

# ARKANSAS HIGHWAYS



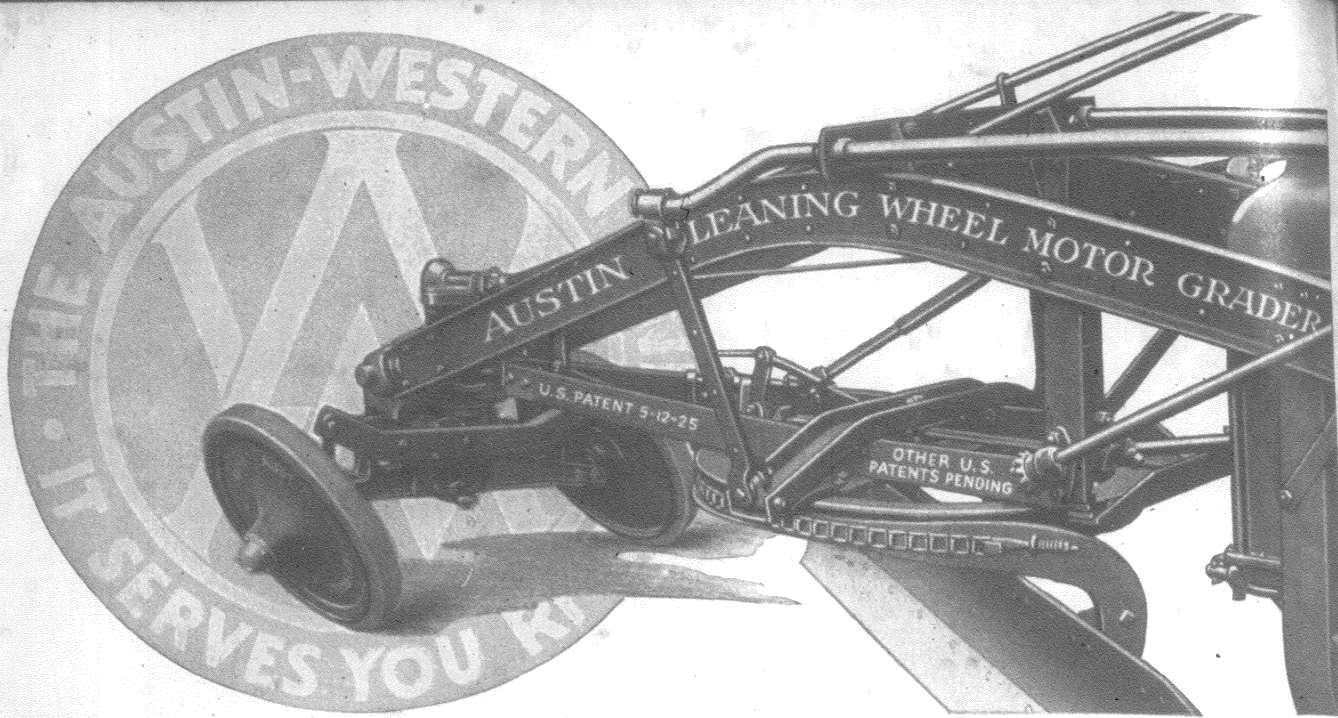
Arkansas-Missouri Highway

DECEMBER

VOL.2

1925

NO.12



*This Heavy Duty model, with Crawler Tread and steel-tired leaning front wheels, is working on a shoulder where a straight wheel machine could never be operated successfully.*

With These  
**LEANING FRONT WHEELS**  
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**Better Work:** because these wheels keep the front end of the machine from slipping sideways, and thus hold the blade to a straight course.

**More Difficult Work:** because the leaning front wheels enable the Grader to work successfully on side slopes, like the one in the photograph at the left, where a straight wheel machine would be useless.

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# ARKANSAS HIGHWAYS



Official Monthly Bulletin of the State Highway Commission

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VOL. II.

DECEMBER, 1925

NO. 12

## Important Link in Arkansas--Missouri Highway Completed

Pulaski County Unit to Be Opened January 1.

DELAYED for several years as a result of political and legislative squabbles, the Jacksonville Road, Pulaski County's unit in the Arkansas-Missouri Highway, now a part of the State system as State Highway "A-2," finally is nearing completion, and will be opened as a high-type modern concrete highway on January 1, according to announcement of Fred D. Watkins, chairman of the district commission.

The road, which turns north from the Little Rock-Memphis Highway at Prothro's Gin, three miles east of North Little Rock, and runs through McAlmont and Jacksonville to the Pulaski county line, where it joins the completed gravel sections of the highway running through Lonoke, White and Jackson counties to Newport, is a standard, 18-foot "Bates Type" reinforced concrete ribbon, with wide, Bermuda-sown earth shoulders, super-elevated curves, concrete railroad underpasses and permanent drainage structures.

Including the paving previously completed in North Little Rock and out the Galloway Pike to Prothro's Gin, the road in Pulaski county represents an expenditure of a little more than \$1,000,000. With the opening of this road, the Pulaski County network of hard-surfaced highways a part of the State system is virtually complete.

Bridging of Bayou Meto by a beautiful steel and concrete structure, which was delayed by the unprecedented rains of September and October, was the last job

to be completed by the commissioners, but barring further unseasonable weather, it is thought that the concrete floor of the bridge will be ready to use by the beginning of the new year.

Plans for a celebration of the opening by Jacksonville citizens are being laid, but are still incomplete. Members of the district commission, in addition to Chairman Watkins, are Warren Dupree, Charles T. Ryan, R. E. Overman and M. L. Altheimer. Herbert S. Turner is assistant secretary, Charles T. Coleman is attorney and Ford and MacCrea are engineers. The Pioneer Construction Company was the contractor.

The new highway, which has long been anxiously awaited by the people of the Northeast section of the State who will use it in coming to the Capital City, furnishes the front cover for this issue of "Arkansas Highways".

The beautiful curve which is shown is just north of McAlmont. Between McAlmont and Prothro's Gin, several new bungalows are already going up, and in the vicinity of Jacksonville interest in truck-farming, for which the soil is ideally adapted, is being stimulated.

With the completion and opening of the road, very rapid development of the area which it traverses is predicted, both in the field of truck and small farming, and in dairying. Several suburban sub-divisions are also being planned adjacent to the highway.

*Permanent  
roads are a  
good investment  
—not an expense*

## **An Extra Gasoline Tax of from 10 to 20 Cents Per Gallon**

Your gasoline bills run into real money.

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.*

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## **GOVERNORS TO APPOINT DELEGATES TO ROAD BUILDERS' CONVENTION**

President Connell, of the American Road Builders' Association, has invited all Governors throughout the United States to appoint delegates to attend the American Road Builders' Convention which will be held in Chicago, January 11th to 15th, 1926. 30,000 people are expected to attend, and the exhibitors have arranged for over 300 carloads of road building machinery and supplies to be on exhibition so that the delegates may have the opportunity of inspecting the latest improved road building machinery. In addition to this there will be at the convention a program consisting of the latest improved methods of both road construction and highway engineering.

For twenty-two years the American Road Builders' Association has held its annual convention and every indication this year shows that this year's convention will be the greatest and comprise the most up to date road building machinery and methods.

The Convention will be held during Good Roads Week which will be sponsored by many road building organizations and recognized by Chambers of Commerce, Civic Clubs and local organizations throughout the country.

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Try us with an order.

**C. C. HAWKINS, President.**

## Southern States Forge to Front in Road Construction

Total of \$400,000,000 Being Expended for Motor Highways This Year.  
—From "Good Roads."—

THAT the Southern states are rapidly forging to the front in the construction of new paved motor roads is indicated in reports from the State highway departments of the sixteen states of the South which show that under their direction, a total of \$170,000,000 is available for new roads this year. Including the construction work already under way by counties and townships the sums being spent in the South this year for road improvements will aggregate approximately \$400,000,000.

One of the chief duties that claimed the attention of the Texas Highway Department last year was the maintenance of all state highways, improved and unimproved, under the new state highway law passed in 1923. In eleven months \$3,800,000 was expended for actual maintenance and \$600,000 worth of equipment was purchased. Kentucky built 400 miles of improved highways last year at a cost of \$10,000,000 and will expend \$7,000,000 for 300 miles of similar roads this year.

South Carolina had under maintenance last year a total of 3,394 miles of highways, having opened during the year 700 additional miles. This state's last year's program involved the expenditure of \$5,000,000 for maintenance and new construction. Approximately \$7,000,000 was available for 1925. More than \$30,000,000 in road projects are under contract in Missouri

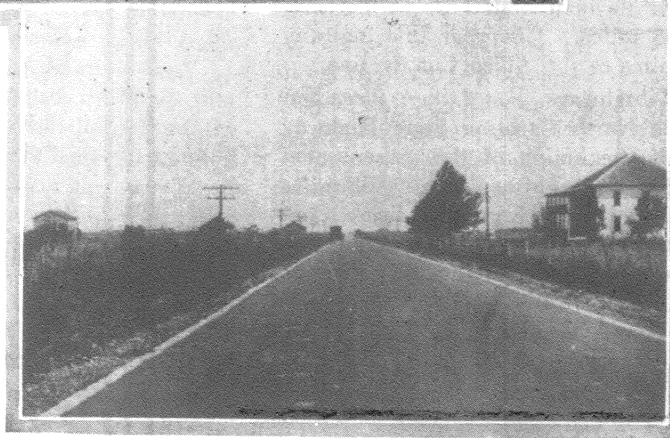
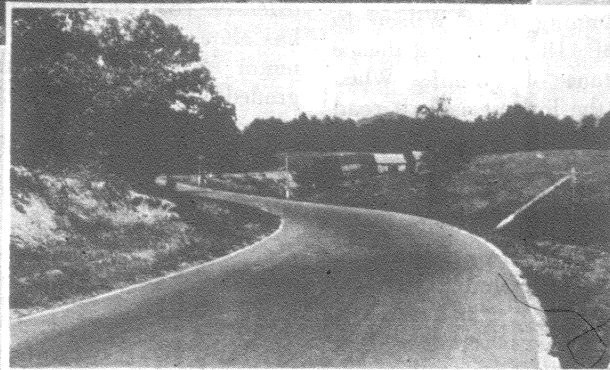
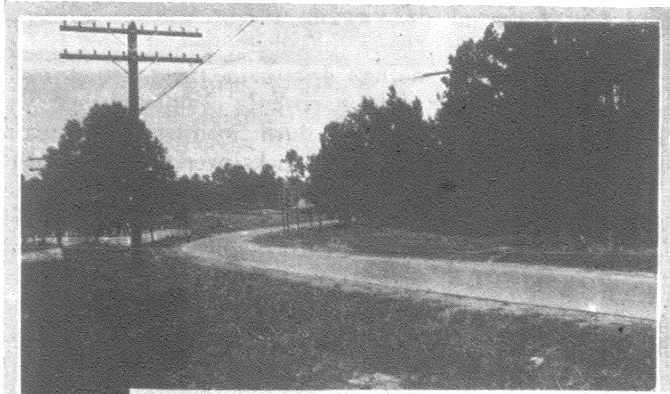
and \$26,600,000 worth of contracts have been completed. Contemplated work this year included 400 miles of hard surfacing, 700 miles of gravel and 1,000 miles of graded roads. More than 190 grade crossings have been eliminated. Last November voters authorized the highway commission to sell its bonds at a rate not to exceed \$15,000,000 yearly. Increased revenue will provide \$23,000,000 annually.

West Virginia completed last year 658 miles of roads and 24 bridges at a cost of \$15,800,000 and carried over uncompleted projects involving \$9,300,000 into this year. A balance of \$20,000,000 in state road bonds were to be sold this year to provide for 80 miles of roads. Under the new law passed by the Arkansas legislature in 1923, that state expended \$9,000,000 for new roads last year. Approximately \$10,000,000 will be avail-

able this year for trunk line roads in the state. A 6,000 mile system is constantly maintained by the state forces in Georgia. Florida in 1924 awarded contracts totaling \$4,400,000 and constructed 350 miles of roads. Expenditures for highways last year in Mississippi aggregated \$4,550,000. Work completed cost

\$6,000,000 and construction carried over into this year will cost approximately \$5,000,000.

Contracts awarded in Tennessee last year aggregated \$10,500,000 and plans adopted provide for the continu-



Some typical highways in the South.

—Courtesy "Good Roads."

ation of construction and maintenance at an annual expenditure of \$10,000,000. Last year Louisiana expended \$7,000,000 and completed 600 miles of all weather highways. This year \$8,000,000 is available. North Carolina is steadily advancing its big highway program. Last year \$21,000,000 was expended in that state in the construction of 1,000 miles of highways bringing the total mileage now complete to 1,891.

In Alabama a total of \$13,000,000 of \$25,000,000 worth of road bonds have been sold and the remaining \$12,000,000 will be put into roads in 1925 and 1926. The Oklahoma State Highway Department in the first year of its reorganization shows construction under way valued at \$10,000,000, including 473 miles of highways and 19 bridges. The maintenance of 1,700 miles of highways in thirty counties was taken over by the state last year. The Highway Commission of Virginia let contracts in 1924 for 265 miles of roads and carried over into 1925 construction on 422 miles of roads.

With the closing of the last unpaved gap of 13.77 miles recently contracted for, North Carolina is developing one of the finest motor roads in the country—a hard surfaced highway running from Wilson to Wilmington, N. C., a distance of 118 miles, and thence to Jacksonville, N. C., a total distance of 165 miles. When completed this highway will be the longest asphalt road east of the Rocky Mountains. The next longest is the Harding Highway running across Ohio from Galion to Van Wert, a distance of 110 miles. The new North Carolina asphalt highway is to be extended this year to Belgrade, N. C. This road, this winter, will afford a fine stretch of pavement through North Carolina for south bound tourists. North Carolina also has a stretch of 43 miles of continuous asphaltic concrete pavement running from Charlotte through Statesville to Turnersburg, a distance of 55 miles. This year this highway will be extended 11 miles to the Aiken County line.

The hard surfaced highways, better than macadam or gravel laid, on the North Carolina State Highway system consisted, at the beginning of the present construction season, of 728.16 miles of asphalt, 696.58 miles of portland cement concrete and 9.5 miles of brick. Contracts for 60.52 additional miles of asphalt and 24.45 miles of portland cement concrete paving have already been let this season. Two of the best paved counties in the state are Lenoir and Mecklenburg. The former has 75 miles of asphalt roads and the latter has 59.04 miles.

At the beginning of the present construction season Alabama had constructed 52.57 miles of asphaltic concrete roads, 5.67 miles of sheet asphalt, 36.46 miles of penetration macadam, 20.78 miles of surface treated macadam and 10.44 miles of portland cement concrete. The roads now under construction include 53.85 miles of asphalt, one type or another, and 59.21 miles of portland cement concrete.

The new state highway from Richmond to Seven Pines in Virginia, 5.2 miles of sheet asphalt on an asphalt base, has been opened to traffic by the Virginia State Highway Department, completing a hard surfaced road to Bottom's Bridge, where the highway connects with a good road to New Kent Court House.

The contract for the new Seven Pines road attracted considerable attention at the time it was let because of the unusually low bid for this type of black base road in Virginia, the price being 20 cents a yard below the figure for other types of road and saving thousands of dollars below the nearest net bid. The contractors, who but recently completed their work, encountered no difficulty during construction, bringing up their supplies by motor trucks over the new asphalt pavement as fast as each link was put down. The final link on the Richmond-Newport News road, the stretch between Bottom's Bridge and Providence Forge, was also recently opened to traffic. Other important contracts in Virginia now practically completed are the Richmond-Ashland road and the Richmond-Rappahannock road.

Among the states to embark more recently upon an extensive road building program is West Virginia, which has about completed, all told, 1,926 miles of improved motor roads. On this mileage 912.86 miles are of graded earth, 91.42 miles are of gravel, 71.05 miles are water-bound macadam, 131.32 miles are of brick and 407 miles are of asphalt.

## YEAR AFTER YEAR

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## A Digest of the Proposed Highway Relief Measure

By Peter A. Deisch, Assistant Secretary, Advisory Highway Committee.

THE report of the Committee on Highway Problems, which was appointed by the Governor, the President of the Senate, and the Speaker of the House of Representatives, under authority of Senate Concurrent Resolution No. 16, contains a draft of a precedent for a bill designed to equalize the expenditure of funds for new construction, so as to do more exact justice to those counties where little or no construction work has been done, and to more equitably distribute those funds which are applied toward the retirement of bonds.

The bill recognizes that the attempt to provide the State with a highway system by road improvement districts, has left a heavy load of debt on the farm lands in these districts, and the plan attempts to solve the problem of bringing about a readjustment in the burden of highway taxation. The plan appreciates that the method of financing the construction of highways by local taxation, i. e., by special assessment, is inequitable, inasmuch as highways are now of more benefit to the general public than they are to the owner of abutting land. The bill, therefore, declares that when 60 per cent (and when funds will permit, 70 per cent) of the annual maturities of the districts are paid from the State highway fund, the State will "in fact, pay less than an average of fifty per cent of the construction cost of the public roads in the State improved by road improvement districts" owing to the fact that the payments that have already been made by the taxpayers in the districts, amount to approximately 20 per cent of such cost, and that the payments from the State highway fund will amount to "all things considered, an appropriate part of the construction cost of those public roads improved with the proceeds of those bond issues."

The preceding paragraph applies to those bonds that were issued prior to October 10, 1923, (the date of the approval of the present highway law) and outstanding on January 1, 1924. Those issued after the passage of that Act will receive 20 per cent contribution from State funds. The reason for this distinction is that those road districts that issued bonds after the passage of the Act did so deliberately, with the knowledge of its policy, and received in practically all instances a contribution either State or Federal funds, or both combined, of an amount equal to the amount of bonds sold. Therefore a contribution of 20 per cent in these cases would be equitable, as it substantially equalizes those bonds which receive the 70 per cent contribution.

The bill first provides for the appropriation of \$3,000,000 to the counties of the State, to be distributed as at present, so that each county will receive an amount equal to what it now receives. Provision is then made by the appropriation of \$1,800,000, to allot to each

county which now receives less than 60 per cent of its annual maturities, an amount equal to 60 per cent. This means that no county will receive less than it now receives, and that those counties which receive less than that percentage of their annual maturities, will under the new plan be allotted from the State highway fund an amount in addition to what they now receive sufficient to bring their contribution to that amount.

Of the portion for each county thus set aside an amount equal to 60 per cent (or when funds will permit, 70 per cent) shall be applied on the maturities of bonds and interest, and the remainder of that county's allotment shall be paid to the County highway fund, to be expended by the County Court on the public roads in the county; "provided the Quorum court in each year may make any additional payments it may see fit from said fund on the bonds and interest thereon issued by road improvement districts in that County, and maturing in the ensuing fiscal year."

Provision is then made that if funds permit, after provision for maintenance and new construction is made, an additional 10 per cent of the annual maturities will be returned to those counties, so as to bring the annual contribution from the State, up to 70 per cent of the annual maturities. It may be said here that a much smaller rate of increase in the future than in the past, in the revenues of the highway department, would provide for the maximum contribution provided for. For instance, the tax on gasoline and motor oil in the month of August, 1924, was \$282,200.81, while the tax collected for the corresponding month this year, was \$394,296.95, an increase of \$112,096.14. The gasoline and motor oil tax collected in September 1924 was \$286,088.25, and that for the corresponding month of this year was \$386,779.54, an increase of \$118,691.29.

Other appropriations provided for are the same as at present, viz, \$250,000, for the support of the Highway department; \$2,000,000, for maintenance of the State highway system; and \$1,500,000, to match an equal amount of Federal aid for new construction. In order to approach as near a parity as possible in highway construction, it is provided that of the \$3,000,000 appropriated for new construction, \$1,800,000 shall be expended in the twenty counties in which no bonds, or bonds to an amount less than \$85,000 is now outstanding. These counties are declared to be: Boone, Bradley, Calhoun, Clay, Cleburne, Crawford, Greene, Hot Spring, Logan, Marion, Montgomery, Nevada, Ouachita, Perry, Pike, Scott, Sebastian, Sharp, Stone and Union. The remaining \$1,200,000 of the \$3,000,000 for new construction, to be expended by the Department in such order as is most important to the State as a whole.

## Federal Road and Bridge Aid and Arkansas

By W. D. Gray, Batesville.

IN writing an article for a magazine the writer should be sure of his facts given as such, particularly in matters of state. Irresponsible statements are easily made, and as easily refuted, and the irresponsible writer does the movement he advocates much more harm than good. In this class also I place the irresponsible business man, who makes erroneous verbal comments about a man or cause, thus starting something injurious that spreads like wild fire, for it is well understood "bad news travels fast."

Automobile manufacturers, dealers, and particularly the several associations of owners, have taken it upon themselves to repeal if possible, all excise taxes on automobiles and parts. The estimated total sum collected from this source or revenue runs from \$130,000,000 to \$150,000,000 annually.

When the representatives of the automobile lobby talk or write about it they make it as high as possible, likewise the more conservative citizens, and the government officials, who oppose the repeal of this tax prefer to take the smaller figures.

At any rate broadly stated, while the sum as a whole amounts to considerable, the average of \$27.00 per car from a Ford to a Rolls Royce hurts nobody, for any man who is not able to pay this tax is not able to buy and should remain out of the market for a car if the average sum of \$27.00 will bankrupt him.

Fact is, it does cost a great deal more to operate a car than we figure on, and as to this, I add, who ever built a house for what was estimated on paper? Or as Victor Hugo, would state it "who ever realized his ideal"? So, the manufacturers, dealers, and automobile association officers, some ignorantly, some deliberately, camouflage the matter of expense of operation by passing the buck to Uncle Sam when complaints of such expense come in following sale of cars.

When the dealer sells a car, he does not take down his file and go over and read to you the many letters he has complaining about this and that as to excessive costs of operation. Rather, he leads you into pastures green, he dwells on the pleasures of the tour and camp, the wonderful effects of the ozone in driving through the pine clad hills and vales of this state for instance, he speaks of the color of the Autumn leaves, the beauty of the communion with nature, and soon you have signed the payment contract on the dotted line.

I do not consider he has obtained money under false pretenses, for I myself am subject to intoxication by the beauties of nature, whether they be bathing beauties or what, but when I become drunk on beauty and then

wake up to what it all costs, with the gas, repair and license expenses all coming in at once, I try to be a good enough sport not to kick.

At any rate, I do not complain that the automobile owners are taxed to death. I have a pretty definite idea where my money has been spent and it begins with "G". In the old days we had a class of citizens who drank, some of them drank as gentlemen, paid their bills, but if they happened to be out of money, did not blame the bartender or the whiskey. We had another class who drank and complained, who when their head ached cursed the bartender, the grogshop owner, and the distiller, it never occurred to these citizens that the real fault was within themselves. So, they became fanatics.

Every man hates the thing that gets him down, he it drink, women, or money. Because this class could not use what many believed a good thing moderately; extremists took the lecture platform preaching and advocating prohibition, and finally got it.

Now this article does not aim to discuss the liquor question, however, these kind of folks referred to are still with us, and like the poor they will always be with us. They have turned their attention to automobiles. As they were intemperate in days gone by, they are now the intemperate users of their cars, spend too much money for gas, hence it follows as the night the day, increased wear and repairs.

Like the poor sports of old they do not look for the reasons for dissatisfaction within themselves, but shift responsibility, and now in looking for something to blame, they have suddenly discovered "nuisance taxes."

There never was a tax of any kind but what was a nuisance; death and taxes are the two things no man escapes. These folks have no copyright on this phrase, it is as old as civilization.

People had as well understand now as later that those who dance must pay the fiddler, automobiles, roads, bridges, schools, player pianos, radios, or food, one must pay if one indulges. Until someone began to write and talk about automobile "nuisance" taxes, telling the owners they were paying a heavy excise tax to the government, they were satisfied.

As suggested previously in this article, bad news travels fast and the report is now prevalent among automobile owners that their Uncle Samuel is taking an unfair chunk out of their bank roll. When you touch a man's pocketbook, watch out or you make an enemy. However, in this case, it's all a tempest in a teapot, the tax is so moderate, so spread out over 17,000,000 payers, that it really is not worth quarreling about. The serious thing is, that the repeal of these taxes will



jeopardize, if not abolish entirely, federal aid for roads and bridges. Secretary Mellon took the only logical and business view of the matter, when he suggested that so long as federal aid was forthcoming, so also should the excise taxes be collected.

Great disasters like great blessings come suddenly, the Ways and Means committee of the House, has recommended a bill repealing all the excise taxes on parts, and 2-5 of the taxes on the automobiles. This leaves us around \$75,000,000 available for federal road and bridge aid, but it's a start down hill, and should be vigorously opposed by those who have the good and the growth of this country at heart. I firmly believe but for the threat of Secretary Mellon that "aid depended on funds from this source," that the entire tax would have been emasculated. This would have left appropriations for road and bridge aid entirely out of the question, there would not have been money enough left to go round, and the appropriation if made, not having any argument left to stand on, would have been eliminated.

It really looks on its face, as if a conspiracy exists in certain quarters to abolish federal aid. Personally, I favor the tax on both automobiles and parts. If I were in a position to speak, I should suggest that not only should the taxes not be reduced, but I would insist that the entire yearly tax, \$130,000,000, be appropriated, and available. I would liberalize the federal aid law to such an extent that no sparsely settled or undeveloped state need bankrupt itself to have a system of federal roads. Instead of the present rigid rule of 50-50, in those states least able to pay, I would extend aid on the basis of their ability to assume. I would aim within ten years time to have the roads and bridges in the federal system of roads all finished, then, but not until then, would I consider reduction or repeal of the so-called "nuisance taxes." The fact is that 75 per cent of this tax is collected east of the Mississippi, and we should worry.

Arkansas needs, in addition to her road work, at least \$30,000,000 worth of bridge work. It would be a

great calamity should federal aid not be available in assisting us in bridging our navigable streams.

Arkansas as well as the entire south would be adversely affected. With her natural beauty of scenery, her abundant resources in agriculture, horticulture, and water power, there is no estimating the worth of uninterrupted road and bridge work in this state in the next five years. We are situated near the center of population of the United States. Within ten years, textile mills, water driven, will be spinning our entire cotton crop. Horticulturally, we will have advanced beyond Florida and California, and we will be worthy rivals of those two in bidding for tourists.

There are no finer rivers, or more beautiful mountains than those of this state; it is the play ground of the Middle West where 20,000,000 people eat and sleep. There is every incentive to develop this state from every conceivable point of argument. There can be no failure, if we demand of our representatives at home and in Washington that they work for our interests, and not for imaginary benefits such as repeal of the excise taxes on automobiles and parts, would be to this state.

Father—How is it, young man, that I find you kissing my daughter? How is it, I ask you?

Young Man—Oh, it's great; it's great.—*Louisiana Highway Magazine.*

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**ROAD SERVICE**

## Arkansas' Largest Gravel Plant Increases Capacity

Ball-Benton Company Adds Sand-Washing Plant.

**S**AND-SEPARATING machinery which has just been installed by the Ball-Benton Gravel Company at its plant at Benton has increased the daily capacity of the plant 20 per cent, besides making possible the saving of a large percentage of sand previously wasted, according to Charles M. King, secretary. The plant was already



One End of the Plant.

the largest and most complete of its kind in the Southwest, furnishing most of the washed ballast for the railroads of the State, and a large percentage of the road

gravel in use in central Arkansas. The company has been a consistent advertiser in "Arkansas Highways" since its establishment two years ago.

The company owns and controls more than 400 acres of gravel deposit near Benton, and is under contract with the Missouri Pacific Railroad for enough ballast to keep its plant running continuously for the next two years. The gravel in sight at the pits is sufficient to last more than 10 years of continuous operation, according to Glenn D. Douglass, chief engineer for the company, under whose supervision the plant was constructed.

The gravel-washing plant has produced 775,000 tons of gravel ballast for the Missouri Pacific Railroad alone since its completion early in 1924. It has a daily capacity of 3,000 tons.

The source of supply is a bank gravel cemented by sand clay, the average height of face being about thirty feet. The gravel is loaded by steam shovels into cars of the Western Dump car type and hauled to the hopper which feeds on to a one hundred foot belt conveyor which discharges in a revolving screen which separates the fines from the coarse. The finer passing through the screen and falling on the second belt conveyor, the coarse material passes through a No. 5 Austin Gyrotory Crusher, then to the second belt conveyor which has a length of 306 feet and elevates the gravel sixty feet, where it is discharged into a rotating cylinder or scrubber lined with vanes and subjected to a jet of water which combined with the mechanical action breaks up and mulches the clay in the gravel. The material then passes through two eighty four inch Gilbert Screens and is discharged into a bin.

The sand and waste water is discharged into the newly installed sand washer which in turn discharges into the bin which has tracks on two sides which makes possible the loading of two cars at a time. The washing process necessitates the use of twelve hundred gallons of water per minute which is supplied by a pumping plant located at the Saline River about two miles from the plant. This pumping plant consists of a six-inch Centrifugal direct connected Allis-Chalmers pump; the water being delivered through a ten-inch cast iron pipe to the plant. An auxiliary plant is also located about seven hundred feet from the plant on Depot creek. This is also a six-inch centrifugal electrically driven pump, which pump during the wet season supplies sufficient water to operate the plant.

The plant is electrically driven throughout, the power being supplied by the Arkansas Light & Power Company. The washing machinery was supplied by the Stephens-Adamson Manufacturing Company of Aurora, Illinois and the pumps and motors by the Allis-Chalmers Manufacturing Company of St. Louis, Missouri.

The Company embarked on this venture only after careful experiments had been made under the supervision of J. J. Ball, President, and most of the large gravel washing plants throughout the country had been inspected by both Mr. Ball and W. D. Cammack, Vice President. Chas. M. King was also an active participant in both the constructing and financing sides.

They are now planning the construction of several new bins which will give such storage capacity that will enable them to supply the market with an unusually good grade of gravel for building purposes, especially for concrete building.

"Dinah," said the mistress, "I hear you are married."

"Yassum, I got a good man now."

"Yas, he's a good provider, but I'se skeered he going to be cotched at it."—*Everybody's Magazine.*

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LITTLE ROCK, ARK.

### TWO GAPS ARE CLOSED.

The last detour between Gurdon and Prescott has been eliminated this month with the opening of the new steel bridge over Garland Creek on the Bankhead highway just out of Prescott. With good weather, the gap in the Little Rock-Texarkana highway near Emmett will be completed early in January, removing the last troublesome section of this road. These two developments are of great interest to the entire Southwest section of the State, as well as to the many trans-continental tourists crossing Arkansas by this route.

With a bid of \$109,073.01, J. T. Carr of Monticello was low when bids were opened by the State highway commission December 1 on the McGehee East and West Highway, an important project announced in the November issue of "Arkansas Highways". On the completion of the required formalities, Mr. Carr will be awarded the contract, and construction work will begin.

Residents of parts of Scott, Polk and Montgomery counties are soon to enjoy daily mail service for the first time as a result of the highway work that has been done between Oden and Mena on State Highways "A-4" and "A-6." Bids for the new mail route out of Mena were asked by the postoffice department as soon as grading was completed on these roads by the State highway forces.

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### WEEKLY RADIO REPORTS.

Under an arrangement recently made by Herbert R. Wilson, State highway commissioner, official reports on the condition of Arkansas roads are being given radio fans weekly through station KTHS, the nationally famous broadcasting station on top of the new Arlington Hotel in Hot Springs. This service will favorably advertise the good roads of the state throughout the entire country.

Passenger: "Driver! Driver! Have you lost your senses?"

Taxi Driver: "Not yet, but I reckon I will at the next turn—my brakes have gone flooie."—*Passing Show.*

## TUCKER

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CHAS H. MILLER,  
*Vice President.*

J. A. GREGORY,  
*Vice President.*

R. S. WILSON,  
*Secretary and Treasurer.*

### BRADLEY COUNTY STARTING BIG PROGRAM.

Steps are being taken in Bradley county under the leadership of Warren business men looking toward the construction of 73 miles of modern highways, covering the most important routes in the county. It is proposed to finance the county's end of the improvement through an improvement district formed under the Alexander law, the State and the Federal government bearing 50 per cent of the cost. Under this arrangement it is estimated that the tax on adjacent lands will be less than seven cents per acre per year.

The roads to be improved include the Warren-Monti-

cello road, the Warren-Edinburg road, the Warren-Hermitage-Moro Bay road, and the Warren-Banks-Denmark road. The entire cost of the program would be approximately \$511,000 according to estimates.

The measure of a nation's civilization, its advancement in education and in material things can, to a large extent, be judged by the condition of its highways. Here and there some genius may rise above his surroundings and become a great leader though born amid the dirt and squalor which are usually associated with impassable mud roads or bottomless sand roads. But broadly speaking, a people can rise no higher than the condition of their highways.—*Manufacturer's Record.*

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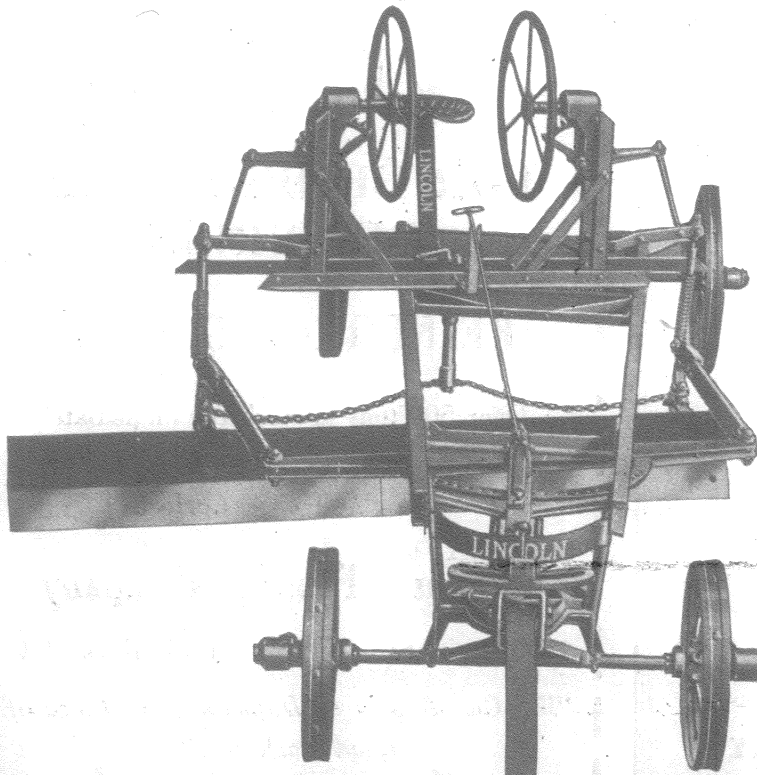
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McGEHEE, ARKANSAS

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BRANCH, ARKANSAS

Kiwanis Clubs of the country, interesting themselves in the encouragement of highway building throughout the country, have spent more than \$300,000 in aid of the movement in the past eight months, according to statistical reports on their activities recently published. The aid has ranged in form from advertising campaigns in support of bond issues and substantial donations toward important projects on down to pick and shovel work by Kiwanians. States in which the clubs have been particularly active include Kentucky, North Carolina, West Virginia, Georgia, Illinois, Virginia, New Jersey and Pennsylvania. In Little Rock recently the Kiwanis Club devoted one of its luncheons to the discussion of highway progress in Arkansas, the principal address being made by a representative of the Arkansas highway department.

Joe Burleson, supervisor of state highways in this county, says the recent rains have put most of his roads in a very bad condition, but if the sun will only shine for a few days, his splendid force of men will soon put the roads in good condition and continue construction work. Mr. Burleson is a competent, hard worker, and his crews are capable and earnest—they are all interested in Marion county having just as good highways as it is possible to build.—*Yellville Mountain-Echo.*

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—Anonymous.

Much work is being done on the roads between Little Rock and England. The road from the end of the pavement at the Pulaski county line to England by way of Toltec and Keo is being resurfaced with yellow gravel while the river road, which is the best road to England at present, is being scarified and rolled, south from the end of the pavement at the Pulaski county line toward Laster's gin, then east to England by way of Clear Lake. This work has been completed almost to the J. R. Alexander place on the river and is in excellent condition.

—Conway Times.

A rocky road isn't hard to travel if the rocks have learned to know their place.—Nevada Highway News.

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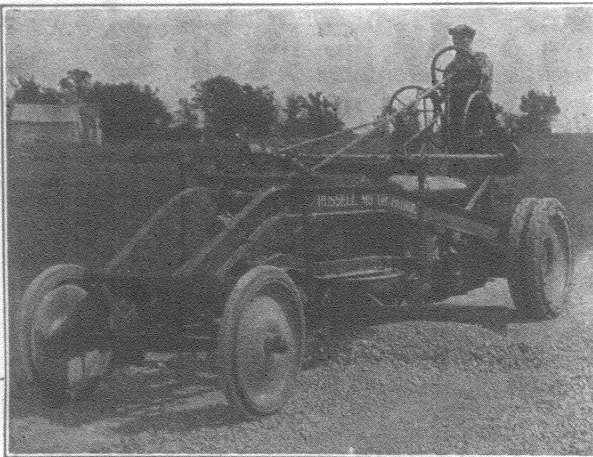
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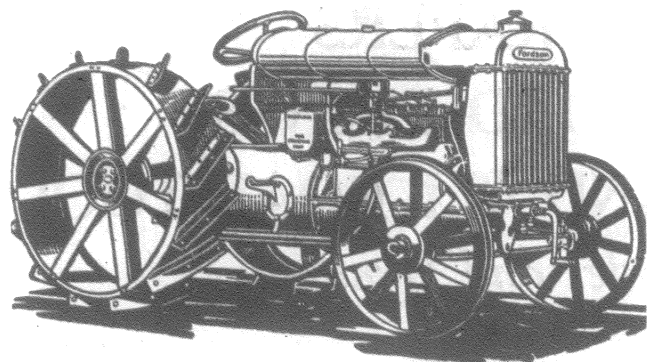
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