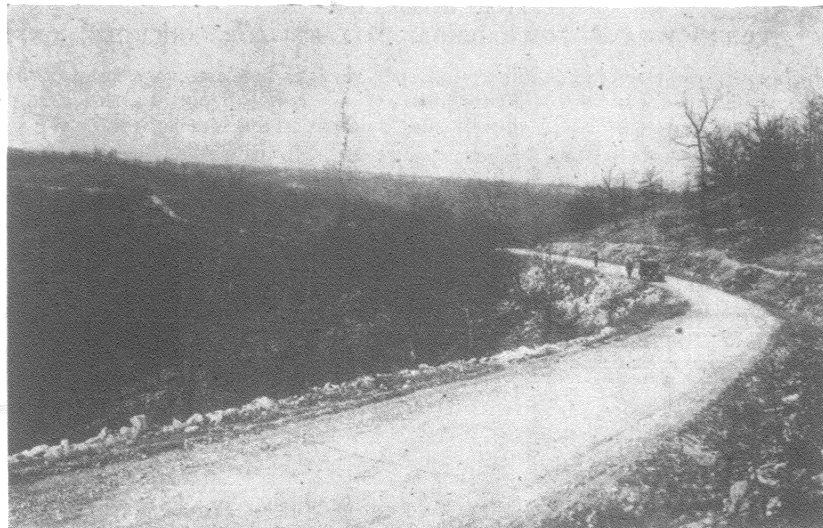


# ARKANSAS HIGHWAYS



State Highway "72", Eureka Springs

VOL. 3

JULY  
1926

NO. 7

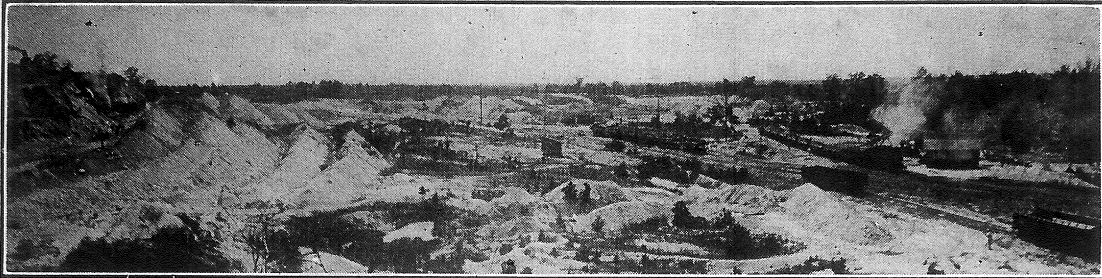
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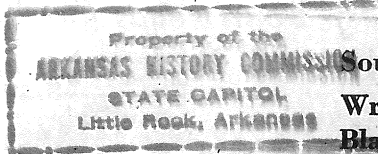
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In almost every State and in Canada there are many ARMCO Culverts that have been in use from 10 to 18 years. Can other culverts claim as much?

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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.

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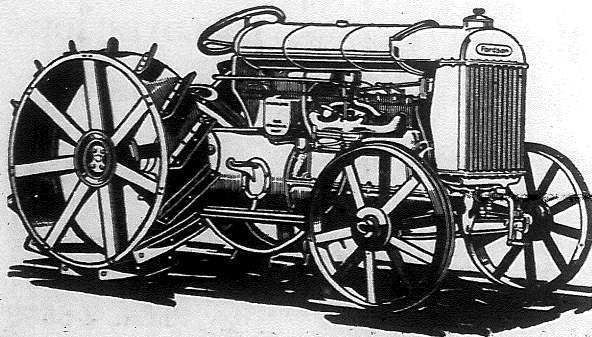
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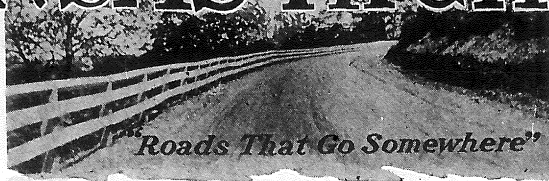


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All approved in Highway Work Throughout the Country.

# ARKANSAS HIGHWAYS



*Official Monthly Bulletin of the State Highway Commission*

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VOL. III.

JULY, 1926

NO. 7

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## "Getting the New, but Saving the Old"

IN ALL the talk about roads and road-building in Arkansas, one seldom hears anything except about the new roads built, the mileage extended.

Even in the official report of the Federal Bureau of Public Roads, given out recently at Washington, which placed Arkansas' tenth among all the States during 1925 in road building, there was little said about road maintenance and road re-construction.

One of the inconspicuous, but none-the-less important features of the work of the Highway Department under the policies of the present administration, is the salvaging of old roads, a feature of which is described in detail by Mr. Sykes elsewhere in this issue.

One of the slogans of the administration is "getting the new, but saving the old."

Getting the new is always the most spectacular, but it is not always the most valuable.

Patching an old road is prosaic, but it is important. The old road represents an earlier investment. An investment in right-of-way, in foundation, in drainage structure, in sub-base. The surface may be "shot." It may cause loss of religion and explosions of profanity on the part of the autoist.

But to preserve the old road, widening it and giving it a new surface, and then protecting it through regular maintenance, is wiser economic policy than tearing it up and building new from the bottom, in many instances.

There are places where the old must be abandoned, where new trails must be blazed. But ordinarily, the old can be saved and handed on to the next generation as an increasingly valuable investment.

"Getting the new, but saving the old." This policy of the Highway Department toward old roads has a value to the people in their attitude toward the department and the laws under which it operates.

There are those who want to tear up, both the department and the laws, and build them over from the bottom up. But that would be as great a mistake as to completely tear up an old road.

Both the department and the laws represent years of building and years of experience. Doubtless they can be improved here and there and from time to time. But wisdom says, "keep building, keep perfecting, keep improving. Get the new, but save the old. Hold fast that which is good."

## Salvaging Old Roads

By G. Hunter Sykes, Construction Engineer, Arkansas Highway Department.

TONOKE county was one of the pioneer counties of Arkansas in which modern or improved highways were actually built.

About fifteen years ago a very complete and comprehensive system of *Hard Surfaced* roads was prepared and actually built, generally of water-bound macadam, 12 feet wide, a type considered very satisfactory to cope with the amount and kind of traffic using the roads at that time. It is an acknowledged fact, due to the farsightedness of those responsible for this pioneer road building program that Lonoke county occupies her present enviable position in being one of the wealthiest counties in the state with its large population, fine homes, modern schools, churches, etc., and her people are able to get the best out of life today.

With the advent of the automobile and the increased traffic resulting from the present wonderful state highway system becoming connected, the above roads, due to their type and width, were not suitable to withstand the new burdens thrust upon them. Then, these roads began to cost a great deal more for maintenance than the funds available.

In 1923, under the provisions of the Harrelson Act, a number of these roads were included in the State highway system and the department became responsible for their maintenance.

By this time these once wonderful highways were full of holes, ruts, etc., and in a very deplorable condition.

Numerous ideas were advanced as to the method of making these roads satisfactory—some even going so far as to discard the original investment in its entirety and construct new roads. This in itself would have been a most serious mistake and an economic loss.

National Highway No. 70, between the Pulaski-Lonoke county line and Lonoke, the county seat of Lonoke county, will be used as an example to show how these roads are being placed in a condition to meet the present day traffic and yet salvage the original investment.

The road was originally built as a water-bound macadam 12 feet wide, and sections of it had a bituminous macadam surface, all of which was in a deplorable condition in 1923.

All subsequent work has been done by state forces and consists of patching the bituminous surface and then widening the base to 18 feet by using crushed stone secured from the Army Aviation Field at Lonoke.

This widened base has been rolled and built up as a water-bound macadam road, and the embankment widened to standard width.

Where the original surface was 12-foot water-bound macadam, this surface has been widened as above to 18 feet and several inches of gravel applied, which is gradually becoming thoroughly compacted and incorporated with the stone base by constant maintenance.

The work since 1923 has all been done with the idea of getting this road in condition to receive a bituminous surface treatment, which was recently started by state forces.

This work consists of cleaning all foreign matter and loose material from the surface and applying hot asphalt to the surface by means of the state owned distributor, then covering same with graded and washed gravel (or stone) and rolling. At present this eleven-mile stretch between the objectives named above is rapidly nearing completion and will result in a road 18 feet wide with standard shoulders and have an asphaltic surface free from dust, easy and economical to maintain and on a base much better than could be secured by new construction, and at a cost to the taxpayers far less than could be secured had the original investment and road not been salvaged.

When this work is completed one can drive from Little Rock to Lonoke on a reasonably smooth asphalt surface which will be free from mud in wet weather and dust in dry weather and on a surface 18 feet wide, which in itself will remove all danger hazards which were ever present on the original narrow road.

### CRAIGHEAD CITIZENS HAULING GRAVEL.

Craighead county citizens this month have been putting their shoulders to the wheel in very practical fashion, co-operating with the State highway department in hauling gravel for the graveling of the Lake City, Black Oak Monette highway, 16 miles long.

The work is being done as a result of a mass meeting of the citizens at which they voted to accept Commissioner Herbert Wilson's offer of 50-50 co-operation in getting this much-needed highway in shape for use throughout the winter.

Eugene Sloan of Jonesboro was elected chairman of the meeting and C. J. Chapin, also of Jonesboro, was named secretary. Chairmen for the three towns named were Bill Craddock, Lake City; Dr. A. R. Barrett, Black Oak; Robert Belton, Monette. They are working with County Judge Gregg and Highway Engineer Herring in handling the project.

### DREW COUNTY MEETING HELD.

More than 100 Drew county business men participated in a road meeting with Commissioner Wilson and Engineer Limerick this month at which plans for the summer's work in that county were gone over and approved unanimously.

Among the projects to be completed this summer and fall are the Tillar road, the Pine Bluff road and the Dermott-Collins road. Work will also be done on the Hamburg and Pansy roads.

## "Pick Them With Care"

An Editorial on Highway Legislation.—From the Fort Smith Southwest-American.

**A**S the date of the primary election draws nearer, attention is turning to the principles for which candidates for the Arkansas legislature stand. First in importance among these is their attitude on the highway legislation matter.

It cannot be avoided that efforts will be made to change the present highway law in some particulars. Sentiment appears to be preponderant against any change in the basic principle of the highway legislation of this state. The people would not stand for disruption of the state highway department's control over the state highways, or its supervision of all construction work on the highways. They would never agree to a return to the old plan of haphazard maintenance of roads. There is no probability that any serious effort will be made to decentralize road control. The effort may be expected to center on the distribution of the growing highway revenues.

There will be more money for the next legislature to appropriate. Just how much more no one can accurately say until the end of the year. But it will be enough to whet the appetite.

One thing that should be done, without any serious opposition, is to increase the maintenance appropriation to at least \$2,000,000. The state system is growing constantly. Traffic gets heavier each passing month. That means greater maintenance requirements. Everybody should agree to that, without argument.

The next question that must be solved is the distribution of the money in excess of maintenance and expense of operating the highway department. The heavily-bonded counties want more relief than they are getting under the Harrelson act. They are now getting, like other counties get, their per capita share of \$3,000,000 a year. They want more. The non-bonded and lightly-bonded will have no objections to their having more, provided the method of getting it does not deprive the lightly bonded and non-bonded of their fair share of state highway revenue.

It would be delightful if the state could write a check for enough money to pay all the cost of roads already built and to be built before the system is complete, and relieve all the land of any cost whatever, past or future. That would be equitable, as between all sections of the state. But that is impossible. There is a limited amount of money available. It must be administered in such a way that substantial justice will be done to all sections. It is not a question of counties. It is a question of individuals and groups of individuals, communities and sections. It is a question of justice and equity, not a question of arbitrary boundaries of counties.

The coming legislature will have to decide on the appropriation of the highway money, one way or the

other. It is not a matter that can be thrust aside. If no word of the Harrelson law is changed, appropriations must be made.

The best men that Arkansas has are none too good to decide on this matter. The highway department is the biggest business enterprise the state has. It spends more money than all other state departments combined. It touches the lives of every resident of the state. Its equitable functioning means prosperity and continued growth.

The people of Arkansas should find out the views of candidates for the legislature, gauge their intelligence and integrity, and pick men who can and will settle this question on its merits.

### Talented Business.

WANTED—Young man capable in business that plays the piano some.—*Adv. in Wisconsin State Journal.*

The new metal markers being placed on the State roads by the State Highway Department are very attractive and are appreciated by the tourists passing through  
—*Advance-Monticellonian.*

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## How Fast Does Your Equipment "Run Down"

**E**VERY time your bookkeeper makes an entry for "repairs," "new parts," "replaced machinery," it means dollars from your pocket which proper lubricants can spare.

### *Gay Oils and Greases Can Cut this Expense*

**R**EPAIR men and machinery service representatives are authorities for the statement that at least 50 per cent of the wear and tear on contractors' machinery might be eliminated if right oils and greases were used regularly on all moving parts.

**G**AY oil and greases have for 20 years saved money for road-builders and motorists all over Arkansas. Carefully tested before being offered for sale, they have proved themselves the best lubricants for your every purpose.

**T**HERE'S a Gay product for every motoring need. May we quote large purchase prices to you?

**GAY OIL CO.**  
*Stations All Over Arkansas  
and in Memphis*

---

## GOOD ROADS AND HOT SPRINGS

*Hot Springs Sentinel-Record.*

Memphis makes proud announcement of the fact that a traveler by automobile now can ride from Memphis into St. Louis on paved highway every inch of the way.

Of course, Memphis goes further and tells the public that the paved highway connection with St. Louis, which is direct, opens up opportunity to travel from Memphis to Chicago, Cleveland, Cincinnati, Pittsburgh, Washington, New York, Buffalo and hundreds of other cities in the North and East, without ever being off a paved highway.

It means that regardless of the weather conditions, travelers can ride from the North and East into Memphis, in their open Lizzies or in their big closed limousines.

And the interesting part to us is that after the travelers from all over the North and East reach Memphis, they can travel on an improved highway which is good for travel also all the year, directly into Hot Springs National Park.

There had been one link in the paved highway between Memphis and St. Louis which was only recently completed, and which was called the Hayti section. It was a fourteen-mile stretch. On Independence day they held a big celebration in that little Missouri town commemorating the closing of the gap, and the making of a continuous paved highway between St. Louis and Memphis.

While always most of our winter travel will prefer to come in the Pullmans, yet it is well that we keep before the world the fact that not alone our summer tourists but our winter tourists as well can reach Hot Springs National Park over paved highway if they prefer to come that way.

There is another route to St. Louis, or to Cairo, where the crossing of the Mississippi river is made, which is popular with the travelers, but it has not the paved surface as yet. It is an improved highway all the way.

When the Memphis viaduct is completed Hot Springs National Park can scroll across its advertising matter a full paved highway connecting with practically all of the North and East, and with some fine connections to the Northwest.

Also by that time we probably will be paving our Southern connection, so that instead of being on a terminal of the paving, we can let it be known that we are on a concrete highway, a part of the Bankhead and Lee highways, which have been nationally recognized.

### HARTFORD HIGHWAY BEING BUILT.

Road outfits under the direction of W. W. Mitchell, district engineer, are pushing work rapidly on the Fort Smith-Hartford highway, a 24-mile stretch of great importance to northwest Arkansas. The entire road will be graded and bridged this year, and Commissioner Wilson's plans call for gravel surfacing out of State funds in 1927.

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

## Don't Let Your Community Make The Same Mistake

Within recent years many communities have made the mistake of paving their highways at what they considered a "bargain price." The taxpayers thought they would save thousands of dollars.

But no one could foresee the astounding increase in motor traffic that was to come. As a result roads not built for permanence were soon badly in need of expensive repair. Annual maintenance costs piled up staggering totals.

In many instances the maintenance has not only wiped out the hoped for saving, but has exceeded original cost. And in many cases also it has been necessary to build entirely new roads—of permanent construction.

There are communities, however, which refuse to be misled by bargain price offerings. Many of these also built roads several years ago. And they built for permanence with concrete.

Those concrete roads, built in accordance with approved standards of highway construction, are in as good condition today as when they were built. And the cost of repairs and maintenance has been merely nominal. In fact, this saving is actually paying for these permanently paved highways. And remember that this saving will continue long after the bonds are paid for.

Which of these communities will yours be? Think it over. Then write us for facts and figures. We can prove to you that the most economical paving in the end is concrete—it has repairs built out and the maintenance built in.

*Send today for our free illustrated booklet—  
"Concrete Streets for Your Town"*

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*A National Organization to Improve and  
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OFFICES IN 31 CITIES.



## Arkansas Takes High Place Among the States

Report of Federal Bureau for 1925 Shows Great Progress.

WITH 586 miles of surfaced road completed in 1925, Arkansas takes tenth place for that year among all the states of the Union, according to the recently published report of the United States Bureau of Public Roads.

The record of the Highway Department for the year gave the state high standing in all features covered by the Federal report.

Arkansas is eighth in mileage included in the state road system. The Arkansas state system contains 8,295 miles. Texas has the largest mileage with 16,668. Wisconsin completed more miles of road last year than any other state, the mileage being 1,315.

Nearly 18,000 miles of road in the several state highway systems was surfaced in 1925, according to reports received by the Bureau of Public Roads of the United States Department of Agriculture from the state highway departments. In addition, 5,316 miles of earth road was graded and drained according to engineering standards, making a total of 23,152 miles improved during the year, of which a little more than 10,000 miles was constructed with federal aid.

At the end of the year the total surfaced mileage in the state systems had reached 145,508 miles, and there were 32,218 miles of earth road graded and drained according to engineering standards. The total of 270,654 miles included in the state systems embraces the important roads of the country which have been laid out to serve the needs of the states. It is upon these systems that the important through routes of the federal aid system and the United States highways have been almost entirely laid down.

The surfaced roads in the state systems at the close of 1925 were of the following types: Sand-clay, 12,677 miles; gravel, 64,408 miles; water-bound macadam, 4,804 miles; surface-treated macadam and gravel, 15,858 miles; bituminous macadam, 10,985 miles; sheet asphalt, 839 miles; bituminous concrete, 4,821 miles; cement concrete, 27,875 miles; brick, 3,111 miles, and miscellaneous, 131 miles.

The following table indicates the progress made by the various states:

State	First figures, mileage in state system; second, surfaced mileage existing at end of 1925; third, surfaced mileage completed during 1925.		
Alabama	3,953.5	1,833.0	266.9
Arizona	2,044.4	1,452.5	84.3
Arkansas	8,295.0	3,795.0	586.0
California	6,591.4	3,383.3	256.9
Colorado	8,932.8	3,456.8	125.1
Connecticut	1,871.9	1,725.0	111.5
Delaware	505.7	505.7	73.1
Florida	4,490.0	2,194.7	218.4
Georgia	6,231.7	2,472.5	231.5
Idaho	4,627.3	2,196.4	204.0
Illinois	4,819.5	4,168.2	732.9
Indiana	3,935.6	3,860.0	306.2
Iowa	6,674.1	3,029.4	347.8
Kansas	7,386.0	962.8	129.0
Kentucky	8,000.0	2,272.3	206.6

Louisiana	7,000.0	3,821.7	424.1
Maine	1,459.4	1,218.7	40.2
Maryland	2,429.0	2,429.0	185.1
Massachusetts	1,541.8	1,529.1	88.0
Michigan	6,706.6	6,025.8	436.7
Minnesota	6,954.5	5,978.6	550.2
Mississippi	5,500.9	2,689.7	63.7
Missouri	7,640.0	2,601.4	1,260.4
Montana	7,957.0	859.4	139.2
Nebraska	5,619.0	1,881.4	966.7
Nevada	2,996.7	873.6	206.2
New Hampshire	2,081.2	1,767.9	140.2
New Jersey	1,290.0	1,181.9	84.1
New Mexico	9,159.0	1,615.5	138.2
New York	13,900.0	9,625.9	589.3
North Carolina	6,432.2	5,311.5	976.6
North Dakota	6,174.0	803.5	262.4
Ohio	10,784.0	9,501.6	1,286.3
Oklahoma	5,589.0	1,348.4	267.3
Oregon	4,446.3	3,008.4	204.4
Pennsylvania	10,827.8	7,655.5	1,012.7
Rhode Island	768.4	405.8	37.6
South Carolina	4,951.0	3,220.8	242.0
South Dakota	5,918.0	2,023.0	551.4
Tennessee	4,644.4	2,599.4	291.4
Texas	16,668.0	7,954.0	1,027.7
Utah	3,132.3	1,058.0	120.7
Vermont	4,466.0	3,067.4	199.0
Virginia	4,920.4	3,559.9	172.5
Washington	3,266.0	2,542.0	287.3
West Virginia	3,664.0	1,267.7	284.7
Wisconsin	10,264.5	7,978.0	1,315.7
Wyoming	3,143.3	801.8	97.8
Totals	270,653.6	145,508.9	17,836.0

### For Concrete Roads--- For Gravel Roads

Solvay Flake Calcium Chloride may be used with equal success in the building of concrete roads and the maintaining of gravel roads.

Solvay Flake Calcium Chloride is unexcelled as a curing agent for concrete roads, doing away entirely with the older methods, with a distinct saving of time and money.

## SOLVAY

CALCIUM CHLORIDE

For the gravel or water-bound macadam road, Solvay Flake Calcium Chloride is the ideal dust layer and surface binder; while harmless to horses' hoofs, automobile finishes, etc., it will positively kill weeds and give a perfect, dustless road surface.

*Solvay Flake Calcium Chloride is free from Magnesium Chloride.*

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**HEALTH-GIVING BATHS** Combine rest with a course of health-giving baths in these

healing thermal waters. Especially beneficial in all forms of neuritis, rheumatism, high blood pressure and allied ailments. Also regularly patronized by many business executives, athletes and sportsmen

as an invaluable aid to physical conditioning.

**SPLENDID HOTELS** The splendid hotels shown below afford the finest of accommodations

and cuisine, including in their service the convenience of completely equipped bath houses, operated in each hotel under Government supervision. Write any one of them for interesting literature and rates. All guests are accorded full privileges of the Hot Springs Golf and Country Club.

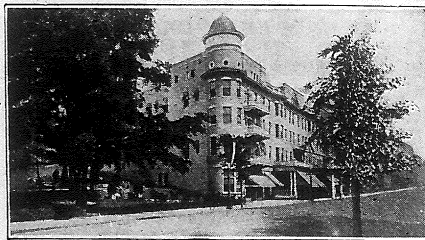
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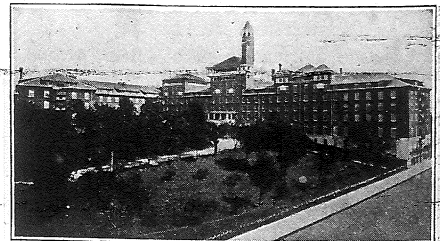
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The MAJESTIC HOTEL and BATHS  
American Plan



The EASTMAN HOTEL and BATHS  
European Plan

HOT SPRINGS NATIONAL PARK, ARKANSAS

## Arkansas Profits Most From National Road System

Gets Greater Benefits in Proportion Than Any Other State.

IN a most interesting editorial entitled the "Unmasking of the States," the Minneapolis Tribune calls attention to the rapid progress of the United States toward a complete and all-embracing network of hard-surfaced roads, and declares that in spite of all other factors, the chief beneficiaries will be the states richest in natural charms and natural resources.

Minor factors in determining the benefits derived by the States from their connection will be, of course, central location and ease of access from the great centers of population.

In all these factors, both major and minor, Arkansas stands pre-eminent. No State in the Union combines such physical beauties with such a variety of undeveloped natural resources. And none of the States able to compare with Arkansas in these two factors have such a central location and such ease of access.

California and Florida, each of which boast of their charms, and perhaps justly so, are both far from the geographical center of population. Arkansas is in easy striking distance of the very center. And with attractions that will be made doubly attractive when hooked up with a super-transportation system tied up with all parts of the country. The Ozarks will then become the central playground of America.

Looking ahead a bit, the Tribune sees the day when the United States "will be gridironed with magnificent boulevards. The system will be the most elaborate and stupendous the world has ever known. The city net-work of boulevards will be connected with the state system; the state system will be connected with the national system. It is safe to say that before the Twentieth century has reached the half-way mark the American highway system will be one of the outstanding miracles of the new world. Our guarantee of this lies in the number of motor cars now in daily use.

"Some progress has already been made toward the realization of this ideal. In all it is estimated that we must have 2,500,000 miles of good roads before the ideal can be attained. One-fifth of the job is now completed; we have already about 500,000 miles of good roads. The first fifth of the job has been completed and four-fifths of it remain. This sounds less formidable than it is when we consider that the real difficulty lay less in executing the job than in getting it under way at all. Indifference and hostility have vanished. Momentum alone will now swiftly carry it to completion. The Nineteenth century was the age of railroad building. The Twentieth century is clearly to be the age of highway building.

"To 'railroad' America properly required a total of about 250,000 miles. To 'highway' it properly will require a mileage total about ten times as great. But there can be no doubt that America will be 'highwayed' this century just as it was 'railroaded' last. The double transportation

system will make everything else recorded in history look pitiful by comparison.

"In surveying this inevitable development in America, it would be well to remember that we have another peculiarly strong reason for confidence in Minnesota's future. Already it is an axiom that the dollar follows the highway; this for the reason that where the good road goes the motorist goes and where the motorist goes the dollar goes along. Last century development followed the railroad track; this century it is tending more to follow the highway. But it is obvious that where the highway leads to something which captures the fancy of the motorist it is certain to yield richer returns than when it does not. Before the day of the highway the state which concealed assets was no better off than the state without them. Natural charms had to be reckoned as concealed assets because they were largely inaccessible. Highway development, however, is changing and will increasingly change all this. The concealed assets of the past century are becoming the visible assets of the Twentieth; and, as visible assets, they may be—and are being—converted into wealth.

"Highway development is bound to favor disproportionately those states which are richest in natural charms. Before the day of the motor car the states might be likened to a group of masked women at a ball. Until they unmasked the unprepossessing women were at no particular disadvantage as against the few women of beauty. But once they unmasked the attention, formerly diffused, would quickly concentrate itself upon the revealed beauty.

### Ringside Repartee.

"Ah shuah does pity yo' all," said a colored pugilist to his opponent as they squared off. "Ah was bo'n wif boxin' gloves on."

"Maybe yo' was," retorted the other, "and ah reckon yo's goin' to die de same way."

## 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.

**HIGHWAY WORKER LOSES EYESIGHT.**

A sad accident in which a highway worker lost his eyesight, occurred near Yellville this month when Virgil Burleson was the victim of an explosion while operating a jackhammer drill.

The drill struck a stick of dynamite left from a previous operation, and the explosion threw Mr. Burleson more than ten feet, severely lacerating his face, arms and lower limbs.

He was rushed to St. Vincent's Infirmary, Little Rock, for medical attention. Many small pieces of rock were found imbedded in his face, eyes and arms.

The crew of which Mr. Burleson was a member is drilling a ditch line through a heavy rock on the hill east of Yellville, where a broad new State highway is going through.

**BATESVILLE BRIDGE CONSTRUCTION SOON**

Actual construction work on the big \$300,000 steel and concrete bridge over the White river at Batesville is in immediate prospect.

After many months of preliminary work, bids on construction have been opened by the State highway commission, and contracts will be awarded in the next few days.

The structure will be approximately 3,696 feet in length, including approaches, and will displace a ferry which has been operated at this point for many years. Improvement of the Pleasant Plains road, and the building of this bridge, which should be completed next year, will shorten the road from Batesville to Little Rock by approximately 20 miles, and make the trip a great deal easier and more pleasant.

A citizen who passed over the State highway south of town Sunday says that Messrs. Joe Burleson and J. A. Cowdrey, and the men working under their direction, deserve much credit for the past few days' work. From Yellville to the top of the hill across Mill creek is now one of the best stretches of road in the county.—*Yellville Mountain-Echo.*

**PRAIRIE COUNTY WORK PROGRESSING.**

Much good work is being done on the highways of Prairie county, both by the State forces and by county workers under County Judge George W. Craig. The State forces are grading the highway from Des Arc to the White county line, under the direction of H. B. Bowers.

A fleet of 10 tractors and graders is being used on all the county roads by Judge Craig.

And the building program in Hot Springs National Park keeps pace with the paving program. One kind of improvements bring about other classes of improvements. Progress is contagious when once started.—*Hot Springs New Era.*

# Meyer & Greenwald Construction Company

General Contractors



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**Tires, Tubes, Accessories**  
**Painting and Upholstering**

**ROAD SERVICE**

## Arkansas' High Place in Road Building

By Herbert R. Wilson, State Highway Commissioner.

THE story of Arkansas' rapid advance during the past two years from twenty-eighth to tenth place among the States of the Union in the matter of good roads, recently told in an official report of the Federal Bureau of Public Roads at Washington, is one which seems to have escaped the attention of many of our citizens.

So intimately has the present State Highway Department been connected with this advance that I have hesitated about complying with a request for a discussion of the report. However, awakening the pride of Arkansas folks in their State on questions such as this, is a necessary preliminary to the work of continuing and completing the general program of development which lies ahead.

It is true, and is a legitimate object of State pride, entirely irrespective of politics or the partisan demands of the moment, that Arkansas, since she got herself squared away to the task of road-building some two years ago, under the first adequate and constructive piece of road legislation ever placed upon her books, has worked miracles in highway construction.

From a place far down the line two years ago, she has actually come in sight of the topmost round of the ladder, in competition with the oldest and strongest states of the Union. The real marvel of this performance has been that what Arkansas has accomplished has been on a pay-as-you-go basis, whereas most of the states that have made as great or greater progress have done so through resort of heavy bond issues, mortgaging the income of future years and future generations.

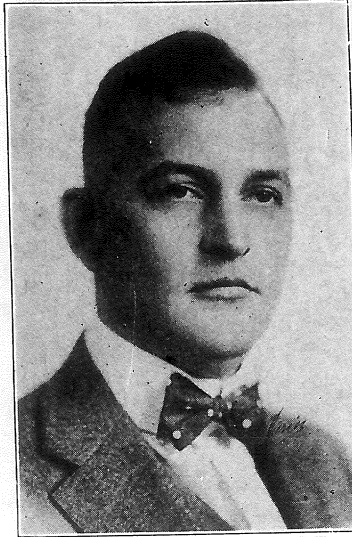
What Arkansas has accomplished during the past two years has been largely on a cash basis, and is in addition to some very heavy retrenchment and relief for districts previously bonded under the old system.

Let us see what the figures actually show! During the 1925 road-building season, the State actually completed 586 miles of highway. This gave the State rank as tenth among the states in the mileage completed during the year.

It brought the total completed mileage to 3,795 miles, giving the State rank as twelfth among the states in the total mileage of surfaced roads.

Only two years ago, Arkansas stood twenty-eighth on the list of the states!

Isn't that record one to which every Arkansas citizen may point with a glow of pride? Yet it is only one step in a program now under way under the Harrelson Law, which if carried out without interruption will put the State at the top of the list in the next two or three years, and bet-



HERBERT R. WILSON  
State Highway Commissioner.

ter yet bring to all sections of Arkansas the social, commercial and industrial benefits of a perfect, all-weather road system.

I am glad that the recent report of the Bureau of Public Roads, published in all the newspapers of the State, covered the official figures for the year 1925. This because 1925 was an "off" year politically, and the politicians who hanker after the control of our road-building program have a way of talking as though the only work ever done by the department is just before the Democratic primaries every two years.

We are all human, and it is human to like to make a record when it will be most appreciated. It may be that the Highway Department does better work in primary years than in "off" years. "*Arkansas Highways*" is not a political

publication, and I will not presume upon its policies by arguing the question.

But it is gratifying to see that by the official figures of the Federal Bureau of Public Roads, enough work was done by the Arkansas Department to rank the State tenth among 48 during an "off" year.

If "politics" in the present year of 1926 results in any better report, perhaps it will indicate that the only way to make the State move any faster up the ladder is to hold an election for highway commissioner every summer.

Pleasantries aside, 1926 will show an even greater progress than 1925, for the reason that the Highway Department is only now getting "into its stride" under the new law.

There is always considerable lost motion in getting started with a new organization and a new law. This lost motion is being eliminated as rapidly as possible, with greater and greater results on the roads.

In 1926 we will see an increasing mileage of completed roads, a more efficient maintenance of old roads, and the beginning of the most ambitious program of bridge-building ever attempted in Arkansas. The major part of the Harahan Viaduct troubles will be ironed out and construction begun; great steel and concrete bridges over the White River at Batesville and the Arkansas at Dardanelle will begin to take form, and scores of smaller, but almost as important structures will be completed on the State system.

As E. E. Bonowitz, one of our district engineers, recently observed in a very eloquent address before the Arkansas Engineers' Club, "Arkansas is moving forward. Let us help keep her moving that way. Let us help to keep good laws on the statute books, and get bad ones

off! Let us help to maintain healthy, public sentiment, and stamp out unhealthy and destructive sentiment."

It is in this one feature that the average citizen can perhaps best help his state. We must maintain a healthy public sentiment. Our road-builders are moving forward. They will continue to do so as long as they are backed and supported by such sentiment as now seems to prevail in Arkansas.

### GOOD ROADS BUILD A GOOD STATE.

Pine Bluff Commercial

Arkansas is indeed fortunate in having such a highly efficient highway department, that has the best interests of the entire state at heart in the matter of building good roads. Work is progressing satisfactorily in Jefferson county at the present time, and it will not be long before this county can boast of as good roads as are to be found anywhere within the limits of the state. Just because this work is, of necessity, slow, is no reason for condemning those in charge of this important work. It must be taken into consideration that the state highway department has jurisdiction over the entire state, and that each section of the state is as desirous as any other section of having good roads.

Arkansas has the youngest highway department in the entire United States, and with the amount of work completed on roads, it is generally conceded to be one of the best departments functioning at the present time. That is a compliment that may be heard from well informed sources everywhere.

Nothing is of more constructive value to a state than a system of good roads. It not only helps the people who reside within the borders of the state, but it is conducive to broadcasting the fact that the state is progressive, outside its own borders. There are a number of tourists who come through Arkansas each year, and for the most part, the condition in which they have found our roads has done as much as anything to broadcast the fact that Arkansas is really going forward. Tourists are prone to judge a state by what they see and not what they imagine about it. They are one of the most vital factors in telling the world of the physical conditions in which and through which they have traveled.

Jefferson county was one of the first counties in the state of Arkansas to encourage the building of good roads. This county may be considered a pioneer in this work, and it is indeed gratifying to those responsible for this condition to know that at the present time, work is progressing satisfactorily over various parts of the state, and that in time, Arkansas will have some of the best systems of hard surfaced roads to be found anywhere in the county.

Judge: Having left your wife you are charged with being a deserter. Are these facts true?

Victim: No, your Honor, not a deserter—just a refugee.

### ARKANSAS-MISSOURI HIGHWAY.



An increasingly popular road and one whose importance in growing daily as new units of the state highway system are completed in North Arkansas, is the Pulaski county unit of the "Arkansas-Missouri Highway."

A section of this road near McAlmont is pictured above. To the Pulaski county line, the highway is of concrete, with many super-elevated curves and several railroad underpasses and other safety features.

The road branches off from the Galloway Pike at Prothro's Gin running north to Jacksonville, Cabot, Beebe, Searcy, Bradford, Newport and thence to the Missouri State line and the Missouri system near Corning.

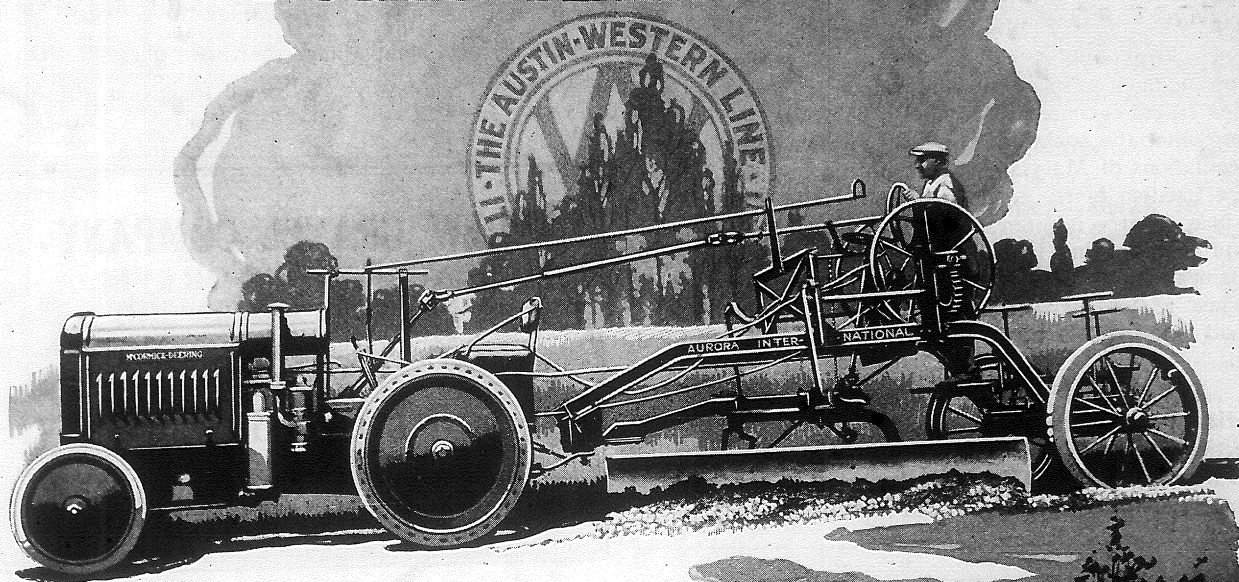
For several years, the Pulaski county unit of this highway was the center of litigation and legislative fights, but all disagreements finally were reconciled and the road was completed early this year.

Clearing of right-of-way on the Thornburg-Perryville strip of Morrilton-Hot Springs road is completed and it is understood that grading will start soon. This with the road mentioned above will give Perry county two roads to Hot Springs. Engineers have been busy the past two weeks straightening our "elbow curves" and surveying new sectors to eliminate the curves.—*Perryville News*.

"Willie," inquired the wealthy but parsimonious aunt, "If I were to give you two dollars, what would you do?"

"Count them," replied the child briefly.—*American Legion Weekly*.

# WESTERN-INTERNATIONAL POWER MAINTAINERS



**T**HE popular Aurora Standard and Little Western Graders can now be operated, in combination with an International 10-20 Tractor, as single motorized units. The tractor is very easily detached so that it is always available for other purposes.

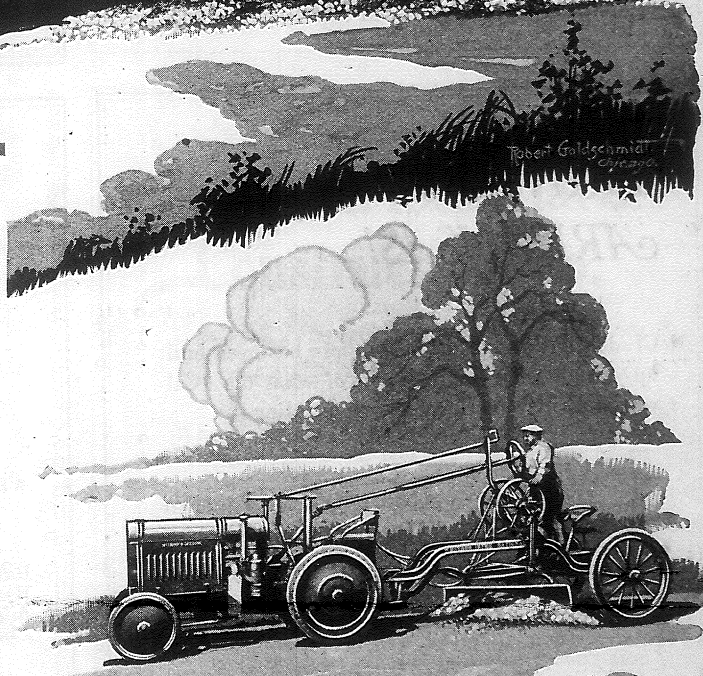
#### *Tractor pulls instead of pushes*

One of the outstanding features of this combination is that the tractor pulls instead of pushes the blade, thus enabling the weight of the tractor to overcome the side draft on the blade and hold it to a straight course.

#### *Other advantages*

The blade-lifting control has a machine-cut worm and gear which eliminates lost motion and is self-locking. These outfits do not need any more room to turn around in than the tractor itself and are steered as easily as a high-powered automobile. Timken Tapered Roller Bearings and large rubber-tired rear wheels add much to the smoothness of the work.

*A special bulletin describes these machines in detail. Write for your copy today.*



**THE AUSTIN-WESTERN ROAD MACHINERY CO.**  
400 North Michigan Ave. Chicago, Ill., U. S. A.

### ROADS MEAN NATIONAL UNITY.

Could the war of the States be fought now? Probably not. The communication between states is too good. In diversity of economic life the United States divided North and South of the Potomac in the days before 1860.

There were no roads north and south except the worst of mud roads and such river communications as there were.

Lack of communication produces alienism. Alienism produces wars, and wars produce misery.

The automobile and the hard road have joined state to state in an intimate personal fashion. The North Carolina citizen is concerned because if he drives east he must encounter the backward roads of Virginia or the license regulations of Maryland, which do not give the traveler the freedom of the road on his own state license. The whole country is interested in the Dixie Highway south and the Lincoln Highway west. When a state defeats highway bonds as Kentucky did, the nation is concerned. When a slow-highway state, such as Georgia, goes to road building it is not a parochial matter but a national one.

The national interests are so profound that the arterial system of the nation ought not to be a matter of sectional jurisdiction. The nation itself ought to build its national roads. The disinclination of a state to issue bonds ought not to keep national roads in the rough or in the mud.

Roads are the arteries of the nation. They must be kept free and flowing. Then there can be no alienism, no conflicts of economic and sentimental interests, no patriotic clash of parishes. It will be all a great nation of people going anywhere they like within it.—*Liberty*.

Mary: "I hear that the shy Mr. Ruddy was in an automobile accident."

Jane: "Yet, Betty Cuddle crowded him off a country road."

Mary: "I didn't know she drove a car."

Jane: "She doesn't. She went for a ride with him."  
—*Life*.

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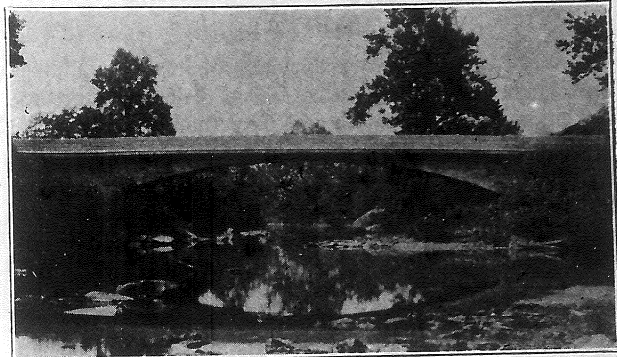


### POINT REMOVE BRIDGE TO BE FINISHED.

Tourists between Fort Smith and Little Rock will be glad to know that work is starting on the actual completion of the Point Remove bridge five miles west of Morrilton.

This project, long held up as a result of Conway county road troubles, has been let to the Independent Bridge Company on a bid of \$26,159. It will be a 270-foot bridge of steel and concrete construction.

For many months traffic has been forced to detour from the main highway over a dirt road to the old bridge to which the approach has been inconvenient.



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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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IS GIVING US

**GOOD ROADS**



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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.

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J. A. GREGORY,  
Vice President.

R. S. WILSON,  
Secretary and Treasurer.

### NORTHEAST ARKANSAS LINKED WITH CAPITAL.

Work under way which will probably be completed during the present working season will link northeast Arkansas closer to the Capital City than ever before.

Among the important links in this system are the Lauratown-Hopewell gravel road, which will connect Pocahontas, county seat of Randolph county, with Little Rock, via Walnut Ridge and Hoxie; and the Black Rock-Imboden road, which will give another direct connection with the Missouri system through Mammoth Spring.

Considerable work is also under way on the road leading from the new Black river bridge at Powhatan through Lyn and Strawberry to Batesville, although this stretch may not be completed until next year.

Work has begun by A. W. Bridges, road overseer, and crew on the State highway between here and Caddo Gap. This is a much needed improvement as the highway is pretty rough running between the Caddo river and the mountains (about two miles). It will be vastly easier traveling when the work is completed.—*Glenwood Herald.*

News items says that in Georgia and Vermont the law entitles a man to his wife's earnings. What have Florida and California to offer that will offset this?  
—*Arkansas Gazette.*

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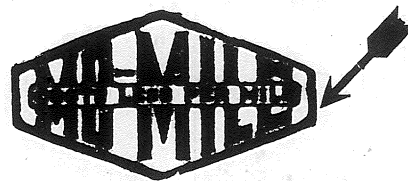
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Has everything that conforms to  
quality, good roads and high-  
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Little Rock, Arkansas

### LIMITING TRUCK LOADS.

The state of Oregon, as many other states, is attempting to save its costly roads from early destruction, by placing a limit on the truck loads that may be hauled over them. Certain truck owners attempted to thwart this regulation by suing in the federal courts for an injunction against its enforcement on a road built partly by federal aid. Three federal judges, sitting en banc, listened to the application and unequivocally refused to grant it. A citizen of the United States has no constitutional right to destroy a road, just because the nation paid part of the cost of building it. When the state, by its own police powers, preserves such a road from ruin, it is really promoting interstate commerce, not interfering with it. If the matter were carried up, we have no doubt that the Supreme Court at Washington would sustain the position of the federal judges who sat in the Oregon case. Federal assistance in road building was never intended to destroy the power of the states to protect the roads thus built.

—Columbus Dispatch.

### Truth Will Out.

A teacher, trying to explain the meaning of the word "slowly," illustrated it by walking across the floor.

She asked the class to tell her how she walked, and a boy at the foot of the class piped up, "Bow-legged, ma'am."

—Tit-Bits.

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In our seven years of operation, in which 900,000 tons have been shipped, we have had no lawsuits or squabbles with any of our customers.

Our prices are quoted f. o. b. the cars at Newark, Ark., per ton basis, with railroad weights to govern. Information on any part of our business will be furnished on application.

Office and headquarters, Room 26, Wishon Bldg., Newport, Ark. For quick action, call us—  
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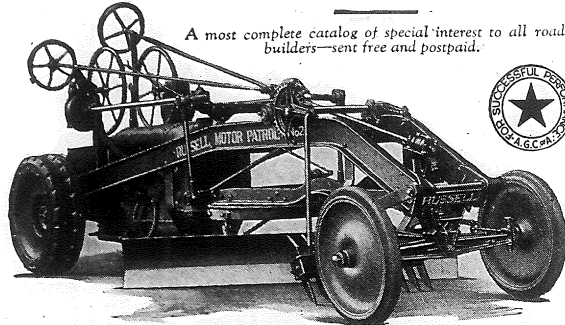
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Better Built Motorized Patrol Graders. They meet the need for more highly finished maintenance machines. Their popularity is growing daily and the demand is rapidly increasing. Russell Machines are built of oversize parts with the resulting low cost upkeep. They have highly finished machine cut gears, machined bearings, tight joints and rigid construction throughout. Scarifier is adjusted to work independently if desired.

No. 2 Russell Motor Patrol weighs 8500 pounds. The No. 3 Motor Patrol has more speed and is heavier weighing 10250 pounds. Length of blades finished 8-10-12 ft. made of special carbon steel. The complete Russell Line for road construction, road maintenance and road repairing includes—

8 Sizes Road Machines—2 Sizes Elevating Graders—Maintenance Patrol Machines for both Motor and Horse Power, Scarifiers, Road Drags and Wheel Scrapers, Drag Lines, Gravel Screening, Crushing and Loading Equipment, Steel Beam Bridges, etc.

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W. W. Dickinson,  
*President.*

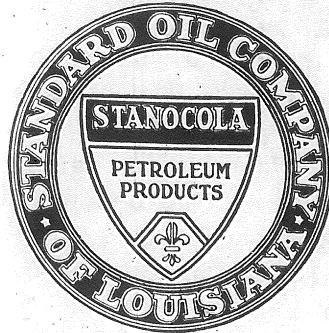
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ARKANSAS HISTORY COMMISSION  
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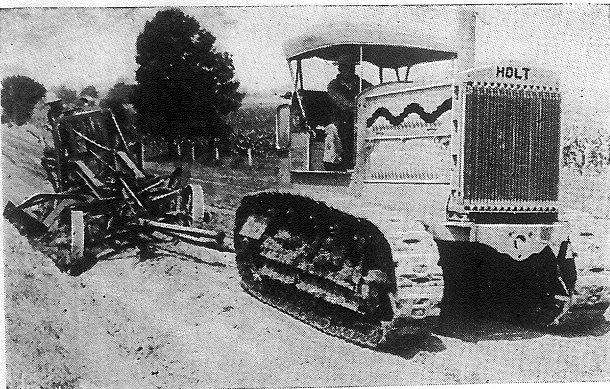
## STANOCOLA POLARINE      STANOCOLA GASOLINE

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*"Better Stick to the Standard"*

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A mighty task has been done! There is a mightier task yet to do! "Caterpillar" Tractors are road builders.

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INTERNATIONAL-GREAT NORTHERN RAILROAD

### *Railroads Must Maintain Capacity Plant in Order to Handle Sea- sonal Fluctuations in Traffic Volume*

**M**OVEMENT of the great grain crop, now being harvested, will require the railroads to operate at or near their maximum efficiency and capacity. Movement of most agricultural commodities place burdens on the railroads that are not generally understood. Live stock, for instance, must be transported in special equipment. Vegetables, fruits and other perishables must be handled in either refrigerator or ventilated cars and usually must be moved on especially fast and reliable schedules.

Even grain and grain products must be moved in the very best class of equipment, only. And the very nature of the movement makes it necessary for the railroads to assemble and store large numbers of the best cars. This requires an unusual number of cars and, naturally, also requires a maximum number of locomotives in the best of condition. Whenever the railroads fail, through any cause, to provide adequate and dependable service, the producers, shippers and consumers all suffer, but the railroads suffer most of all.

Fortunately, the railroads never were in better position to provide the required service. As a result of tremendous capital investments, the railroads have ample supplies of both cars and locomotives. And besides the great numbers of both which have been purchased and placed in service in the last four years, other equipment on the railroads has been rebuilt and repaired until there is a smaller percentage awaiting repairs today than at any time in the last five years.

The Missouri Pacific Lines are better prepared to handle the business offered than ever before in the history of the properties.

Co-operation of shippers and receivers of freight is as urgently needed as ever before, however. Prompt loading and unloading of cars and loading as nearly as possible to capacity will be of inestimable assistance. Shippers who anticipate their requirements and notify the railroads as far in advance as possible, also will help greatly.

I solicit your co-operation and suggestions.



*M. A. Schmitt*  
President