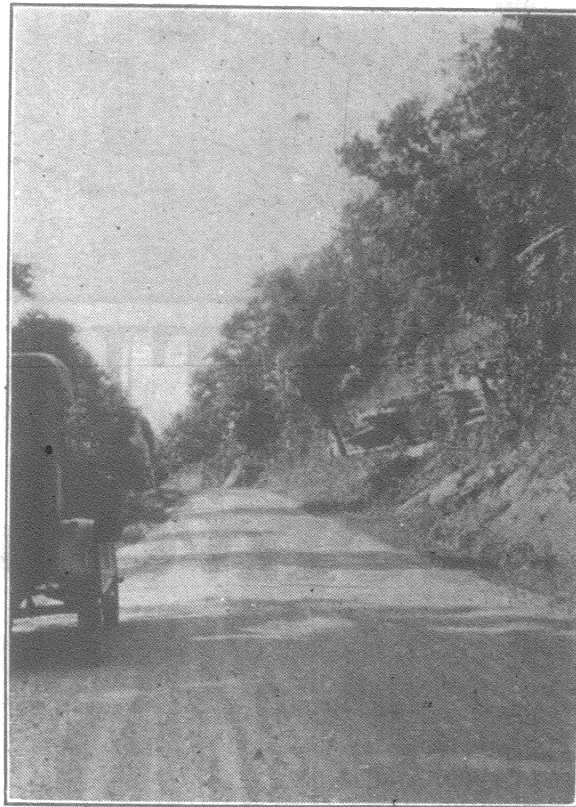
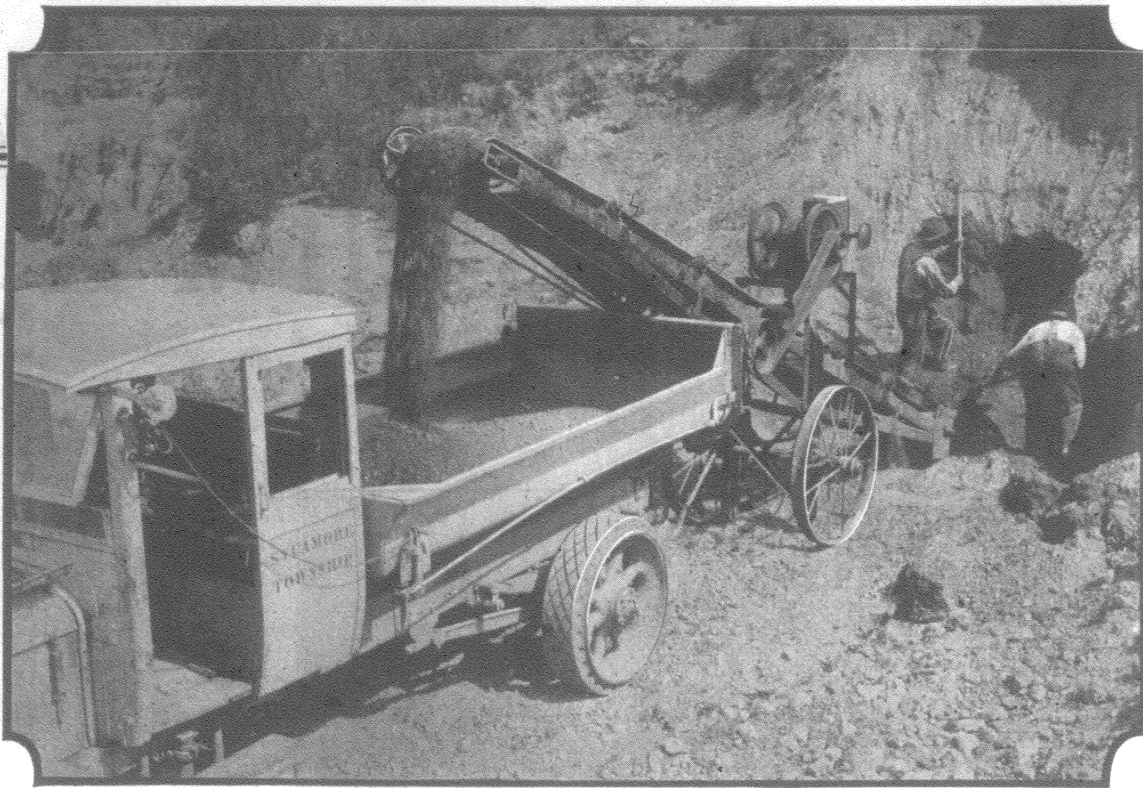


ARKANSAS HIGHWAYS



Bella Vista Drive

NOVEMBER
VOL. 2 1925 NO. 11



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ARKANSAS HIGHWAYS



Official Monthly Bulletin of the State Highway Commission

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

VOL. II.

NOVEMBER, 1925

NO. 11

Drive is Under Way Against Federal Road Aid

Eastern States Conducting Strong Propaganda for Discontinuance.

GETTING its principal inspiration in New York City, apparently, there are unmistakable signs of a strong movement in the East having as its object the discontinuance of Federal aid for highways.

Ordinarily there would be little danger of committing the Congress to such a backward step, but in view of the fact that the proponents of the movement are traveling under cover of a tax reduction program attractive to automobile dealers everywhere, there is real cause for alarm.

America, and the several States, have suffered so much from increasing taxes in recent years that the cry of tax reduction lends itself all too easily to the demagog, willing to mislead the thoughtless for his own private and personal advancement.

In the present instance, the propagandists in the East have started their drive with a cry for the repeal of the Federal sales tax on automobiles, and many figures have been quoted showing how it would affect the cost of motor cars to the individual buyer.

That naturally looks attractive at first glance. Everyone would like to see cheaper cars. But what about this means of getting cheaper cars? Federal road aid, which has been chiefly responsible for the awakening of America in road matters, and the great national drive for a permanent road system, has been largely financed through the automobile sales tax. Not entirely, it is true, but to a large extent. Are we to take such a chance

of scuttling the Federal aid ship? It seems very unwise just at this time.

There would be less ground for suspicion of this tax reduction drive if it had not originated in the same place and at the same time as the drive for the discontinuance of Federal aid. But both movements have gotten their inspiration in the North and East.

It is also significant that it is the section of the country east of the Mississippi river, and north of the Mason and Dixon line, in which the largest amount of automobile sales tax is collected and in which the road-building program is most nearly complete.

This section has gotten its roads under the Federal aid system. Is it possible that it is willing to see the rest of the country, South and West, "go hang" so far as roads are concerned, just to be relieved of a tax that in future would benefit the more remote sections? We hope not, and yet all the logic of the present drive points that way.

Forewarned is fore-armed. It will behoove the people of Arkansas, and of all sections of the South and West, to be on the alert and to see to it that nothing is done by our representatives and senators, wittingly or unwittingly, that will contribute to the curtailment or discontinuance of the policy of Federal aid of permanent highway construction, a policy that has done more to promote progress and increase our national wealth during the past decade than any other national activity in our history.

Keeping Arkansas Road Money at Home

Mountain Home Bulletin.

ONE of the best things about the State highway department is that it is employing local labor entirely. Every man on the job from the county supervisor to the pick and shovel man is a home man, living in the community in which the road is being constructed or maintained. In this much the community is benefited, for home men generally spend their money where they live.

When one dwells on the subject he cannot help but be convinced that the plan under which Arkansas is now building roads is a wonderful plan. Really we are getting the roads for nothing in one sense of the word. What we pay out in gas and oil tax and auto license is returned to us in more miles to the gallon of gas, and less oil consumption. Besides this, the money spent in the construction and maintenance of roads is circulated among the people who paid it in tax and license. From two years' observation we want to say that the local men employed to build and maintain the state roads know something about building roads. In every section in the north part of the state, road work is in progress, and the writer travels over these roads every thirty days. We have had a chance to see how the work was being done and investigate the costs. We find that men working on every section have a pride in keeping their section in good shape and probably when the program gets a little further ahead, the State highway department will offer prizes for the best kept section, the same as the railroad companies do, with their section crews. To say the least this would inspire a lot of rivalry that would show on the roads.

When we look back over the distressing period of road building by special districts, and think of the huge sums expended from which we got but slight returns, and see what wonderful results we are getting now with small expenditures, the comparison is heart rending. The millions spent on a small mileage under the special road district plan would have built good roads all over the state, if expended the way the State highway department is now expending its money. The cost last year was only \$1,200 per mile, and we have roads that we can travel over as fast as one cares to drive. The money spent on road district number one in this county, which amounted in round figures to over \$200,000, would have improved practically every mile of county roads in the county at the present cost. How unnecessary the huge amounts that were expended. Every little district had to have an engineer. Now one State highway department engineer looks after several hundred miles of roads in many different counties. The grades and curvatures they are getting are as good as the others got, who received five per cent of the cost

of construction. Contractors got the jobs under the special district plan at fabulous prices. Home men are now building as good roads as they built. Giving us roads at honest values. North Arkansas is fast coming out of the ruts, and if we give the home men fair chances, we are going to have the best roads in the state up here in the mountain section.

HOT SPRINGS ROAD TAXES CUT.

Next year's taxes in the Little Rock-Hot Springs highway district, in Pulaski county, will be reduced 25 per cent, according to plans completed yesterday for a re-assessment. The reduction was made possible through contributions from the state, under the Harrelson law.

Last year the district reduced its taxes 33 per cent, but the larger reduction was possible because the Harrelson fund money received the year before was allotted too late to make the changes on the assessment books.

In Saline county the taxes in the district will be reduced 50 per cent. The larger reduction in that county was made possible by the relatively larger allotment of Harrelson law funds back to Saline county.

—Arkansas Democrat.

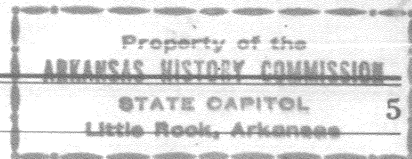
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Recent Changes in Highway Accounting System

By Albert Sims, Auditor, Arkansas Highway Department.

Mr. Sims, who gives in this article an interesting discussion of the practical workings of the new law governing the highway accounting system, recently was honored by election to the office of Grand Master of the I. O. O. F. of Arkansas by unanimous vote of the Batesville conclave.—EDITOR.

ACT No. 169 of the General Assembly of 1925 made it necessary to make a considerable change in the methods of accounting of the State highway department.

Under this law the district engineers are required to issue vouchers on the Auditor of State covering all labor payrolls in their several districts and all bills for materials, equipment and miscellaneous items must be approved by the State Highway Commission and paid by voucher on the Auditor of State. It has been necessary to revise many of the forms used in the work. In doing this an attempt has been made to simplify the system so that it can be easily understood by the office forces of the district engineers.

The new system has been working very successfully in most instances and the district offices seem to have less work and trouble in handling the new system than the old. The chief complaint comes from the State Auditor's office, where it is necessary to issue a warrant on each voucher issued by the district offices. These payroll vouchers come into the State Auditor's office by the thousands. It is the desire of the State Auditor that as few vouchers as possible be issued to one and the same person.

It is the intention of the accounting division to handle the work of accounting so that proper records may be made showing in detail expenditures from our two principal appropriations—Road Maintenance and Road Construction. The large number of bills incurred in the field makes it difficult to obtain all the information necessary to do this.

It is our aim to see that all Road Construction expenditures are paid out of the Road Construction Appropriation and that all Road Maintenance expenditures are paid out of the Road Maintenance Appropriation: That expenditures are charged to the Maintenance sections or projects on which they are incurred: That items for repairs of equipment and items necessary in its operation are charged to the State Equipment numbers on which they are incurred or used: That all items are properly classed under Materials, Equipment and Miscellaneous items.

We must rely on the district offices to designate the appropriation, whether construction or maintenance, likewise the maintenance section or project.



Albert Sims.

All items purchased for repairs of equipment, labor, cost of repairs and items used in its operation, should always have assigned some State equipment number. The reason for this is obvious. The repair and operating cost of any individual piece of equipment for a given period can be compared with that of other equipment of like character, the efficiency of the operator can be thus tested and it determined whether or not the repair and operating cost will justify continuation of its operation and use.

The essential things for the Accounting Division to know about any account are whether it is to be paid out of the Road Construction or Road Maintenance Appropriation. The Maintenance section or project number to which it is to be charged, the State equipment numbers (if any) on which it was incurred, and what amount of it is chargeable to materials, what amount to Equipment and what amount to miscellaneous items. This information must come from the district offices or from the county superintendents and foremen through the district offices.

In order to have a uniform system of securing this

information, it has been decided to use a purchase order form for all purchases made for the Department. This form has been prepared in duplicate, showing place and date of purchase, name of vendor and postoffice address, requesting him to deliver the articles named therein to the Arkansas highway department in care of the person named, and showing quantity, articles, price and amount, to be used for section or project number to be therein given, as well as State equipment number, and to be signed by an authorized agent of the district office. Noted on the original that invoice must be rendered in duplicate and the original purchase order attached thereto and mailed with other invoices at the end of the month to the district engineer's office of the district in which it was incurred. *Notation is made on the duplicate that it must be mailed to the district office on the day the purchase is made by the person making the purchase.*

The purchase order system will prevent duplication of payments as it will be necessary for the claimant to attach the original purchase order to his invoice before payment of his account can be made and this he can do but once.

The mailing of the duplicate purchase order to the district office will immediately advise of purchases made by authorized agents or foremen, and will make it possible for the district office to know of all outstanding bills. Some claimants have held their accounts for months before sending them in for payment.

The purchase order forms are numbered serially in books of fifty each and instructions as to how to use them are plainly printed on the back. The purchase order book will prevent unauthorized persons from making purchases for the highway department. The old report of purchase required of foremen will be discontinued, as the purchase order will take its place.

A letter of authorization will go to those who are authorized by the district offices to make purchases. Each person authorized will be charged with the number of forms delivered to them, so that in the event they leave the service of the department or their authority is withdrawn, an accounting of the unused purchase order blanks can be had.

It has been argued that the purchase order system is not practical because of the inability of some foremen to execute them and because of the carelessness of others, but it seems that in view of the necessity of buying a large amount of supplies in the field that the purchase order is the only remedy to get the information.

-By following the system outlined we will at all times be able to give to the fair-minded person a satisfactory explanation of any expenditure made.

Scientists are working to improve sleep. As we can easily sleep from 8 to 14 hours per day now, we don't intend to even read this item.—*Curdon Press.*

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OFFICE, NEWPORT, ARK.

"Before and After Taking"



If one picture is worth a thousand words, as Arthur Brisbane assures us, the above contrast ought to be worth at least two thousand, for it shows graphically the difference between the old and the new system in Lee county. The two kodak snapshots were taken from an identical spot on State Highway "B-19," about four miles west of Marianna, by A. W. Buford, district engineer of the State highway department. They show the condition of the road before and after the highway forces took it over under the authority of the Harrelson Act.

McGEHEE EAST AND WEST HIGHWAY STARTED.

Highway bonds of the McGehee East and West Highway, a 27-mile gravel project which was advertised by the State highway commission November 1, were sold recently by commissioners of the district for 104 and 3 per cent on daily balances, said to be the highest price ever paid for road bonds in southeast Arkansas. The purchaser was the Merchants and Planters bank of Pine Bluff.

Contracts for the construction of this important project, which between McGehee and Watson is a part of State Highway "B-1," will be let by the Highway Commission at its December meeting, and work will start soon thereafter, with completion scheduled for early summer of 1926.

Spur roads not on the highway system which will be built as a part of the project, run from McGehee to Yoncapin, and from McGehee to the Drew county line. The district was formed by vote of the people of McGehee and the territory traversed, which was virtually unanimous in favor of formation. This is said to have influenced the bidding which resulted in the maximum price for the bonds.

CRAIGHEAD COUNTY GETS BRIDGE.

Contract for the construction of a steel and timber bridge, 198 feet in length, across the Cache river on the Jonesboro-Egypt road in Craighead county, was awarded at the last meeting of the State highway commission, to J. W. Covington of Benton, Arkansas, for \$6,067.38. Work has already been started on the project.

Awarding of the contract was made possible through

an agreement under which the expense will be shared by Craighead county, Road Improvement District No. 2 of Craighead county, and the State highway department.

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A better built Motorized Patrol Grader. It meets the growing demand for a more highly finished maintenance grader. Has tight fitting machine cut gears, machined bearings with take-ups in the control connections, more accurate and easy adjustments and sturdy construction of oversize parts.

Has been tried and tested to the entire satisfaction of everyone—another demonstration of our claim—"If It's Russell Built It's Right."

Fordson tractor for power. Three speeds forward and a reverse. Large front wheels and long wheel base. Ball and socket in lifting links. Worm and gear fully enclosed. Length of blades 8, 10 and 12 ft. Weight 8050 pounds complete including tractor and scarifier. Canopy top if desired.

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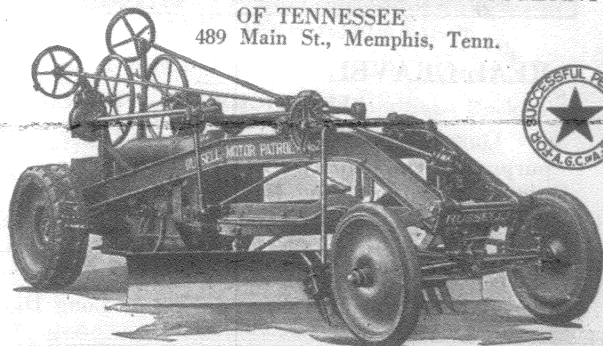
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ARKANSAS LEADS IN ROAD BUILDING

Russellville Courier-Democrat.

According to information collected by the Bureau of Public Roads of the Department of Agriculture, 1,316 miles of highways were surfaced in Arkansas during the year 1924. Illinois alone was ahead of Arkansas with 1,399 miles, and Missouri, North Carolina and Pennsylvania were the other states in the United States surfacing as much as 1,000 miles. This should be cause for pride to every citizen of the state, and this splendid record will no doubt be eclipsed in 1925.

The Department of Agriculture bulletin shows that there are 251,610 miles of highway in the road systems of the various states, of which about one-half were surfaced at the beginning of 1925, and that Arkansas ranked fifteenth among the states in total mileage of surfacing roads.

Highways are developers of the communities and towns through which they pass, and the good roads built in Arkansas the past few years and to be built during the next few years will do more than any one thing to bring about the awakening of Arkansas—the "Arkansas boom," if you please—which has been predicted lately by so many financiers and developers beyond the borders of our own state.

If you own property in Arkansas, farm or city; better hold onto it for a few years unless you have some real reason for selling and know you are getting a fair price for it.

USED CAR VALUES WOULD BE LOWERED IF FEDERAL TAX REPEALED

Sales or trade-in values of the 200,000 automobiles and trucks now owned in Arkansas would be reduced by from five to 15 per cent should the Federal sales tax on new motor cars be repealed at the next session of the Congress, it is pointed out in connection with discussion of the proposed repealer, for which a campaign is now under way in the North and East.

Prices of new cars are the basis for used car values, and with the five per cent tax on new cars removed, the value of cars now owned would depreciate by at least as much, and usually more than the difference. Those buying new cars for cash would of course save five per cent of the factory list price, but all who now own their cars would sustain a much heavier monetary loss.

All this, of course, is merely a side-issue, however, the real question being: "Is not the drive for repeal of the auto sales tax merely an entering wedge in the fight against Federal aid for highways?"

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FOR HIGHWAYS—FOR RAILROAD BALLAST—FOR CONCRETE CONSTRUCTION

Our road clay gravel, weighing 3,000 pounds per yard, is best by every test for road-building purposes. Our capacity is from 50 to 60 cars per day, as a result of our separate road gravel loading organization using Bucyrus "70-C" shovels and Baldwin 50-ton locomotives.

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.

Road Marking to Be Completed this Year

Slight Delay Has Been Due to Federal Route Numbers.

ORGANIZATION of the route-marking system planned by the State highway department for all State roads virtually is complete, and the actual placing of signs along every route and at every road intersection will be finished by the first of the year, barring further unforeseen causes of delay.

It had been hoped that the signs would be placed throughout the State early this fall, but unexpected developments incident to the plans of the Federal government to mark certain main highways throughout the country in a uniform style and with a uniform numbering made postponement necessary.

As a measure of co-operation with the Federal government, and to avoid confusion, numbers of Arkansas State highways are being changed to conform with the Federal numbers. This has necessitated a change in certain of the Arkansas signs. Incident to the change, the designations of "A," "B" and "C" roads will also be dropped, and State highways, regardless of their classification, will be designated only by number.

Route markers along the highways will show the number of the road, on a uniform sign bearing the out-

line of the State. These will make it virtually impossible for the tourist to lose his way, as long as he is anywhere on the State system. At intersections there will be markers showing directions and distances to the various cities on the route.

BLUE PRINT MACHINE SAVES MONEY.

Operation of the new blue print machine installed early this year in the drafting room of the highway department at Little Rock at a cost of \$1,600 already has paid for the machine in savings effected on the old commercial rate paid by the department, according to figures compiled by Herbert R. Wilson, State highway commissioner.

The machine prints, washes and dries in one operation under the direction of one man, N. J. Carter, formerly of Bradley county, and it turns out all the work needed by the department, which formerly averaged more than \$200 per month when done by commercial plants.

More than 15 draftsmen are at work constantly on drawings and tracings of plans for bridges and roads which are used in the making of the blue prints furnished to engineers and contractors throughout the State.

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Advisory Highway Committee Recommends Legislation

Governor Terral Studying Report Requesting Special Session.

Because of the controversial nature of much of the discussion now raging over questions of road finance and relief for bonded road districts, "Arkansas Highways" has found it necessary to put aside many of the most interesting articles published recently in the Arkansas press relating to road matters. As the official bulletin of the State highway commission it is not deemed proper to make it even incidentally the vehicle for propaganda serving either side of the controversy. For the information of readers, however, and in order that they may have the facts upon which to base their own opinions, we have asked former Senator Peter A. Diesch, one of the framers of the Harrelson Act, and now assistant secretary to the Advisory Highway Committee studying highway problems, to prepare a careful and accurate analysis of the provisions of the Loughborough bill. This analysis will be published in the December issue.—EDITOR.

FOLLOWING several months of exhaustive research of conditions of highway finance in Arkansas road districts, the Joint Legislative and Citizens' Advisory Highway Committee, appointed under authority of the last General Assembly, and headed by Roy L. Thompson of Little Rock, has made its report to Governor Tom J. Terral.

The report, which is now being studied by the governor, recommends that a special session of the legislature be called in January for the consideration of a proposed bill embodying what has been known as the Loughborough plan of bond relief.

The committee held its final session on Friday, No-

vember 6, at the State capitol, when a final draft of the proposed bill, submitted by J. F. Loughborough, was approved, and the resolution calling for a special session was adopted.

In its general plan, the bill seeks to give greater relief to heavily bonded districts than they now receive under the Harrelson Act, while equalizing the expenditure of funds for new construction so as to hasten the completion of the State highway system in the counties which are not bonded and in which little or no permanent construction work has been done.

The measure takes note of the fact, now universally conceded, that the attempt to provide the State with a highway system through the old district plan has left a heavy burden of debt on the farm lands of certain of the counties, and its framers have sought to bring about a readjustment of that burden.

No intimation as to his probable action on the request for a called session of the legislature has come from Governor Terral's office, but some announcement is expected during the next few weeks, inasmuch as the committee's recommendation was for a session "not later than the second Monday in January."

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The New Highway Law

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209 Spring St.

Little Rock, Ark.

Key West's Remarkable Motor Highway

Arkansas Gazette.

IN an editorial article that told of some of the great development projects that have recently been completed, or are under way or proposed in Florida, mention was made of the little joke in which the chief of police of Key West indulged when he telegraphed the Kansas City chief of police to keep a lookout for the only two citizens of Key West who voted against the bond issue for the motor highway from that island city to the Florida mainland. This telegram added that these two citizens were supposed to have left the city at night and that they "could be recognized by their appearance."

This overseas motor highway will be one of the most remarkable public works in America. On a straight line Key West is 50 miles from the Florida mainland, but the motor boulevard will be 125 miles long. A year ago Monroe county voted \$300,000 to begin the work. Dade county, in which Miami is situated, and which adjoins Monroe on the east, appropriated \$100,000 for a connecting road. The Key West motor highway will be built over water 30 feet in depth and at times motorists will be almost out of sight of land. Its building is made practicable by the existence of a chain of keys. Key West has been connected with the next key, Stock Island, by a bridge and an asphalt road and a dredge is now building an embankment from Stock Island to Saddle Bunches, the next key in the chain. A boulevard has been built partly around Stock Island to connect with the municipal golf links, which were recently completed at a cost of \$260,000. From the Miami end work has been prosecuted in the direction of Key Largo, the first island from the mainland. Many miles of embankment have been thrown-up and there is now about 30 miles of good road across Key Largo.

Henry M. Flagler extended his railroad from the mainland to Key West by building across the keys and on stone and concrete viaducts. The motor highway will follow a longer route in order to reduce the stretches of

water that must be crossed. From the \$2,600,000 bond issue just voted two ferry boats will be provided to carry motor cars over the two longest stretches of water until these can be bridged. Out of the proceeds of the bond issue a marine boulevard will be built around the water front of Key West Island and \$100,000 will be used in connecting road work on the mainland.

The providing of a motor highway to connect Key West with the mainland, the building of municipal golf links at a cost of \$260,000 and the building of a marine boulevard around Key West Island show in most impressive way how the people of Florida are willing to spend money to make their state and its cities attractive to tourists and home seekers, who are coming to Florida in increasing numbers year by year.

The State highway department has let the contract for the bridge over the Cache river on the Jonesboro-Egypt highway. The price was \$6,067.38, the job going to J. W. Covington, of Benton.

This ends a long wrangle over this particular bridge. The county judge refused to pay for all the bridge so last winter a bill was passed by the legislature permitting the Road Improvement District to pay a portion of the cost. By agreement then the State highway department is helping and the cost now is to be divided into three parts, equally divided between the county, the state highway department and the road improvement district. The bridge will have creosoted piling and flooring, which will be graveled and coated with tarvia. This type of bridge, it is said, will last for thirty years.

—*Monette Sun-Times.*

"Has anyone seen Pete?"

"Pete who?"

"Petroleum."

"Kerosene him yesterday and he ain't benzine since."

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But have you ever stopped to figure how much of this is in the form of an incredibly high gasoline tax?

Let's see what happens when you leave the Concrete Highway and take to a gravel or a dirt road.

Conclusive tests have proved that a gallon of gasoline will carry you only two-thirds as far on a gravel road as on a Concrete Road. On a dirt road a gallon of gasoline will carry you only half as far as on Concrete.

With gasoline at twenty cents a gallon, you would thus pay a gasoline tax of 10 cents per gallon on the gravel road and 20 cents a gallon on the dirt road.

These are figures you can't get away from. You can prove them yourself.

And remember that every time you travel on either a dirt or a gravel road you also increase wear and tear on tires and run up your general repair bills.

Why continue to pay these high taxes and get nothing in return but the discomfort and inconvenience of unpaved roads and streets?

Let your local officials know you want an adequate system of Concrete Roads and Streets. They are just as willing to build them as you are anxious to get them.

But they must have your support.

PORTLAND CEMENT ASSOCIATION

Syndicate Trust Bldg.
ST. LOUIS, MO.

*A National Organization to Improve and
Extend the Uses of Concrete*

OFFICES IN 29 CITIES

CLAY COUNTY GETS STARTED.

News has just reached this office that the necessary funds have been pledged as required by the Arkansas state highway department, and that the State highway from Corning to the Missouri line will be graveled immediately. * * * It is estimated that the work will cost approximately \$50,000. The highway department agreed to do this work, conditioned that Clay county would raise \$13,000. Our Judge Simpson agreed to apportion \$11,000 from the county highway funds derived from the gasoline tax if the people of Corning and vicinity would raise \$2,000. This, we are informed, has been done. The people of Corning and vicinity should be grateful to the State highway department for the very generous proposition it made us. We feel that this will be only the beginning of a road program for Corning and the western district of Clay county. Corning needs relief from mud as much as some of the counties need relief from taxes.—*Clay County Courier.*

Mary had a little car,
Little car, little car,
Mary had a little car,
It's paint was nice and black.
She drove it into town one day,
Town one day, town one day,
She drove it into town one day
And had to hoof it back. —*Nina Baker.*

CROW CREEK GRAVEL COMPANY



**High grade sharp sand,
washed and screened**

Washed binder gravel

**Road surface gravel our
specialty**

Write or wire us for prices



Madison, Ark.

Phone 919F2-3

DOING INJURY TO THE STATE.

Every now and then some tourist arrives in Hot Springs through the gateway of Texarkana, and tells what a terrible experience he has endured getting from Texarkana to Hot Springs. In some instances it has taken several days to make the trip. Investigation in each case reveals that the tourists have been routed wrong.

While there isn't the best paved road in the state from this city to Texarkana, yet there is a very good road connecting these cities, and if the tourists were given the correct information at those little points out of Texarkana, they would have much better roads to travel.

There is some small town, or towns, down in that section that seems to be determined the tourists shall have the worst experiences possible in traveling through Arkansas. They send the tourists out of the way.

The section the tourists reach on bad roads isn't getting anything out of the experience but the few dollars spent along the road for pull-outs. The tourists who have the experience are certain never to get back into that section again, and are certain to warn others against that section of Arkansas.—*Hot Springs Sentinel-Record.*

The man who goes more than half way in trying to make other people happy in this world, has traveled more than half way toward his happiness in the next one. It is not what we have that brings happiness. It is what we are and do.—*Zach T. Dungan.*

YEAR AFTER YEAR

—for more than twenty years, motorists all over Arkansas have continued to buy

GAY Motor Products

---enjoy consistent patronage because of their unvarying **QUALITY!**

GAY OIL CO.

Little Rock Memphis
Service and Distributing

Stations in All Parts of the State

Contractor's Equipment

In Stock in Little Rock

Hercules "Red Strand" Wire Rope

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Worthington Steam Pumps

Shovels—Railroad Picks

Asphalt and Concrete Rakes

AND

A Complete Line of Valves, Pipe, Fittings, Hose, Packing and Belting.

Arkansas' Oldest Machinery and Supply House

THOS. COX & SONS MACHINERY COMPANY

Established 1876

112-120 Commerce St.

Little Rock, Ark.

Planters Lumber Company

Good Lumber

Good Service

410-424 East Washington Avenue

North Little Rock, Ark.

Phones 4-2550, 4-2551

AUSTRALIA GETS ARKANSAS HIGHWAY SPECIFICATIONS

It is significant of the high standards maintained by the Arkansas highway department that copies of State road specifications have been sent to Australia by the United States Bureau of Public Roads, along with those of three other states, as representative of the road standards maintained in America.

In a letter to R. C. Limerick, State highway engineer, under date of November 2, P. St. John Wilson, chief engineer of the Bureau, says:

"Thank you very much for two copies of Arkansas specifications which were furnished with your letter of October 23. These are being sent to Australia, together with specifications from three other states as representative specifications in use in this country. They are sent in response to an official request."

Prediction that the Lone Star highway, 1,500 miles in length, and running from Chicago to Cameron, Louisiana, will be completed next summer was made by officers of the association at their recent convention in Little Rock. Sections of the highway yet to be finished are in Morehouse Parish, Louisiana, and near Eudora, Newport and Paragould, Arkansas. Each of these sections is now under construction.

"A Friend Of Good Highways"

THROUGH ARKANSAS TO CALIFORNIA.

The Touring Bureau of the Chicago Tribune is now routing automobile parties to California through Arkansas as the best possible winter route. The directions, sent out in the latest bulletin prepared by Miss Nina E. Baker, read by way of Cairo, Illinois; Dexter, Mo.; Blytheville, Memphis, Little Rock, Hot Springs, Texarkana, Dallas, El Paso, Phoenix, Yuma and Los Angeles.

For autoists who do not wish to stop in Memphis for any special reason, time and mileage may be saved by turning west at Turrel, and cutting into the Little Rock-Memphis highway at Widener. This cut-off is a splendidly maintained gravel highway.

DREW GRAVEL COMPANY
ROAD SURFACE GRAVEL
 furnished in any quantity

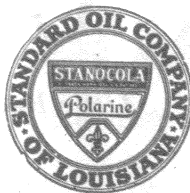
Pits and shipping point (Ozman Bluff) Monticello.

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STANOCOLA POLARINE

The "Standard" Motor Oil

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STANOCOLA GASOLINE

The "Standard" Motor Fuel

are essential to efficient Automobile and
 Motor Truck Service.

"Better Stick to the Standard"

STANDARD OIL CO. OF LOUISIANA

New Orleans, Louisiana.

**EXCLUSIVE
 DISTRIBUTORS**

In Tri-State Territory
 of all



Tractors and parts manufactured in the past by the C. L. Best Tractor Company and the Holt Manufacturing Company, and all tractors and parts now being manufactured by the

CATERPILLAR TRACTOR CO.

Current model "Caterpillars" are as follows:

"Caterpillar" Sixty
 Drawbar horsepower, 50.

"Caterpillar" 10-Ton
 Drawbar horsepower, 40.

"Caterpillar" 5-Ton
 Drawbar horsepower, 30.

"Caterpillar" Thirty
 Drawbar horsepower, 25.

"Caterpillar" 2-Ton
 Drawbar horsepower, 15.

Complete parts stock for all current model "Caterpillars."

**HALLORAN TRACTOR
 COMPANY**

Memphis, Tennessee

Arkansas Office:

Gleason Hotel Lobby

Little Rock, Ark.



Southern Material & Construction Co.

624-27 Southern Trust Bldg.
Little Rock, Arkansas.

When you employ this firm to build your streets and highways, you get the services of an experienced organization owning more construction equipment than any other Arkansas firm of contractors.

We own and operate the largest sand producing plant in the state, furnishing Arkansas river, washed, channel sand exclusively.

A combination of the material production with the construction business means an ultimate economy to the purchaser.

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President.

CHAS H. MILLER,
Vice President.

J. A. GREGORY,
Vice President.

R. S. WILSON,
Secretary and Treasurer.

THE ARKANSAS HIGHWAY.

Harbinger of peace and happiness am I,
As I wend my way 'neath Arkansas' azure sky;
I foretell the Wonder State's prosperity,
I convince the tourist of its verity.
He travels me o'er hill and through dale
And views the one land where crops never fail.

To the autoist, I'm a source of comfort and pleasure,
As I lead him where nature is full in every measure
And he views with rapture, Arkansas' beauties sublime,
The most wonderful to be found in any clime.
Where I lead, he may go with never a dread or fear
Of slackening speed or of stripping his gear.

I'm the result of many legislative brawls
And came into existence under mighty wails and squalls;
I was once adored, then horribly bemeaned,
As my builders the taxpayers' shekels gleaned,
But now I'm appreciated and am here to stay,
Since auto fees and gasoline taxes my cost will pay.

—CLAUDE A. RANKIN.

"Some folks cusses 'bout de cos' o' good roads, but dey learnt *how* to cuss travelin' over *bad* roads!—Ham-bone.

Big Rock Stone Co.

Office, 111 Center Street

Little Rock, Ark.

CAPACITY 50 CARLOADS DAILY

FAMOUS BLUE TRAP ROCK

All sizes of Crushed Stone, Rip-Rap and Sand—Best material produced in the South for Macadam, Concrete and Reinforced Concrete construction.

Write for prices and full information.

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ARKANSAS CITY, ARKANSAS

SAND —Doubly washed and screened.

GRAVEL —Screened, washed and sized to suit your requirements.

CONCRETE MIXTURE—Thoroughly washed and prepared ready for use.

Prompt shipments and large capacity—

Try us with an order.

C. C. HAWKINS, President.

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You owe it to yourself and your Company to find out about—

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SUPERIOR QUALITY LUBRICATING OILS and GREASES

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New Departure Bearings

Automobile Accessories Garage Equipment

214-16-18-20 W. Fourth St. Long Distance Phone

4-0433, 4-0434

It is reported that the state campaign for next year was declared wide-open for the 1926 election, one day recently, when Hon. Herbert R. Wilson announced that he is a candidate for re-election to the office of highway commissioner of Arkansas. He may have one or one dozen opponents, but they will never defeat him. He is the greatest good roads builder in the United States and the people of Arkansas know it. We need more and more good roads, to hasten the development of the state's resources, and we all know that Herbert Wilson is the one man who will build the roads. Turn him down, no, never as long as he will hold the job.—*Okolona Messenger.*

TUCKER

SAND AND GRAVEL CO.

Benton, Arkansas

WASHED AND SIZED GRAVEL
CONCRETE SAND AND
CONCRETE MIX

We furnished Sand and Gravel for the construction of 26 miles of the Little Rock-Hot Springs Highway.

PRINTERS to ARKANSAS!

Gradually through the years there has been built up a State-wide appreciation of what the "Calvert-McBride" mark means on printing—

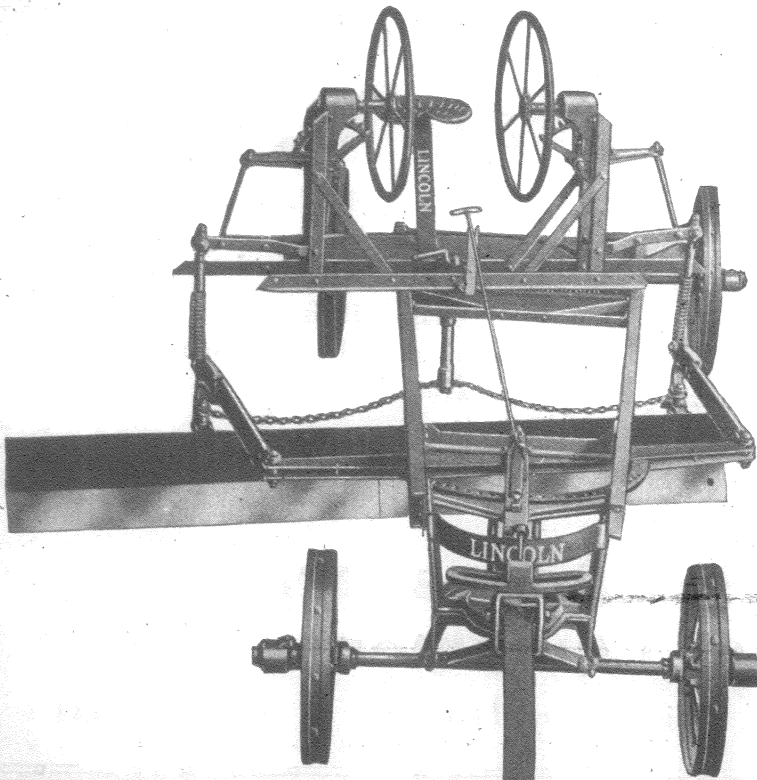
Quantity Production
Highest Quality
Prompt Delivery
Lowest Price

These Things Tell the Story

CALVERT-McBRIDE PRINTING CO.

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LINCOLN ROAD MAINTAINER

Popular Features

Long wheel base, 14 feet, 6 inches.
Easy operation.
Worm gear lifting and lowering blade.
Full floating blade.
Semi-floating blade.
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Simplicity, durability, flexibility.
Reversible blade.
Draw bars and cast steel beams strong enough for 12-foot or 15-foot blade.
Maintainer, Planer and Snow Plow in one.
Operator above work. OUT OF THE DUST—A ONE MAN machine, with either horses or tractor power.

Lincoln Road Machine Co.

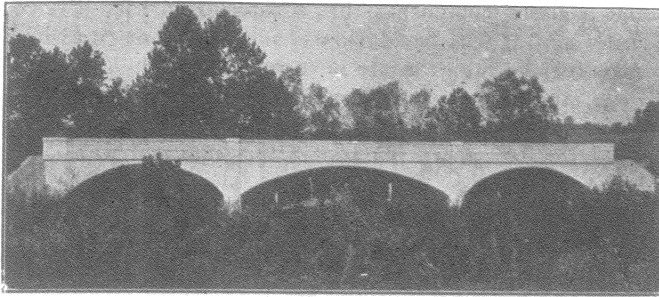
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Clear Creek Bridge in Washington County
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Other projects of which we are proud in Arkansas may be seen in Crawford, Scott, Pope, Searcy, Garland and Hot Spring counties.

PLANS AND ESTIMATES FURNISHED FREE
Write us about your problems.

OFFICES AT:

LITTLE ROCK, ARK. KNOXVILLE, TENN.
CHARLOTTE, N. C. DALLAS, TEXAS

LEARN HOW TO LIVE TODAY.

Set eyes upon the mountain peak,
But keep your feet upon the road;
Dare any eminence to seek,
Despising not the daily load.
Cerulean the light that lies
Upon the granite hills of gray;
Look not so much to azure skies,
You see no primrose by the way.

Set eyes upon the eagle's flight,
Yet hear the warble of a thrush;
Strain not so madly for the height
You hear no music in the hush.
Above you stand the mighty throng
Who now Parnassus' nectar sip;
But give a comrade here a song
And learn the joy of fellowship.

Set eyes upon the mountain peak,
But keep your feet upon the road;
A word of courage to the weak,
A hand to share another load.
Give comfort to the thirsty soul
That walks beside you on the way—
With still Tomorrow for your goal,
Learn how to live Today today.

—Douglas Malloch.

S. G. Adams Stamp & Stationery Co.

ST. LOUIS, MO.

Manufacturers of

ROAD MARKERS AND ROAD SIGNS—METAL TAGS—EMPLOYEES' IDENTIFICATION BADGES—RUBBER STAMPS—SEALS—STENCILS—
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Our HIGRADE Motor Oils and Tractor Oils are especially made for heavy duty. One trial of our Products will convince you. HIGRADE quality with Service.

WAITE PHILLIPS COMPANY

WANT HARRELSON LAW SUPPORTED.

According to a gentleman's agreement entered into by the counties composing this senatorial district several years ago, it will be Marion county's time to furnish a man for the State Senate next year. She should select none other than a good, practical business man, who has no personal ax to grind, and who is broad enough to work for the general interest of the state and who is in sympathy with the Harrelson road law as it is, and who will oppose tacking on to it amendments enough to kill its usefulness in building and maintaining roads. If Marion county will offer that kind of a man there is no question but that Boone and Newton will accept him.

—Yellville Mountain-Echo.

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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, Pipe, Roofing and Tools of all kinds.

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ROAD SCRAPERS

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PICKS, SHOVELS AND ALL ROAD TOOLS

Hercules Powder and Dynamite



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"In Quality Above All"

*A Winning NAME
that
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PIERCE PETROLEUM CORPORATION

DIXIE CULVERT MANUFACTURING CO.

ARMCO CULVERTS

Look Under Your Roads for the Proof

there can be--there is only one

"PURE IRON" for Culverts

In almost every State and in Canada there are many ARMCO Culverts that have been in use from 10 to 18 years. Can other culverts claim as much?

There can be *only one* purest and most uniform iron made for culverts. The chemist, the metallurgist, the microscope ALL say this is genuine ARMCO Ingot Iron and NO OTHER. In every other culvert metal impurities are either purposely left in or purposely added.

In ARMCO Ingot Iron the Microscope shows a *uniform* ferrite grain structure—a solid, unbroken wall against corrosion.

If you want corrugated culverts exactly like those which have definitely established the economy of this construction during the past 18 years you will look for the Blue Triangle Trademark. They can be found under NO OTHER BRAND.

"ALWAYS AT HOME"

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*Armco Ingot Iron Culvert Pipe
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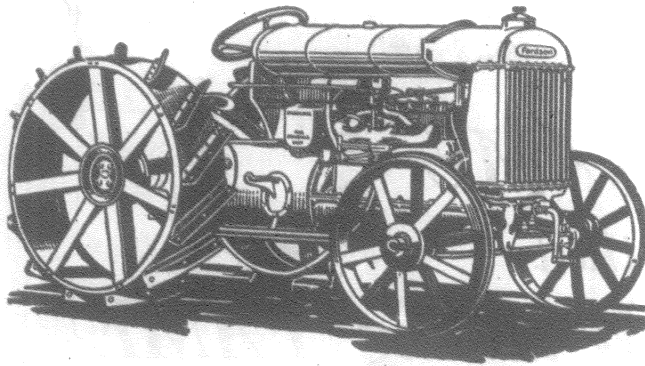
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*Smith Concrete Mixers and Pavers
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Plows, Wheelers and Fresnos*

Page Hy-Way Guard

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Largest and oldest Ford Dealers in the state. Fordson Tractors, together with road equipment of all kinds, including rubber-tired wheels, skid chains, graders, maintenance equipment and Crawler Tracks.

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MISSOURI PACIFIC RAILROAD COMPANY

GULF COAST LINES

INTERNATIONAL-GREAT NORTHERN

Missouri Pacific Lines Ask Help In Promoting Safety!

RECENT statistics show a daily death-toll of 52 persons and a total of 1,180 injured throughout the United States each 24 hours during 1924. It is a great tribute to the railroads and to the increasing carefulness of the general public that only 149 of a total of 19,000 fatalities resulted to passengers on railroad trains. And it must be remembered that during 1924 the railroads transported a total of 931,000,000 persons or nearly nine times the population of the entire United States. The number of railway passengers who lost their lives in 1924 was 23 per cent less than the annual average from 1920 to 1923, inclusive. This is a fine tribute to the safety and efficiency with which the railroads are being operated today.

A most serious problem is presented, however, in the increasing number of automobiles. Good headway is being made, but the problem is becoming increasingly difficult. Last year, from June 1 to September 30, the number of highway crossing accidents decreased 15 per cent. But the total number of accidents still is too high. In fact, experienced and veteran railroad trainmen are breaking under the strain and on Sundays, especially, they dread going out on their regularly assigned runs.

The Missouri Pacific Lines have been doing everything possible to reduce the number of highway crossing accidents. Rules have been promulgated and are rigidly adhered to, regarding sounding warning whistles and bells and every other precaution is taken. But careless automobile drivers continue to jeopardize their own lives and the lives of their passengers and the safety of passengers on railroad trains.

Employees of the Missouri Pacific have interested themselves in this matter and have been instrumental in the organization of more than 125 "Stop, Look and Listen" Clubs with more than 35,000 members, and this great work is being carried on without abatement. But railroad men alone cannot do it all. The co-operation of the public must be obtained. Automobile drivers and passengers must observe reasonable precautions for safety.

We want to reduce, even further, the number of accidents and the terrible loss of life and the useless loss from injuries. Missouri Pacific employees can be depended upon to continue to lend every assistance to this end. But the assistance of the whole public is needed.

I solicit your co-operation and suggestions.



President

"Best By Every Test"

Warrenite--Bitulithic Pavement

*Service and Quality
First, last and always.*

Those reasons and those alone bring to us, every year, contracts for our pavement from communities which have had experience in judging it's performance.

Those reasons are the reasons why you should learn more about it.

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