

# ARKANSAS HIGHWAYS

## WHAT ABOUT 1927?

With a new administration ready to take the helm in January, and a new legislature scheduled to gather and work out a legislative program covering the next two years at the same time, it is only natural that speculation should surround the immediate future of road building in Arkansas.

Impossible to predict or foresee the details of the program, it is still within the realm of the probabilities to say that there will be no halt in the forward march of highway progress.

Whatever form the program may take, the people will never be satisfied with less than that to which they have become accustomed during the years since the passage of the new highway law in 1923.

Good roads and more of them are the universal demand. They are indispensable to the proper growth of the State and its continued welfare.

In increasing ratio they must be financed by the automobile which uses them, with less burden upon adjoining lands.

The farmer must be relieved of his unjust highway burdens, imposed by the district system of building originally adopted. The motor car must carry the load.

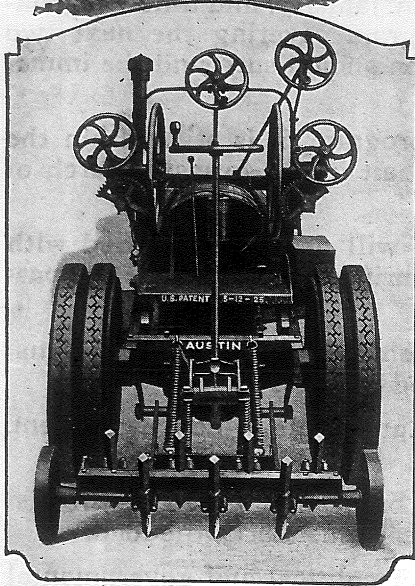
That much is certain, whatever the shifting winds of political and governmental policies may bring in other phases of the program.

SEPTEMBER

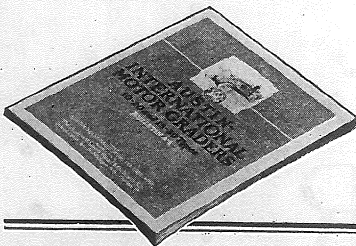
VOL. 3

1926

NO. 9



Rear type of scarifier used on Austin Motor Graders. This attachment is exceedingly useful in scarifying roads that are too hard for the grader blade, thus greatly increasing the capacity of the machine.



## LEVELING OFF THE ROUGH SPOTS

THAT'S the job usually assigned to Austin-International Motor Graders—and that's exactly what they do. If it's a badly rutted gravel road the Austin-International (15-30) will cut right down to the bottoms of the corrugations leaving a smooth, hard surface once more suited for high speed traffic. Not only that but it has sufficient speed and blade length (12 ft.) to do the work quickly and inexpensively.

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Besides having the operator stationed at the rear of the machine, which is now generally conceded as the only logical place for him to stand, Austin Motor Graders are also equipped with leaning front wheels which overcome the side draft on the blade and hold the grader to a straight course, besides enabling it to work in ditches and on side slopes where a straight wheeled machine would be useless.

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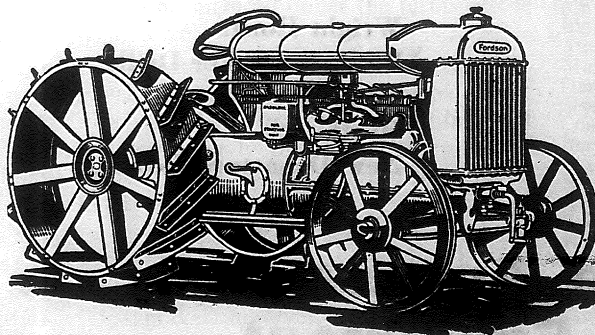
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# ARKANSAS HIGHWAYS



Official Monthly Bulletin of the State Highway Commission

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

VOL. III.

SEPTEMBER, 1926

NO. 9

## Many Construction Projects Under Way—Total of 150 Miles Under Contract

IN the gigantic task of completing the construction of Arkansas' 8,000 miles of state highway, the Arkansas State Highway Department has, during the past four months, let contracts for the construction of 147.7 miles of road at a cost aggregating approximately \$1,000,000, according to figures compiled recently by O. L. Hemphill, assistant state highway engineer.

The road covered by the contracts is located in practically every section of the state, and in most cases the work is that of closing gaps between the already completed sections of state road. The work is covered by 18 separate contracts, the projects ranging in length from two to 20 miles.

Of the total mileage included in the 18 contracts, 74.16 miles are to be graded and drained and the road bed placed in condition for surfacing later, while the remaining 73.54 miles are to be surfaced under the terms of the contracts already in force.

A majority of the surfacing called for in the contracts is to be gravel, although two stretches of pavement are included in the work. The gravel surfacing included totals 62.39 miles, according to the figures compiled by Mr. Hemphill, while 9.5 miles are to be bitulithic gravel, and 1.65 concrete paving.

The total cost of the work, as represented by the contracts, is \$705,808, but this figure does not include the cost of gravel surfacing material, which is furnished by the state. This gravel, however, will cost approximately \$254,234, making the total cost of the work contracted for this summer approximately \$960,000.

Included among the contracts let during the summer is one for the completion of roads in Conway County Road Improvement District No. 5, the district whose tangled affairs was largely responsible for the withdrawal of federal aid from the state several years ago.

This mileage included in the work under contract, however, does not include a considerable mileage of road which the department has been forced to reconstruct during the year, nor does it include mileage built by the department with its own forces.

Also, additional contracts were let prior to the May meeting of the commission and are not included in the figures, while it is probable that additional mileage will be contracted for during the coming two months.

A table showing the roads under contract, the type of road, the length and the contract price, follows:

| Project                     | County       | Type   | Length | Cost      |
|-----------------------------|--------------|--------|--------|-----------|
| Warren North                | Bradley      | g & d  | 6.31   | \$ 28,973 |
| Stuttgart-Slovak            | Prairie      | g      | 5.07   | 15,917    |
| Dermott-Collins             | Drew         | g & d  | 4.91   | 30,195    |
| Corning-Piggott             | Clay         | g      | 1.20   | 13,140    |
| Hope-Lewisville             | Lafayette    | g & d  | 9.59   | 21,984    |
| Marianna-Hughes             | St. Francis  | g      | 4.27   | 26,030    |
| Batesville-Heber Springs    | Independence | g & d  | 11.02  | 62,978    |
| Alma-Mulberry               | Crawford     | g & d  | 8.97   | 61,753    |
| Marmaduke-Halliday          | Greene       | g      | 6.19   | 42,692    |
| Hampton-Camden              | Calhoun      | g & d  | 14.96  | 47,384    |
| Strong-Huttig               | Union        | g      | 12.91  | 68,331    |
| Conway No. 5                | Conway       | Bit. g | 9.50   | 42,970    |
| Buena Vista-Stephens        | Ouachita     | g      | 8.30   | 48,213    |
| El Dorado-Stephens          | Union        | g & d  | 18.40  | 80,109    |
| Magnolia-Village            | Columbia     | g      | 5.60   | 11,551    |
| Alicia-Tuckerman            | Jackson      | g      | 10.90  | 47,650    |
| Walnut Ridge-Hoxie          | Lawrence     | c      | 1.65   | 45,165    |
| Hamburg-Montrose            | Ashley       | g      | 7.95   | 10,836    |
| Total                       |              |        | 147.70 | \$705,808 |
| Cost of Gravel              |              |        |        | 254,234   |
| Total                       |              |        |        | \$960,042 |
| Total grading and drainage  |              |        | 74.16  |           |
| Total gravel surface        |              |        | 62.39  |           |
| Total Bitulithic surface    |              |        | 9.50   |           |
| Total Concrete surface      |              |        | 1.65   |           |
| g & d—grading and drainage. |              |        |        |           |
| g—gravel surfaced.          |              |        |        |           |
| c—concrete surfaced.        |              |        |        |           |
| Bit. g—bitulithic surface.  |              |        |        |           |

## Highway Mileage of Arkansas Evenly Divided—Benton County Has Most and Lafayette Least

ARKANSAS' 8,365 miles of state highway are divided fairly evenly among the counties of the state, with Benton county having the greatest mileage, and Lafayette the smallest, according to a compilation made recently by officials of the Arkansas State Highway Department.

Benton county, the figures show, is the only county in the state which can boast more than 200 miles of state primary or secondary roads, while Lafayette and Johnson are the only counties with less than 60 miles. Benton county has 214.5 miles of state highway, Lafayette, 56.7 and Johnson, 56.9.

Twenty-six additional counties have less than 100 miles, although a majority of these counties have between 90 and 100 miles of state road. All other counties of the state have between 100 and 200 miles. White county ranks next to Benton, with 179 miles, while Washington county ranks third with 175.3.

It is possible that some mileage may be added to the state system at the coming meeting of the highway commission, as a large number of applications for the addition of mileage will be considered at that time. The exact number of applications, or the exact mileage included in them, was not announced.

A table showing the state highway mileage by counties follows:

|                  |       |                    |       |
|------------------|-------|--------------------|-------|
| Arkansas .....   | 143.8 | Hempstead .....    | 149.8 |
| Ashley .....     | 164.0 | Hot Spring .....   | 110.0 |
| Baxter .....     | 79.4  | Howard .....       | 118.9 |
| Benton .....     | 214.5 | Independence ..... | 124.0 |
| Boone .....      | 140.5 | Izard .....        | 92.6  |
| Bradley .....    | 88.6  | Jackson .....      | 124.0 |
| Calhoun .....    | 67.5  | Jefferson .....    | 154.4 |
| Carroll .....    | 100.5 | Johnson .....      | 56.9  |
| Chicot .....     | 104.3 | Lafayette .....    | 56.7  |
| Clark .....      | 149.7 | Lawrence .....     | 131.7 |
| Clay .....       | 99.3  | Lee .....          | 66.5  |
| Cleburne .....   | 86.5  | Lincoln .....      | 83.4  |
| Cleveland .....  | 102.4 | Little River ..... | 87.5  |
| Columbia .....   | 95.3  | Logan .....        | 100.9 |
| Conway .....     | 97.3  | Lonoke .....       | 138.9 |
| Craighead .....  | 102.7 | Madison .....      | 134.4 |
| Crawford .....   | 73.3  | Marion .....       | 63.6  |
| Crittenden ..... | 100.7 | Miller .....       | 76.5  |
| Cross .....      | 96.3  | Mississippi .....  | 123.3 |
| Dallas .....     | 114.8 | Monroe .....       | 111.2 |
| Desha .....      | 101.4 | Montgomery .....   | 99.8  |
| Drew .....       | 115.1 | Nevada .....       | 99.6  |
| Faulkner .....   | 109.0 | Newton .....       | 144.6 |
| Franklin .....   | 89.7  | Ouachita .....     | 139.8 |
| Fulton .....     | 88.9  | Perry .....        | 98.6  |
| Garland .....    | 87.7  | Phillips .....     | 123.6 |
| Grant .....      | 115.2 | Pike .....         | 103.7 |
| Greene .....     | 92.8  | Poinsett .....     | 97.0  |
|                  |       | Polk .....         | 111.4 |

|                 |       |                   |       |
|-----------------|-------|-------------------|-------|
| Pope .....      | 149.9 | Sharp .....       | 118.1 |
| Prairie .....   | 112.1 | St. Francis ..... | 97.8  |
| Pulaski .....   | 136.1 | Stone .....       | 98.2  |
| Randolph .....  | 106.4 | Union .....       | 147.7 |
| Saline .....    | 74.3  | Van Buren .....   | 133.2 |
| Scott .....     | 104.8 | Washington .....  | 175.3 |
| Searcy .....    | 107.9 | White .....       | 179.0 |
| Sebastian ..... | 104.8 | Woodruff .....    | 107.7 |
| Sevier .....    | 100.6 | Yell .....        | 157.5 |

### SCENIC HIGHWAY COMPLETED.

Just as this issue of *Arkansas Highways* was going to press, R. C. Limerick, state highway engineer, announced the completion of the final gap in the Clarksville-Harrison highway, an 80-mile project which has been under construction almost constantly since the enactment of the Harrelson road law in the fall of 1923.

Crews have been working on the road from both the Clarksville and the Harrison ends, and met about 10 days ago on the Newton-Johnson county line. The road passes through one of the most mountainous sections of the state, and is a wonderful scenic drive. A portion of the road is graveled, while the remainder is graded earth.

The construction work was done entirely by forces of the state highway department.

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## A Great Arkansas Fair This Year

By Ben D. Brickhouse, President.

ALL roads in Arkansas will lead to the sixth annual Arkansas State Fair, Little Rock, October 11-16. The Fair this year will be a \$1,000,000 attraction. It will vividly portray the agricultural, live stock and industrial resources of the great "Wonder State."

The sixth annual exposition will surpass those of the past, and it will be the most stupendous fair ever presented in this section, prize money and premiums totaling more than \$30,000 having been set aside by the management. And this handsome amount of cold cash is acting as a great magnet in drawing the thousands of the State's best exhibits to be paraded here during Fair Week.

Officers and directors of the Fair Association are ready to extend the heartiest kind of welcome to the thousands of eager visitors who will pour into Little Rock during the week of the great exposition. They are ready also to provide a quality of entertainment that will make everybody from everywhere glad to be in the Capital City and sorry when it is time to go back home.

The gates of the sixth annual exposition will swing open to the public Monday, October 11, and the 1926 Fair will pass into history at midnight Saturday, October 16. The intervening week will be given over to a delightful and varied program combining in happy fashion entertainment and educational features.

The familiar slogan of the Arkansas State Fair, "Let's Go!" is broadcast annually over an ever-widening area. It is a message that finds instant response not only from the people of Arkansas but also from dwellers in near-by states, who, in large numbers each year, are realizing that during Fair Week all roads lead to Little Rock, and the best place to meet new "honest-to-goodness-friends" is at the Fair.

All railroads are co-operating with the Fair Association and have given the same low rate as they do each year. The directors of the Fair Association have matched this generous concession by giving the Fair patrons twice the amount of the usual Fair program for the same insignificant sum of fifty cents for adults and 25 cents for children.

"The Awakening of Arkansas," a pretentious pageant depicting the rapid progress of the Wonder State from a rough, crude territory to its present rank in the Union; Ernie Young's Revue, an elaborate production consisting of beautiful ensemble numbers, surpassing in beauty and bizarre effects any theatrical production ever shown in the South; The Ruben and Cherry Shows, known the world over as the "Aristocrats of the Tented World," and a combination of 25 individual shows, a mammoth horse show, the biggest automobile show ever assembled south of the Mason-Dixon line; a triple-speed program consisting of running horse racing, whippet racing between the fastest dogs alive, and the awe-inspiring automobile races; and five or six big circus acts are some of the new features certain to win instant approval from the patrons.

Throughout the prosperous and progressive State from which the Fair draws its patronage, the quality of the exhibits, demonstrations, daily events and special features is so well and so favorably known that the annual fall visit to Little Rock during Fair Week is an event to which everybody looks forward and which nobody is willing to miss. That's why every train that pulls into the busy local depots is always filled with men, women and children whose ultimate destination is Fair Park. But the railroads do not bring one-third of the crowds. They come by river, buses, in automobiles, in trucks, in farm wagons, mule back, in all manner of motor propelled or horse drawn vehicle.

Primarily established to further the agricultural interests of the State, and recognizing that the prosperity of the city is dependent on that of the farming region around about, the Arkansas State Fair, as a matter of course, lays special stress on all that has to do with making farm life pleasant and profitable. Because of this the big Agricultural building, the great live stock barns, the buildings where the poultry and pigeons and other birds are housed, the acreage devoted to crop and soil demonstrations and the section where farm machinery is displayed, attract each year larger and more interesting throngs of visitors.

In these days of automobiles and good roads, however, city and country have been brought so close together and are so mutually inter-dependent, that what interests the farmer appeals just as certainly to his urban neighbor and vice versa. It is, therefore, quite natural that the erstwhile agricultural fair should expand into what the Arkansas State Fair has become, a comprehensive exhibition covering all the activities and interests of dwellers on the farm, and in the cities and towns throughout the entire State.

The man or woman doesn't exist who cannot find something of vital interest at the 1926 exposition, for the list of exhibits, demonstrations and amusements featured is comprehensive enough to appeal to all tastes. There will be something interesting going on every minute all over Fair Park, for the edification and entertainment of both sexes and all ages.

It's going to be Arkansas' greatest Fair, so "LET'S GO!"

### The Employe Complex.

Williams: "How did Harper happen to lose control of his car at the railroad crossing?"

Hunt: "He's the kind of a man who always drops everything when the whistle blows."—*Exchange.*

### Perfectly Safe.

"Haven't I told you, Bobby, that you will mash your fingers if you drive nails?"

"Yes, I know, Dad, but Jane's holding the nail."—*Exchange.*

### MISSISSIPPI COUNTIAN NAMED ON STATE HIGHWAY COMMISSION.

J. L. Williams of Osceola, Mississippi county, has been appointed by Governor Terral to succeed the late Theodore Maxfield of Batesville, as a member of the Arkansas State Highway Commission. Mr. Williams was appointed just prior to the August meeting of the commission, and attended that meeting.

Mr. Williams is a banker at Osceola, and in addition to his banking interests, operates several large plantations in Mississippi county. He has been a good road enthusiast for the past several years, and has had considerable experience in the construction of high type roads, and served as a member of the board of commissioners in several Mississippi county road improvement districts.

Mr. Williams' appointment was for the unexpired portion of Mr. Maxfield's term, and will expire February 1, 1927.

### IF.

By GEORGE BANCROFT DUREN

*(With the usual apologies to Kipling.)*

If you can climb a hill when all about you  
The cars are coughing like a kid with croup;  
If you can hit a mud road deep with puddles  
And sail across it like an ocean sloop,  
Or wear a treadless tire and not grow weary  
And blow it out in some deserted place,  
Or hit upon six cylinders entirely  
When hail and snow and rain beat on your face;  
If you can make a mile in sixty seconds,  
And yet not make the love for speed your aim;  
Then throttle down to half a mile an hour  
And never stall to smirch my name with shame;  
If you can last five years and not resemble  
A pile of junk upon some ashman's heap;  
If you can suffer lack of fuel and water  
And still ride on without a single peep;  
If you can promise me you have these virtues  
And with them all you cost a modest fee,  
Yours is this chugging world and all that's in it—  
And what is more, you are the car for ME.

—Georgia Highways.

## TUCKER

SAND AND GRAVEL CO.  
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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.

*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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### FEDERAL AID TOTALS NEAR MILLION.

Federal aid payments to Arkansas road projects have averaged more than \$90,000 per month during the present year, according to figures compiled recently in the office of the State Highway Department. The total payment for the first eight and one-half months of the year, according to the department records, was \$757,038.32.

June was the banner month of the period covered, a total of \$122,088.43 being received during that month, according to the figures, while August was the smallest month, with only \$43,676.30. During the first 15 days of September federal aid payments had totaled \$55,122.05 and indications were that this month would come close to June in the final totals.

In one other month, July, the department received more than \$100,000 in road aid from the federal government. The payments in this month totaled \$109,784.63.

The payments by months for the first eight and one-half months of the year, follow:

|                          |              |
|--------------------------|--------------|
| January .....            | \$ 92,517.42 |
| February .....           | 77,158.82    |
| March .....              | 96,256.72    |
| April .....              | 70,406.77    |
| May .....                | 90,027.18    |
| June .....               | 122,088.43   |
| July .....               | 109,784.63   |
| August .....             | 43,676.30    |
| September, 15 days ..... | 55,122.05    |
| Total .....              | \$757,038.32 |

### TWENTY-FOUR MILLION CAR OWNERS.

The automobile has invaded every nook and corner of the globe, and in such quantity that an owner is to be found for every seventy-first person, according to recent press report. On the basis of 1,748,000,000 world population, for 1925, this means that more than 24,000,000 persons are automobile owners.

The figures as announced by the commerce department, revealed also that the United States has the greatest number of automobiles and the highest ratio of such vehicles to population, with one to every six persons. Hawaii has one to every eleven, and Canada one to thirteen. —*Louisiana Highway Magazine.*

### THE WORKING BASIS.

The inevitable result of the National Highway program is to focus highway work and highway expenditures in the state highway departments. Even the federal money is spent under the direction of the state engineers, and each state has a contract with the federal government as to how the money shall be spent and how the work is to be done. If the power of a state can be used in such a fine spirit of co-operation, and if the government of the United States itself is willing to share its authority with the states on a mutual working basis, surely county and township authorities have nothing to lose by meeting their own state authorities half way, and the people who use the roads and pay for them have everything to gain.—*The Nation's Highways.*

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## TRUCK TRANSPORTATION AND ROADS.

Trucks are coming more and more into prominence, year after year, as public carriers, on the highways of the entire country. This remarkable growth of a comparatively new and broad-reaching transport factor, brings us face to face with a number of important and vital problems. Every person in this United States is either directly or indirectly affected by the decisions made concerning future transportation by motor trucks.

There are many moot questions concerning truck and bus regulation and only a careful study, over a period of years, will finally place motor transportation on a basis that is economically sound and efficient.

Any legitimate means that will bring the people of this country in closer contact, and that does not take on the color of monopoly, will be for the good of the entire nation, but who can say, at this early day of a new and undeveloped transport system, just what the proper procedure will be? Should the truck traffic stand the greater part of highway construction costs—are trucks detrimental to highway maintenance—should trucks be routed over certain highways to eliminate the cosmopolitan traffic on all highways—should trucks and buses be operated by railroads or by other organizations in competition to the railway systems—all are vital questions and no person, today, can predict exactly what the final outcome will be.

Truck transportation has become an economic necessity, and should be so considered by legislators and men who are studying ways and means to properly regulate and control it.—*Good Roads.*

### FARMERS' PER CENT.

Farmers own 30 per cent of all passenger cars registered; it is not generally known that they also own more than 20 per cent of the motor trucks. And that is not a true figure of the motor-hauling of farm freight. Every passenger car on the farm comes in for a considerable amount of heavy duty in the transportation of supplies.

Trucks have opened up markets to farmers that they never had before. Dairy farms that used to sell only cream because they were too far from the milk-shipping stations to haul milk to market regularly by truck. Farms which never produce garden crops except for the household are now competitors in the production of green vegetables—all because the motor truck has made it possible for their owners to make quick deliveries to shipping points.—*The Nation's Highways.*

Highways are owned by the public. The highway rolling stock, on the other hand, and everything concerned with it, is privately owned. These two conditions make highway financing much more complicated than railroad financing. But it is significant that the tendency is to insist on the users of the highway paying a larger share of the cost.

## DREW GRAVEL COMPANY

### ROAD SURFACE GRAVEL furnished in any quantity

Pits and shipping point (Ozman  
Bluff) Monticello.

Offices

## MONTICELLO AND McGEHEE ARKANSAS

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

## 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.

# Russell Motor Patrol

MADE IN TWO SIZES

**No. 2-Fordson Tractor for Power**  
**No. 3-McCormick-Deering 10-20 Tractor  $\frac{1}{2}$  Power**

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.

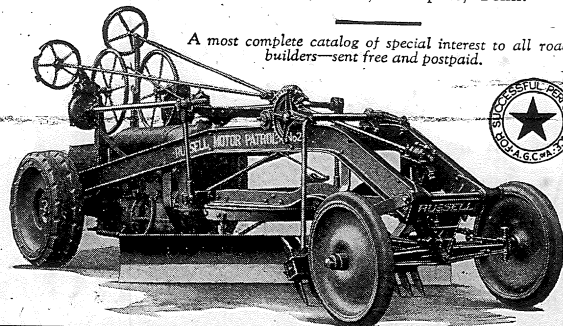
No. 2 Russell Motor Patrol weighs 8500 pounds. The No. 3 Motor Patrol has more speed and is heavier weighing 10250 pounds. Length of blades finished 8-10-12 ft. made of special carbon steel.

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.

RUSSELL GRADER MANUFACTURING COMPANY  
OF TENNESSEE, 489 Main St., Memphis, Tenn.

A most complete catalog of special interest to all road builders—sent free and postpaid.



### HIGHWAYS FOR TRAVEL—NOT PARKING.

Judging from the complaints made by legitimate road users, many of our public highways need "No Parking" signs to deter unthinking motorists from indulging in a practice that is as dangerous to themselves as to others. People who monopolize a considerable portion of a main road for parking space ought to be reminded of the fact that our highway systems are built for the benefit of all, and are not intended to provide the individual with special privileges.

It seems inadvisable to add another law to the already crowded statute books for curtailing this persistent public nuisance. Yet some means must be found to remedy an evil, which so far appears to show no abatement.

The effect of stopping a car and allowing it to remain in the line of traffic, even on a moderately traveled highway, may well be imagined. Every other automobile which passes has to slow up and turn out, necessarily to the left, and if a car from the opposite direction happens to arrive simultaneously, it must wait till the first one gets by.

The most annoying situation occurs when some other tourist pauses alongside the first to inquire the trouble and proffer his aid. Then the two cars hold up traffic in both directions. Such delays are in nearly all cases unjustified. A puncture or other trivial difficulty is no excuse for not wheeling the car onto a side road or free open space.

At night, highway parking is doubly dangerous, for there is no telling when the tail light may burn out.

The driver who misuses the roads by utilizing them for repair space or picnic grounds, not only contributes to the inconvenience and insecurity of others, but disregards his own safety as well. It is folly to sit in a car, parked on a frequently traveled highway, or even to work around the machine. The danger of being "side-swiped" is an ever-present possibility.

There are a few drivers who feel that they would be forfeiting a coveted privilege if not allowed to stand their cars where and when they please. The average man, however, is generous-minded enough to do his bit for the public good in improving traffic conditions.

An appeal to the sense of fair play of motorists will no doubt prove to be an effective means of correcting this form of nuisance.

A step in this direction has already been taken by the American Automobile Association, which has issued a bulletin, condemning the practice of parking on public highways, pointing out the dangers attendant upon this branch of road courtesy.—*Road Economics*.

### THE POWER REQUIRED.

Tests by the Bureau of Public Roads show that from three to four times as much power is needed to draw a farm wagon over an unimproved road on heavy soil as

is needed to pull the same wagon on a compacted gravel road. On well-maintained earth roads, the bureau found that the tractive resistance of solid-tired motor trucks moving at 10 miles an hour was 55 pounds to the ton; on a well-maintained gravel road it was 45 pounds per ton and on good paved roads it was 35 pounds per ton. Translated into common language, that means that the pull of the road surface itself against the motor—the resistance of the surface to the forward movement of the vehicle—is more than half again as much on a good dirt road as on a paved road.

Statistics show that 80 per cent of all gasoline manufactured is used in motor-driven vehicles.

### VAN TRUMP TESTING LABORATORY

#### PAVING AND TESTING ENGINEERS

Plant and Street Inspection of Bituminous Pavements, Chemical Analysis, Physical Tests, Specifications, Bitumens, Portland Cement, Paints and Highway Materials.

2337 South Paulina Street, Chicago, Ill.

344 Gazette Building

Little Rock, Ark.

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Good Lumber

Good Service

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North Little Rock, Ark.

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## Motor Bus Regulation Expected to Come Before Next General Assembly

LEGISLATION for the regulation of passenger and freight carrying motor buses operating in this state, is expected to be one of the most important questions that will come before the Arkansas legislature when that body convenes in January, next year.

Although the Arkansas Railroad Commission supposedly has authority to regulate the operation of this class of carrier to a certain extent, yet the commission was made practically powerless by a recent decision of the state Supreme Court, in which it was held that the commission could not deny any operator a permit.

Prior to this decision the commission had promulgated a set of rules governing the operation of motor buses, and was attempting to enforce stringent regulations concerning their operation. In this connection the commission was attempting to determine when adequate service was being given the public, and to deny permits to rival lines when it was found that proper service was being maintained by the original company.

The commission also was attempting to pass on the character of equipment, the responsibility of the company before granting permits, and fix schedules for the operation of competing companies. In the supreme court decision, however, it was held that the commission had no such authority, and that while it could make reasonable

regulations, it could not deny a permit to any company or individual who complied with these regulations.

This practically threw the flood gates open, and since then many companies have been operating with but little, if any, supervision.

The need of adequate legislation for the regulation of motor buses was recognized by the Democratic State Convention, which met here September 9, through the adoption of a resolution urging and recommending the passage of laws which would provide for ample regulation, and at the same time provide for the payment of sufficient taxes by the companies to at least pay for the wear and tear on the roads over which the buses operate.

The bus operators themselves also have recognized the need for further regulation, and at a recent meeting of the Arkansas Bus Operators Association in Little Rock, a committee was appointed to work with representatives of the attorney general's office at the railroad commission in drafting suitable regulations and legislation.

Several attempts to pass bus legislation were made by the legislature during the 1925 session, but in each instance the proposal was defeated, principally because of the tax rates included in the proposed bills.

### T. H. MacDONALD URGES EARLY IMPROVEMENT OF HIGHWAY.

The early improvement of all highways included in the 179,700 mile Federal Aid System has been urged by Thomas H. MacDonald, Chief of United States Bureau of Public Roads. "An appropriation of \$75,000,000 by the government is still partly available for 1926 construction," he said, "while a similar amount has already been voted for 1927."

"The nation's road program for the past four years should result in the improvement, to some degree, of about 160,000 miles of highways before 1930," said Mr. MacDonald. These figures are based on accomplishments by National, State and local departments in the past. The annual expenditure will average well over \$1,000,000.

"The American Road Builders' Association has given new incentive to the building of good roads, and it is very probable that reports at the 1927 convention of that organization will show much progress in actual construction. The government encouragement to road construction is evidenced by the continuation of the \$75,000,000 annual appropriation for 1927, and the consideration of a bill authorizing this Federal Aid expenditure for 1928 and 1929."

The annual Convention and Road Show will be held during Good Roads Week, January 10 to 15, 1927, at Chicago, under the leadership of H. G. Shirley, Virginia Highway Commissioner, who was recently elected president.

# The World's Largest Service Station

*Everything for the Motorist  
Under One Roof*

**555 Tire & Service Co.**

3RD AND BROADWAY

LITTLE ROCK

## Other States Follow Lead of Arkansas in Barring Highway Advertising

FOLLOWING a precedent set by Arkansas in 1923, when a law was passed allowing the State Highway Department to limit and restrict bill board and sign advertising along the right-of-way of state highways, several other states have now adopted and are enforcing similar laws.

New Hampshire is the latest state to join the ranks of those prohibiting this class of advertising on highway rights-of-way, and in a recent issue of the monthly publication of the New Hampshire highway department considerable space was devoted to reprinting press comment favorable to the action of the department.

In each state where such legislation has been enacted, it has proven unpopular at the first, but has rapidly gained favor with the public. So marked has been this increasing public sentiment in favor of barring highway advertising that several nationally known concerns have agreed to make no new contracts for bill board advertising in restricted areas, even though the boards used may be on private property.

Included among the companies who have taken this action are: The Fisk Tire Company; Kelly-Springfield Tire Company; B. F. Goodrich Rubber Company; Hood Rubber Company; Champion Spark Plug Company; Reo Motor Company; Dodge Brothers; Nash Motor Company; Pillsbury Flour Company; Washburn Crosby Com-

pany; Ward Baking Company; National Biscuit Company; Standard Oil Company of New York; Gulf Refining Company; Cluett Peabody & Company, and the International Harvester Company.

"Swat the Sign" is the slogan that has been adopted in many of the states that followed the lead of Arkansas, and in many of them such organizations as the General Federation of Women's Clubs have taken up the campaign against bill boards as a part of a plan to beautify their state highways.

### LEE SYSTEM NEARS COMPLETION.

Within the next 30 days the Lee county highway system, which has been constructed as a co-operative project by the county, the state highway department and road improvement districts, will be completed and thrown open to traffic, according to an announcement by R. C. Limerick, state highway engineer.

The system includes every state highway in Lee county, with the exception of the Moro-Clarendon road, which was recently added to the system, and provides an outlet for the county in every direction. The total mileage of the system is approximately 56 miles, and the work includes grading, graveling and bridging. All roads are of high type gravel construction.

### GAS TAX COLLECTIONS SET RECORD.

A new high monthly record for gasoline and motor oil tax collections was set during the month of August, when these two taxes produced road revenue amounting to \$412,409.74, according to figures given out by State Treasurer Dwight H. Blackwood. The gasoline and motor oil upon which the tax was collected was used during the month of July, but the tax was collected between August 1 and August 31.

The collections were approximately \$50,000 in excess of the collections from this same tax during the month of July, when \$363,142.41 was paid into the state treasury. The tax is collected at the rate of four cents per gallon on gasoline, and 10 cents per gallon on motor oil. Revenue from the tax goes to the state highway fund.

### WILL RECEIVE GRAVEL BIDS.

Bids for gravel with which to surface stretches of state highway in three counties, will be received by the Arkansas State Highway Department at its regular monthly meeting, September 29. Contracts probably will be awarded September 30. The roads on which the gravel will be used are the Stuttgart-Slovak road, Arkansas county; the McCrory-Fair Oaks road, Woodruff county, and the Alicia-Tuckerman road, Jackson county.

# Firestone

**HEAVY DUTY  
TRUCK TIRES**

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**Western Arkansas  
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Ninety-five the meter says, the speed laws all are hash.  
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Tool Steel

Nuts  
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"We Repair Contractors' Machinery"

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|----------|------------|---------|
| Bars     | Sheets     | Nuts    |
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#### Bridge Bolts and Hardware

Always Get Our Prices.

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1500 East 6th Street Little Rock, Arkansas  
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### BEAUTIFY THE ROADS.

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These tree-lined highways have become a French national institution, almost as important as the palaces at Versailles, the Eiffel Tower, or the Louvre.

We in America ought to imitate this French method of beautifying the country. But it is not a job for some organization—for some crowd especially interested in the project. It is rather something to which every property owner should give some thought.

Start a row of trees in front of your home if you are living on an important highway. Add a few each year, and take note of the results. Passing motorists will pause for an admiring look. Some of them may like the looks of your place better because of the effect created by the trees, and may even inquire if it is for sale. Of course, you may not want to sell, but you may know by this that trees add to the value of your property.

"I wish you would call your readers' attention," writes one of the Leader subscribers, "to the value of beautifying the countryside through which motorists from other places passing through would get a favorable impression of Lincoln parish. I would like to see them beautified. I have a vision of a long row of trees along the sides of our highways. People from other places would get a favorable impression of Lincoln parish. They would talk about our parish back home after the summer tour, and that would be the best kind of advertising."

Let's start a tree-planting campaign as a community project.—*Ruston Leader*.

### SIX WAYS OF BEING A GOOD DRIVER TOLD BY EXPERT.

Seven nationally known traffic and safety experts were asked to state what they believe were the characteristics of a safe and good driver. An analysis of the opinions submitted show that the men all agreed on the following major essentials of good driving:

1. The good driver has a high degree of self-control at all times, this control manifesting itself in various ways.
2. The good driver always maintains his car in such shape that it responds easily and quickly, thus assuring control of the car as far as the purely mechanical equation is concerned.
3. The good driver regulates his speed in accord with the conditions of the road over which he is traveling and never travels at such a rate that he cannot stop it within the "clear course" ahead.
4. The good driver invariably exercises due regard for the rights of others and always applies the simple axioms of courteous behavior.
5. The good driver accepts the safety of the pedestrians as a primary consideration.
6. The good driver keeps his mind on the road ahead, as day-dreaming or chattering at the wheel causes many more accidents than are caused by bee stings.

### UNIFORM TRAFFIC LAWS.

The trend toward standardization and uniformity in all lines of industry, is quite as popular in the matter of new laws on domestic relations, criminology and motor traffic all over the country and the world. An outcome of the National Conference on State Highway and street safety held in Washington and at which Secretary of Commerce Hoover urged their enactment, is a list of new traffic laws that will be presented to the legislatures of each state the next and following winters.

The proposed laws would cover provisions for uniformity in speed regulation, protection of school children, fines and other forms of punishment, grade crossing rules, brake inspection and regulation, proper driving methods, rights of way at crossings and highways, signalling systems, traffic control, testing owners and operators, parking.

#### On An Average.

An inspector, visiting a school in the country, was asking the children general knowledge questions.

"Now children," said he, "I wonder if any of you can tell me what an 'average' is?"

There was a silence for awhile; then a little chap at the back jumped up and said:

"Please, teacher, it's a thing to lay eggs on."

"A thing to lay eggs on? But why do you say that, Tommy?"

"Well, sir, mother says that our old hen lays six eggs a week on an average."

### HOW TURKEY CONTROLS SPEEDING.

L. A. Scipio, Dean of Engineering, Roberts College, Constantinople, Turkey, is a graduate of Purdue University, class of 1908. In a recent article in the "Purdue Alumnus," he describes certain Oriental customs. His description of the methods used to check motor vehicles speeding follows:

"Automobiles have become quite numerous, the greater number of which are American made. New speed regulations have gone into force during the last three weeks, making seven miles the limit within the city. Traffic police are stationed at various places where the temptation to exceed the limit is greatest, and these are armed with a board some five feet long with 4-inch spikes. When a car is seen coming at rather lively pace the board is quickly placed in the road directly in front of the car. The law states that the board must be placed exactly four meters in front of the moving car. If the chauffeur succeeds in stopping before he comes to the nails, he is regarded as not to have been exceeding the limit. Also, his brakes are considered to be in good condition. More than one hundred chauffeurs have been arrested for exceeding the limit; many have been fined fifty pounds (about \$240), and quite a number have been given from twenty-five to fifty lashes in addition. These measures may seem a little drastic to the average American driver, but no one can deny that they are effective."—*Badger Highways*.

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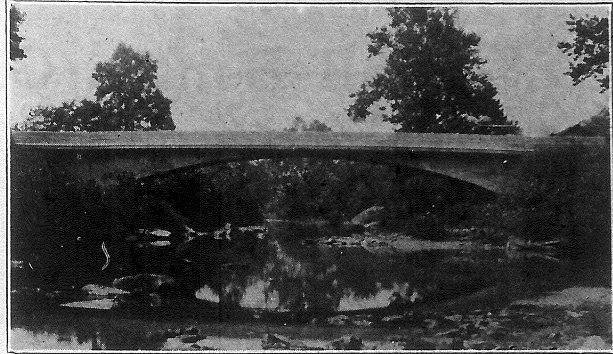
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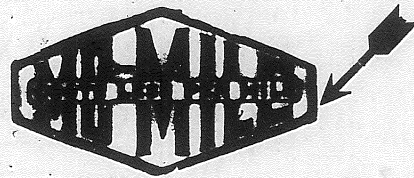
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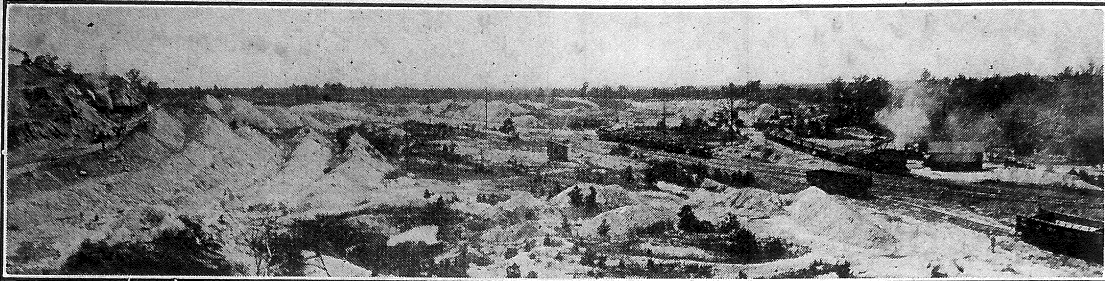
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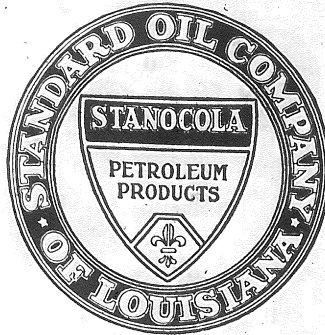
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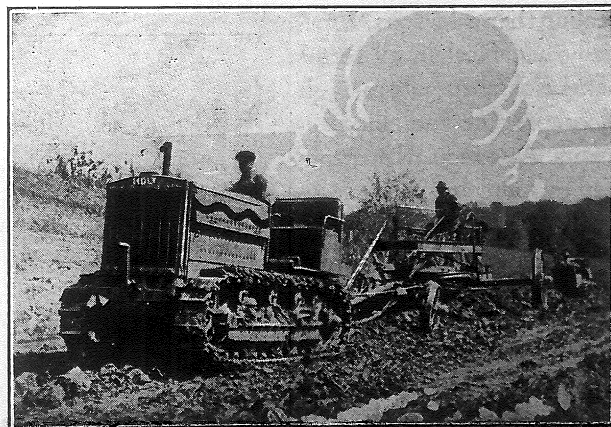
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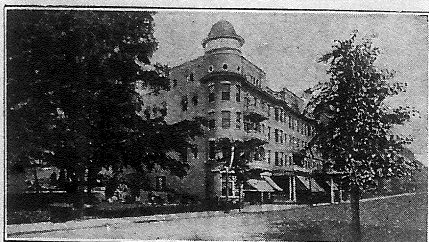
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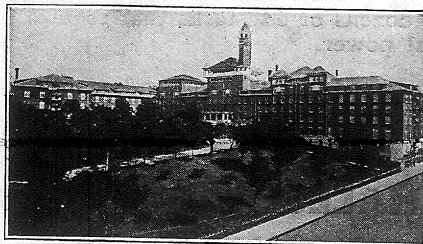
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