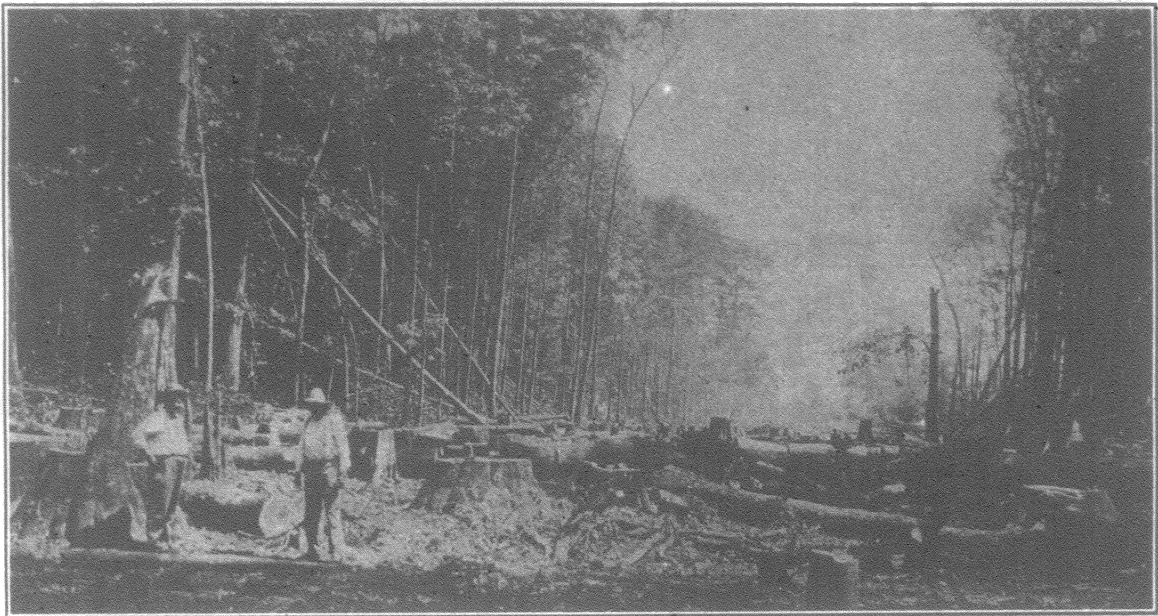


ARKANSAS HIGHWAYS



"The Road Must Go Through"

VOL. 3 JUNE NO. 6
1926

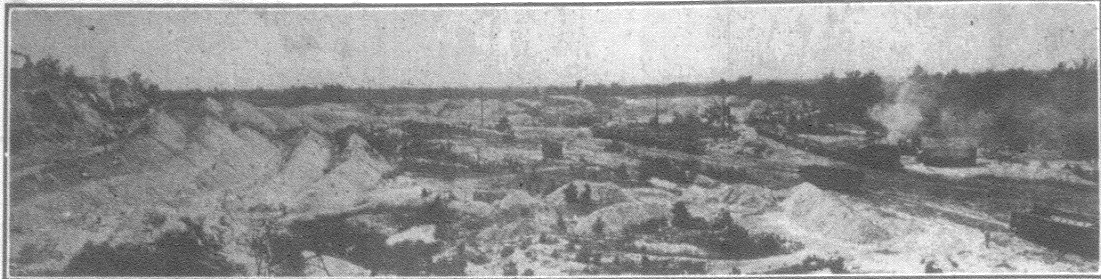
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Call us over Telephone 4-3788 or Long Distance 133, Little Rock, or Benton 93, for quick action.

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Our facilities for loading, one No. 60 Marion Steam Shovel, 2.5 yards' capacity; one 60-ton Baldwin Locomotive and other equipment, enables us to handle 75 cars in ten-hour shifts.

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.

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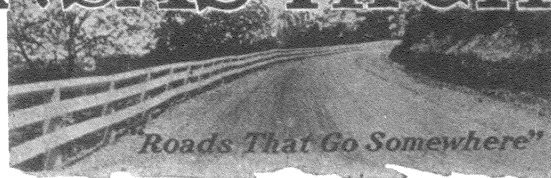
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ARKANSAS HIGHWAYS



Official Monthly Bulletin of the State Highway Commission

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VOL. III.

JUNE, 1926

NO. 6

"The Road Must Go Through"

IN the scene which furnishes our front cover this month may be found an epitome of the spirit which is now driving the State Highway Department in its program of road building.

"The Road Must Go Through." Whether it be through the rocks of North Arkansas, or the cypress brakes of Eastern Arkansas, over the hills or through the swamps, the broad highway must be laid over which Arkansas may come into her own.

The new highway law under which it has been possible for the department to function efficiently during the past two years is only now coming into full force and effect, and work is in progress virtually everywhere in the state. It is hard to get out of the sound of the tractor and grader outfits that are transforming rough trails into broad roads; the boom of the blasting, the buzz of the saw, the crash of the tree, the noise of the hammer or the rat-a-tat of the bridge riveter. Things are doing on the highways of Arkansas. "The road must go through."

This is a great thing for the citizens of Arkansas. It brings them closer together, it increases friendship and understanding, makes intercommunication and commerce easier, prosperity more all-embracing. Unity of thought, harmony of action, strength of purpose result to the Commonwealth.

And under the present law these arteries of trade, these highways of which we are so increasingly proud, come to us easily and without undue burden on anyone as a result of the gasoline and license taxes. Properly ad-

ministered during the next few years this law will insure to the entire State their benefits and advantages, and every section will be knit together with every other section by "roads that go somewhere."

These things are tangible benefits which should never be traded for the dreams of the theorist or the pleasant pictures drawn by the facile brush of the artful politician who for one reason or another would like to substitute his ideas for the ideas that have been proven by the people to be good.

"The road must go through." In putting it through many things are needed. Men, organization, money, machinery, dynamite, all the thousand and one things that enter into the great task of road-building under a variety of physical difficulties. But more than that and above all these are the law itself, and the public sentiment which alone can preserve it against tinkering and experimentation.

Doubtless it can and will be improved as the years go by. But if the great program now before the State is to be fully realized, her citizens must be alert against any reversal of the machinery of road-building that has been so carefully set up during the past few years of invaluable experience through which Arkansas has passed.

Let a united citizenship, permeated with the same spirit that is driving the department in its work of conquering the physical obstacles that are slowly and surely being overcome, see to it that all legislative and political obstacles are as completely mastered, and that nothing is left undone to assure the success of the highway program. "The road must go through."

Highways Especially Popular in Vacation Time

Tourists Use Good Roads in Reaching Resorts.

ARKANSAS highways win their greatest popularity during the vacation season when tourists from all over the country use them in reaching summer resorts, fishing camps and other places of especial interest.

At this time of year they are crowded with vacationists from all parts of the state and the United States, and during the course of a day one is apt to see the license tags of a majority of the states of the Union.

To such tourists the new numbering and marking system is peculiarly important, and much favorable advertising of the State has already been secured as a result of the fine impression which it makes upon visitors from other states, unfamiliar with our highways. An adequate marking system makes a good road doubly enjoyable since the tourist can speed along without worries about losing his direction.

Among the real "sights" in Arkansas which are attracting an increasing number of automobile visitors this summer is the Mammoth Spring in Fulton county, single source of the interesting Spring river. Completion of the celebrated Batesville-Mammoth Spring highway, which connects with the new Missouri system just north of Mammoth, has made this resort easily accessible from every direction. Under the new marking system this is Highway No. 9.

Other splendid attractions for the tourist, located on fine highways, with their new numbers, are as follows:

Largest peach orchards in the world, and only diamond mines on the continent, Pike county, near Murfreesboro. Highway No. 27.

Rice fields of Grand Prairie, Arkansas county, Highway No. 30.

Longest pontoon bridge in the world, Dardanelle, soon to be replaced with a splendid concrete bridge across the Arkansas river. Highway No. 64 to Russellville.

Lake Chicot, fishing grounds of nation-wide fame, and ideal bathing resort. Highway No. 65.

El Dorado and Smackover oil fields center of Arkansas' wonderful new oil industry. Highway No. 67.

Hot Springs National Park, home of radio station

"KTHS" and internationally-popular health resort. Highway No. 70.

University of Arkansas, Fayetteville, and many Ozark summer resorts. Highway No. 71.

The tourists who have "made" these highways have not seen all of Arkansas, for there are many other points of interest that might be mentioned, if there were space to do so. However, they have seen something of the diversification of Arkansas' scenery, resources and industry, and gained a fair idea of the State's size and wealth.

Each of the highways mentioned will carry a heavy tourist traffic this summer and fall, and play its part in advertising the greatness of Arkansas to visitors from far and near, who formerly, doubtless, thought of the State in terms of the "Slow Train" and the "laugh, dern ye" traditions.

MALVERN BANQUETS HIGHWAY BUILDERS.

A banquet in honor of Herbert Wilson, State Highway Commissioner, and his staff, consisting of State Engineer Limerick and District Engineer Kern, was given by the Malvern Chamber of Commerce, in the Methodist church basement last night.

The meeting was well attended. Many different sections of the county being represented, as well as Garland and Grant counties.

Hon. D. D. Glover acted as toastmaster, and introduced the speakers.

The luncheon was served by the members of the P. T. A. and proved a most appetizing spread. The Malvern Booster Band furnished delightful music, and the meeting was a success from every standpoint.

Commissioner Wilson made the principal address, telling of what the Highway Commission had accomplished during his administration, and especially outlining the work done in Hot Spring county, and what the department expects to do in the future.

Other interesting talks were made by the following: District Highway Engineer Kern, Lawrence Berger, of this city, an employe of the highway department; County Judge Walters, D. S. McCray, secretary of the District Highway Commission; State Senator Dillard, of Garland county; Circuit Judge T. E. Toler, of Grant county; Henry Diffie of Bismarck, and Dr. W. S. Richardson, president of the local Chamber of Commerce.

—Malvern Daily.

THE LITTLE TOURIST.

Betty was taking her first ocean voyage, and for the first three days the sea was smooth as glass. On the fourth day out, a squall came up and the good ship bounced around like a broncho.

"Mother," finally said Betty, "what's the matter, are we on a detour?"—Georgia Highways.

TUCKER

SAND AND GRAVEL CO.

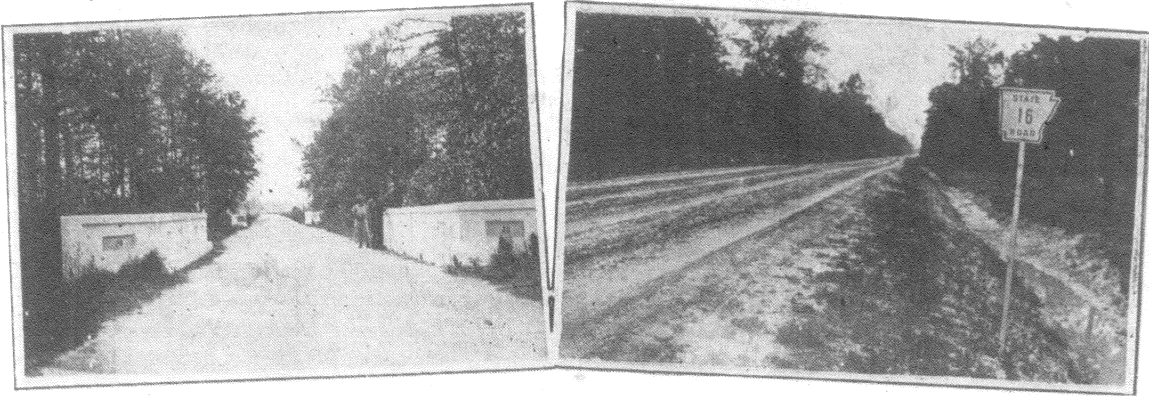
Benton, Arkansas

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.

"Read the Signs and 'High-Ball' "

Tourists in Arkansas Do Not Have to "Stop and Ask."



The New Marking System as It Actually Looks.

THE two photographs above, made by A. W. Buford, show two mighty pretty stretches of Arkansas highways, but their principal interest at this time is in the road markers which they show.

These markers are a part of the state-wide system now being installed under the direction of Herbert R. Wilson, State Highway Commissioner, on all Arkansas highways. The system was completely described by Frank Wittenberg, Jr., engineer of surveys and plans, in the January issue of "Arkansas Highways".

Its installation will end forever the troubles of tourists who had to stop and ask the way at every cross-roads.

With the aid of maps of the state highway system now being prepared by Mr. Wilson for general distribution, the tourist can go anywhere simply by watching the numbers on the road signs and following directions.

The signs bear the new numbers of state roads, assigned following the designation of a national system by the Bureau of Public Roads last year. Thirty-five separate and distinct types of signs covering direction, distance, warning and caution markers are included in the system.

One of the pictures above shows a beautiful scene along State Highway No. 20 in Phillips county, a Warrenite-asphalt road. The bridges have been painted white by state maintenance forces, and the wing-walls have been used for the highway number.

The other picture shows one of the new metal signs erected by the department on Route No. 16, between Wynne and Fair Oaks. This is a new dirt road built by the department with a tractor and grader outfit.

DON'T BE A DRIFTER.

The trouble with a great many people in the world today is that they are "drifters." They don't stay at one job long enough to master it, or work hard enough to make it a success.

Working a little while in one place, they become weary and move on to another, only to repeat the process time after time.

There is a simple old saying—so true that it is trite—"A rolling stone gathers no moss."

Get an anchorage early in life. Experience shows that those who settle down before middle age make far greater personal progress, as a rule, than those who drift.

Fortitude and will power are necessary to remain steady in a world of pleasure, but it is only through a determined fight of this character that success will come.

Establish your anchorage; it never pays to be a drifter.—C. A. T. A. News Letter.

The World's Largest Service Station

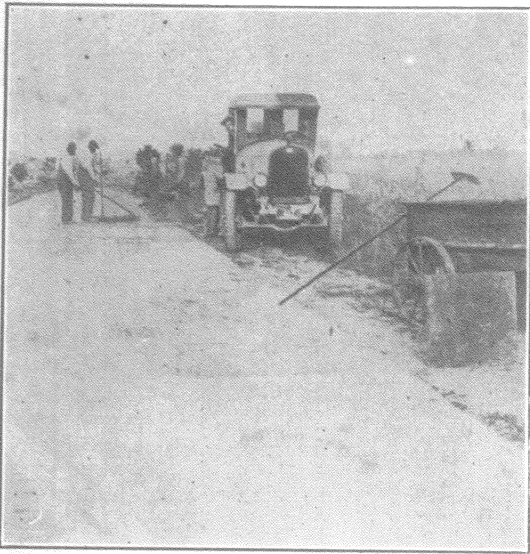
*Everything for the Motorist
Under One Roof*

555 Tire & Service Co.

3RD AND BROADWAY

LITTLE ROCK

AN ASPHALT REPAIR CREW.



Many people think that when an asphalt or concrete road is built it ought to be the end of the story.

But no roads are permanent, and even the highest-priced require attention and care if they are to last and give satisfaction.

In the above picture is shown an asphalt repair crew at work on one of Phillips county's fine highways. "A patch in time saves nine."

The State truck shown in the picture (State Truck No. 467), was purchased two years ago, just after the new highway law went into effect. The good condition of this truck is typical of all highway department equipment, and evidences the good care that is taken of everything the department operates.

Citizens of Ola, enthusiastic over recent development of their city as a trading and poultry center, are making plans to themselves open a new road through a rich farming section northwest of town known as "Greasy Valley." Mayor Lovett and Aldermen R. J. Lipsey, K. A. Norman, Frank James and Lee Tippin are active in the movement.

DREW GRAVEL COMPANY ROAD SURFACE GRAVEL furnished in any quantity

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Offices

MONTICELLO AND McGEHEE ARKANSAS

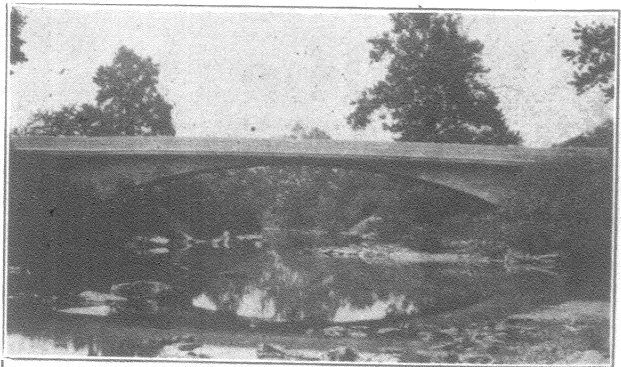
M. E. SHERLAND, Sec.-Treas.
McGEHEE, ARKANSAS

ARKANSAS DEVELOPING ROAD MARKER SYSTEM

The Arkansas State Highway Department, under Herbert R. Wilson, state highway commissioner, is placing a complete system of route markers on all state highways, according to A. W. Buford, district engineer. These will be a very great aid to the traveling public, as it will be unnecessary to ask questions at any point. The markers consist of steel plates made in the shape of a map of Arkansas, on which is stamped the number of the state highway. Federal roads in Arkansas will be marked by metal plates made in the shape of a United States shield and stamped with the number of the highway. These are being erected on metal posts all over the state.

These state route numbers are also being painted on each telephone pole, bridge head, wall and other prominent objects along the road. This work will be completed all over the state in six weeks. Maps have been prepared by the state highway department and are being placed in all tourists' headquarters, filling stations, etc.

A person can find the number of the route to be followed on the map and then proceed without further questions to any point in the state by simply following the route markers. All railroad crossings, sharp curves and other dangerous places will be plainly marked by a large danger sign. Not only this, but the State Highway Department has been very actively engaged in bringing the various highways up to a high state of perfection, especially in this section.—*Marion Accelerator.*



Built by Luten Bridge Company

When you think of Bridges—think in terms of concrete. They are Economical, Permanent and Artistic.

Write us for Plans and Estimates.

LUTEN BRIDGE COMPANY

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Lime in North Arkansas Soil Aids Road Maintenance

National Tests Throw Light on Entire Question.

INTERESTING light is thrown on the question of road maintenance in North Arkansas by the recent tests of the action of lime on road soils conducted in several states with the co-operation of the National Lime Association and the Bureau of Public Roads.

It has long been known that dirt roads, properly made and drained are easier maintained in North Arkansas than elsewhere in the State, and show greater stability under traffic in wet weather.

It has also been known that in most sections of North Arkansas considerable lime is found in the soil.

These two known facts were not closely related, however, until the recent laboratory work and field tests in several other states as a result of which quite general use is to be made in those states of hydrated lime, thoroughly mixed into the natural road soil by plowing and discing to a depth of six inches.

Discussing the many experiments that have been made, H. W. Wood, Jr., an authority on the question, says:

"Lime treatment greatly stabilizes heavy clay and silt soils. These soils immediately lose their stickiness and extreme plasticity, becoming granular in structure, which renders them capable of sustaining normal traffic loads without failure when wet.

"In order to determine this stabilizing effect accurately a series of investigations was conducted at Ohio State University under the supervision of Professor Eno to devise a test for measuring the stability of soils in the laboratory. The soil to be tested is placed in a steel cylinder three inches in diameter and is forced through a one and one-half inch hole in the bottom by means of a plunger, the load being applied in a universal testing machine.

"When the soil holds a definite percentage of water, the load required to force the soil through the hole is a measure of its stability, or its resistance to deformation under load.

"On several clay soils tested by this method a lime treated soil holding 30 per cent of water showed twice the stability of the untreated soil holding only 25 per cent of water. In view of the fact that most clay soils fail under traffic when holding about 25 per cent of water, an increase in their stability in this range of wetness may often prevent a failure of the road. It will be seen that there the untreated soil with 25 per cent of water would fail under traffic, while the lime treated soil containing 5 per cent more water would remain smooth and unrutted. That is exactly what we found in the actual field tests.

"There are several practical uses for lime treatment

of soils. On a back road in the country, where the traffic is not heavy, and where a hard surface road would be too expensive, it seems advisable to treat the troublesome clay sections with lime. By thus keeping these sections hard and firm at all times, many miles of road will be kept open to traffic in rainy weather and after the spring break-up.

"Where traffic is heavy enough to warrant a better road, the subgrade may be treated with lime and the surface covered with a thin layer of crushed stone or gravel. Without the lime this thin layer of surfacing material would soon sink into the clay and disappear; but with the increase in stability and loss of plasticity due to the effect of the lime, the thin layer of gravel or crushed stone will remain on top. This will result in a saving of five or six inches of gravel or stone.

"It is often a great help to use lime around a construction job or on a farm to dry up mud holes or to prevent them from forming. Hydrated lime can be strung along the tracks and the trucks will work it in.

"Maintenance on a lime treated road is simplified in several ways. (1) The soil loses its stickiness and is not picked up by the wheels of vehicles, to fall on the road and form clods. This keeps the road from becoming rough; (2) The increased stability of the soil prevents the wheels of vehicles from cutting ruts after the surface begins to dry; (3) The lime treated road dries out faster and can be dragged many hours sooner than the road without lime; (4) The treated soil mulches more easily under the drag, making it easier to obtain a smooth riding surface.

"Test roads are being built in Wisconsin this summer using a thin gravel surface over the lime-treated subgrade. This work will be done by the Maintenance Section of the Wisconsin State Highway Department.

"The University of Illinois is building several test sections near Champaign this summer to determine the value of lime treatment preparatory to oiling earth roads. It is expected that the lime will stabilize the soil, and at the same time prevent the emulsifying of the oil by the clay. Both of these should lengthen the life of the oiled surface.

"In Missouri and Virginia sections are being treated with lime to obtain further information concerning its use on earth roads without the addition of any surfacing material. In Ohio another short section of subgrade for concrete pavement has just been completed, and the tests in the laboratories at Ohio State University are progressing. With the results of all these tests compiled, together with the results already obtained in previous tests, definite recommendations for lime treatment of earth roads, subgrades and landing fields can be made.

"This subject has now been brought out of the experimental stage, for the new test will enable us to recommend the amount of lime required on any soil. With some knowledge of local conditions as to grade, loca-

tion and drainage, we can tell how deep the treatment should be."

Whether the use of lime on the dirt roads of Arkansas outside the sections in which it naturally occurs will become general is not known. But it is interesting to find that in a large portion of our State we have ready to hand, already mixed with the soil, a chemical which many other States are buying and using to great advantage in the maintenance of their dirt roads.

HOT SPRINGS IS HAPPY.

Comment has been made in previous numbers of "Arkansas Highways" on the increased business which has resulted to Hot Springs as a result of the good roads that have been and are being constructed throughout the State.

Quite recently the Malvern Chamber of Commerce honored Commissioner Herbert R. Wilson and Engineer R. C. Limerick with a banquet, to which the Hot Springs Chamber of Commerce was invited. Because of a banquet previously arranged in connection with the annual drive for funds, the Hot Springs organization was forced to decline the invitation.

The Hot Springs Sentinel-Record, in telling of the declination, said:

"However, in replying to Secretary Hallie A. Dever's invitation Mr. Body expressed regrets and paid tribute to the splendid work which Mr. Wilson and his staff of engineers have done and are doing for the good and prosperity of Arkansas.

"Mr. Body replied in this connection: 'I would like to express on behalf of the board of governors, Chamber of Commerce, and citizens generally our sincere appreciation for the good work which Mr. Wilson and his engineers have done and are doing in the construction of good roads in Arkansas.

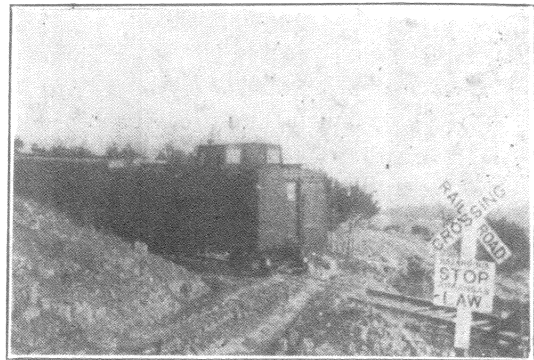
"We feel that his road policy will do more to advertise Arkansas favorably than perhaps any other medium of publicity, and of course, the more tourists we get into the state the quicker we will sell Arkansas to the outside. His honor, Mayor Robert A. Jones, chairman of our Good Roads Bureau, concurs in these sentiments."

Are You a Contractor?

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

CENTRAL SUPPLY CO.
LITTLE ROCK, ARK.

A DANGEROUS CROSSING.



This is a picture, made by H. C. Sellers, of a very dangerous grade crossing located in Marion county, a few miles west of Yellville. It was taken just as a freight train was leaving the crossing, to emphasize the very short distance at which the automobile tourist could see a passenger train approaching rapidly from the opposite direction. This is the sort of grade crossing that Commissioner Wilson is working hard to eliminate all over Arkansas.

This particular crossing is to be eliminated this year through a re-location of the road and the building of an overhead crossing about one-half mile north of this site. The work will be done by state forces under the direction of Mr. Sellers, who is district engineer, located at Harrison.

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.

Send for Descriptive Booklet No. 7251.

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704 Laclède Gas Bldg. St. Louis, Mo.

Many New Contracts Are Let by the Commission

Important Projects Started at Many Points.

ROAD and bridge contracts covering many important projects on the State Highway System were let by the State Highway Commission at its recent meeting, the letting approximating \$277,000.

Inasmuch as the State will furnish gravel and other materials for some of the jobs, the total value of the work set in motion will much exceed this figure. All of the gravel road projects included in the list involve such an arrangement.

Among the contracts let, with the successful bidder and the contract price, were the Stuttgart-Slovak gravel road in Prairie county, R. J. Lynch, Little Rock, \$15,917; Tuckerman-Alicia road, 11 miles gravel, E. L. Terry & Co., Brinkley, \$37,650.

Warren-North road, Bradley county, 6.31 miles grading and drainage structures, R. J. Lynch, \$28,973; Spadra Creek bridge at Clarksville, Harvey Brown of North Little Rock, \$23,630; Holman creek bridge in Madison county, Southern Engineering Company, Minden, La., \$16,596; concrete road, 1.65 miles, between Walnut Ridge and Hoxie, Harvey Brown of North Little Rock, \$45,165; Hamburg-Montrose road in Ashley county, 7.95 miles of gravel, \$1,520; Batesville-Heber Springs road in Independence county, 11 miles, grading and drainage structures, E. L. Terry & Co. of Brinkley, \$57,983; Dermott-Collins road in Drew county, 4.91 miles grading and drainage structures, W. P. McGeorge & Co. of Pine Bluff, \$30,195.

The Dermott-Collins road is one of great importance in Drew county, and the section which will now be built will be a difficult stretch from Collins to Baxter, through the Cut-off Bottoms. People of Drew county have expressed great pleasure over the prospect of completion of this highway before another rainy season. The contract with the Pine Bluff contractors covers merely the grading and drainage structures, the gravel surface to be furnished by the highway department. Considerable filling will have to be done over most of the stretch.

Construction work under the personal supervision of Richardson Ayres, district engineer at Hope, is already under way on the uncompleted section of the Hope-Camden highway.

Department forces are working four miles east of Hope, and at Camden, and the job will be pushed both ways through the Nevada county oil fields, which the new highway will serve. The two towns both will benefit from the completion of this road.

A movement has been started by citizens of South Arkansas to secure from the next General Assembly in January a law authorizing the construction of a toll bridge across the Ouachita river at Calion.

This is of importance by reason of the fact that the new road now being constructed to El Dorado by way of Hampton and Calion is served only by a ferry at Calion. The proposed new route to El Dorado would

shorten the trip from Little Rock by more than 12 miles, and with a bridge replacing the ferry over the Ouachita, would undoubtedly prove popular.

TWO GRADE CROSSINGS TO GO.

Two dangerous grade crossings between Sulphur Rock and Magness will be eliminated this summer incident to the improvement of the Newark road, which is being pushed by E. E. Bonowits, district engineer at Batesville.

Work is now going forward on this stretch on right-of-way and sub-grade, and a heavy outfit will be moved onto the job in July. This section of the road follows the east side of the railroad track, and the distance will be shortened between the two points by more than one-half mile.

The state highway engineers have completed the survey of the road from Okolona to the Little Missouri bridge on the Bankhead highway for a state highway. A number of citizens of Burtzell are urging the highway department to change the proposed route so that it will include Burtzell.—*Gurdon Union Press.*

"If you care to see some real road work, just go over the road from Uncle Joe Sasser's store to the top of the hill above Mrs. Gray's.—*Yellville Mountain-Echo.*"

Meyer & Greenwald Construction Company

General Contractors



Monroe, Louisiana

and

Meridian, Mississippi

June Meeting of Commission to Be Important

Twelve Big Projects to Be Started, Including Four Bridges.

WHEN the members of the State Highway Commission hold their regular meeting June 30, they will let contracts for the construction of more than 70 miles of road and for the erection of four important bridges on the State Highway System. Each of the projects is a Federal Aid project, and will be financed in part through Federal Aid money. Three of the bridges will be of concrete and steel, the other being a treated wooden structure.

Members of the commission who pass upon all contracts and purchases of the department, and who will let the contracts, are Herbert R. Wilson, chairman; Charles E. Moyer, Robert H. Wolfe and Ed Kendall, commissioners.

The bridges for which contracts are to be let are the Point Remove Creek bridge, near Morrilton, Conway county, steel and concrete, steel span 120 feet, and five 30-foot concrete approach spans; Caney Creek concrete bridge, 156 feet in length; Ouachita river bridge, Mt. Ida, Montgomery county, concrete arch bridge with timber approach spans and earth embankment, 340 feet in total length; a treated timber viaduct on Corning-Piggott road, 1,284 feet long.

Road contracts to be let are:

Hope-Lewisville road, Lafayette county. Grading and drainage on approximately nine and one-half miles.

Corning-Piggott road, Clay county. One and one-half miles of complete gravel road.

Strong-Huttig road, Union county. Thirteen miles gravel road complete.

Marmaduke-Halliday road, Greene county. Six and one-half miles gravel road complete.

Hampton-Camden road, Calhoun county. Fifteen miles grading and drainage.

Batesville-Heber Springs road, Independence county. Eleven miles gravel road complete.

Marianna-Hughes road, St. Francis county. Four and one-fourth miles complete gravel road.

Alma-Mulberry road, Crawford county. Approximately nine miles grading and drainage.

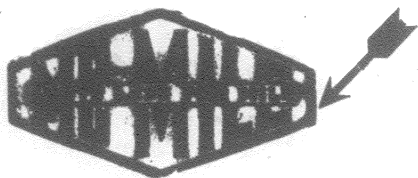
A premature explosion of dynamite caps resulted in the serious injury of William A. Rucker, a highway department employe working on the Casa-Perry highway just west of Perry recently. Mr. Rucker lost his right arm and eye, and suffered other injuries. A spark from a burning hickory stick with which he was preparing to light a fuse caused the explosion.

A COMMONPLACE AFTER ALL.

"I hear that the De Jones have bought a two-seater."

"Yes; I've seen the nursemaid pushing it with twins inside."—*Chicago News.*

"Look for the Mo-Mile Sign"



**More Miles
Per Gallon**

Others Claim it-
We Guarantee it!

E. R. Russell Oil Co.
Little Rock, Arkansas

**To Have Good Roads
Requires Lasting-
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Little Rock, Arkansas

Hot Springs Road Bears Heavy Traffic

By Charles T. Davis, in "Arkansas Gazette."

*Let me sit in my house by the side of the road
And watch the race of man.
There's the truck, the trailer, the sportster, the speedster,
The roadster, coupe and sedan;
There's the Franklin, the Fiat, the Ford and the Flint,
Chevrolet, Overland, Willys-Knight;
The Cadillac, Chrysler, the Stutz and the Star,
The Case and the Cole and the White;
The Marmon, the Mercedes, Buick and Gray,
The Hudson, the Haynes and the Hup—
Let me sit in my house by the side of the road
And total the darn things up.* C. T. D.

The second annual check of traffic on the Little Rock-Hot Springs Highway was made yesterday by Claude Ringo on the front porch of his home about eight miles from Little Rock. Mr. Ringo is a baseball fan of no mean sort and a living record book of Traveler names, dates and players.

From the statistics compiled by Mr. Ringo, 4,111 motor vehicles passed his front door during the 24 hours from midnight Saturday to midnight Sunday. On the corresponding Sunday last year, June 14, a total of 4,478 vehicles went by his doorstep. The check was made last year on the first Sunday that the highway was open from the Pulaski county line to Benton.

HORSE IS CROWDED OFF.

Traffic was unusually heavy last year on account of the completion of the new highway, but the traffic yesterday would indicate that there is an increase in automobiles and persons riding on a pleasant Sunday afternoon. One thing lacking in the big parade on the pavement was horse-drawn vehicles. Mr. Ringo reports that he did not see a single horse-drawn vehicle during the 24-hour period.

The number of autos checked during each hour is as follows: From midnight Saturday to 1 o'clock, 30; from 1 to 2 o'clock, 26; from 2 to 3 o'clock, 9; from 3 to 4 o'clock, 18; from 4 to 5 o'clock, 4; from 5 to 6 o'clock, 20; from 6 to 7 o'clock, 51; from 7 to 8 o'clock, 136; from 8 to 9 o'clock, 130; from 9 to 10 o'clock, 181; from

10 to 11 o'clock, 183; from 11 o'clock to noon, 160; from noon to 1 o'clock, 151; from 1 to 2 o'clock, 185; from 2 to 3 o'clock, 304; from 3 to 4 o'clock, 320; from 4 to 5 o'clock, 411; from 5 to 6 o'clock, 418; from 6 to 7 o'clock, 405; from 7 to 8 o'clock, 307; from 8 to 9 o'clock, 310; from 9 to 10 o'clock, 201; from 10 to 11 o'clock, 90; from 11 o'clock to midnight Sunday, 61.

No count was made on the number of Fords, but it is expected that they led all the rest. The check was made on cars going in both directions.

HEAVIEST IN LATE AFTERNOON.

A person interested in motives or purposes probably could make a full length novel in the number of cars that passed in each hour. The greatest traffic was between 5 and 6 o'clock in the afternoon, which probably meant that motorists were out for an airing in the late afternoon. The four who passed in the wee small hours between 4 and 5 o'clock in the morning probably were milkmen getting an early start from their dairy farms.

The full check was made by Mr. Ringo. He sat on his front porch the full 24 hours. When telling of his experience at midnight, he said that he was ready to "hit the hay" for a long sleep.

A PEACEFUL END.

"Is this the speedometer?" she asked, as she tapped on the glass which covered that instrument.

"Yes, dear," I replied in a sweet, gentle voice.

"Don't you call this the dash light?" she queried, fingering the little nickleplated illuminator.

"Yes, honey," my words floated out softly as before.

"And this is the cut-out?" she inquired.

"Yes, toodles," as I took my foot off the accelerator. Not more than 200 feet away our course was blocked by a fast moving train.

"But what on earth is this funny looking pedal?" she said in a curious tone, as she gave the accelerator a vigorous push with her dainty foot.

"This, sweetheart, is Heaven," I said in a soft, celestial voice, as I picked up a gold harp and flew away.

— Buffalo Motorist.

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These are paying large dividends to farmers, ranchers and the people of Phoenix, Arizona, the county seat and state Capital.

After the roads were concreted—

The Maricopa Creamery Company hauled 30 per cent more products, at 25 per cent less cost—and the quicker delivery meant milk and cream in better condition.

The Arizona Storage and Distributing Company reduced its hauling costs 33 per cent, and passed this saving on to patrons by charging one-third less for hauling over concrete roads than over dirt roads.

Lin. B. Orme, farmer, operating 200 acres, found his smallest draft team could pull 7,500 pounds on concrete; 4,000 pounds used to be the limit over dirt. His automobile tires now average 15,000. On the old dirt roads they averaged barely 3,500 miles.

The Bartlett-Heard Land & Cattle Company, operating 2,500 acres, paid 10 cents per ton mile for grain haulage in 1923 over the concrete roads; on the dirt roads, in 1918, the cost was 20 cents per ton mile.

These examples are only a small part of the story. Reliable figures, vouched for by Maricopa county taxpayers, prove that their 330 miles of concrete roads are paying a net profit of almost a million dollars a year! We will gladly send you the figures on request.

*Our free booklet R3 contains many interesting facts about concrete roads.
Write for your copy.*

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Motor Vehicles and Bridge Building

Arkansas Gazette

THE first bridge built across the Mississippi river at

Memphis, some 30 years ago, had no roadway for vehicles, although there was a provision in the act of Congress—in the largest degree meaningless as a practical matter—under which vehicles could use it. When the great Harahan bridge was built in later years a vehicle roadway was provided at either side. The motor car had come into use. But whereas this great Memphis bridge would have been built just the same if there had been no vehicle traffic, it is motor vehicle traffic that has brought plans for building two great railroad and vehicle bridges across the lower Mississippi, at Vicksburg and Natchez. These bridges are the undertakings of Harry E. Bovay, who has built a number of bridges in Arkansas for the accommodation of motor vehicle traffic.

The motor vehicle has brought bridge building activity throughout America. A bridge has been built at great cost over the Delaware to connect Philadelphia and Camden, N. J. A splendid memorial bridge is to span the Potomac at Washington. The Bear Mountain bridge over the Hudson was opened last year and twin tunnels, which are in effect submerged bridges, will soon connect lower Manhattan with New Jersey. In Florida a num-

ber of bridges have been built over bays and other bodies of water.

It is the constantly increasing motor vehicle traffic that has brought the building of the hundreds of bridges—many of them costing millions of dollars—that have been constructed within recent years or are now building.

MANY A TRUE WORD SPOKEN IN BUM RHYME.

Here lies the body of Booby Hatch
Who looked in the tank with a lighted match.
Parts of Booby were never found,
But those collected are under this mound.
Mary in the churchyard lies
In a way to make you shiver.
When upon the gas she stepped
One noticed she was no adept.
Mary drove her little flivver
'Neath green trees and sunny skies.
Her car refused to climb a pole,
That's why she's now in such a hole.
Here lies the body of John H. Black,
Whose car went dead on the railway track.
When the engine gave it a jar,
John H. "went dead" with the rest of the car.

F. W. B. in "Oregon Motorist."

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

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"Garland County Roads Better Than Ever"

Hot Springs Sentinel-Record.

A SURVEY of the various highways of Garland county shows the respective roads to be in better condition at this time than ever before in the country's history.

In addition to the great improvement not only in rebuilding of the roads but their continuous upkeep, there are some highways that the state highway department is taking a special interest in at this time, for the reason that they have been classified as state roads.

The road west of the city, known as the Bankhead highway route, is being widened and brought to specifications of a state road, and the highway department has a large force of men and ample equipment on the job.

The road to Malvern also has been put into first-class shape, as has the road to Arkadelphia, while the road to Womble in Garland county, is about finished. The road to Amity also has been given attention, with excellent results.

The latter part of the month work will be started in placing a road through the Gorge to the new paved highway, in the hope that much of the heavier traffic will be detoured through the new ingress to the city. That proposition has been endorsed by the respective service organizations in the city and Judge Charles H. Davis intends to make the improvement.

Work also will be started within a few days to complete the road from Lonsdale to the highway, coming out on the pavement in the vicinity of Owensville, which will give a delightful loop drive from Hot Springs.

DELIGHT ROAD TO BE COMPLETED

D. W. Graves, State Highway contractor, who has been expecting to get orders to go to the southern part of the state to build some roads, received orders this week from the department to finish the highway between Delight and Antoine before leaving it.

News that this road will be finished this summer will be gladly received by the people of this section, because there is an immense amount of traffic over this route, regardless of the fact that it has been exceptionally rough, and when it is finished the traffic will be greatly increased, because many tourists from east to west and west to east prefer this route if road conditions are equal to other routes.

Mr. Graves is working now on the unfinished gap between here and Murfreesboro, and as soon as this is finished he will move to the Delight-Antoine section.

—Pike County Tribune.

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Russell Motor Patrol

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No. 2-Fordson Tractor for Power
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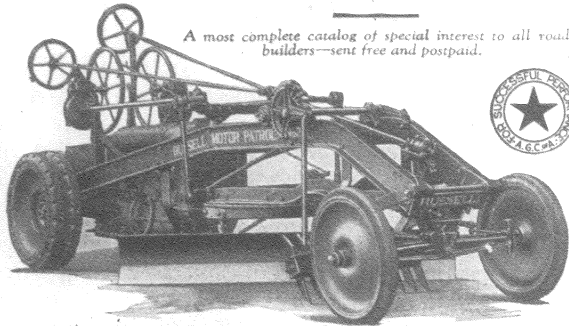
Better Built Motorized Patrol Graders. They meet the need for more highly finished maintenance machines. Their popularity is growing daily and the demand is rapidly increasing. Russell Machines are built of oversize parts with the resulting low cost upkeep. They have highly finished machine cut gears, machined bearings, tight joints and rigid construction throughout. Scarifier is adjusted to work independently if desired.

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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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"Henry," said his employer sternly, "you didn't expect me back this morning?"

"No, sir," said Henry.

"I suppose you are aware that when I came in I caught you kissing the stenographer?" And his employer glared at him angrily.

"Yes, sir," replied Henry, without blushing, "but, if you remember, sir, you told me to be sure and do all your work while you were away."—*Philadelphia Ledger.*

MOTHER GOOSE TO DATE.

Jack and Jill
Sped of a hill,
A curve up there was sharp,
The car upset,
Jack's rolling yet;
Jill's playing on a harp.

—*University Life.*

Vigilant Officer: "Sam, what have you got in that grip?"

Sam: "Ten pounds of sugar for my coffee."

Vigilant Officer: "Sam, what have you got in that other grip?"

Sam: "Ten pounds of sugar for my tea."

Vigilant Officer (drawing blackjack): "Well, Sam, here's a lump for your cocoa."—*Punch Bowl.*

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THE ONLY 3 to 6 H. P.
Two Cyl. Gasoline Engine

THE most wonderful development ever made in multi-cylinder gasoline engines. No other engine compares with it. Powerful—balanced—economical—light weight.

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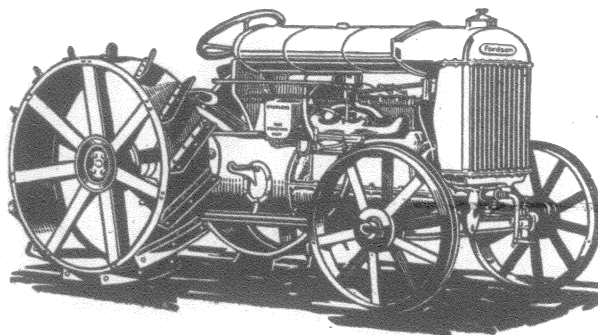
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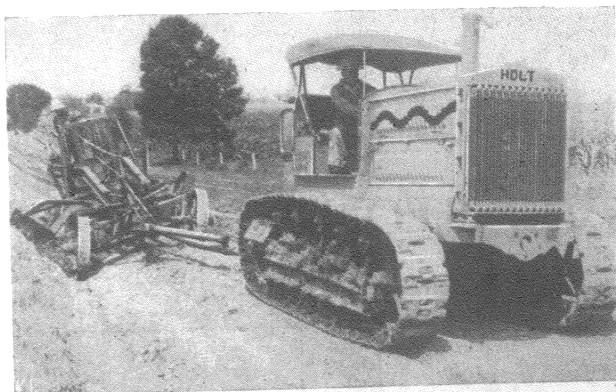
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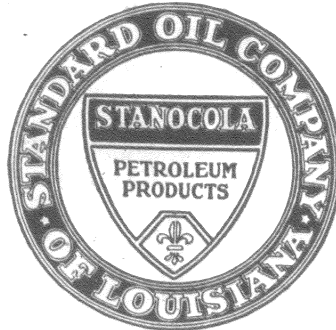
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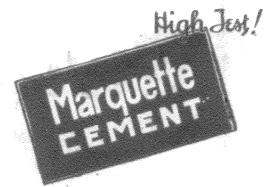
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A Big Job Ahead

Recent predictions of motor car manufacturers indicate that 4,500,000 new cars will be built this year.

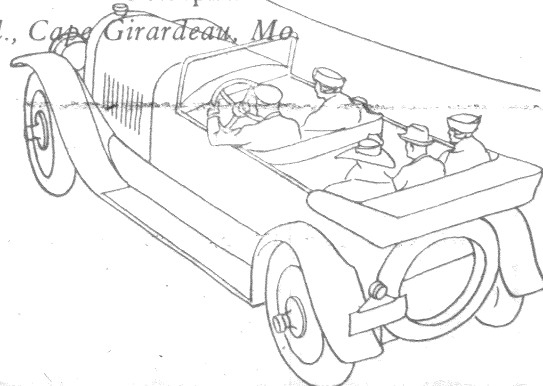
The early-season volume of sales, according to authoritative opinion, supports the belief that 1926 will see more cars placed on the streets and highways than in any other previous year.

The big job ahead is to provide ample roadway accommodation for present as well as growing traffic needs.

During the last few years alone, over thirteen hundred miles of concrete were built with Marquette ~~High Test~~ Cement. That Marquette "High Test" Cement assures endurance is proven by the ultimate satisfaction experienced in this record breaking road building program.

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