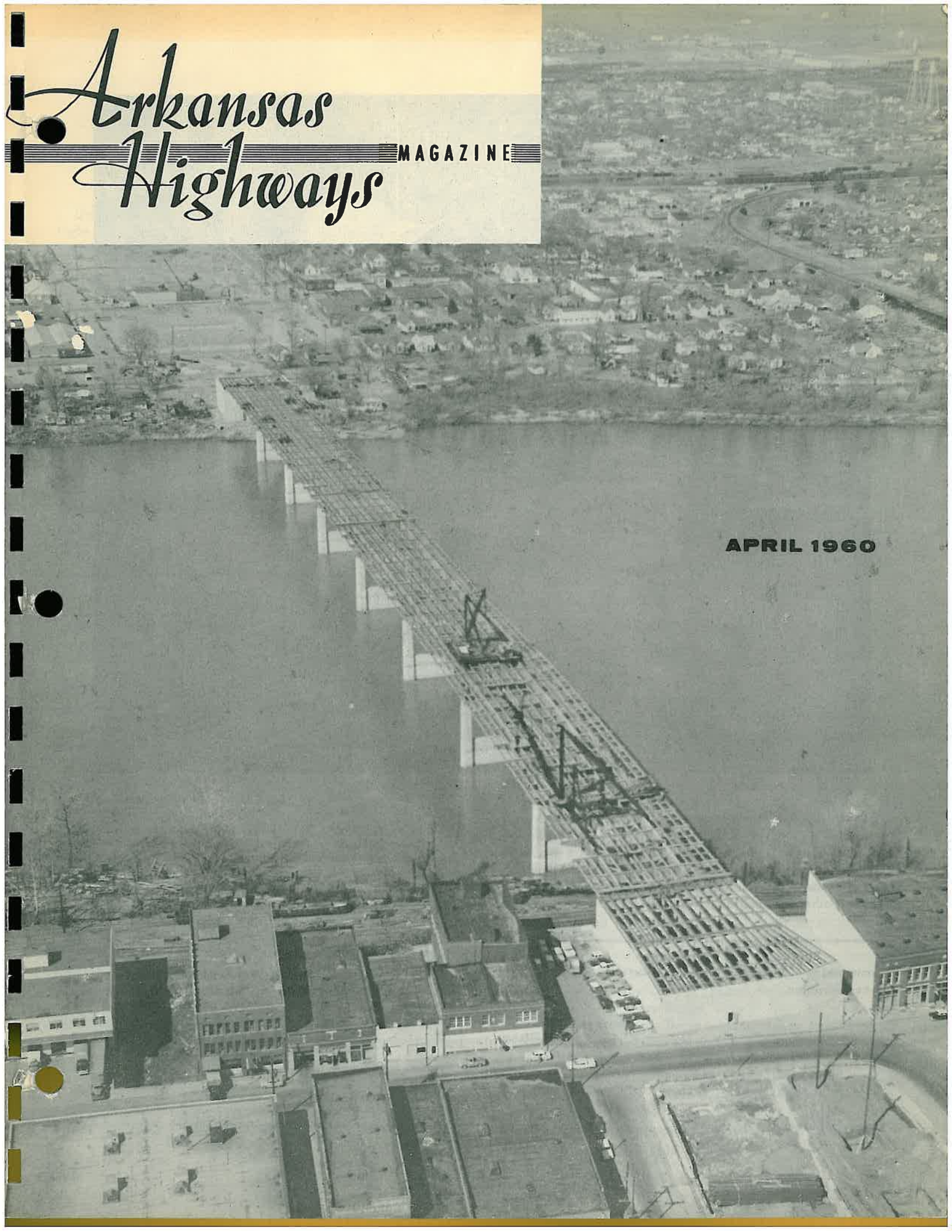


Arkansas Highways

MAGAZINE



APRIL 1960



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Issued monthly by and for the employees of the Arkansas State Highway Commission as a medium of departmental news and other information.

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Ward Goodman

COVER PICTURE: This aerial shot, made in March 1960, is in sharp contrast to the April 1959 cover of Arkansas Highways, which showed only the nine piers. Work was delayed on the construction of the Third Bridge due to a steel strike, however, progress is being made.



PICTURE OF THE MONTH: Two youngsters, in their Easter finery, are probably comparing the size of their eggs. This scene will be duplicated all over the nation on Easter Sunday, April 17.

Prepared and edited in the Personnel Division

Martha L. Adams - editor, layout, vari-typist
Pat Wheat - vari-typist, artwork
Johnnie M. Gray - Highway Department photographer

ACQUISITION OF HIGHWAY RIGHT OF WAY

by Eugene F. Nelson,
Director of Right of Way

During the present decade the problem of acquiring right of way for highway construction has become a major function in most highway departments. This results from two causes; first, the fact that roads are no longer being constructed to serve the adjacent properties; and second, the unprecedented increase in motor vehicles.

As long as roads were built to serve the land, each owner was usually willing to contribute a portion of his land in order to have a better road. Our basic laws reflect that thinking. The County Court, that is, the County Judge, has the power of eminent domain; that is, the power to take private property for public use. With the organization of the Highway Department, that power was extended through a procedure of petitioning the County Judge to condemn the needed lands.

This County Court condemnation procedure gives right of entry without notice and without requiring a deposit to guarantee the payment of damages, if any, the presumption being that each owner lives upon the land he owns and since a year is allowed for filing a claim for damages after entry has been made on the land for the purpose of constructing the road, the owner has ample notice. It is also presumed that if a road is to be constructed, the county is both solvent and ready and able to pay any damages that might be assessed.

The Highway Department can also condemn through the Circuit Court. This procedure requires that the owner be given notice and since 1933, a cash deposit in the amount of the appraised value of the taking must be made to the court. Prior to 1933 no deposit was required in Circuit Court since the Highway Department was then presumed to be solvent.

In 1953 the Highway Department was given new powers: primarily, the authority to take immediate possession of property by means of a Declaration of Taking and to construct "fully controlled access facilities," that is, highways to which entry can be made only at designated points.

For many years all of our right of way was acquired by the County Courts without cost to the State, only in the most exceptional cases were any cash payments made to owners. However, all obstructions were moved as contract items without cost to the owner. This procedure required the filing of a petition describing the lands to be taken together with a plan or map of the road, a route sketch map. The petition was a simple centerline description tied to one or more land corners together with a tabulation of right of way widths by stations. As a result of this action, the State secured an easement in perpetuity for highway purposes. For years, this procedure was adequate; the road was built using as much of the right of way as was needed and maintenance took into consideration the surface, shoulders, drainage and to a greater or lesser degree moved the right of way.

Following World War II the traffic load made it necessary to increase the capacity of our highways. Wider pavements were needed together with wider shoulders and flatter slopes. Increased speeds called for longer sight distances. All of this necessitated wider right of way.

It is a simple matter to superimpose the new required right of way over the existing court order description, but it develops that that is not the end of the problem. How much of the originally condemned right of way does the State actually have a right to hold? There are two schools of thought; the first, which we like to think applies, is that the court order sets out the area by its description; but the other contends that the condemnation applies only to that portion upon which physical entry was made. This brings up two questions; first, what constitutes entry; and second, what proof of entry is required? These questions have not yet been resolved by our courts.

We find that miles and miles of fences now encroach upon right of way acquired since 1925. In some places buildings, houses and even places of business have been constructed on the right of way or at least partially within the right of way.

* * * *

There are also instances in which the County Courts have, on their own motion, filed revised orders reducing the width of right of way. Although our Circuit Courts have ruled that such procedure is illegal, it is very difficult to deal with owners who have relied upon such illegal orders to establish property lines, particularly after the property has changed hands. Another problem arises when towns and cities expand their limits, subdivisions are laid out and streets are dedicated with less right of way than that originally condemned for the highway. This bit of confusion probably results from the fact that easements secured through County Court procedures are filed with the County Clerks' records whereas all other land transactions are filed with the records of the the Circuit Court. Incidentally, very few abstracters pick up right of way easements with the result that most highway right of way is still on the tax books.

The Highway Department now follows three different procedures in securing right of way. First, for the secondary highways that are basically land service or farm-to-market roads, the people are asked through the county or municipality to provide the needed right of way free of cost and free of obstructions. This is done for economic reasons; our secondary funds are limited in proportion to the many miles of farm-to-market roads yet to be constructed. Therefore, priority is given to the areas willing to provide free right of way and allow all available funds to be used for construction which benefits the adjacent lands. On the primary routes where the right of way was obtained by easement and the original width is being in-

creased, an easement is still being taken. I sometimes feel that we may regret this procedure. On the other hand, if the primary road is being relocated and a new right of way is acquired, then title is taken in fee. Records show that the easements cost the same as the fee. The third type of procedure is the Interstate System and other controlled-access facilities of a similar type for which we acquire title in fee plus the right of access.

The acquisition of right of way as now practiced can be broken down into three steps or phases together with several auxiliary or satellite functions.

* * * *

First, we have the Engineering Section which prepares the maps and property descriptions from field data supplied by the Survey and Design Divisions, together with legal descriptions, ownerships, etc., supplied by abstracters. These maps must show the right of way lines, land lines, property lines and the culture or topography. The maps are field checked by competent personnel from the Right of Way Division staff.

The second step is that of appraisal. The maps and property descriptions are furnished to the Appraisal Section together with copies of the certificates of title that were obtained from the abstracters. The certificates list the owner of record, a description of the entirety, mortgages, leases and liens including past due taxes and finally, assessment data. Our appraisals are made by our own staff or by Fee Appraisers on contract. The need for Industrial appraisals is so limited in Arkansas that we do not try to staff for this type of work but contract each item that is encountered.

Since appraising is a comparatively new field in Arkansas, perhaps I should comment on it. Technical appraising differs from the property valuation as done by the average real estate broker or salesman. The appraiser uses three approaches to determine value: the cost approach wherein he recreates the property and deducts the depreciation; the income approach where the value is determined by capitalizing the known or estimated income; and market data approach wherein the market data of comparable properties is analyzed. A majority of the appraisers on our staff are college graduates, some with Master degrees while the others have had years of experience in the appraisal field.

* * * *

Each property is appraised by one man and the appraisal is reviewed in the field by a second man, the reviewing appraiser, and finally, it is approved by our Chief Appraiser. When the value exceeds \$25,000, two independent appraisals are made, and each is reviewed not only by the Reviewing Appraiser but by the Chief Appraiser who finally determines the market value.

When market value has been established, the appraisal is forwarded to our Acquisition Section where a purchase option is prepared and the folio turned over to a negotiator. The man who is to contact the owner must be familiar with the appraisal, the right of way map and the proposed construction. His instructions are to call on each owner not more than three times with a one-price offer. Only if the owner can point out an error or submit a detailed

appraisal by a competent appraiser which our Chief Appraiser compares with our own and is convinced that an error was made will we revise our offer. When the negotiator is satisfied that he cannot obtain an option from the owner, he returns the file with his recommendation; he may suggest that another negotiator be assigned for some reason or he will recommend that a condemnation suit be filed. Sometimes condemnation is resorted to for the purpose of clearing title although no dispute as to value is involved.

The first of our several auxiliary function is that of our Legal Section. Two of our Legal Staff are title attorneys who verify ownerships and prepare deeds. The others are trial attorneys whose function is to file condemnation actions, declaration of taking actions and try condemnation suits. Last year, 1959, we acquired in excess of \$8 million worth of property and so far in 1960 we have taken additional tracts having a value of more than \$1.5 million, yet we have a backlog of approximately 200 condemnation suits ranging from 60 cents to more than \$1 million.

The last function of the Right of Way Division is that of Utility adjustments which are encountered to a greater or lesser degree on every job and is a story in itself for it involves pole lines as well as gas, water and sewer lines, all divided into every conceivable type of ownership.

Needless to say, we meet lots of people and though we make many friends, both for the Highway Department and personally, still we are ever aware that people are funny.

SAFETY PROGRAM ESTABLISHED

By an Administrative Order, a new safety program for the Highway Department employees was established March 28, by Director Oliver.

The program will encompass all facts of safety, including the operation and repair of vehicles and equipment, proper working conditions within offices and on job sites, with the ultimate goal of having everyone safety conscious, therefore, less likely to have an accident.

The Department has felt a need for more emphasis on the safety of the employees; believing that a good safety program will safeguard their health and happiness and that they will lose less time and wages, and that our work will go forward with more efficient and economical results.

The responsibility for the program has been invested in the Equipment Division under the direction of C. Don Hayes, chief of the Equipment Division. Carl Hosack, who until this appointment was motor pool superintendent, will be in active charge of the program with his headquarters at Jacksonville.

Norman Nelson will handle the trip assignments of state automobiles from the Car Pool and gas station at Little Rock. The records and clerical duties pertaining to the Car Pool, will be transferred to the equipment audit section at Jacksonville under the supervision of Frank D. Cagle.

As soon as Carl gets the Safety Program well under way, we shall have a further report on his duties.

L.A. McCain...

Mr. "Bridge Construction Engineer"

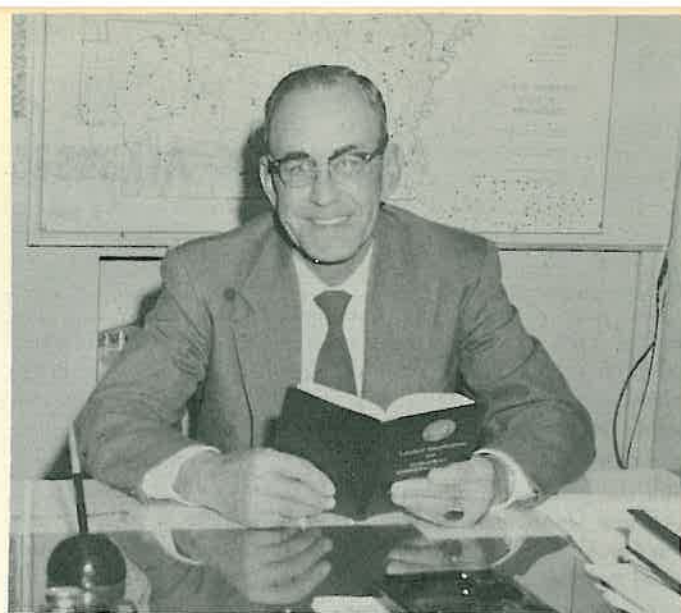
When L. A. (Les) McCain, assistant construction engineer, received his 30-year service awards last June 1, one of the things said about him at the time was that he is remembered for at least four things while he was at the University of Arkansas: he owned one of the few automobiles on the campus; he was business manager for the Arkansas Razorback Annual; he was St. Pat at the annual engineer's celebration; and, last, but not least, he met and married one of the Razorback beauties, Miss Doris Carkuff.

The years that have followed since those campus days have brought many more reasons for recognition. One needs to know Les but a short time to become aware of his natural talent for creating things. This talent no doubt led him to choose the engineering profession, and more especially bridge engineering, for his life work. He is probably more nearly than any one else in the Highway Department, "Mr. Bridge Construction Engineer." Each assignment throughout his many years of experience in the construction field seemed to have been a challenge to him and it was important to him that each bridge built under his supervision should be a "four star production", consequently, his thoroughness in determining the "whys" and "wherefores" has served him well.

He started in Bridge Design working in the field in 1928. He was transferred to the Bridge Division in the Central Office in 1937 where he remained for 15 years. In 1952 he was transferred to Construction Division as assistant construction engineer out of the Little Rock office. Another transfer took him to District 1, Jonesboro, in 1955, as district construction engineer. He has been in the Little Rock Construction Office as assistant engineer since 1958. With the exception of a short period of time during the depression when he worked for the Corps of Engineers, his entire career since college has been with the Highway Department.

Les, a native of Little Rock, is the son of the late Albert and Mary Ella McCain. His father was a refrigeration engineer for various firms in Little Rock. Les' only brother is deceased.

The old Peabody school, long a Little Rock landmark before it was torn down some years ago, was his elementary Alma Mater, and he was graduated from Little Rock High. After high school he went on to the university and the Razorback beauty. Mrs. McCain, a native of Monroe, Louisiana, received her 'MRS' degree after only one year at college. Their only son, Don Livingston, resides with his parents. Other members of the household include a black cocker spaniel and a toy fox terrier.



In the McCain home at 221 Shamrock, everywhere can be seen evidence of Les' talent. Pieces of furniture and other articles which decorate their home show off his professional touch. Although woodworking has been his principal hobby, which he used to make things for his home, it was also used to make articles to augment his income. Principal among these were the excellent fishing lures and duck calls, with which he earned quite a reputation.

Other hobbies include hunting, fishing, and gardening. To attest to his "green thumb" ability, in past years his yard and home have been on the list of prize winners in the City Beautiful Commission's Contest for beautiful homes.

Les, however, is not the sole possessor of talent in his household, inasmuch as his charming wife is a talented artist in her own right. Pictures on the walls of the home, which she has painted, add much to the charm of the attractively furnished home. Doris is an excellent cook and housekeeper and appears to always have fun being a housewife. She loves to try fancy dishes but she can also turn out a 'mean' pan of cornbread, which Les particularly relishes, especially if it's accompanied by a tall glass of cold buttermilk. She is a seamstress of note and makes all her own clothes. Their son is a ham radio enthusiast and has quite an elaborate set with which he spends many hours. He holds a general amateur radio license.

The McCains are perfect host and hostess for the frequent open house they love to have to their many friends - friends they have made not only through business and professional associations, but also through the Episcopal Church, to which they belong, and other organizations in which they have had an active part. Doris, for years, worked with the alumni of her Sorority, Phi Mu, and at Jonesboro she was president of the Newcomers Club. She is active here in the Departmental Club, a civic organization. Les, a Pi Kappa Alpha, is also a member of the Arkansas Society of Professional Engineers.

They are a devoted couple and very friendly, consequently, their circle of friends is large. Life to them has not always been a bed of roses but their courage and cheerfulness in accepting adversity have been an inspiration to all who know them. Les said that one of the nicest things that's happened to them was to return to Little Rock and their friends of long standing.

Snows In Arkansas Expense To Tax Payers

No part of Arkansas escaped the wrath of old man winter during the first three months of 1960. For the maintenance crews in the Highway Department, snow and ice often mean around-the-clock operation of equipment and other maintenance work until routes are open, or they are comparatively safe for the school buses, the motorist and the wheels of commerce and business.

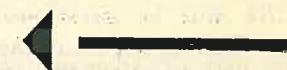
Since Central and South Arkansas rarely get more than one or two light snows a year, it has never been practical to own more than one snow plow and that one is used in and around Harrison, a mountainous area where snow falls more frequently and stays longer. In lieu of snow plows, motor graders were used to make Arkansas' 11,000 miles of highway safer. The graders, while not as efficient as snow plows, will remove the snow. This year's total snowfall broke the record and darn near broke the maintenance budget. The expense incurred for extra help, plus materials used for the snow and ice removal will figure around \$260,000, as compared with perhaps, 15 per cent of that figure for last year. The maintenance crews used 350 tons of rock salt and 100 tons of calcium chlororide in the ten districts.

The strange looking object to the right is a highway sign, which, in that state, would give the motorist little information. The picture was taken near Fayetteville.

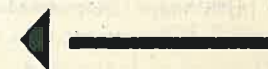
One of our Highway men, on his way to Fayetteville recently, stated that he saw one of the crews in action between Ft. Smith and Fayetteville, and stopped to chat with them. It was sleeting and snowing and the temperature was way below freezing, but the men, all atop a dump truck, were diligently scattering the salt and chloride, or cinders, concerned with the task at hand. Our hats are off to all these men, the unsung heroes.



The Department's one and only snow plow was put to good use on Highway 62, east of Harrison.



Two motor patrols are shown working on covered highway No. 43, south of Harrison.



This should give some idea of the depth of the snow in the Harrison area. This picture was taken on Highway 43, south of Harrison.

FORMER AHD BRIDGE DESIGNER RECEIVES ASCE PRIZE

George S Vincent, chief of the Bridge Research Branch, Division of Physical Research, Bureau of Public Roads and former bridge designer in our Department, has recently been named one of five winners of the research prizes of the American Society of Civil Engineers. Formal presentation of the annual prizes took place in New Orleans this month.

For almost 40 years Mr. Vincent has been concerned with the design, construction, and investigation of bridges. During these years his accomplishments, particularly in the bridge research field, have been outstandingly significant. Mr. Vincent was employed in the Bridge Design Division of AHD from September 1927 to October 1929, and is remembered well by many of the "old-timers" in the Department.

In 1943, he was selected to represent Public Roads in a comprehensive research undertaking in cooperation with the University of Washington and the Washington Toll Bridge Authority to make a study of the aerodynamic characteristics of suspension bridges. The immediate occasion for this study was the catastrophic failure of the Tacoma Narrows Bridge in a wind storm in 1940. In an

effort to forestall similar failures in existing or future suspension bridges, an advisory board on the investigation of suspension bridges was formed. The board was composed of many of the leading national and international authorities on the subject. One of the first official acts was to authorize the study in which Mr. Vincent participated. During the 11 years, he collaborated in aerodynamic study of models of the Narrows Bridge and of models and prototypes of several other important bridges including the Golden Gate Bridge in a special wind tunnel at the University of Washington, as well as field studies.

In 1950, he was awarded the Department of Commerce Meritorious Service (Silver Medal) Award for "a very valuable contribution to science and technology," and in 1956, he was the recipient of the Leon S. Moisseiff Award of the ASCE for his official report as representative of its Advisory Board on the "Aerodynamic Stability of Suspension Bridges."

One thing we cannot legislate...We cannot pass a law equipping cars with common sense...that's what the driver's for. But, sad to say, most accidents are caused by folks, we find, Who, when they grasp the steering wheel, leave common sense behind.



NEWS BITS...

Director Oliver seems to have a busy schedule lined up...He will be guest speaker at the Pulaski Heights Lions Club at 6 p.m. on April 25...On May 3, Mr. Oliver will be in LaSalle, Illinois to attend a meeting of the Chief Administrative Officers of AASHO, to be held in the Kaskaskai Hotel. He and Mrs. Oliver will drive up to Fayetteville May 8, where Mr. Oliver will address the Arkansas Alpha Chapter of Tau Beta Pi at the university. On May 10-12, the Eighth Highway Transportation Congress will be held in the Hotel Mayflower, Washington, D. C., which he will attend also.

Neill Bohlinger, legal administrative assistant, was guest speaker at the meeting of the Arkansas Pioneers on April 7. His subject was, "Territorial Bench and Bar."

It's very good to see Charlie Hooker, assistant engineer of Surveys, back at his desk. Charlie suffered a heart attack on January 11, and had us all worried for a while. But, Charlie has bounced back and he looks good, and rested.

At the Commission Meeting April 27, in the Commission Room, five employees of the Highway Department will receive Service Pins and Certificates of Merit from Director Oliver and the Highway Commission.

Those who will be given the awards are: E.L. Wales, engineer of Materials and Tests, 35 years; C.A. Shumaker, engineer of Construction, 30 years; W.F. Turner, engineer of District 8; Luther Bearden, negotiator in Right of Way; and Joseph David Tice, foreman in District 2.

The presentations are scheduled for 1 p.m. and Highway Department employees are invited to see their friends and associates receive these awards.

Hardy L. Winburn, Jr., Construction Division, was elected vice president of the Little Rock Engineers Club at the March 14 meeting at the Albert Pike Hotel. Guest speaker at the meeting was County Judge Arch Campbell, who spoke on Little Rock's annexation plans.

In the March issue of Better Roads magazine, an article on highway departments' house organs showed a picture of the January issue of our own magazine, an article three other cover pictures of highway magazines. The article, "Highway House Organs Help Employee Morale," was the first of two parts to cite methods of printing, gaining material and costs of the issues of the various departments. According to the article, more than half of the departments issue some kind of publication for employees or one of general interest to both employees and the public. We are proud to have been a part of the article.

Fish and all the trimmings were served at the District 3 Foreman's Meeting on Thursday, March 31, at Hope. The event was attended by many of the Little Rock division heads, and Johnnie Gray, staff photographer, who showed his latest movie to the group.

TWO AHD EMPLOYEES HELP SAVE LIVES OF TWO WOMEN

Paul Byrom and Dwight Cantrell, employees in District 9, completed the First Aid Course given in the district in 1958, and their instructions paid off recently when they helped save the lives of two women injured in a car accident in Marion County. Paul and Dwight were the first to discover the car and its occupants and rendered first aid to the women before an ambulance arrived with the doctor. The doctor commended the men highly, and said that their administrations had saved the women's lives. Knowing how to administer first aid has again helped to save life. We are very proud of Paul and Dwight, as is Forrest Williams, district bookkeeper, who was their instructor.

ATTENTION EMPLOYEES! OLD AND NEW

No invitation is necessary to join the Capitol Credit Union. Everybody in the group they serve, which includes the Highway Department, is entitled to a membership in the organization.

To join you save \$5 at least (one share), and pay a small affiliation fee of 25 cents, after which you have all voting, saving, and borrowing privileges.

The dividend paid last year on shares was 4 per cent, however, this figure will vary depending on earnings of the union. But, the most important feature about the Credit Union is that life insurance, without a physical examination, is carried on a member who has savings up to \$2,000, or on loans made up to \$10,000.

The Capitol Credit Union is a legal corporation, owned entirely by its members. For more information on becoming a member, contact Charles Bradford, Room 460, State Capitol Building.

SQUEEZE PUT ON BOY FRIEND WHO HAD A PENCHANT FOR PINCHING

Vehicle was traveling west on Highway 18, near Jonesboro, attempting to pull into gas station. Driver, an 18-year-old female, was traveling 10 miles an hour. The day was clear and vehicle was on a straight stretch of asphalt pavement in open country. Driver had not been drinking, car was in good condition. There were no construction or repairs under way and the road condition was good. Suddenly the driver pulled sharply to the right striking the pump at the gas station.

Young lady stated that boy friend, who was sitting in the center of the front seat, playfully pinched her, causing the accident. It was the opinion of the officer on duty that the driver was not capable of driving due to lack of training (in driving? or being able to take a pinch?), and the owner of the vehicle was playing with the driver. Driver 'pinched' again by officer, for having no driver's license. Damage to gas pump, \$200. Damage to car \$50.

Moral: Never pinch a girl while she's driving. Wait until she has stopped.

E.L. Wales Retires After 35 Years of Service

On April 27, E. L. (Noody) Wales, engineer of Materials and Tests Division, will be one of five employees to receive service awards in the Commission Room by Director Oliver and the Highway Commissioners. Noody, who is retiring the last of this month, will receive his awards for 35 years of service which ends a career studied with accomplishments and recognition in his field.

The decision to retire was made several years ago during a Florida vacation, and though still fairly young in years, he has stuck by that decision. Noody and Mrs. Wales will live the lives of ease at their newly-built home in Fort Myers, Florida, where Noody will concentrate on "snook" fishing.

His career with AHD began in 1924 in the Construction Division, following graduation from the University of Arkansas. Three years later he was transferred to Materials and Tests where he has remained without a break in service. Aside from gaining wide recognition as an authority in his field, Noody also has served on a number of nationally important committee assignments including AASHO, SASHO, and the Highway Research Board. He has served as secretary and president of the Arkansas Society of Professional Engineers. He has been a leader in all phases of Highway Department activities and part-

ticularly in the training and advancement of young engineers. Only recently he planned the training program for newly graduated engineers which was placed in effect in January of this year. Noody will be missed as an official of the Department and even more so as a true friend to all of us.



E. L. Wales



R. B. Winfrey holding the new sign.

One of the most commendable moves begun in Arkansas in recent weeks is that of the State Chamber of Commerce to clean up highway rights-of-way.

It is a revelation to drive through other states and see the difference in the roadsides. There probably are more beer cans and other litter per mile in Arkansas than in any other state in the union.

There is an anti-littering law in the state, but it is extremely hard to enforce. In the first place, few of the guilty ones will toss anything out of their car if there is another car in sight. Too, most of the littering is done

at night when it's almost impossible to see anything but the shiniest object hurled from a speeding car.

Many service stations are cooperating with the anti-littering move by handing out litterbags and offering disposal services. But few people are taking advantage of this.

In cooperation with the State Chamber of Commerce, the Highway Department is erecting 40 litterbug signs (opposite) along the highways in the District 1 area at Jonesboro. The signs are a trial measure for the present, and if they prove effective in helping to alleviate the litter and trash, then more will be made. The Highway Department feels that to make signs for all the major highways would be too expensive without first seeing if the signs are going to be successful.

The next time you start to throw something out the window, whether it's an empty cigarette pack, a kleenex, or any other item, STOP! Put your trash in a litterbag or take along a paper sack. Help to keep our highways in Arkansas clean so that we can gain good publicity.

Be careful of the words you say,
Keep them soft and sweet;
You never know from day to day,
Which ones you'll have to eat!

The ingenuity and resourcefulness of Highway employees... regardless of where they work...just cannot be surpassed! In the Oregon State Highway Department recently, a directive indicated that coffee breaks were to be limited to no more than 15 minutes, twice a day...and pointed out, by way of information, that in a year's time this would add up to 16 full days of pay.

One employee inquired if it was all right if she quit going to coffee and took her 16 days off all at once.



Bert Rownd, bridge maintenance engineer, made an interesting speech on an interesting subject - The Blue Star Memorial Highway - at the Highway Garden Club at Dumas recently. Since few are familiar with this highway or its background, we are printing some information on it, which was taken from his speech.

The Blue Star Memorial Highway is dedicated to the men and women who served and who will serve in the future, in our armed forces. During World War 11, many garden clubs were seeking something suitable with which to commemorate the nation's armed forces - something simple and dignified which would be useful to the communities and universal in appeal. In short, they were seeking a "living memorial" as an appropriate tribute from a grateful nation.

In 1944 the Garden Club of New Jersey, with the cooperation of the New Jersey Highway Department, planned an educational project against the desecration of their roadsides with billboards. This project was to be a memorial to their sons and daughters who were then fighting on foreign soil for the preservation of our American Way of Life, and was to be named "Blue Star Drive" for the Blue Star on the Service Flag. After the necessary thorough and detailed planning, a stretch of modern four-lane highway which is one of the major traffic arteries between New Jersey and other states, was chosen as the project site. The Garden Club of New Jersey was in charge of organization, promotion, collection of funds, purchase of trees and aid in planting design. The plantings on this first Blue Star Memorial Highway were native dogwood trees. The New Jersey State Highway Commissioner, Mr. Spencer Miller, seeing the potential in such a project toward obtaining higher standards of roadside development, proposed a National Blue Star Highway from coast to coast at a luncheon meeting of the National Council of State Garden Clubs in 1945. The idea of such a memorial met with wide favor and it was voted to include all the states in the union in the program. After a new study of the interregional highways of the United States, the well-known Blue Star Highway System, consisting of one east-west and seven north-south highways was outlined. The designation of these highways as Blue Star Memorial Highways, was of course, subject to official action within the different states, and in 1949, through the efforts of Mrs. H. L. Hickey, then president

of the Arkansas Federation of Garden Clubs, and Mrs. J. R. Prewitt, chairman, a Joint Resolution was passed by both the Senate and the House of Representatives of the State of Arkansas designating that portion of U.S. Highway 67, from the Missouri line to Little Rock, and that portion of U.S. Highway 65, from Little Rock south to the Louisiana State line as a memorial in Arkansas. Since that time there have been four markers, given by the Highway Department, placed on this 400-mile route, through the efforts of the garden clubs and the cooperation of the Highway Department. These markers are located in the vicinities of Corning, Searcy, Pine Bluff and Eudora, which gives a fairly equal spacing along the route. In all, there are 39 states participating in this National Memorial.

GENERAL MEETING HELD FOR DIVISION HEADS AND DISTRICT ENGINEERS

Mr. Oliver touched on many Highway Department policies and other matters in his opening speech to the Division Heads and District Engineers when they met in the Commission Room on April 5.

Mr. Oliver stated that the Highway Department, with approximately 3,000 employees, is perhaps one of the largest in the state, and as such, cannot be a one-man organization. It requires team effort and responsible management all the way through. He emphasized the large responsibility that goes with the district engineers who often have to deal with the public. Mr. Oliver stated that the Highway Department has as competent employees as any place in the state and he urged division heads and district engineers to place more confidence and authority in their people under them, since they know just how much they can rely on an individual.

He said that one good check on how department or district is working out is morale of the employees. If it's high, you can be sure that the supervisor is performing properly. Another angle, Mr. Oliver said, is that if an employee is good on the job, tell him so. By the same token, if an employee is not doing the job, tell him, and if he continues to do his work in a perfunctory manner, then he must be dealt with more firmly.

Neill Bohlinger, legal administrative assistant, told the group to put on the pressure to get automobile junkyards moved back out of sight of the traveling highway public. This move is actually in compliance with Act 212 which requires that automobile "graveyards" locate at least one-half mile from a paved roadway. "The public has become aesthetic-minded in the past few years and the demand for beautification of the highways has become more important," Mr. Bohlinger said. "The courts have recognized that the artistic sense is part of the doctrine of public health, safety and peace."

Mr. Bohlinger, as well as Mr. Oliver, told the engineers to cooperate with the State Chamber of Commerce in its campaign to rid the state of highway eyesores.

Other business on the agenda of the meeting were discussions on summer employment, District Audit Program, and District Accounting Statement, and Public Hearings.

Around The Departments

DIRECTOR'S OFFICE

Pat Koonce

The "front offices" have received a much needed face lifting in the form of new and beautiful floor coverings, and conference chairs. Joyce Spencer and Marie Rossing, secretaries to Director Oliver and Neill Bohlinger, are looking forward to their new desks to complete the new look.

Raif M. Smith and family visited relatives in West Helena recently. This reporter spent a week end visiting her family in Evansville, Indiana where her mother is recovering from surgery.

Dorothy Switzer, Marie, and Joyce, have joined the ABWA and are wearing beautiful new pins.

CHIEF ENGINEER'S OFFICE

Leontee Connelly

John Pendergrass, assistant chief engineer, attended the National Security Seminar February 29-March 11, held here in Little Rock.

Katherine Jones attended the races in Hot Springs on March 19 and had a very enjoyable day.

Lou Warford visited in Wichita, Kansas during the week end of March 18.

W. C. (Bill) Johnston (office engineer), and wife Capitola, were very happy to have their son, Lt.jg. James Johnston, USS Bremerton, Long Beach, California, home for a visit. He spent two weeks with the family.

The Arkansas Engineers and Associates Club held their annual banquet at the Marion Hotel on March 18. Bob Andrews served as Registration Chairman and Bill Rainwater served as Entertainment Chairman. All reported a wonderful time and are looking forward to next year.

If you have been wondering why the unusual amount of hustle and bustle in the Office Engineer's office, or why June Dillon is always wearing an earphone these days, it's because of an increasing number of Public Hearings which are being conducted all over the state - a total of ten during the month of March. No - June has not been listening to the races - she's been recording the hearings.

ACCOUNTING DIVISION

Jimmy Meyer

We all wish to congratulate Joe Schamer and Jonny Beavers who were appointed to acting division head and acting assistant, respectively, when Fred Leebrick resigned. Jonny is continuing also as chief accountant.

Mrs. Frank Phillips should be well acquainted with the Baptist Hospital as she has made two trips there recently. The first trip she underwent an operation and the second was due to a broken arm she received during one of our many snows. She has returned to work now but it will be some time before she will have the cast removed.

We were well represented when Jonny Beavers attended the Accountants Seminar on "Flexible Budgets," sponsored by the National Accountants Association on the campus of the University of Arkansas Institute of Technology March 10-11.

Alene Boysen had a visitor from Duke University, Durham, North Carolina, when her nephew, Sammy Jones, spent the Easter vacation here.

The news has come that Peggy Yielding is to be a widow for five months. Her husband, Travis, is going to Amarillo, Texas for his basic training in the Air Corp and then after nine weeks basic, will attend a training school. When he returns he will be in the Air National Guard. Peggy will stay with her grandmother, Mrs. Robinson, while he is away.

Lola Buck recently purchased a ceramic kiln. This is used to fire her ceramic products to make them more durable. She has been working with ceramics since last summer and has become



Here is H. R. Lucus, district engineer in District 9 at Harrison, who was featured as the "Personality of the Month" in the July, 1958 issue. At that time we were unable to use pictures, but now that we can, we hope to run some of the photos from time to time.



Scout Pack No. 40 of Woodruff School donated a rose bush to be planted on the State Capitol grounds as a lasting memorial to help commemorate the 50th Anniversary of Boy Scouts. Larry Whelchel, young son of Y.W. Whelchel, Planning and Research, was chosen to make the presentation to Secretary of State Crip Hall, pictured with Larry.

A small boy turned loose in the spring should be bounded either by the watchful eye of his mother from the kitchen window, a high board fence, or a police force. And even so, just crossing a level strip of yard he will manage to annihilate himself.

A man knocked at the heavenly gate...His face was scarred and old...He stood before the Man of Fate...For admission to fold..."What have you done?" St. Peter asked..."To gain admission here?"..."I've been a highway employee, sir...For many and many a year..."The pearly gates swung wide open... St. Peter touched the bell..."Come in and choose your harp"... he said..."You've had your share of Hell."

quite artistic with her work. Since she has bought the kiln she she has made many things for people in our division. She loves the work and does it during her spare time.

COUNTY ROADS

Zelda M. Riggs

Our youngest draftsman, Donald L. Legate, became 21 years old recently, and it was our pleasure to celebrate his birthday with cake and coffee. Best wishes for many more, Donald.

Mother Allen (this writer's mother) celebrated her 85th birthday on March 1, and Zelda had as guests for the occasion over a period of weeks, all Mother Allen's children, grandchildren, and great grandchildren.

Max and Mary Hall drove to Atlanta, Georgia to visit Max's daughter and son-in-law, Helen and Don Banks, over the week end of March 25. Don formerly worked with the Department in Roadway Design.



Don Legate is shown with his birthday cake when the office force celebrated his "eligibility to vote" age. Others from left to right are: Max Hall, yakking on the phone; Zelda Riggs, M.F. Cooper, Arlie Gassaway, Al Wilson, and Jack Teasdale, sitting.

PROCUREMENT

Amy Tedford

These last few days of pretty weather has really boosted the morale of the employees in Procurement. We certainly are glad to see this sunshine.

Willene Gray, better known as "Widow" was out of the office for 4 days at the beginning of this month with the flu, however, she is feeling fine and ready for a trip or two to the river. Last week "Widow" made a trip all the way to Pine Bluff to have her "One and Only" tooth worked on.

Jim, Martha, and Conley Meredith spent three days in Natchez, Mississippi on March 18, 19, and 20. They attended the famous "Pilgrimage" there. The beautiful antebellum homes there were very impressive to them. The highlight of their trip was seeing Miss America (Lynda Mead) who presided over the Confederate Pageant.

Linda Vassaur received a beautiful engagement ring last week from Fred Schmidt of Philadelphia. She says that the wedding will take place in late October or early November.

Jon Shaw, a former employee of this office, and her family are moving to Oklahoma City sometime this month. We certainly hate to see Jon leave our State.

Lewis Wade's parents, Mr. and Mrs. J. B. Wade of Alabama were guests at his home for a week this month.

Hilda Shirley's sister Marilyn, who is a Junior at St. Vincent' School of Nursing is on a two weeks vacation. She is spending this week with Hilda.

BRIDGE DESIGN

Virginia Tackett

On March 30, seventeen members of the Bridge Design Division, along with our Bridge Engineer, Mr. Carlson, were guests of the Tennessee Coal and Iron Division of United States Steel Company at dinner at the Marion Hotel. Special guests for the evening were Director Oliver, Chief Engineer Ward Goodman, and Assistant Construction Engineer L. A. McCain. An interesting program featuring slides and a commentary was presented by Robert S. Holmes, assistant manager of TCI, and the enjoyable evening was arranged for our engineers by Harry Eden, who represents Tennessee Coal and Iron Division in Arkansas.

We are all happy to welcome the new arrival to the Mahla family. Philip Curtis arrived at St. Vincent's Hospital on March 14, weighing in at 6 pounds, 9 ounces. Curt and Lucille are very proud of him and rightly so. Curt says he is very handsome and looks just like his father, and already he is referred to around the office as "Little Tex."

EQUIPMENT

Avalee Padgett

Charlie C. Cox and Parker Harden were presented 5-year Service Pins and Certificates of Merit by C. Don Hayes on March 14. Congratulations, fellas!

Delbert Pearl, assistant supervisor of Post No. 128 Explorers, spent the past week end at Camp Quapaw near Benton engaging in competitive sports with other Explorer posts in this district. Delbert has a sharp looking Renault Dauphine, and is wondering why the girls from the Highway Building in Little Rock don't pay us another visit.

Mrs. Clyde D. Holmes spent the week end visiting her sister and family in Poplar Bluff, Missouri.

Shop Superintendent Eddie Stewart, was off for several days due to illness but has returned, reporting "feeling some better." Frank Boyett and Bruce Hardcastle have also been sick and are back with us.

Doris Healy made a special trip to the Little Rock Zoo one Sunday to verify the picture of the new baby zebra.

Maurice Head made a plane trip to Fort Wayne, Indiana on March 17 and back on March 18, on an inspection tour of the engineering section of International Harvester Company.

PERSONNEL OFFICE

M. Adams

Jackie Wallace drove up to see her grandmother in Heber Springs the week end of March 18...Lavona Croft spent the week end of March 25 at her home in Evening Shade, and Ruth Foll visited parents at home in Mountainview on March 25.

Sibble Cox and family have moved into their new Gold Medallion home at No. 15 Oak Lane and Sibble said that it is really a dream to live in...all electric and stuff. Congratulations to the Coxes.

Fred Tanner and Bill Hays spent several days at the University of Arkansas on a recruiting mission last month...said they interviewed a flock of engineering students.

One or two of the employees have been on the puny side but all have perked up somewhat since spring arrived, which did finally get here. (Well, didn't it?) The standard remark upon viewing the sun for the first time in weeks was the same - "Sure glad to see this sunshine." Maybe everyone's health and spirits will improve.

Even though technically, Verna Daes, Betty Ray and Sarah Neel are not a part of Personnel, we still consider them as such, so had coffee and cookies when Verna Daes celebrated her birthday March 29. Sarah Neel's big day came along April 1 and this writer decided to chuck them all when hers rolled around on April 3.

A government bureau is where the taxpayer's shirt is kept.

RIGHT OF WAY

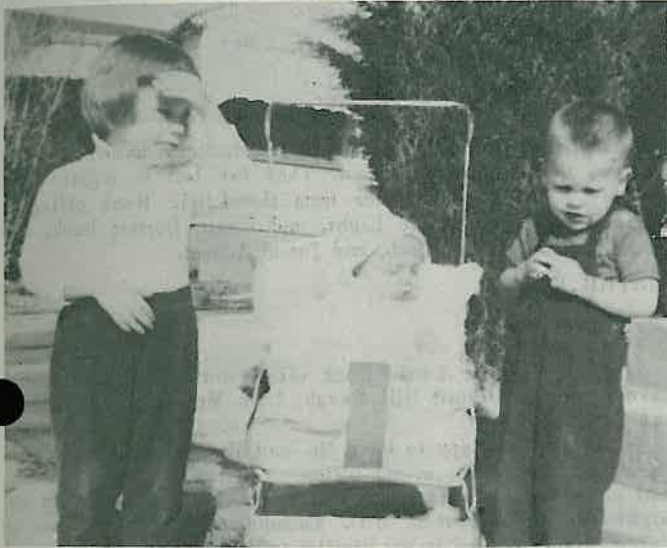
Betty Grimes

We have had several Birthday Girls this month: Bidy Holiman, Nancy Sipe, and Carolyn Wilkerson. Sorry we can't give out their ages, but we can report that not one of them is over "29".

Barbara Young has been promoted to the position of Household Executive. She resigned March 15 to stay at home with a young man, her 3-year-old Sid. Fourteen of the girls attended a luncheon at Brownings in honor of Barbara, at which Sid was a guest also, and he was overwhelmed by the attention of so many females.

The new girl in Acquisition is Lita Thomas and we wish to welcome her into our family.

We are happy that Normal McLeod has been able to leave the hospital in Texarkana, and is recovering in his home in DeQueen. His address there is 216 Haes, so let's shower him with cards to let him know we're thinking of him.



The three children in the picture are those of Don and Linda Colbert. Left to right they are Deborah Jane, 3; Donald Wayman, Jr., 2; and David Lawrence, 4 months. Linda was employed in the Procurement Division prior to the birth of Deb and Donnie; and in the Right of Way Division prior to David's arrival. She has returned to her duties as legal secretary and Grandmother Thomas has taken charge of the little 'uns. If Donnie continues in the present trend he will some day become a demolition engineer. Linda said David should have been named "Finis."

(Betty Grimes, engineering technician in Right of Way, is one of the distinguished members of "The Saxon Singers," a professional choral group which was formed recently in Little Rock. Rece Saxon Price, the organizer of the group, is a well known singer and leader in musical productions of high quality. Little Rock and surrounding areas will have the opportunity to hear great choral music in its highest form and we are proud of Betty. Ed.)

DISTRICT 2

Ouida Grimes

Congratulations to the following men who received Service Pins and Certificates of Merit; Dewey Dew and Robert H. Kirkland, 20 years; Will S. Rabb, 15 years; Elbert J. Anderson, 10 years; and Daniel V. Boblett and Jesse D. Herring, 5 years. Mr. and Mrs. Bill Wood go to Alma almost every week end to see their daughter, son-in-law and two cute grandchildren. Best wishes for a speedy recovery to Mrs. Cleet D. Harper of Rison, who has been in a Little Rock hospital.

Mr. and Mrs. John Harris attended the Ice Capades in Little Rock March 26. They enjoyed it very much and reported that it was really beautiful.

Two of our office employees went to a new place for coffee recently. Each thought that the other one had money to pay for it. They drank the coffee, started to leave, and found out they didn't have enough money to pay for it. What happened then, no one knows.

We are always glad to have visitors from the Little Rock Offices and other districts, so come to see us...

DISTRICT 3

Olive Jackson

J. E. Lowder and John Sanders attended the Engineer's Meeting and banquet at the Marion Hotel in Little Rock on March 18.

Lee Helton was in a critical condition for a while due to being overcome by carbon monoxide gas from the truck he was driving. Lee had been working on the Blevins highway during the severe cold weather.

Brooks and Bettie Sue Lee are the proud parents of a little girl, Rhonda Sue, who arrived March 22. Eldredge and Edna Lee are the proud grandparents. Also, Wayne and Jeanette Flowers of Arlington, Texas, are the proud parents of a little son, Jeffrey Wayne Flowers, who arrived February 28. Sid and Reba Flowers are grandparents.

Marie and George Lively were called to Pasadena, Texas on account of the death of George's father, Mr. G. P. Lively who passed away March 22.

We extend our deepest sympathies to U. S. Rhodes in the loss of his mother, Mrs. Anna Georgia Rhodes of Nashville, March 24.

DISTRICT 5

A. L. Moser

Well, 23 inches of snow last month kept our department quite busy for a while. They did a fine job in keeping the roads open to the traffic and are to be commended. We were all glad to see some sun and the snow leave us.

Those on the sick list in March were: George C. Cavaness, A. L. Jones, R. L. Simmons, T. M. Pipkins, Ernest Engles, Ray McKinney, Ralph Rollins, Ludy Massey, Hale Hayden, C. M. Defreeze, and E. W. McElrath... James Anderson is back on the job after spending 7 weeks in the Veteran's Hospital in Little Rock. Glad to have you, James. Hack Glover of White County, underwent surgery in Searcy Hospital in March and is reported to be doing fine at this writing.

Congratulations to Mr. and Mrs. E. W. McElrath on the arrival of a baby boy who weighed 9 pounds, 4 ounces. Mother and son are doing fine. McElrath is area foreman in Jackson County.

George McElmurry is our new bridge foreman and C.L. Bradberry is our assistant maintenance superintendent. Congrats!

G. J. Hartwick with the bridge crew, was painfully hurt March 16, when he was knocked off the Red River Bridge while moving expansion rods on the cable. Handford Magness, sign man, underwent major surgery in a Newport hospital March 15, but is at home now and will return to work sometime this month.

Bernard Bice was also on the sick list for two and a half weeks but we are glad to have him with us now.

Our sympathies are extended to the family of John Young. John passed away February 29. He was assistant maintenance Superintendent in District 5, and had been with the Department for 23 years.

Another employee, Lee Tharp, passed away on March 15. Lee was a shovel operator and had been with the Department for 15 years. Our sympathies to the family.

Sympathies to the A. L. Jones, Sr. family in the loss of their granddaughter, Pauline Denice; and to the family of Ruby Masner and Lorene Pickens in the death of T. O. Masner on March 23. Mr. Masner was Lorene's brother and Ruby's brother-in-law.

DISTRICT 8

Netha Brown

R. E. Batson, our district maintenance superintendent, is recovering rapidly from a recent illness. He has visited our office several times and everyone is looking forward to his returning to work.

District 8 extends a warm welcome to Jess Rush and his family. We were sorry to see "Leck" Owens leave and we all hope he returns often to renew old friendships.

Homer Hill, a long-time employee of the Department, now retired, visits in our office often. Retirement seems to agree with him - he looks wonderful. He uses his time fishing, visiting, loafing, and getting acquainted with a new great grandson.

Kendall H. Belote, an employee from Faulkner County, who was injured on his job January 22, returned to work March 22. Kendall was struck by a car while spreading sawdust on fresh asphalt, and his injuries were more serious than was thought at first.

The flu bug has about given up in our district. Most of the employees who felt his sting have returned to work. All we need now is plenty of sunshine.

Roy Taylor, our fuel clerk, and U. L. Gray, the gas station attendant, are both driving Volkswagens. They are very happy with their little "bugs" and boast about their gas mileage to the rest of us who are driving gas burners.

Ronnie Rye, a Junior in Russellville High School, the son of George Rye, who works in our stock room, is working part time at Radio Station KXRJ as an announcer. Despite his youth, he has a mature voice and a good radio personality. Ronnie has never failed to make the Honor Roll, is a member of the National Honor Society, assistant editor of the high school paper, a member of the Drama Club, and had the lead in the Junior play. The future holds a bright promise for Ronnie and we all wish him the best of everything in the years to come.

We extend our sympathies to the family of Mrs. J. T. Reed who passed away March 24. Mrs. Reed was Mrs. W. F. Turner's aunt.

DISTRICT 9

Hulsey and Morton

Mr. and Mrs. H. R. Lucus motored to Yazoo City, Mississippi for a short but very enjoyable visit with their daughter, Florence Ellen, and family.

Curtis Pangle served as one of the judges for the Harrison High School Science Fair on March 22.

Mrs. J. L. Owens was confined in the local hospital for several days but is now recuperating at home. We hope you are feeling "fit" again real soon, Elaine!

Dennis Fouts and Floyd Powell, Baxter County employees, were spreading sawdust on Highway 5 during the snow and ice storm when a trailer truck hit their truck and knocked it off the road. Both men were hospitalized but are now convalescing at home. We wish them a speedy recovery and hope they return to work soon.

Guy Brasel, patrol operator in Newton County, retired on March 22 after about 19 years with AHD. Good luck, Guy!

James Hawkins, retired patrol operator, was recently hospitalized at the local hospital, then transferred to the Veteran's Hospital in Little Rock. We all wish James a speedy recovery.

Welcome visitors in our district recently were: Glenn F. Wallace, one of our Highway Commissioners, R. B. Winfrey, Bert Rownd, and Asa Duncan.

A hearty "well done" to all the employees for the job they did during the snow and ice storms. Many of the fellows worked to the point of exhaustion removing the snow from the roads during and after each snow. We believe the damage to roads would have been three or four times greater than it is without the prompt removal of the snow and ice.

Said the highway maintenance worker: "I've been with you 25 years and I've never asked you for a raise before." Retorted the district engineer: "That's why you've been here 25 years."



Part of the District 10 group paused during a snowball fight to have their picture snapped. They are left to right: Thad Crowley, Ed Orsini (auditor from the Little Rock offices), Emma Jean Cole, Golvie Light, and Essie Porter; back, are Junior Wycoff, James Cobb, and Jason Adams.

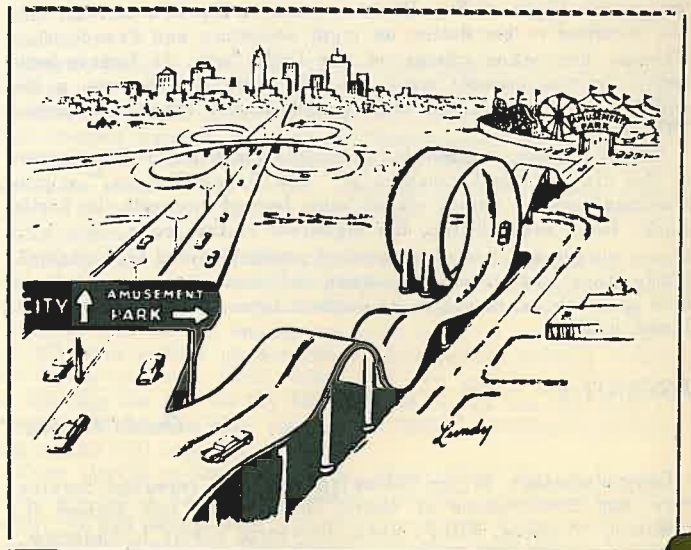
DISTRICT 10

Essie Porter

Visitors from the Little Rock office during the past month have been: Ed Orsini, Bill Baugh, L.A. McCain, R.B. Keen and Cecil Elliott.

We were very happy to have Mr. and Mrs. Glenn F. Wallace, Nashville, Arkansas, in our office on March 25. We hope they will come back at every opportunity. Mr. Wallace is one of our Highway Commissioners. H.O. Thompson with the Bureau of Public Roads visited in our district recently, also.

Essie Porter took a day of vacation recently and spent a long week end at Hot Springs enjoying the races. The report is that she had lots of fun but came home with less money than she took with her.



Great-great-grandfather would wait for days for a stage-coach, while his great-grandson of today curses if he misses one section of a revolving door.



LETTERS

March 3, 1960

Dear Sir: (Mr. Oliver)

I want to tell you what a fine job your highway maintenance employees are doing and have done during this snow and ice storm we have had here in Northwest Arkansas. We have had fewer wrecks and traffic has moved along more rapidly than any time I have known in recent years. I am especially proud of the group here in Springdale. They have done a top flight job in keeping the main highways open, both by blading the snow off the highway and scattering chat where they couldn't get it all bladed off.

We in Northwest Arkansas, are very proud of our highway employees and the fine work they have done, especially these last two weeks.

Sincerely,

Ulys. A. Lovell

* * *

Dear Mr. Lucus: (District 9)

We are writing you today in behalf of the Chamber of Commerce Board of Directors to express our deep appreciation to you and your fine highway maintenance personnel for your untiring effort in clearing our local highways of snow and ice during the past several days to permit movement of traffic into and through the Harrison area.

We fully realize that these crews were, most generally, working under disagreeable weather conditions to accomplish this tremendous task and certainly do not want this fine performance to go unnoticed.

Our sincere congratulations for a job well done.

Yours very truly,

Chamber of Commerce
M. McGaughey, secretary

Obituary

LEE S. THARP

Lee S. Tharp, 59, power shovel operator in District 5, died February 15 after a lengthy illness.

Mr. Tharp had been employed in the Department since March 31, 1945. He is survived by his widow and three children.

THIS'LL KILL 'YA...

by Jimmy Zinn

Motorist: "What will it cost to fix my car?"
Mechanic: "What's the matter with it?"
Motorist: "I don't know."
Mechanic: "\$39.75."

A modern mother and her young son were shopping in a supermarket. The child, trying to help, picked up a package and brought it to her. "No, no, honey," protested the mother, "go put it back. You have to cook that."

Wife: "Hello, hello, is this the Missing Persons Bureau? My husband has disappeared. Can you help me find him?"
Bureau Chief: "Certainly, Madam, will you describe him?"
Wife: "Of course, thank you, He's short and very fat. And bald. Likes blondes and alcohol. Wears thick glasses and has a highpitched, squeaky voice with a red nose. And - uh - oh, to hell with him. Never mind!"

"Now tell me," asked the personnel manager, "just why you want to go to work for us."
"Well, sir," said the applicant, "I got sick and went to the doctor. He gave me five pills and told me to take one after each meal. That was three days ago and I still have four pills left!"

A business school teacher was quizing her class of stenographers. "What is the first thing you do when your employer buzzes?"
A hand shot up quickly: "You pick up your notebook and pencil and answer that buzzard promptly."

There was the usual argument after the automobile crash. The woman, as usual, was talking:
"I turned the way I signaled," she averted.
To which the man retorted: "Yes, I know it. That's what fooled me."

"You seem to have had a serious accident."
"Yes," said the bandaged person. "I tried to climb a tree in my motorcar."
"What did you do that for?"
"Just to oblige a lady who was driving another car. She wanted to use the road."

"Why is Brown pacing up and down in front of his house like that?"
"He's awfully worried about his wife, poor chap."
"Why, what's she got?"
"The car."

Bore: "I'm a self-made man, that's what I am a self-made man."
Listener: "You knocked off work too soon."

It was their first airplane ride, and the woman of the party was quite nervous.
"You will bring us back safely, won't you?" she said to the pilot, with a rather faint smile, as they were about to start.
"Of course I will, miss," he assured her, touching his leather helmet, "I've never left anybody up there yet."

Prospective Roomer: "The window is quite small. It wouldn't be much good in case of an emergency."
Landlady: "There ain't going to be any emergency, Mister. My terms are cash in advance."

Glee: "Would you think the advanced years in your life should change your outlook on certain things?"
Spree: "Well, as for me it has - where I used to think in terms of passion, - I now find myself thinking more of a pension."

THIS WILL VA...

in 1900

LETTERS

March 1900

Dear Mr. [Name]

I want to tell you that I have been thinking of you very much lately. I have been thinking of you very much lately. I have been thinking of you very much lately.

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I have been thinking of you very much lately. I have been thinking of you very much lately. I have been thinking of you very much lately.



DELIVERED

APR 1 1900

Post Office, New York, N.Y. The post office is open from 8:00 a.m. to 8:00 p.m. The post office is open from 8:00 a.m. to 8:00 p.m. The post office is open from 8:00 a.m. to 8:00 p.m.