and making them comfortable for the summer tourist. Apparently it will not be many years until permanent avenues of travel will be open throughout the state, available for tourists and others using these thoroughfares. Many of these roads pass through cultivated territories with the consequent summer heat. Obviously shade is needed. There are no better or more beautiful shade trees than pecans. Either the state through the highway department, or the individual land owners adjacent to the pikes should set out pecan trees along these pikes to furnish shade to the tourist and profit to the land owners. Many states have adopted this plan already, and before it is too late, Arkansas with its advancing road system should adopt this plan and make the highways avenues of pecan trees.

Any persons interested in the appearance of such avenues should notice the beauty and profit of the trees set out some years ago by Mr. J. R. Alexander along the pike below Scott, Arkansas, and by Mr. Charles Alexander on the pike between Little Rock and Lonoke, Arkansas.

It will be but a few years before these trees which have been set out on these plantations and along the pike, will furnish comfortable shade to the travelers and profit to the owners. The trees on the plantation of Mr. J. R. Alexander are already bearing. If one will drive out these pikes and view these trees he can picture the beautiful appearance and comfortable drive which will be afforded by these trees in a few years.

Sufficient pecan trees have been heretofore set out in this state to demonstrate the fact that there are but few soils in the state which are not suited to pecans. In fact, the pecan tree most readily adapts itself to soil conditions. Of course, it is necessary to give these trees the proper care for the first two or three years at least. This includes cultivation or moisture holding mulch and fertilization in order to get a satisfactory and rapid growth.

Many of the present trees of bearing age have been a disappointment to the owners. This is due to the fact that when they were transplanted investigation had not determined the varieties suited to this climate and conditions or the trees were obtained from a locality of a long growing season which would require probably 210 days from bloom to nut, when the maturing season of this state is probably 180 days. Some trees were purchased from arid or dry territory and consequently did not thrive or bear well in this locality where the rainfall is greater.

At that time, it was not known that some varieties of pecan trees are self-sterile, consequently would not bear nuts in any quantity. There are varieties which have been tested in this state and found suited. Trees

should be planted with mixed varieties for pollenization purposes in order to assure a profitable crop of nuts.

Of course, if trees are set out on unenclosed ground it is necessary to protect them from range stock. For the benefit of the highway department, I might digress to say that the public stock ranges of the state have been a detriment to the individual owners as well as to the public at large. Range stock will not develop to any advantage and the owner relying on this stock does not feed or care for any others and is disappointed in the result. This is the chief reason for the opposition to tick eradication. The farmers dislike to take the time to gather their stock from the range and take them to the dipping vats. In many localities along the highways which have been constructed in this state where Bermuda grass has been started on the shoulders of the road, the range hogs are up-rooting and destroying it. The highway department should urge the general assembly of the state to provide a universal stock law, especially along the territory adjacent to the highways of the state.

I do not know of any improvement that could be added to the highways of this state which would be of greater value than the making of these highways avenues of pecan trees. In my opinion this matter is worthy of the serious consideration of the state authorities and the individual land owners.

OLDEST TAX.

The idea of a highway tax is "old stuff." Back in 1661, during the time of King Charles II, in England, there were 400 hacks that were licensed for operation in London, Westminster and a vicinity of six miles. The money was used to pave the streets.—*New Hampshire Highways.*

Good roads, canals and navigable rivers by diminishing the expense of carriage, put the remote parts of a country nearly on a level with those in the neighborhood of a town; they are, upon that account, the greatest of all improvements.—*Adam Smith.*

Are You a Contractor?

Here is the place to get your supplies
—Wheelbarrows, Scrapers, Plows, Singletrees, Hoisting Engines, Pumps, Air Compressors, Concrete Mixers, Shovels, Spades, Picks, Structural and Concrete Steel, Bar Cutters and Benders, Hose, Ripe, Roofing and Tools of all kinds.

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High Speed Highways of the Future

A Study of the California Idea.

ROADS on which there will be a penalty for low, rather than for high, speed—broad, smooth highways on which the traffic will move at approximately 50 miles an hour—are promised for the traffic-strangled sections of the country, according to the *Literary Digest*, quoting from an article in another publication covering ideas being worked out by a California organization.

Tomorrow's needs, according to the plan proposed and already begun by the California State Automobile Association, will be heavily paved highways, with curves and steep grades eliminated, with no cross-roads, no local traffic, no left turns and no slow drivers permitted. This type of road has already been tested abroad, notably in certain parts of Italy, and between Berlin and the ex-royal suburb of Potsdam. Something of the sort is particularly needed in California where the ratio of automobiles has now risen until there is one car for every 3.6 inhabitants. The project for the new kind of express road, announces H. H. Dunn in *Motor* (New York), has the support of automotive engineers throughout the State and nation, and California is "starting the ball rolling," with the hope that the idea will find widespread adoption. In general, continues Mr. Dunn:

The plan is to obtain a straight—or as nearly straight as possible—right-of-way between cities. This right-of-way is to be 100 feet wide over all. The outside 20 feet on each side will be occupied by a local paved highway, each one of which will carry one line of local traffic. The central 30 feet of the right-of-way will be filled by the high-speed, trunk-line motor-way, with two lines of traffic, one each way.

The 15 feet on each side of this motorway, between it and the local highway, will be occupied at distances of 10 to 15 miles, with sidings, through which connection between the main high-speed motorway and the highways for local traffic is maintained. Between these sidings, this 15-foot space will be occupied by parkways, where possible, otherwise by the bare ground; possibly planted with trees.

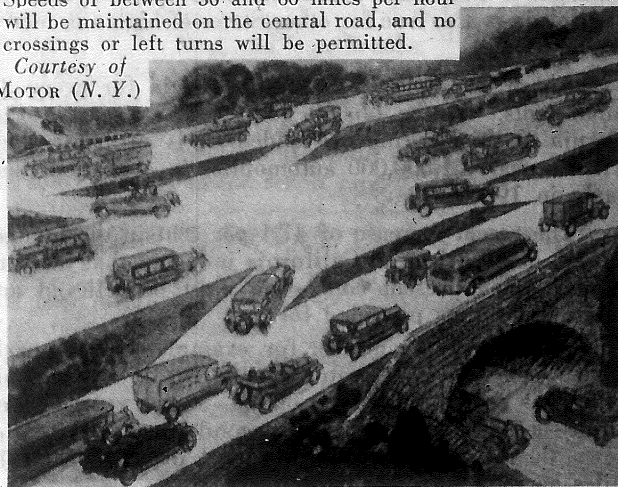
Speeds on this through highway will be virtually unlimited, though the first plan is to hold such speeds within 50 miles an hour, with a minimum speed limit, rigidly enforced, of 30 or 35 miles an hour. The object is to keep through traffic moving, to give fairway for motor-trucks and stages, and to eliminate local traffic entirely from the through motorway. One of the principal hindrances to through automobile traffic today is the interference of local traffic between the small towns.

Crossings will be eliminated entirely, by the passing of the motorway either over or under all other highways, railroad tracks, and so on.

Stops in the cities will be enclosed areas similar to railroad stations, and there will be motor bus passenger stations, and motor truck freight stations.

THE MAIN SPEEDWAY AND "FEEDERS"
Speeds of between 50 and 60 miles per hour will be maintained on the central road, and no crossings or left turns will be permitted.

Courtesy of
MOTOR (N. Y.)



Low speeds will be required and enforced on motorists coming into this motorway from the parallel local highways, or leaving the motorway for such highways.

At cross-road intersections there will be inlets and exits to and from the local-traffic highways on either side, but none to or from the high-speed motorway.

The roughly outlined plan of construction calls for two feet of broken rock and gravel as the basis of this main motorway, with nine inches of concrete on the surface. The fencing suggested will be that known as "buffalo" or "bull" woven wire, high enough and strong enough to catch and at least check the impetus of a car which may, through broken steering gear or other reason, get off the highway.

The motor buses of California carried more than 29,000,000 passengers last year, according to Mr. Dunn, and their use is increasing so rapidly it is believed that only by some such method as this can they be taken out of local slower traffic and allowed such rights-of-way as will enable them to handle the increasing number of passengers. Also, he argues:

Motor truck operators are in need of better travel facilities, and they have come in behind the new plan with all the strength they can muster.

Highways of California and of other States show only about 10 per cent efficiency, according to a statement issued by the California State Automobile Association. This low efficiency is the result largely of traffic congestion and the resulting slow speeds on main highways.

Clearance from any large city involves very slow driving until distances of ten to twenty-five miles outside the city limits are reached.

The same congestion maintains on many highways approaching these large cities, and segregation of long-distance traffic from the local stream is believed to be

the only solution, with the high-speed, trunk-line motorway offered as the first effort at solving the problem.

Although the contemplated plan uses California statistics as the basis for its figures, similar conditions throughout the country indicate that what is true for California is also true for other States of high automotive registration.

There is now one car in California for every 3.6 inhabitants. If the 66,000 guest cars present in California at this writing are added, it is probable there will be nearly 1,500,000 automobiles in operation there early in 1925.

The recent increase of 47.4 per cent in the number of cars being driven in California indicates that the time is here when present congestion must be relieved and future conditions provided for.

At San Francisco, for example, where nearly 700,000 persons are located on the tip of a peninsula which has only one highway outlet—a state road leading south—it is necessary to travel beyond San Jose, 50 miles down the peninsula, before a speed of more than 15 miles an hour can be reached with safety.

Traffic on this stretch of highway, nowhere more than 75 feet wide, is often filled with three and four lines of traffic, moving at 10 to 15 miles an hour, far into the night.

The Association report admits that funds for extensive construction of the high-speed ways which it proposes might not be forthcoming immediately, but that these highways could be built now to points 50 or 60 miles from large cities to relieve the purely local congestion. Los Angeles is cited as another example of a city where exits and entrances to and from the open country are sorely needed.

Objections have been put forth that the increased speed rate of automobiles would heighten the danger to motor vehicles. On the contrary it would lessen the danger, the association finds. Increase in accidents is not a result of fast driving but of the growth of traffic with inadequate facilities to handle that gain. Just as traffic officers now patrol the state highways for violators of the speed laws, they would patrol the speed highways for motorists who did not travel at least thirty miles an hour.

Handling high speeds in automotive vehicles and handling them safely would be the primary motive in construction of the new highways. Fences to keep people or cattle from wandering on the road would be built of wire or wood, six to ten feet high. No crossing of any sort would be permitted save at intervals of ten to fifteen miles where crossroads would be built under or over the speedway.

Entrances and exits, to and from the high-speed highway, constitute one of the major problems, according to the association. The fact that machines must get off and on the highway without forcing the cars that are continuing their journey to slow down their speed, makes it imperative that there be no left-hand turns whatsoever. According to the writer:

A solution of this is offered in the plan of a gradual widening of the highway, starting several hundred feet from one of these exits, to enable a car wishing to use the exit to gradually leave the main road without disturbing the other traffic.

At the exit itself, the motorway would be 50 feet or more wide, giving plenty of room. One-way traffic would be the rule at the exit, guards being posted to see that no one entered the highway there.

Entrances would be constructed very much the same way as the exits, by allowing machines to enter a strip built alongside the main high-speed road and merging into it after a run of several hundred yards. Motorists could drive along waiting for their opportunity to come on to the trunk line when no machines were passing.

The question of crossroads is taken up at length and the conclusion is that they must be built either under or over the main speedway, as railroad crossings are now built at busy points. Although this would entail considerable expense in certain parts of the country where the high-speed ways ran through suburban sections, the report states that it is essential to the whole project to keep the lines of traffic going at a maximum rate of speed.

Feasibility of the plan in a mountainous country is considered. Presence of steep grades under such conditions would seem to render such speeds impractical, in the opinion of the association. Certain sections of such country might be adaptable to these highways, but on the whole it would be better to utilize the plan on level and moderately hilly land.

General belief seems to exist in the United States that small towns are anxious to have state highway construction through their limits. The association's statements indicate that this is not true. Where towns and villages were once clamoring for the state to put roads through their confines, they are now protesting vigorously at plans to use their streets as part of the state highway system. The tremendous increase in traffic has brought them a heritage of constant noise, and too often death and injuries from accidents, instead of the augmented revenue they expected.

An illustration is given of a small town 30 miles south of San Francisco, where a village of 1,500 or 2,000 people caused the state to go out of its way two miles to put the main highway through the business part of that town. This was 10 years or more ago when traffic was only a fraction of what it is now. Last month a count was taken at this point and in one day 42,000 vehicles were counted from sun-up to sun-down. A survey of the merchants was made, a percentage of whom stated that this is largely through traffic, and means little or nothing to them as far as business is concerned.

This, according to the association, is one of the strongest arguments for the introduction of such high-speed motorways. The support of the small towns to the project would remove a big obstacle in successful completion of such a plan. The highways now passing through these towns would be left for local traffic.

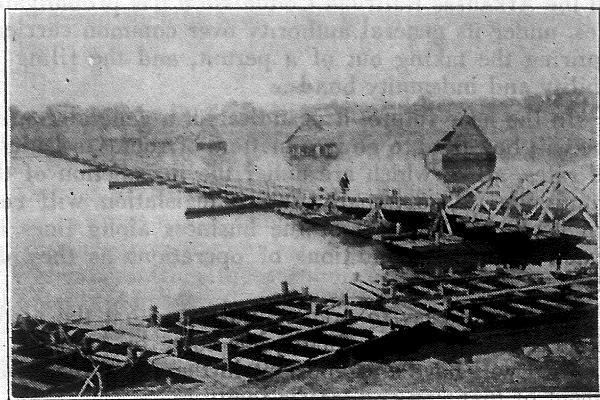
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Free Bridge at Dardanelle Proposed

Pontoon Structure Over Arkansas River May Be Replaced.

SENTIMENT as expressed at a mass meeting at Russellville on the afternoon of May 8 would appear to have crystallized in Pope and Yell counties behind a project for the erection at Dardanelle of a \$600,000 steel and concrete bridge over the Arkansas river, replacing the present pontoon bridge—longest of its kind in the world—as a connecting link in the sections of State Highway "B-14" lying north and south of the river.

Under the terms of a bill passed by the Forty-fifth General Assembly, a majority in number and value of the property owners in the proposed district must vote in the affirmative at a special election which will probably be held on June 8, before the bridge can be built. With virtually no opposition, however, it is regarded as certain that such a majority will be recorded, and the project, in which Herbert R. Wilson, State Highway



Old Pontoon Bridge.

commissioner, has pledged State and Federal co-operation to the greatest possible extent, immediately pushed. Under the present plan, Yell and Pope counties would pay \$150,000 each, while State and Federal aid would cover the remaining \$300,000.

Stores in Russellville and Dardanelle were closed for the afternoon of the mass meeting, which was held in the Community theater. Former Mayor R. L. Harkey of Russellville acted as chairman and the platform was occupied by prominent citizens and property owners of the two counties. Among those who spoke were L. B. McClure, Judge A. B. Priddy, J. A. Livingston, R. B. Wilson, Reece A. Caudle, Sen. Robert Bailey, H. A. Sullivan, Robert Smith, R. L. Jenkins, W. O. Henry, A. J. Matthews, W. H. Norwood, W. J. White, O. H. Wilson, R. F. Roys, Herbert Scott, George Upton, Dr. J. N. George and Senator Peter A. Deisch. Paul Grabiell of Little Rock spoke as the personal representative of Commissioner Wilson, pledging the hearty co-operation of the highway department. G. R. Turrentine of Arkansas Polytechnic College directed a number of songs and yells that added pep to the meeting.

Temporary commissioners of the district are J. F. Hogins, A. D. Shinn and Dr. R. L. Smith. Permanent commissioners who probably will be elected are L. B. McClure, W. G. Neal and Van Brooks.

The proposed bridge would have the effect of bringing Northwest Arkansas and all Northern tourists using the Jefferson Highway south a great deal closer to Hot Springs than formerly, and would thus tend to increase the tourist travel to the resort city.

DAMASCUS HIGHWAY BEING FINISHED.

Delays extending over a period of two years have at last been overcome and the Conway-Damascus road, an important unit in State Highway "A-3," is under way and will be completed during the summer, according to recent announcement of Herbert R. Wilson, State highway commissioner. This is a seven-mile stretch of hard-surfacing that has been contemplated for several years from the Fish Trap bridge over Cadron creek to the Van Buren county line at Damascus, but which got caught in the "jam" when Federal aid was withdrawn from the State in 1923.

Resumption of activity has been made possible under the Harrelson law, and through the co-operation of Commissioner Wilson with the commissioners of the district.

The New Highway Law

IS GIVING US

GOOD ROADS



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Little Rock, Ark.

"The Modern Arkansaw Traveler" and His History

No Longer Does the Traveler Wait "Till the Weather Stiffens Down."

THE old "Arkansaw Traveler," as related by Mr. Herndon in the April issue of *Arkansas Highways*, was informed that his query about road directions was witless, inasmuch as he "wouldn't get out'n these diggin's for six weeks" or until "the weather stiffens down sum." Meanwhile he could stay and share the squatter's hospitality and pay his way with the fiddle.

The modern "Arkansaw Traveler" waits not upon the weather, as our front page cover this month shows. A typical outfit, on a typical cross-state highway, the music of these giant motors is vastly different from the music which the earlier traveler knew and enjoyed. Surely the historical contrast must make the thoughtful observer of our state's progress again exclaim in wonder, "What hath God wrought?"

Coming with the advent of the new hard-surfaced highways, the motor bus business has rapidly developed to a point where it is a factor of major importance in Arkansas travel and trade. Already there are hundreds of buses traveling Arkansas highways, and connecting virtually every important center with frequent schedules. Most of these, as yet, belong to individuals, there not being, at present, more than 12 large companies operat-

ing in the state, according to figures available in the files of the Arkansas Railroad Commission.

Two of these companies operate out of Little Rock, connecting the Capital City with Hot Springs, Pine Bluff, Conway, Morrilton and Russellville. Another company, with Stuttgart as its central point, connects that city with Little Rock, Camden, El Dorado, Smackover, Louann, Norfleet and Gillett. With Memphis as its operating point, another company, doing business in three states, Tennessee, Mississippi and Arkansas, connects most of the important cities of Eastern Arkansas with a fast and regular schedule. Another company operates out of Helena. A newly organized company is putting on a regular line between El Dorado and Little Rock.

Although the business is yet in its infancy, it has become evident that state regulation will become necessary, both for the protection of operators and the public, and the Arkansas Railroad Commission has promulgated rules, under its general authority over common carriers, requiring the taking out of a permit, and the filing of liability and indemnity bonds.

In the near future, it is indicated, a general conference will be called to go into matters of routes, schedules and rates, all of which are under the jurisdiction of the commission. Undoubtedly future legislation will concern itself with control of the business along lines indicated by actual conditions of operations as they develop.

It is quite easy to predict, however, that the motor bus as a transportation factor, has come to Arkansas to stay, and will have an important influence on the development of highway and traffic facilities.

"SUICIDE."

"The pedestrian never has the last word in an argument with a motorist about the rights of the road," says a writer. No, it is generally the coroner.—*London Opinion.*

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Plant: Benton, Ark.

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Our capacity for washed ballast, washed concrete gravel or washed sand is from 60 to 70 cars per 12-hour shift.

Our service to road districts, railroad projects and large construction jobs is of proven dependability.

Call us over Telephone 4-3788 or Long Distance 133, Little Rock, or Benton 93, for quick action.

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Legislative Committee Making Exhaustive Study

Advisory Body Gathers Data Bearing on State's Road Finances.

Following its organization last month, the legislative committee named under the DuLaney resolution adopted by the Forty-fifth General Assembly has entered into a careful study of questions of road finance as they have been solved in other states and as the solution may bear upon Arkansas' present problems. Upon the study now being made will be based the report which the committee will make to the governor and the legislature, as contemplated in the DuLaney resolution.

Roy L. Thompson of Little Rock, a close friend of Governor Terral, and one of the governor's appointees on the committee, was elected chairman of the committee at its first meeting. The governor, at this meeting, announced that he was opposed to special sessions of the legislature, and thought at least two years would be needed by the committee to complete its findings. He indicated that he would in no event call an extraordinary session, as requested by Eastern Arkansas leaders.

Strong feeling on this question, both pro and con, was expressed by committee members, but the committee steered a middle course, and adopted a line of procedure under which it will continue its work, and amass road information for such use as may subsequently develop.

Senator M. B. Norfleet, Sr., of Forrest City, was elected secretary, and former Senator Peter A. Deisch of Helena assistant secretary of the committee, with R. C. Limerick, State Highway Engineer, and Van B. Sims, State Comptroller, as advisory officials. Guy A. Freeling, former secretary of the State Highway Commission, was retained in the preparation of figures covering present condition of Arkansas road improvement districts.

A meeting of the entire committee is scheduled for some time early in June, perhaps June 10, in Little Rock, according to announcement of members. At that time, progress already made will be reported, and further plans developed.

THE ROADS AND THE TAXPAYERS.

During its recent session, the Arkansas Legislature refused to enact a law relieving the taxpayers in special road districts from the burden of taxation for road building. Members from those counties that have been too backward or too penurious to build roads, claimed that it was not right for their counties to help pay for the roads already built in the more progressive counties. These gentlemen are either too dense or too selfish to see that under the proposed Raney-Williamson bill those who use the roads pay for them and not the farmers owning land along the right-of-way of the roads. The gentlemen from northwest Arkansas all seem well pleased to come over into eastern Arkansas and use the roads that have been built here, when they make a trip outside of the state anywhere East, and autoists from counties where road building has not progressed very far, daily drive over the roads from Fort Smith to Memphis, and even if they desire to go to St. Louis, detour several hundred miles in order to travel over the improved roads in Pulaski, Lonoke, Prairie, Monroe, St. Francis, Crittenden and Mississippi counties. These roads never would have been built had the people in these counties taken the same position as representatives from the counties where a good road is a curiosity.

The thing for the people of the state to do two years from now is to elect men of broad and progressive views to the legislature—men who can see the advantage of having good roads everywhere in Arkansas, and who are not so selfish as to want other people to build roads for them to travel over without paying a cent toward their construction and upkeep. The plan requiring the land owners along the route of a road to build them and then let the general public wear them out is all wrong, and

will be corrected at some time in the future. The Harrelson law is the first step toward a system that will require those who use the roads to pay for them and keep them in repair. This can only be done by having the whole state in one road district, controlled by one central office or commission. Then we can have improved roads in every county and no one will feel the burden of taxation. It is hoped and believed that this plan will be adopted at the next session of the legislature.—*Brinkley Citizen.*

YOU TELL'ER.

"I want to know," said the irate matron, "how much money my husband drew out of the bank last week."

"I can't give you that information, ma'am," answered the man in the cage.

"You're the paying teller, aren't you?"

"Yes, but I'm not the telling payer."

—*Georgia Highways.*

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Several Road Contracts Awarded

Interesting Bidding Is Recorded on Federal Aid Projects.

Competition among road contractors for Arkansas Federal Aid work has been keen during the past several months as evidenced by the bidding at all recent lettings.

Among the recent awards, with figures submitted by bidders, were the following:

J. A. Mingea, Sheridan, awarded contract for gravel surfacing approximately 2.57 miles road on Leola-Poyen road, Road Improvement District No. 4, Grant county, Federal Aid Project No. 172-A, at \$4,220.67; other bidders: A. C. Kennedy, Sheridan, \$4,269.50; R. O. Gwin, Sheridan, \$4,597.31; C. A. Talbert, Saline, \$4,745.67; J. P. McNulty, Pine Bluff, \$4,835.07; Smith & Russell, Fordyce, \$5,000.05.

Clay Gregory, Little Rock, low bidder on approximately 11.08 miles gravel road on Trumann road, Road Improvement District No. 5, Poinsett county, Federal Aid Project No. 180-B, at \$45,870.76; other bidders: W. A. Morrison, Memphis, Tenn., \$46,605.95; S. K. Jones Construction Co., Memphis Tenn., \$47,029.63; contract not yet awarded.

J. A. Perdue & Co., Pine Bluff, awarded contract for approximately 9.37 miles gravel road on Marianna West road in Lee county, Federal Aid Project No. 190-B, at \$55,149.50; other bidders: W. D. Banker Construction Co., Memphis, Tenn., \$58,314.55; W. H. Denison, Cushman, \$59,536.60; C. L. Hager & Co., Walnut Ridge,

\$59,892.06; S. K. Jones Construction Co., Memphis, Tenn., \$60,009.96.

Tarrant & Miles, El Dorado, awarded contract for approximately 8.93 miles gravel road on El Dorado-Junction City road, Union county, Federal Aid Project No. 221-A, at \$56,727.31; other bidders: N. M. George Contracting Co., Shreveport, \$61,032.13; F. D. Harvey & Co., Memphis, Tenn., \$66,073.76; W. H. Denison, Cushman, \$66,119.50.

S. K. Jones Construction Co., Memphis, Tenn., awarded contract for approximately 5.05 miles gravel road on Marianna South road in Lee county, Federal Aid Project No. 192-B, at \$36,745.46; other bidders: J. L. McWilliams & Co., Memphis, Tenn., \$39,043.99; W. D. Banker Construction Co., Memphis, Tenn., \$39,204.46; J. A. Perdue & Co., Pine Bluff, \$39,234.17.

Henry Bros., Russellville, awarded contract for crushed stone on road of Road Improvement District No. 2, Johnson county, Federal Aid Project No. 26, at \$5,100; approximately 7,472 cubic yards.

STUDYING BOND QUESTIONS

Gravette News-Herald.

The special commission which is studying the road situation in Arkansas will meet next Monday and data will soon be presented which is intended to influence Governor Terral to call a special session of the legislature. The whole trend of matters seems to be supported by the idea, or determination, that Arkansas people are demanding the state bond issue to lift the highway bonds off the backs of farmers. Let us hope that this special commission proves to be more than an expense incurring fizzle.

While it seems a shame that the legislature can't pass needed legislation when in regular session, making it necessary to incur more expense in the special sessions, it is hoped that Arkansas people may get value received from the cost of a special session if one be called. Terral promised relief, but his method was not approved of. The credit of Arkansas, as well as the contentment of its rural citizenship is at stake as long as the present bond burden continues, Harrelson law to the contrary notwithstanding. The *Lamar Leader* states the case clearly as to a special session: "This should be done by all means. Thousands of farmers have lost their homes, and thousands more are oppressed on account of the road tax." You Can't Dodge the Issue.

Respect the automobile, the men that make them, perfect and cheap. And if you have no automobile, go and get one. To be WITHOUT it is extravagance.—
Arthur Brisbane.

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Representatives

Good Roads and the Traveling Salesman

Traveler and His Flivver Profit from Improved Road Conditions.

In the "good old days" traveling salesmen were supposed to sit around the stove in the rear end of the rural general store and swap yarns until the local came along to take them to their next stop.

Good roads in Arkansas have stopped all that, for as soon as he has booked his orders, the modern salesman has cranked his "lizzie" and is off for the next town, which may or may not be located on the railroad. Big wholesale and jobbing houses in Little Rock and elsewhere have found that when the element of time is considered, as it must be in any modern business, it is cheaper to send salesmen out by automobiles than by the train.

Improved road conditions and more dependable automobiles are found to have reduced the average running cost of the light automobile from 10 cents a mile in 1921 to six cents in 1924. This is not a guess, but is the result of careful figuring of the average costs of 2,000 business houses as compiled by an accounting and efficiency expert. These figures show that among those who have been especially benefited by the good roads program in Arkansas are the jobbing houses and their salesmen, who save time, and cover more territory at less cost than before "roads that go somewhere" were begun in the state.

In view of these facts, it is quite fitting to find that the travelers of Arkansas from the very first have been among the most active and valued factors in the state's roads program, both in the creation of sentiment, and in the actual backing of good roads projects, such as the celebrated Winslow highway in North Arkansas, a notable instance of hearty co-operation with the highway department.

AN INVITING VISTA.



This glimpse was snapped on State Highway "A-4," the Fort Smith-Texarkana highway, near Jenny Lind. The surface is of burned shale, a by-product of the coal mines, which has been used with success in Western Arkansas by the highway department.

While in Little Rock one day last week we made a short visit to the State House. While there we had the honor of meeting State Treasurer Sloan and Auditor J. Carroll Cone, both of whom readily impressed us as being of the highest order of Arkansas gentlemen, and quite worthy and capable to hold the honored positions the people have chosen them for. We also called upon our long-time friend, Jim B. Higgins, who already ranks among the most efficient men that ever held the office of Secretary of State. Then we dropped in to see the greatest Good Roads builder—not only in Arkansas but—in all the South, Herbert R. Wilson. Road Commissioners in other states do lots of talking, while Herbert R. Wilson is building roads—good roads—all over Arkansas.—*Okolona Messenger.*

The road from Cotter to Henderson is a lesson in highway building that can be profitably studied by every road district in the state. It demonstrates between honest and dishonest methods. The first six miles cost this county and state something like \$170,000. The balance of the road, about 16 or 18 miles, has cost not to exceed one-fourth that sum and is as good, or even a better, highway, and will be less expensive to keep up.—*Cotter Record.*

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Sand and Gravel pumps	American Wire Rope
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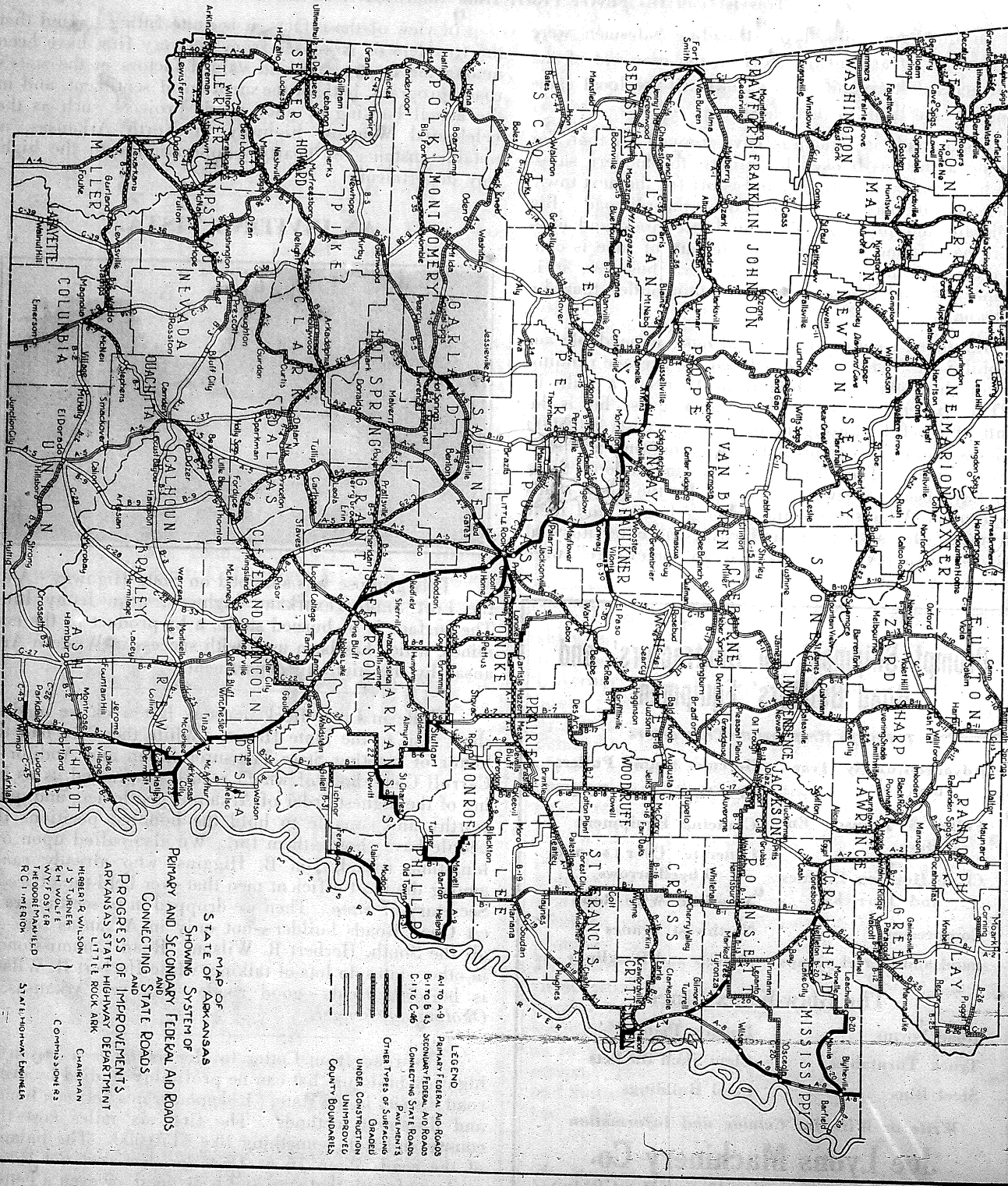
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We welcome you to this National Health and Pleasure resort and trust that we may add your name to the list of many thousand of our friends who visit us each succeeding year.

There is no water quite so wonderful in its curative power as the hot water of Hot Springs, Arkansas.

The United States Government recognized the fact when it secured the ownership and control of the springs and selected this resort, of all others in the country for the location of the famous Army and Navy Hospital.

Hot Springs, Arkansas, is blessed with many eminent physicians of national renown. The hot water baths, taken under the supervision of a physician, have worked magic cures to hundreds of thousands of health seekers from all parts of the world.

Best Results are Obtained from the Baths Under a Physician's Instruction

Every local citizen of Hot Springs, Arkansas, will extend every courtesy and kindness to you while here, and they join in the wish that you leave here with pleasant recollections and resolve to speak a good word for our resort to your friends at home.

(Courtesy Hot Springs Chamber of Commerce)

THE DIFFERENCE.

Oklahoma Highways.

There is a marked difference between a Fault Finder and a man who offers constructive criticism.

The Fault Finder is the indiscriminate and irresponsible talker who really gets more joy out of finding things wrong than it would be possible for him to experience if he found them right. He has no practical remedy for the wrongs of which he complains, his criticisms are invariably founded upon mis-information, and he utters them with a total disregard for the irreparable damage his words and thoughtless carpings may do to the characters of the men or set of men he complains of.

Men of this character form the major liability that our republican form of government has to carry.

Of an entirely different class is the man who has some constructive criticism to offer. He knows what he wants and he has what he believes to be a remedy for the wrongs of which he complains. One of his first steps is to honestly seek correct information, and his next step is to place his complaints fairly before the man responsible for the wrong. What he really desires is the correction of the wrong and not the satisfaction of making the complaint.

This man gets far more pleasure out of commending than he does out of condemning, and by his methods he builds instead of assassinating characters.

He is an asset instead of a liability to his commu-

nity as well as his government, and were it not for the preponderating number of his class in America the nation would not be safe.

Building and maintaining a system of state highways is a Herculean task, it never has been done and never will be done by any man or set of men without some mistakes. The man who really wants to see the job done with as few mistakes as it is humanly possible to avoid, will be free to offer to the State Highway Commission constructive criticism, and the Commission courts criticism of this character.

Taxes in Oklahoma can be reduced twenty-five per cent and public service improved twenty-five per cent if the men and women of this state will cultivate the habit of speaking the truth to and of their county, state and city officials.

ROADS TO LAST.

Hordes of autos now remind us
We should build our roads to stay,
And, departing, leave behind us
Highways that don't wash away.

When our children pay the mortgage
Father made to haul their loads,
They'll not have to ask the question,
"Here's the bonds, but where's the roads?"

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HIGH SPEED HIGHWAYS OF THE FUTURE

(Concluded from Page Eight.)

An interesting parallel is drawn between the present system of highway travel throughout the country and the proposed trunk lines by comparing them to a through train and one which has to stop every mile or so at different crossroads. Through service on the highways appears to be approaching just as through service systems superseded the old system on the railroads.

State ownership of the land on which the high speedways are to be built is advocated. These highways and the land on which they are built should be safeguarded under future legislation so they may perform their function of serving the greatest number of people in the most efficient manner.

The question of where such proposed highways throughout the United States should be constructed indicates one from Philadelphia to New York, from Chicago to Detroit and from Los Angeles to San Francisco. To start such enterprises, the roads would be built out from each terminal city for a distance of 50 miles or more, and eventually extended until they met.

Looking further to the future, national supervision and construction of high-speed ways is contemplated as both desirable and necessary. A vision is given of a great system of these roads stretching from one end of the country to the other. With the rapid strides taken in transcontinental travel, and the constant increase in efficiency of motor cars, the day of long-distance travel by automobile on high-speed highways is coming closer each year.

GOOD ROADS THROWN IN.

Occasionally we hear someone groaning and making dismal sounds over the fact that much money is spent in road building. But to our notion good roads are an investment. They pay big dividends. The building of roads gives employment to many thousands of hands who in turn spend it with the storekeeper, and thus it keeps rolling on, doing a little here and a little there, swelling the grand total to a mighty big figure—and we get the good roads besides.—*Colorado Highways.*

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—not an expense*

How the Motor Industry Sets the Pace for Highway Building

The "horseless carriage" of yesterday is now being produced as the modern automobile at the rate of 4,000,000 a year. The total number of motor vehicles registered in the United States is considerably over 17,000,000.

And automobiles built today are more than ever capable of economically serving both business and recreation needs.

But there is an obstacle standing in the way of their maximum service to owners.

For while the automobile industry made paved highways an economic necessity, the mileage of such roads is today years behind the requirements of modern traffic.

Happily motorists everywhere are boosting for more and wider paved highways.

And extensive experience has taught them that Concrete Highways are one of the best all-around investments they can make—an investment that pays big dividends.

As one of our millions of motorists you know better than anyone else the need for more and wider Concrete Roads. Start now to help your local officials provide them.

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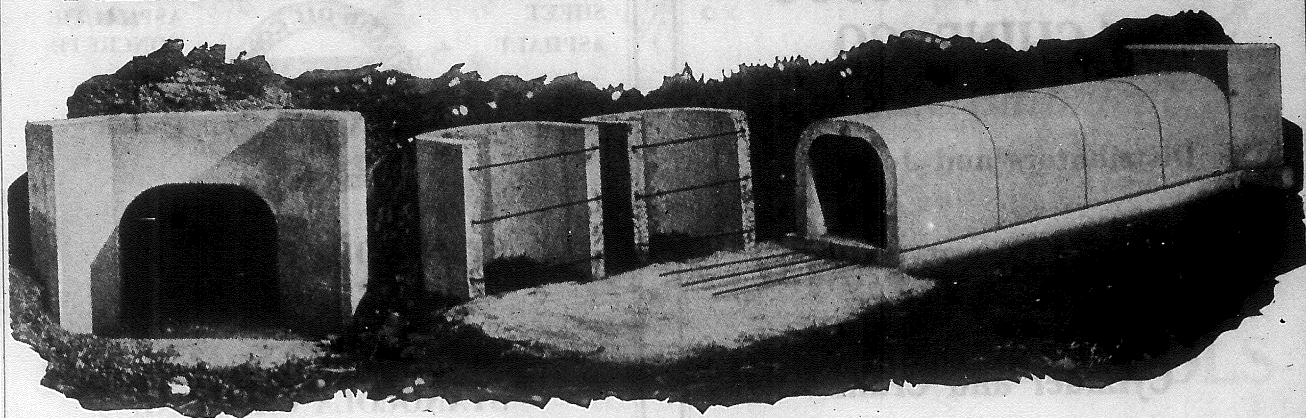
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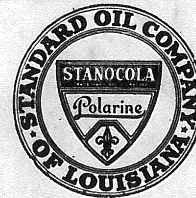
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