

ARKANSAS STATE CAPITOL

STATE OF ARKANSAS

SEVENTH  
BIENNIAL REPORT

*of the*

Department of  
State Lands, Highways  
and Improvements



For the Period Ending June 30, 1926

Press of  
Conway Printing Co.  
Conway, Ark.

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**LETTER OF TRANSMITTAL**

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To the Governor and the Assembly of the State of Arkansas:

In compliance with Act No. 7 of the Acts of 1921, we submit herewith the Seventh Biennial Report of the Department of State Lands, Highways and Improvements for the fiscal years 1925 and 1926.

Your particular attention is invited to the summary of our general recommendations and our reports of progress with the work of the State Highway System under the New Road Law.

HERBERT R. WILSON, Chairman.  
R. H. WOLFE, Member.  
CHAS. H. MOYER, Member.  
ED KENDALL, Member.  
J. L. WILLIAMS, Member.

## DEPARTMENT OF STATE LANDS, HIGHWAYS AND IMPROVEMENTS

### State Highway Commission

Herbert R. Wilson, Chairman	Little Rock
R. H. Wolfe, Member	Tillar
Chas. H. Moyer, Member	Little Rock
Ed Kendall, Member	Marble
J. L. Williams, Member	Osceola
Nan B. Murphy, Secretary	Little Rock

### Highway Division

R. C. Limerick, State Highway Engineer	Little Rock
O. L. Hemphill, Asst. State Highway Eng.	Little Rock
Frank Wittenberg, Eng. Surveys, Plans	Little Rock
F. A. Gerig, Eng. Materials and Tests	Little Rock
N. B. Garver, Bridge Engineer	Little Rock
C. W. Holderbaum, Equipment Engineer	Little Rock
D. B. Culter, Maintenance Engineer	Little Rock
W. W. Zass, Construction Engineer	Little Rock
A. W. Buford, District Engineer	Forrest City
E. B. Reynolds, District Engineer	Pine Bluff
Richardson Ayres, District Engineer	Hope
W. W. Mitchell, District Engineer	Fort Smith
E. E. Bonewits, District Engineer	Blacksville
R. A. Kern, District Engineer	Little Rock
M. F. Hill, District Engineer	Camden
F. L. Hargett, District Engineer	Russellville
H. C. Sellers, District Engineer	Harrison
F. J. Herring, District Engineer	Jonesboro
I. B. Graydon, Cashier	Little Rock
Albert Sims, Accountant	Little Rock
R. G. Paschal, Auditor	Little Rock

### Advisory Board

R. C. Limerick, Chairman	Little Rock
John R. Fordyce, Member	Hot Springs
G. P. Stoker, Member	Fayetteville

### Land Division

W. J. Kirby, Deputy Commissioner	Little Rock
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### Automobile Division

A. V. Denny, Deputy Commissioner	Little Rock
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R.H.Wolfe  
MEMBER



Chas. H. Moyer  
MEMBER



Herbert R. Wilson  
CHAIRMAN

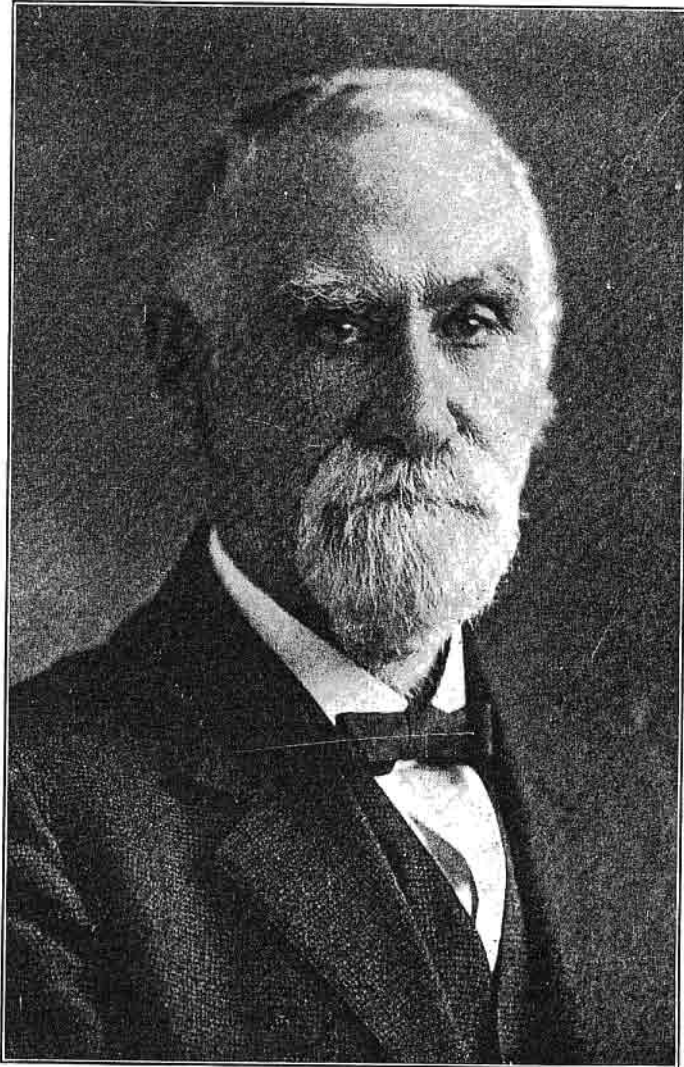


Ed Kendall  
MEMBER



R.C. Limerick  
STATE HIGHWAY ENGINEER





THEODORE MAXFIELD

1844-1926

## SUMMARY OF RECOMMENDATIONS

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Throughout the body of the report will be found a number of recommendations by the Commission relative to the Highway program and certain improvements that may be desirable. The recommendations, in brief, are as follows:

As the Highway Law, Act 5 of the Extraordinary Session of the Legislature of 1923, has functioned in a fairly satisfactory manner, and as the people as a whole seem to be well pleased with the progress made during the three years operation of the law, it is recommended that the law in principle, be allowed to stand with possibly only a few slight modifications.

With increased revenues that will surely be available during the next biennial period it is recommended that, in order to meet the demand of the people of the State for more rapid progress with the building of new roads and more and better maintenance work, the appropriations be increased as greatly as possible. For maintenance alone during the fiscal years beginning July 1st, 1927 and July 1st, 1928, a minimum of \$2,500,000.00 should be appropriated. During the balance of the fiscal year ending June 30, 1927, additional funds above the original appropriations made in 1925 will be needed by the Department and out of the large surplus of revenues that will be available, it is recommended that at least \$1,250,000.00 be appropriated by the Legislature.

The demand for further reduction of Road Improvement District Taxes is insistent and it is recommended that this demand be partially met out of the increased revenues.

It recommended that no mileage be added to the State Highway System by Special Act of Legislature but that the State Highway Commission be allowed to exercise the authority granted under the original law,

to expand the system when and as it deems advisable. For the present, the Highway System is amply large and it is recommended that no expansion be authorized in the next two or three years but that all available revenues be expended towards further improvements of the present system.

It is recommended that the traffic rules and regulations of the department be enacted into law and that the State Highway Commission be given ample appropriation and authority to enforce these rules and regulations independently of the counties.

It is recommended that the policies of the State Highway Commission for carrying forward the work on the State Highway System now in force be adhered to.

It is recommended that the following features relative to the automobile law be given careful consideration and if found feasible at this time, steps taken to properly incorporate them in the existing law.

1. The enactment of a Title Law in order to make thefts more difficult.
2. The prevention of the issuance of city licenses to vehicles which have not first been equipped with the proper state license.
3. The prevention of muffler cut-outs because of damage done to State Highways by their use.
4. The examination of all motor vehicle drivers.
5. The regulation of headlights.
6. The issuance of official license to all school busses that are owned and operated by school districts to serve their patrons.

It is recommended that Act. No. 363 of the Acts of 1923 be amended so as to make it more workable and to permit the more rapid sale of State lands. It is also recommended that the present law governing the sale of islands be amended so that the method of sale will conform more nearly to the present method of disposing of Sixteenth Section School Lands.

# **HIGHWAY DEPARTMENT**

## STATE AND FEDERAL LAWS AFFECTING THE ORGANIZATION OF THE STATE HIGHWAY DEPARTMENT

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**Act 302, 1913**, On March 31, 1913, Governor Oldham approved Act 302, which had been passed by the Legislature, creating the State Highway Department and making it a part of the Department of State Lands, changing the name of the Department to that of State Lands, Highways and Improvements. This Act provides that the Commissioner of State Lands shall be Commissioner of the new Department and shall be Ex-officio Chairman of the State Highway Commission and that two other Commissioners shall be appointed by the Governor for terms of office of two years. The Act provided for the collection of a license fee of \$10.00 per annum on motor vehicles, the amount collected, less the fees allowed, to be placed in the hands of the State Treasurer to the credit of the Highway Improvement Fund, this fund to be used to pay the expenses of the Department. The salary of the Commissioner was fixed at \$2,500.00 per annum and that of the State Highway Engineer at \$3,000.00.

**Act, 338, 1915**, In 1915 developments in road building and the need for improved roads indicated the necessity of the passage of some legislation of a general character which would provide for the creation and establishment of Road Improvement Districts. The constitutional limitations preventing the issuance of State or County bonds delayed any real progress in road building until some law could be placed on the statute books allowing communities to band together into a corporate unit for the purpose of constructing needed improvements and assessing the cost against the property benefited.

After much consideration the Legislature passed Act No. 338, commonly known as the Alexander Law. This Act permits the organization of improvement districts, specifies the procedure to be followed and

fixes the amount of money that can be raised against the real property at 30% of the total assessed valuation of the property included in the boundaries of any district.

While this general law is workable, in many cases a number of Road Improvement Districts have found it cumbersome and not adaptable to their particular needs and for these reasons may be credited a great many of the Special Acts passed by recent Legislatures.

**Federal Aid Act** Shortly after the passage of this Act the Federal Government saw the necessity of taking a part in road building activities and aiding the several States in their work, and on July 11, 1916, Congress enacted a law generally known as the Federal Aid Road Act. This Act provided for the participation of the Federal Government in road building under the direction of the Secretary of Agriculture and appropriated funds. This Act was amended on February 28, 1919, at which time additional aid was appropriated. The annual appropriations made available under the act and its amendments are as follows:

1917 -----	\$ 82,689.10
1918 -----	165,378.20
1919 -----	1,090,247.99
1920 -----	1,596,436.09
1921 -----	1,685,178.09
Total -----	<u>\$4,619,929.47</u>

**Act 105, 1917** The provisions of the original Federal Aid Road Act were such that the State of Arkansas could not avail itself of the money appropriated unless some additional legislation was passed. Consequently, at the 1917 session of the State Legislature Act 105 was passed and approved binding the State to an agreement with the Act of Congress and enlarging the personnel of the State Highway Department.

**Advisory Board Created** At this time an Advisory Board was created for the purpose of recommending to the State Highway Commission the apportioning and distribution of both State and Federal Aid funds. The Advisory Board as created consisted of the State Highway Engineer, the Professor of Civil Engineering at the State University and a third member appointed by the Governor. An appropriation of \$496,134.60 of the Highway Improvement Fund was made for State Aid to Counties and Road Improvement Districts and to enable the State to meet the requirements of the Federal Aid Act.

**Special Acts** Shortly after the close of the War in 1918 the whole country, because of the extremely high prices received for farm products, assumed a very bright economic outlook. Everyone had money, property values were high, money was cheap and easy to borrow and as a consequence this surplus of funds and the high valuation brought on a crying desire among the people for good roads and many miles of them. The result of this condition was that when the Legislature met in January, 1919, and January, 1920, scores of Special Acts were passed creating road improvement districts. As a matter of fact, at these two sessions 457 such bills were enacted covering approximately 9,000 miles of roads.

This condition, as predicted by many at the time, was very deplorable, as many projects were given life that should never have been started and the fact that the enormous program was initiated at the time when prices were at their peak has cost the State many hundreds of thousands of dollars. The effect of the over-ambitious program has also had its influence on future work and instead of the road program progressing along normal lines it will be marked by periods of great activity followed by periods of inactivity.

The regular session of the 1919 Legislature appropriated \$950,000.00 as State Aid for the biennial period.

During the summer of 1920 the pendulum of road

activity began its backward swing and its course was accelerated by the campaign for State and County offices. Scores of attacks were made on the Highway Department and on the program in general, and as a consequence a very antagonistic Legislature met in session in January, 1921.

**1921** The 1921 Legislature was a notable one  
**Legislature** for its opposition to any constructive legislation along the road building lines. During its course only five new districts were created while repealing acts were passed for 53 districts that had been created by previous Legislatures. This feature might have been well and good if its tearing down policy had ended there but a decided movement gained headway to give to the counties all of the revenue collected as a license on automobiles.

A hard fight was made by the friends of the Highway Department with the result that instead of 100% of the revenue going to the counties it was divided in the ratio of 70% for the counties and 30% for the State.

This situation has had more effect on the delay in the completion of the road program and in the securing of a connecting system of roads than any one other thing. State Aid was seriously needed to complete many projects that were out of funds and had issued bonds to the limit and the effect of taking these funds from the Department has delayed these districts several years in the final completion of their work.

**Acts 494 and 606, 1921** To offset this movement and to give the Department as much revenue as possible, Act 494 and Act 606 were prepared and passed. Act 494 provided for a change in license fees on automobiles and trucks, the former being based on a charge of 25 cents per horse power and 25 cents per hundredweight and the latter based on a sliding scale. Act 606 provided for the collection of one cent per gallon tax on gasoline used by vehicles using public highways. The revenue brought in by



these two Acts enabled the Legislature to appropriate as State Aid for the biennial period \$600,000.00.

Because of the change in the fiscal year from April to July this Legislature also appropriated \$100,000.00 as a deficiency.

**Recent Federal Road Act** The Federal Act appropriated aid covered the period from 1916 to 1921.

The Congress realizing that its co-operation and assistance must not end, enacted a law which was signed by the President on November 9, 1921, continuing Federal Aid to states and revising its previous law in many particulars. Arkansas' pro rata share of the appropriation made under this Act amounts to \$1,254,142.20.

This law is a very commendable and satisfactory one, as it brings nearer the time when the Arkansas Highway Department can be built up as a real Highway Department to take care of construction, reconstruction and maintenance. The principal provisions of this Federal Act may be summed up briefly as follow:

1. The State must designate a system of connected highway not to exceed 7 per cent of the total public road mileage of the State. This system shall be divided so that not more than 3 per cent shall be primary or interstate roads and the balance of the mileage shall be intercounty roads.
2. Funds to match Federal Aid shall be raised by the State or political sub-division thereof.
3. Construction and reconstruction shall be handled under the direct supervision of the State Highway Department.
4. A fund for maintenance of the system of roads established must be raised and maintenance must be carried on by the State in a systematic manner and with State funds.
5. Roads constructed as primary roads must be surfaced 18 feet wide unless physical, economical, traffic or legal conditions justify a less width.

6. States not able to comply with the provisions of this Act because of Constitutional restrictions are given three years in which to pass enabling legislation.

It can readily be seen that the provisions outlined, if carried out practically and fairly, will give the State of Arkansas eventually a system of well built, well located and well maintained roads, roads over which vehicles can travel from point to point throughout the year to the material upbuilding and uplifting of the State and to its people.

During the years of 1922, 1924 and 1926 Congress continued to make additional appropriations of Federal Aid of which Arkansas pro rata share is as follows:

1922	-----	\$1,254,152.20
1923	-----	836,094.80
1924	-----	1,093,376.46
1925	-----	1,258,857.07
1926	-----	1,264,164.00
1927	-----	1,267,907.00
1928	-----	1,267,907.00
1929	-----	1,267,907.00

**Act 5** The year 1923 in Arkansas Highway  
**Special Session** development is marked by one out-  
**1923** standing fact—the enactment by a  
 Special Session of the Legislature of  
 a comprehensive road law.

The regular session of Legislature convened in January and although this legislature was confronted with the chaotic conditions of Arkansas road affairs nothing was done to pass the necessary remedial laws. The opposing faction in the legislature succeeded in blocking all legislation of a constructive nature. The general result was that on July 1, 1923, the appropriation for the Department of State Lands, Highways and Improvements expired and of necessity the Department closed. The people then realized the importance and serviceability of the department and after some time the Governor called a Special Session.

The new road law enacted by this Special Session constitutes a long stride towards a settlement of practically all of the State's road troubles. There are many outstanding features of this law which will be summarized briefly below. In general principles the law is based on the shifting of a large part of the burden of building improved roads from the shoulders of the real property owners to the motor vehicle owners and the concentration of the authority over a designated highway system in a State Highway Commission. Briefly the law covers the following salient points:

1. The creation of a five-man Highway Commission.

1. The establishment of a State Highway System of 6,700 miles.

3. The organization of an adequate State Highway Department.

4. The placing of direct control of construction and maintenance in the hands of the State Highway Commission.

5. The agreement of the State to the Federal Highway Acts.

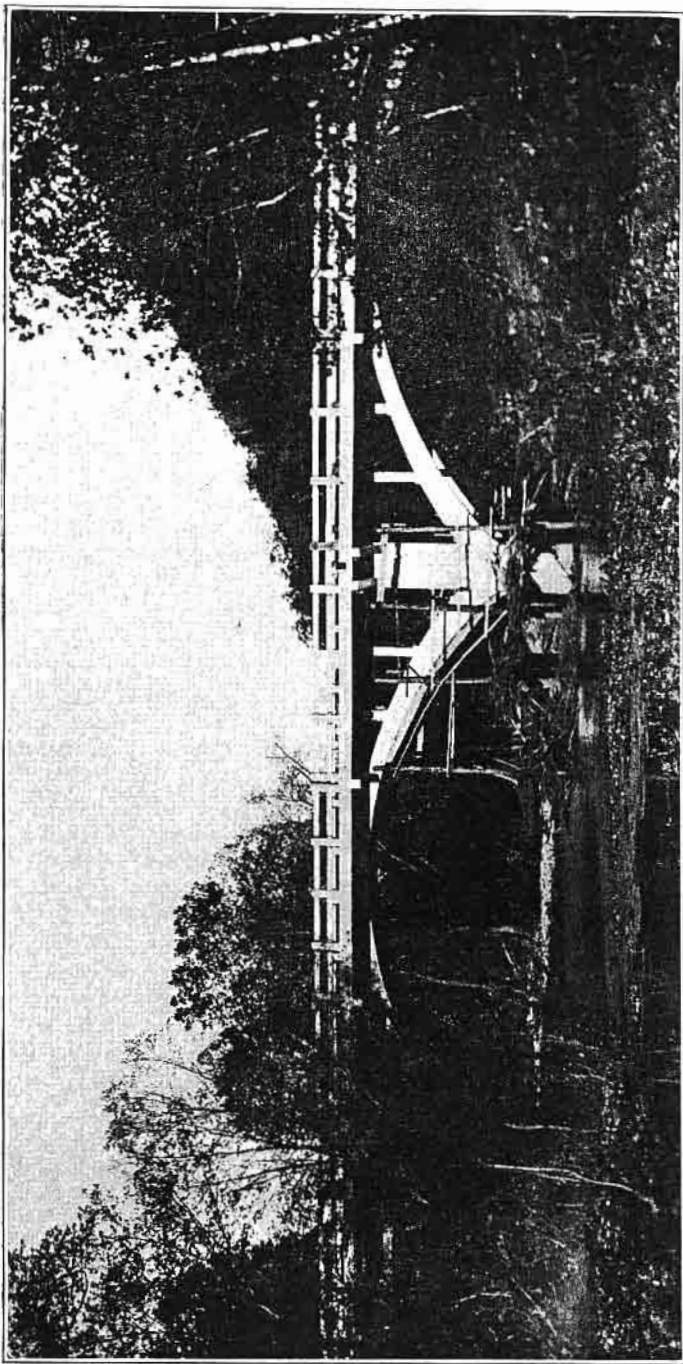
6. The provision for a reduction in Road Improvement District Taxes.

7. The increasing of automobile and truck license fees from an average of \$12.00 per vehicle to an average of \$18.00 per vehicle.

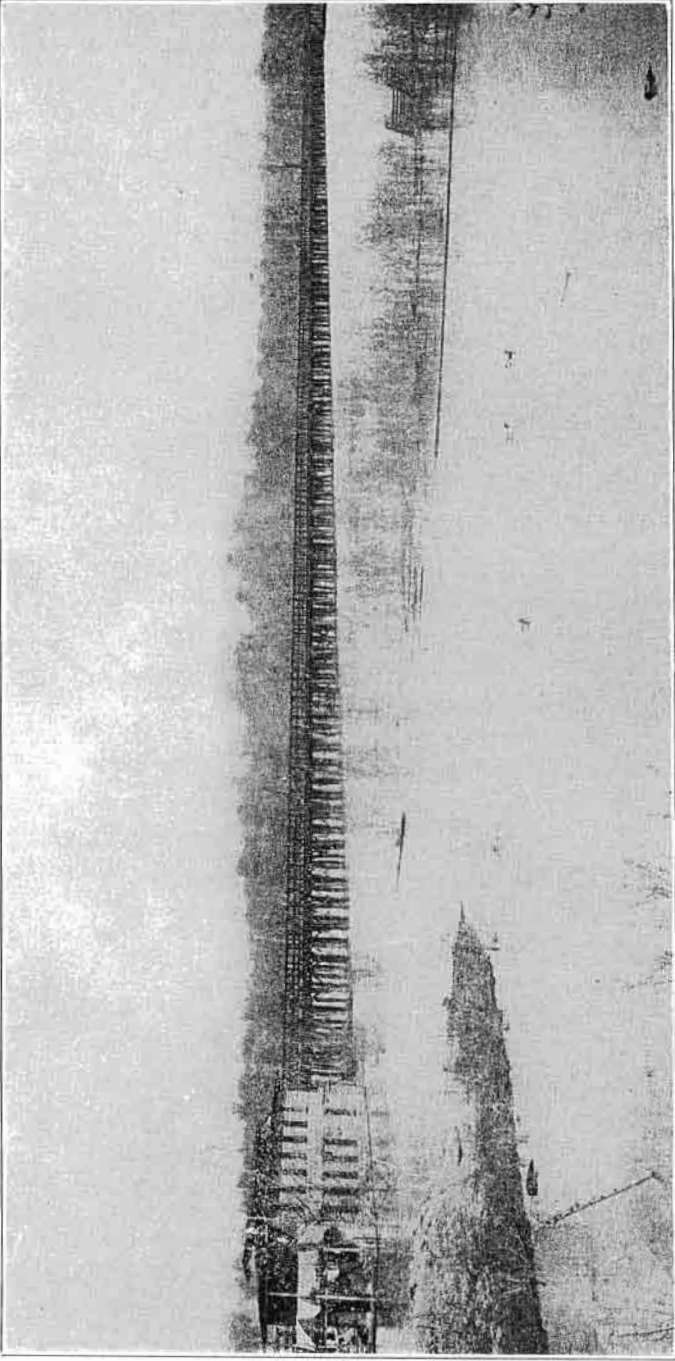
8. The levying of a 4 cent per gallon tax on gasoline and a 10 cent per gallon tax on oil.

9. The limiting of the cost to the real property owner of building improved roads to 50%.

After only casual study it can easily be understood that the provisions of such a law, will, in a reasonable length of time, be very beneficial to the people of the State of Arkansas—not alone will real property taxes be reduced but the State will in a few years be able to boast of a well maintained system of excellent inter-county and inter-state highways.



A pretty view of a Concrete Arch Bridge under construction over War Eagle Creek east of Huntsville in Madison County. State Highway No. 68.



Crescoted Timber Bridge, 1,500 feet long, built across Big Lake on the State Highway between Leachville and Blytheville in Mississippi County.  
Cost about \$85,000.

During the regular session of the General Assembly of 1925 only minor changes were made in the provisions of the Road Law of 1923. These changes called for a slight modification of the method of paying for work done on the State Highways, and the elimination of the provision of the original law requiring applications for automobile licenses to be sworn to.

## ORGANIZATION OF THE STATE HIGHWAY DEPARTMENT

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At the end of the calendar year 1926, the State Highway as at present constituted under Act No. 5, of the Extraordinary Session of 1923, has been in active operation a total of three years and two months but has been functioning as a developed organization a much shorter length of time. It has been a difficult problem to organize an efficient department within the short space of time to take care of the numerous demands made upon it, but it is felt that a fair measure of success has been attained and that in general the public has been satisfied with the results accomplished. Through the whole period every effort has been made to secure capable and able assistants for the various kinds of work done and to train and develop conscientious and hard working superintendents, foreman, mechanics, truck and tractor operators, grader men and maintenance patrolmen. The efforts put forth by the heads of the various departments and districts have produced a large number of capable and efficient employees and to these men much of the credit for the showing made is due.

**Department** Shortly after the Department began to function in the early months of 1924, the work was divided between four principal divisions, viz: Land Department, Highway Division, Automobile Division and Accounting Division. Competent deputies were placed in charge of the Land Department and the Automobile and Accounting Divisions and the State Highway Engineer in charge of the Highway Division. The work of the Highway Division was then divided among competent assistants in charge of separate and distinct lines of work.

The work at the headquarters office at Little Rock is divided into the following sections:

Equipment Section, having control of the operation, repair and reconditioning of all equipment and

general supervision of the mechanical shops at Little Rock.

Maintenance Section, having control of the general maintenance work of the department, the coordination of this work in the numerous counties of the State and the erection of signs and markers on the State Highway System.

Bridge Section, having control of the design of all bridges and structures.

Materials and Testing Section, having charge of the procurement of all construction and maintenance materials and the proper testing of such materials.

Plans and Road Design Section, having charge of the making of surveys, plans and designs for all new road work.

Construction Section, having charge of all contract construction work.

Office Engineering Section, having charge of all detail cooperation with the Federal Bureau of Public Roads and general detail work of the Highway Department.

**District Offices** In order to carry on satisfactorily the field operations of the Department in maintaining, reconstructing and constructing the roads of the State Highway System, the State was originally divided into six districts with a District Engineer in charge of each.

In the beginning the Districts were organized with the District Engineer in charge and an Assistant Engineer and one bookkeeper. After several months operation, it was found necessary to add in each district an additional engineering assistant and an additional clerk for the office work. This organization was able to carry on very satisfactorily all of the work required until July 1st, 1925.

On July 1st, 1925, the Highway Commission saw



fit to increase the State Highway System by 1,600 miles of road. This increase placed too much road mileage on each of the six district offices and after thorough consideration, it was determined to increase the number of District Offices to ten and to reduce the personnel in each District to the District Engineer, his assistant and one office employee. This change was made and has been found to produce good results in that the work has been kept better in hand and the engineers have been able to give closer supervision to all operations. It is believed that for the future, this division of the State into ten districts should be adhered to. It must be understood, however, that when construction projects arise, resident engineers are required in addition to the regular district office personnel.

**Accounting Division** The Accounting Division of the Department rapidly became one of the most important sections. It was appreciated in the beginning that such a large part of the State's business could not be carried forward unless the funds appropriated by the Legislature were properly expended and these expenditures recorded and segregated in an orderly and clearly defined manner. Excellent accountants were employed for this work and have kept a system of records and accounts that show definitely where, when and how each dollar of State money has been spent. Considerable time and energy has been spent in perfecting a system of records that will show plainly the classification of all features of the maintenance and construction work, and a casual review of the books of the department will show quickly the work done and the amounts expended on each section of the State Highway System. From time to time changes have been made to perfect the system established, and on January 1, 1926 the work of this department was greatly improved by the installation of a system of duplicate purchase order forms. This system has simplified the checking of the numerous bills and has prevented errors and duplicate payments of the same accounts.

**Repair Shop** As a part of the maintenance work, it was immediately decided by the Commission that a good mechanical repair shop was necessary.

The Highway Department owned many trucks and tractors and other equipment that had been turned over to the State by the Federal Government in its disposal of the surplus War Equipment. At the time of the passage of the new highway law, practically all of the motor equipment had been leased to counties, cities and contractors for road building purposes. This equipment was immediately recalled for the use of the Highway Department in carrying out the duties imposed by the law. In calling in this equipment it was soon found that practically all of it was badly in need of repair but that a large part of it could be rebuilt at an expense which would justify its operation rather than the purchase of entirely new equipment. A beginning was made with the old shop of the department, but expansion and improvement was soon justified, and at the present time the shop section consists of an up-to-date layout capable of handling all repair work of the department. The operation and details of this section will be described more fully in a later portion of the report given entirely to this important subject.

**Organization Chart** A diagram follows which portrays clearly the complete organization of the Department of State Lands, Highways and Improvements.

## DEVELOPMENT OF THE ARKANSAS STATE HIGHWAY SYSTEM

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Improved road construction in Arkansas has been in progress comparatively only a few years, and while it might be thought that the need of a comprehensive, connected State Highway System would have been recognized generally at such a recent date, yet the fact remains that when the construction of improved roads began in Arkansas there were very few people in the State who had conceived the real need for a definite system of state highways.

With the exception of a few short roads in two or three counties early construction of improved roads was done by Road Improvement Districts. These road districts were formed for the purpose of constructing roads wholly within the district—roads which were in most cases, laid out with reference to the local traffic needs of that particular community.

The fact that practically all of the cost of improved roads under this plan was paid by the lands within a short distance of the improvement, almost precluded the possibility of constructing an improved road through any large area of poor or unproductive land, and, consequently, good roads were largely limited to the sections of the State where the value of the lands through which the road passed was great enough to stand the burden of the assessments for the improvements. An example of this is seen in conditions at a large number of county seats and larger cities where roads were built out from the towns and cities in various directions, but not to county boundaries.

Further hinderance to the building of a State System of highways, under the old plan of operation, was brought about by the fact that the people in quite a few of the counties of the State had a decided prejudice against the issuance of bonds for public improvements, with the resulting effect that the improved roads

of one section of the State were entirely cut off from like improvements in other sections.

The building of roads without regard to construction on an organized plan was encouraged by the original Federal Road Act, which permitted the granting of Federal road aid on any improvement that was covered partially or wholly by a rural post route.

Progress made throughout this State and other States of the Union, through the years 1915 to 1920, had a telling effect, for it developed an insistent demand for unified highway systems over which travel could move unobstructed at all times.

The first real effort to provide and establish a definite State Highway System was in 1921, when Congress passed an amendment to the Federal Road Aid Act which limited the expenditures of Federal Aid Funds to roads that were on a definite State System of highways, this system to be designated by the State Highway Department of each State and to be approved by the Secretary of Agriculture, the mileage of this system being limited to seven percent of the total road mileage of the State.

In compliance with this Act, the Arkansas State Highway Department designated a highway system, the mileage of which was slightly less than 7 per cent of the total of 71960 miles of public roads in Arkansas, and submitted it to the Secretary of Agriculture for approval. In designating this system, it seemed essential at that time to utilize the improvements constructed by road districts, where possible. The fact that a very considerable part of funds for construction, for some time thereafter, must be provided by road improvement districts was also taken into consideration, and, wherever possible, the State Highway System was designated so that the lines of road districts proposed or being formed at that time would be on the System. It was evident that unless this was done the State System would be a paper system only.

This policy necessarily tended to make the roads

of the State Highway System less direct than they would have been had a definite system been established before the construction of improved roads was begun, but the designated route between any two points on the system did, in most cases, follow the route with the largest mileage of improvements, and the route which was followed by the major part of the traffic.

The allowable mileage of the Federal Aid Highway or seven per cent system was 5037 miles. Because of the area of the State a 5037 mile highway system would not adequately serve the state, and the Highway Department designated approximately 1,700 miles of road as State Connecting Roads. At the time this was done there was very little money with which the State could assist construction on these 1,700 miles, but the Department recognized the fact that the State of Arkansas would sooner or later follow the lead of many of the other States and provide funds for construction.

The next forward step in the fixing of a definite system of State highways was taken by the Legislature in Extraordinary Session in October, 1923, when the act known as the Harrelson Act was passed. This act made the roads already designated by the State Highway Department the Arkansas State Highway System, gave the Department the authority to construct and maintain these roads, and made provisions for funds for this work. This act also gave the State Highway Commission the authority to add roads to the system as conditions seemed to justify.

Practically all of the States have now recognized the necessity of having a definite system of State highways upon which to concentrate work, and this idea of having a State System of Highways has expanded into the idea of a national system of highways, with the parts of this national system in each State making connection with the parts of the system in other States. This idea, in 1925, developed to the point where a Joint Committee from the American Association of State Highway Officials and the Bureau of Public Roads designated the routes which are to make up this National

System, and provided for a uniform, standard method of marking and numbering. The various marking signs along these national highways will be the same in any part of the Union, with the sole exception that the name of the State shown on the shield shaped route marker will be the name of the State in which the sign is located. Each of the other types of the signs will have the same shape, size, color and design, wherever it may be seen, so that a tourist in a strange territory, for example, approaching a diamond shaped sign will know that it means caution, and will know this before he is near enough the sign to distinguish the words. Similarly, if he is approaching an octagonal sign, he will know that it is a stop sign before he is near enough to read the word Stop. With the exception of the route markers for these State roads which are not a part of the National System, all the signs on the Arkansas State Highway System are the standard types adopted by the Joint Committee for use on the Interstate System. On those roads of the Arkansas State Highway System which have been designated as part of the National System by the Joint Committee, the route markers are in the shape of a shield, bearing the letters, "U. S.", the word, "Arkansas", and the road number. On the other roads of the State System, the route markers are in the shape of the State, and will carry the words "State Road", and the road number.

In a way, Arkansas has been fortunate in not having the roads marked, at the time the standards were adopted, thus being able to adopt the standard marking of the Joint Committee entirely, without having to discard a large number of expensive signs.

Under the provision of the New Highway Act allowing the State Highway Commission to add roads to the System, the Commission after considerable study added in 1925 about 1,600 miles, bringing the total mileage of the State System up to 8,300. These additions were made with two purposes in view:

1st—To serve those sections of the State where large areas of territory were inadequately served by the system as previously designated.

2nd.—To shorten the distance over the State System between important points.

As explained previously, the System, as first designated, was not as direct as it might have been between certain points, the indirectness resulting from the need of designating a system which would utilize, so far as possible, routes which were improved or on which there was a prospect of improvement.

It is believed there are a number of additions which should be made in the future, in order to round out the system and make it of maximum benefit to the State as a whole, but because of the limited amount of funds which will become available for construction and maintenance from present sources of revenue, it is believed best that the State Highway System should be limited to not more than 10,000 miles for many years to come. The Highway Commission is constantly receiving petitions to place roads on the State System, roads which perhaps are of prime importance to some neighborhood, but which are of relatively little importance outside of that particular community, and if the Commission acceded to all of these petitions it would be only a short time until every public road in the State would be on the State Highway System, developing the same situation that existed before a definite State System was designated.

Thus far, the Legislature has shown very little tendency to place additional roads on the State Highway System by legislative act, most of the members of the Legislature realizing that if one bill to place a road in any county on the State Highway System is introduced and passed they must expect other bills to pass for other roads in other counties, eventually reaching such a point where there would be little or no benefit in having a road on the State System.

To maintain, reconstruct and construct the State Highway System as outlined above has been the duty of the present State Highway Department as organized since October, 1923. In the improving of this system the Highway Commission, confronted with compara-

tively small revenues, has adopted certain policies which have been adhered to in the work. The Highway System at the beginning of this period was made up of many miles of good substantially paved and graveled roads, many miles of old improvement district roads which had been neglected for years and had been allowed to become almost impassable from the effects of the weather and heavy traffic, many miles of the ordinary narrow, winding country road as well as many miles of impassable and almost impassable trails through the woods and hills. The Highway Commission has considered this problem as a whole and a problem that, by proper handling, could be worked out over a period of a few years to bring about the improvement of all the roads of the State Highway System to such a point that travel the year around would be assured.

Constant and satisfactory maintenance work has been carried out on the improved roads. While at times, this maintenance on the heavy traffic lines has not kept these roads in perfect condition, as much work has been done as the funds have permitted.

Only such maintenance work as was absolutely necessary to take care of traffic temporarily has been done, on the unimproved roads until such time that these sections could be properly located and the work done and funds expended made to fit in with the final improvement of the road. Many miles of worn-out improvement district roads have been rebuilt by widening the road and resurfacing with new materials and coincident with this work a great deal of construction has been undertaken. The construction work has been done partly by contract and partly by the State's own forces and much progress has been made toward closing the missing links in long lines of improved highways. The whole plan of operation has been to keep the maintenance work going as well as possible and in addition to proceed as rapidly as possible with the building of the improved sections to standard width and grades on proper lines with necessary small cul-



verts and bridges and then as funds become available to surface these sections with gravel or similar materials.

The work described has been aided materially in certain counties by the fine cooperation of the County Judges and by the local people with Road Improvement Districts. In many cases Federal Aid from the Bureau of Public Roads has made possible the carrying on of construction work that could not have been undertaken without this aid.

The following tabulation shows the mileage of State Highways in each county of the State and the total of 8,334 miles composing the State Highway System.

Table I.  
Showing Road Mileage Data, Counties of Arkansas,  
State Highway System.

COUNTY	Primary	Secondary	State	Total
Arkansas	-----	99.6	43.3	142.9
Ashley	-----	91.0	73.0	164.0
Baxter	-----	39.1	40.3	79.4
Benton	33.4	58.2	122.9	214.5
Boone	27.8	45.5	67.2	140.5
Bradley	-----	30.1	58.5	88.6
Calhoun	-----	67.5	-----	67.5
Carroll	46.4	-----	54.1	100.5
Chicot	42.7	28.7	32.9	104.3
Clark	38.8	43.8	67.1	149.7
Clay	20.9	61.9	16.5	99.3
Cleburne	-----	56.3	30.2	86.5
Cleveland	-----	57.5	43.2	100.7
Columbia	-----	63.1	32.2	95.3
Conway	21.4	36.4	39.5	97.3
Craighead	28.4	49.6	24.7	102.7
Crawford	48.3	-----	25.0	73.3
Crittenden	50.9	22.3	27.5	100.7
Cross	-----	51.9	44.4	96.3
Dallas	37.0	49.1	31.4	117.5
Desha	31.3	52.4	17.7	101.4
Drew	6.9	66.9	41.3	115.1
Faulkner	39.4	38.6	31.0	109.0
Franklin	24.5	4.3	60.9	89.7
Fulton	-----	47.6	41.3	88.9
Garland	32.7	35.8	19.2	87.7
Grant	28.6	42.9	43.7	115.2

Table I (Concluded).  
 Showing Road Mileage Data, Counties of Arkansas,  
 State Highway System.

COUNTY	Primary	Secondary	State	Total
Greene		67.5	25.3	92.8
Hempstead	22.1	41.5	86.2	149.8
Hot Spring	28.3	37.0	45.7	111.0
Howard		33.1	85.8	118.9
Independence		68.9	55.1	124.0
Izard		68.7	23.9	92.6
Jackson	43.5	19.9	60.6	124.0
Jefferson	40.8	79.2	34.4	154.4
Johnson	33.5		23.4	56.9
Lafayette		29.1	27.6	56.7
Lawrence	38.6	49.1	44.0	131.7
Lee		57.5	9.0	66.5
Lincoln	13.6	35.4	34.4	83.4
Little River	45.7	17.3	24.5	87.5
Logan		40.9	60.0	100.9
Lonoke	38.6	54.1	46.2	138.9
Madison			134.4	134.4
Marion		46.1	17.5	63.6
Miller	54.8	21.7		76.5
Mississippi	46.9	40.0	36.4	123.3
Monroe	47.3	33.8	30.1	111.2
Montgomery	37.5	26.9	35.4	99.8
Nevada	16.8	20.6	62.2	99.6
Newton	1.7	43.4	99.5	144.6
Ouachita	36.5	59.4	40.4	136.3
Perry		41.7	46.9	88.6
Phillips	27.0	66.2	30.4	123.6
Pike		75.3	28.4	103.7
Poinsett	25.0	53.0	19.0	97.0
Polk	47.7	16.9	46.8	111.4
Pope	25.8	44.8	79.3	149.9
Prairie	32.3	58.2	21.6	112.1
Pulaski	75.9	10.6	49.6	136.1
Randolph	25.8	32.7	47.9	106.4
Saline	46.2	18.0	10.1	74.3
Scott	55.8	24.1	24.9	104.8
Searcy	46.5	26.5	34.9	107.9
Sebastian	28.7	15.0	61.1	104.8
Sevier	23.0	60.2	17.4	100.6
Sharp		68.0	50.1	118.1
St. Francis	43.4	27.8	26.6	97.8
Stone		52.7	45.5	98.2
Union	27.9	69.5	50.3	147.7
Van Buren	42.2	25.1	65.9	133.2
Washington	38.3	31.6	105.4	175.3
White	46.0	50.3	82.7	179.0
Woodruff		50.3	57.4	107.7
Yell		90.2	67.3	157.5
Totals	1763.1	3239.9	3340.5	8343.5

Each road of the State Highway System has been numbered and there is given below a table showing the status of improvement of each of these roads. The National highways are Numbers 61, 63, 64, 65, 67, 70, 71, 165 and 167.

Table II.

Showing Status of Improvements on All Roads of State Highway System to December 31, 1926.

Road No.	Net Miles	Miles Graded	Miles Surfaced or Gravel or Other Types	Miles Paved	Miles Under Construction	Miles Unimproved
1	246.8	86.4	70.8	36.9	15.3	37.4
2	194.0	13.6	129.6	0.0	30.0	20.8
3	246.9	19.6	175.0	2.4	15.0	34.9
4	234.0	102.9	43.6	8.5	20.4	58.6
5	108.4	21.0	6.5	9.9	26.0	45.0
6	132.7	49.9	82.8	0.0	0.0	0.0
7	234.8	92.9	84.8	7.9	34.0	15.2
8	225.4	76.1	39.9	0.0	15.0	94.4
9	234.7	99.5	94.7	5.7	10.0	24.8
10	122.4	101.1	20.0	0.0	0.0	1.3
11	227.1	79.1	97.5	9.5	20.0	21.0
12	210.5	54.6	139.0	0.0	0.0	16.9
13	94.8	41.1	43.7	0.0	10.0	0.0
14	205.2	66.5	88.0	0.0	12.0	38.7
15	141.1	36.7	33.4	0.0	10.0	61.0
16	307.7	103.9	97.0	0.0	28.0	78.8
17	95.5	22.6	50.8	0.0	10.0	12.1
18	95.2	13.1	42.4	30.1	0.0	9.6
19	61.5	38.6	0.0	0.0	10.0	12.0
20	42.4	0.0	10.2	32.2	0.0	0.0
21	103.3	66.4	29.9	0.0	7.0	0.0
22	74.3	69.0	5.3	0.0	0.0	0.0
23	131.7	58.1	32.8	0.0	10.0	30.8
24	97.9	33.7	25.8	0.0	0.0	38.4
25	158.8	96.8	36.2	0.0	11.1	14.7
26	53.0	12.7	27.4	0.0	0.0	12.9
27	199.7	83.6	69.1	0.0	0.0	47.0
28	76.5	51.9	7.0	0.0	6.0	11.6
29	63.0	50.1	0.0	0.0	0.0	12.9
30	76.4	0.0	39.8	36.6	0.0	0.0
31	51.2	14.5	36.7	0.0	0.0	0.0
32	47.6	0.0	39.2	0.0	0.0	8.4
33	64.7	16.6	43.8	0.0	4.1	0.2
34	52.1	27.9	4.5	0.0	0.0	19.7
35	109.0	30.3	34.6	6.8	0.0	37.3
36	49.1	40.2	0.0	0.0	0.0	8.9
37	27.1	5.8	0.0	0.0	0.0	21.3
38	16.0	3.9	12.1	0.0	0.0	0.0
39	41.7	12.5	29.2	0.0	0.0	0.0
40	35.4	14.4	21.0	0.0	0.0	0.0

Table II (Continued).

Showing Status of Improvements on All Roads of State Highway System to December 31, 1926.

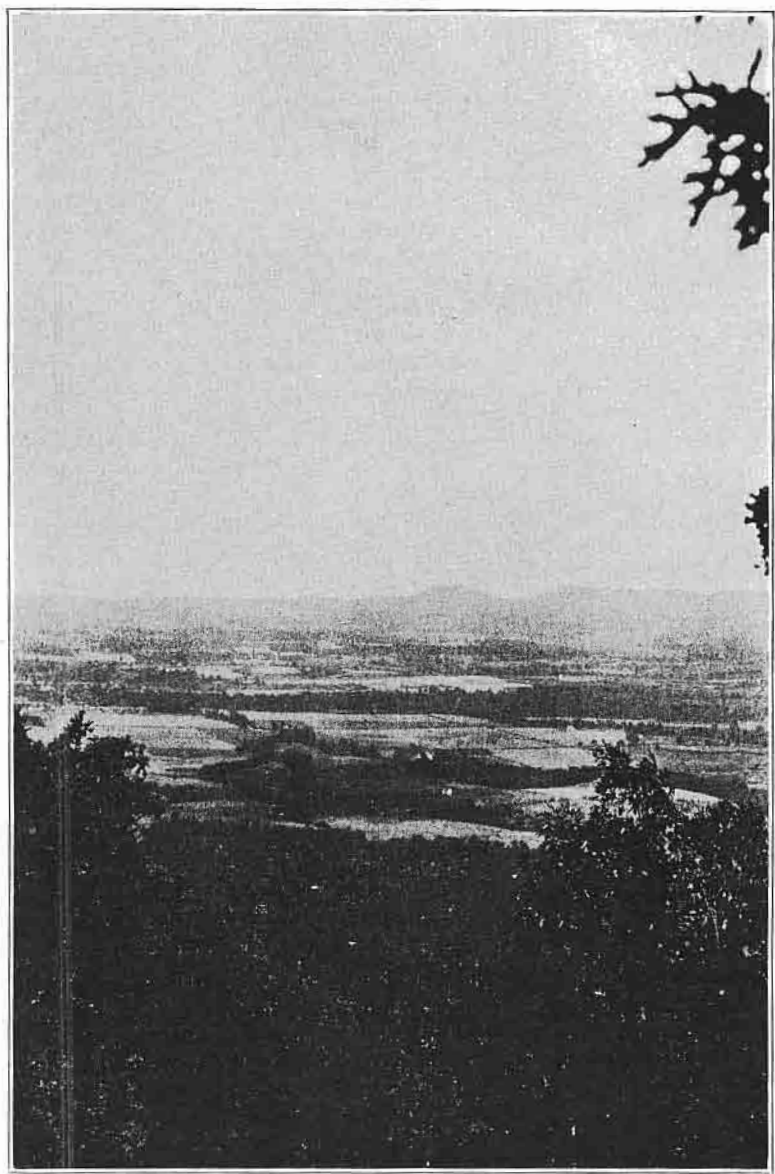
Road No.	Net Miles	Miles Graded	Miles Surfaced Gravel or Other Types	Miles Paved	Miles Under Construction	Miles Unimproved
41	36.5	0.0	35.3	0.0	0.0	1.2
42	38.6	16.2	10.4	0.0	5.0	7.0
43	60.0	31.8	28.2	0.0	0.0	0.0
44	58.8	0.0	4.5	35.9	0.0	18.4
45	119.3	43.8	20.4	0.0	0.0	55.1
46	20.6	2.4	14.1	0.0	4.1	0.0
47	17.9	0.0	17.9	0.0	0.0	0.0
48	14.5	0.0	14.5	0.0	0.0	0.0
49	18.2	7.0	0.0	11.2	0.0	0.0
50	18.6	0.0	18.6	0.0	0.0	0.0
51	38.2	9.3	28.9	0.0	0.0	0.0
52	26.5	4.5	4.3	1.0	0.0	16.7
53	15.5	10.0	0.0	0.0	0.0	5.5
54	8.9	8.9	0.0	0.0	0.0	0.0
55	21.9	0.0	21.9	0.0	0.0	0.0
56	34.7	16.0	14.5	0.0	0.0	4.2
57	13.3	0.0	0.0	0.0	0.0	13.3
58	39.8	0.0	14.0	0.0	0.0	25.8
59	8.6	8.6	0.0	0.0	0.0	0.0
60	54.6	27.0	1.4	18.4	0.0	7.8
61	68.3	0.0	5.2	63.1	0.0	0.0
62	70.2	26.2	4.0	0.0	0.0	40.0
63	143.4	11.0	103.3	22.0	0.0	7.1
64	130.1	1.9	67.0	49.4	11.8	0.0
65	323.5	54.9	91.6	177.0	0.0	0.0
66	34.6	19.3	0.0	0.0	0.0	15.3
67	311.6	64.2	225.8	15.5	6.1	0.0
68	42.9	0.0	42.9	0.0	0.0	0.0
69	29.1	0.0	29.1	0.0	0.0	0.0
70	288.2	54.7	143.4	83.4	0.0	6.7
71	323.9	85.5	218.2	4.1	0.0	16.1
72	29.8	0.0	29.8	0.0	0.0	0.0
73	21.7	3.7	12.0	0.0	0.0	6.0
74	18.3	12.8	0.0	0.0	0.0	5.5
75	27.5	0.0	27.5	0.0	0.0	0.0
76	17.6	0.0	0.0	0.0	0.0	17.6
77	17.0	1.0	11.4	0.0	0.0	4.6
78	12.1	1.8	10.3	0.0	0.0	0.0
79	67.4	44.2	4.0	0.0	0.0	19.2
80	11.3	11.3	0.0	0.0	0.0	0.0
81	9.6	0.0	0.0	0.0	0.0	9.6
82	9.2	0.0	7.8	1.4	0.0	0.0
83	2.3	0.0	2.3	0.0	0.0	0.0
84	33.3	18.1	0.0	0.0	5.0	10.2
85	10.0	0.0	0.0	10.0	0.0	0.0
86	10.8	10.8	0.0	0.0	0.0	0.0
87	14.8	14.8	0.0	0.0	0.0	0.0

Table II (Concluded).  
 Showing Status of Improvements on All Roads of State  
 Highway System to December 31, 1926.

Road No.	Net Miles	Miles Graded	Miles Surfaced Gravel or Other Types	Miles Paved	Miles Under Construction	Miles Unimproved
88	14.1	0.0	14.1	0.0	0.0	0.0
89	19.2	16.7	2.5	0.0	0.0	0.0
90	7.0	3.0	4.0	0.0	0.0	0.0
91	21.3	0.0	15.0	0.0	0.0	6.3
92	13.9	1.4	4.5	8.0	0.0	0.0
93	5.5	0.0	0.0	0.0	0.0	5.5
94	21.4	0.0	8.3	0.0	0.0	13.1
95	40.6	27.7	1.4	11.5	0.0	0.0
96	8.6	4.0	0.0	0.0	0.0	4.6
97	1.8	0.0	1.8	0.0	0.0	0.0
98	4.3	4.2	0.1	0.0	0.0	0.0
99	34.2	19.5	14.7	0.0	0.0	0.0
100	10.7	0.0	10.7	0.0	0.0	0.0
101	10.6	0.0	0.0	0.0	0.0	10.6
102	9.4	0.0	9.4	0.0	0.0	0.0
103	33.8	9.7	19.7	0.0	4.4	0.0
104	2.9	0.0	2.9	0.0	0.0	0.0
105	17.1	0.0	0.0	0.0	0.0	17.1
106	6.7	0.0	0.0	0.0	0.0	6.7
107	12.9	0.0	12.9	0.0	0.0	0.0
108	3.0	0.5	2.5	0.0	0.0	0.0
109	30.8	0.0	8.7	0.0	0.0	22.1
110	21.8	0.0	0.0	0.0	0.0	21.8
111	0.6	0.6	0.0	0.0	0.0	0.0
112	1.4	1.4	0.0	0.0	0.0	0.0
113	11.4	0.0	11.4	0.0	0.0	0.0
114	9.2	1.9	3.6	0.0	0.0	3.7
115	47.5	21.5	4.0	0.0	6.0	16.0
165	45.6	0.0	28.2	17.4	0.0	0.0
167	145.1	2.2	107.3	15.8	0.0	19.8
To's	8345.5	2543.6	3416.3	731.6	346.3	1307.7

The table above shows the condition of the improvements on the entire State Highway System as follows, with the percentage of each type of road.

Paved -----	731.6 Miles	--	8.76%
Gravel and Other Types Surfacing--	3416.3	"	-- 40.94%
Improved Graded--	2543.6	"	-- 30.48%
Under Construction	346.3	"	-- 4.15%
Unimproved -----	1307.7	"	-- 15.67%
Totals -----	8345.5	"	--100.00%



A beautiful panarama to be seen from State Highway No. 21, between Harrison and Clarksville. This view is taken from Gaither Mountain, about 10 miles south of Harrison in Boone County.



Federal Aid Project 225-A, El Dorado-Strong Road, Union County. An excellent Gravel Road completed in 1926.

The above table is interesting in that it shows what progress the State is making toward getting a completed State Highway System.

A map has been prepared showing the status of improvement and the progress of work on the State Highway System. This map is attached and is worth considerable study. The Highway Commission has given a great deal of attention to establishing through lines of travel and if the work already begun is carried to completion in the next three or four years Arkansas will have a network of excellent highways.



## STATUS OF STATE AND FEDERAL APPROPRIATION

**Funds Available** The funds which have been available as State aid in the construction of improved roads in Arkansas, as well as the funds expended by the State in the construction and maintenance of these highways, have been provided by appropriations made by the State Legislature. The revenues for these appropriations have been derived from automobile license fees and the gasoline and motor oil tax. Funds which have been available as Federal aid have been provided by appropriations made by the Congress of the United State.

When the first State and Federal appropriations were made it was expected that half the cost of improved road construction would be borne by the State and Federal government, but the demand for improved roads was so great that the Arkansas road program was many times greater than anticipated, so that all the available aid appropriations were far from sufficient, for several years, to pay half the cost of road construction in the State. The present highway law, however, limits the bond issues of road improvement districts to 50 per cent of the cost of the improvement, so that at least half the cost of improved roads now constructed on the State Highway System comes from either Federal or State funds.

The statement below shows the appropriations made by the State and Federal governments since the organization of the State Highway Department.

### Federal Appropriations

1917	-----	\$	82,869.10
1918	-----		165,378.20
1919	-----		1,090,247.99
1920	-----		1,596,436.09
1921	-----		1,685,178.09
1922	-----		1,254,152.20

1923 -----	836,094.80
1924 -----	1,093,376.46
1925 -----	1,258,857.07
1926 -----	1,264,164.00
1927 -----	1,267,907.00
Total -----	\$11,594,661.00

### State Appropriations

1917-1919.. \$	496,134.60	\$	90,246.77	\$	405,887.83
1919-1921..	950,000.00		69,596.85		-----
-1921..	100,000.00		-----		980,403.15
1921-1923..	600,000.00		447.95		599,552.05
1923-1925..	5,495,200.00		717,055.60		4,778,144.40
1925-1927..	7,500,000.00		-----		7,500,000.00
Totals..	\$15,141,334.60	\$	877,347.17	\$	14,263,987.43

The State appropriation for the period 1923-1925 was the amount appropriated for the first period in which the present highway law was in effect. The revenues for the period were not sufficient in amount to provide the total amount of the appropriation, so that the amount shown in the column "Amount Reverted" represents the difference between the amount of the appropriation and the amount of funds actually available.

The Federal appropriations, as given above, are for the fiscal years ending on June 30th, and the appropriations for each year is not available until the beginning of that year. For example, the Federal appropriation for 1927 is not available until July 1, 1926.

**Amount Returned To Counties** In addition to the appropriations shown above, \$5,000,000 from the funds raised by the gasoline and oil

tax and from automobile license fees was returned to counties and road districts in the 1923-1925 period and \$6,000,000 is provided for this return to counties and road districts in the 1925-1927 period. The law providing for this return did not go into effect until January 1, 1924, so that only \$2,000,000 was available for the

return to counties and road improvement districts on July 1, 1924. This accounts for the fact that this return for the 1923-1925 biennial period was only \$5,000,000.

**Funds Not Sufficient** The amount of funds now available annually for highway purposes is not sufficient to provide for the construction of the roads of the State Highway System as rapidly as this construction should be carried on. Traffic on parts of the State Highway System, now surfaced with gravel, is sufficiently heavy to justify pavement. At the same time, there are sections of the State without adequate roads of any kind. Many of these sections can be adequately served for many years by gravel roads, but many of these are yet to be built, and a considerable expenditure will be required to open up roads on the State Highway System in such sections. Because of the small amount of available funds, however, the construction of any considerable mileage of pavement with State funds, even on those roads where the amount of traffic justifies such construction, will prevent the opening up of needed roads in those sections of the State that are practically without roads at the present time. In order to start building a definite mileage of pavement annually on the State Highway System, and at the same time provide for the needs of those sections which have very few roads at the present time, it will be necessary for the funds for highway construction to be increased.

**Statistics** The following pages show the Status of Federal Aid Payments to the different projects of the State.

Table III.  
Showing Status of Federal Aid Allotments and Payments to July 1, 1926.

Fed. Proj. No.	Road or District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
1	1	Carroll	\$ 13,878.27		\$ 13,878.27	13,878.27	
2	2	Camp Pike	57,948.00	3,265.04	54,718.96	54,718.96	
3	1	Pulaski	6,840.93		6,840.93	6,840.93	
4	1	Sevier	17,441.52		17,441.52	17,441.52	
5	1	Miller	11,590.86		11,590.86	11,590.86	
6	2	Lawrence	2,500.00		2,500.00	2,500.00	
7	1	Lawrence	2,558.48		2,558.48	2,558.48	
8	3	Miller	17,000.00	7,000.00	10,000.00	10,000.00	
9	1	Lenoke	31,391.80		31,391.80	31,391.80	
10	1	Monroe	2,266.07	180.24	2,035.83	2,035.83	
11	1	Cross	10,000.00		10,000.00	10,000.00	
12	1	Woodruff	10,000.00		10,000.00	10,000.00	
13	2	St. Francis	10,000.00		10,000.00	10,000.00	
14	19	St. Francis	5,467.10		5,467.10	5,467.10	
15	4	Jefferson	10,000.00		10,000.00	10,000.00	
16	5	Prairie	10,000.00	10,000.00			
17	1	Lawrence	7,500.00		7,500.00		
18	1	Craighead	44,084.60	5,848.73	38,235.87	38,235.87	
19	4	Benton	15,637.13		15,637.13	15,637.13	
20	1	Craighead	60,836.16		60,836.16	60,836.16	
21	1	Poinsett	32,442.82	3,497.08	28,945.74	28,945.74	
22	2	St. Francis	15,000.00	15,000.00			
23	4	LaFayette	22,205.52	444.88	21,760.64	21,760.64	
24	Arkansas-Louisiana	Jackson	70,000.00	1,200.00	68,800.00	68,800.00	
		Ashley, Chicot, Desh, Drew, Lincoln	567,000.00		567,000.00	567,000.00	

Table III (Continued)  
 Showing Status of Federal Aid Allotments and Payments to July 1, 1926.

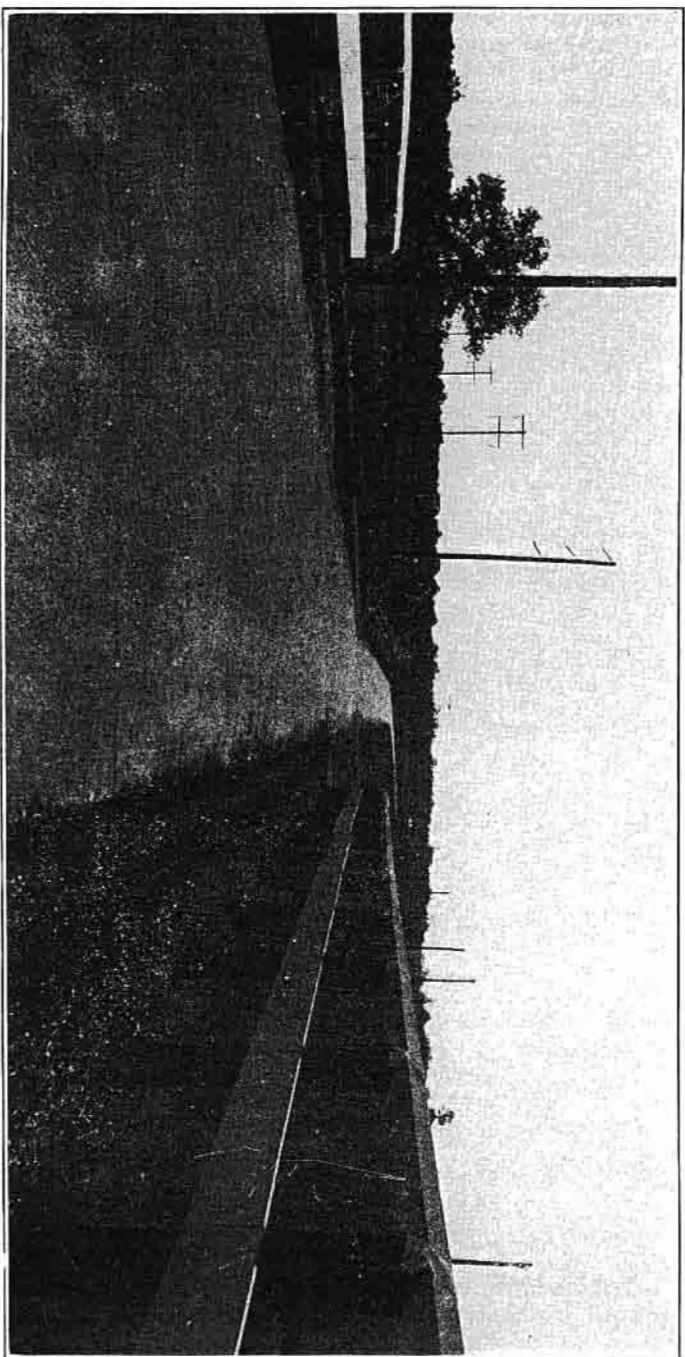
Fed. Proj. No.	Road or District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
25	5	Jefferson	10,000.00	10,000.00	54,772.64	41,321.81	13,450.84
26	2	Johnson	54,772.65		12,997.03	37,272.50	12,997.03
26-A	2	Spadra Creek Bridge	40,046.05	2,773.55	104,000.00	104,000.00	
27	2	Columbia	104,000.00		36,577.71	36,577.71	
28	3	St. Francis	42,514.79	5,937.08	104,546.48	104,546.48	
29	1	Craighead	107,000.00	2,453.52	38,000.00	38,000.00	
30	1	Franklin	38,000.00		53,000.00	53,000.00	
31	4	Cleveland	53,000.00		23,705.00	23,705.00	
32	Hope-Fulton-Emmett	Hempstead	29,200.00		13,200.00	13,200.00	
33	4	Cross	29,200.00	16,000.00	87,500.00	87,500.00	
34	1	Little Rock-Hot Springs	87,500.00		113,071.43	113,071.43	
35	2	Pulaski	137,500.00	24,428.57	39,283.53	39,283.53	
36	2	Washington	44,000.00	4,716.47	70,000.00	70,000.00	
37	1	Washington	70,000.00		39,287.71	39,287.71	
38	1	Howard, Sevier	41,500.00	2,212.29			
39	6	Grant					
40	Washington-Hope-Columbus	Hempstead					
41	1	Clark	125,739.03		125,739.03	125,739.03	
42	5	Crawford	95,801.40	95,801.40			
43	Douglas, Could, Star City	Lincoln, Desha	11,200.00		11,200.00	11,200.00	
44	9	Lonoke	37,000.00		37,000.00	37,000.00	
45	10	Lonoke	21,000.00		21,000.00	21,000.00	
46	2	Grant	22,000.00	4,000.00	18,000.00	18,000.00	
47	4	Crittenden	82,008.18		82,008.18	82,008.18	

Table III (Continued)  
 Showing Status of Federal Aid Allotments and Payments to July 1, 1926.

Fed. Proj. No.	Road or District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
48	1	Independence	15,000.00	15,000.00			
49	2	Independence	21,300.00	21,300.00			
50	Helena-Oldtown	Phillips	106,800.00		105,373.88	105,373.88	
51	2	Conway	64,156.00	1,426.12	64,156.00	64,156.00	
52	3	Woodruff	12,600.00	12,600.00			
53	5	Crittenden	30,000.00	30,000.00			
54	West Helena-Marvell	Phillips	85,000.00		85,000.00	85,000.00	
55	Hazen-LaGrue-Slovak	Prairie	21,400.00		21,400.00	21,400.00	
56	3	Cleveland	8,700.00		8,700.00	8,700.00	
57	1	Logan					
58	Saratoga-Fulton-McNab	Hempstead	17,400.00		17,400.00	17,400.00	
59	North Arkansas No. 2	Independence, Izard, Fulton					
60	1	Yell	371,481.01	1,385.23	370,094.78	337,304.43	32,790.35
61	3	Benton	130,000.00	130,000.00			
62	7	Washington	47,500.00	13,000.00	34,500.00	34,500.00	
63	North Arkansas No. 1	White	15,500.00	15,500.00			
64	2	Jackson	48,000.00		48,000.00	48,000.00	
65	Western	Lawrence	55,400.00	55,400.00			
66	7	Little River	80,000.00	80,000.00			
67	1	Dallas	90,000.00	90,000.00			
68	7	Grant	51,500.00	13,146.83	38,353.17	38,353.17	
69	3	Conway	17,500.00		17,500.00	17,500.00	

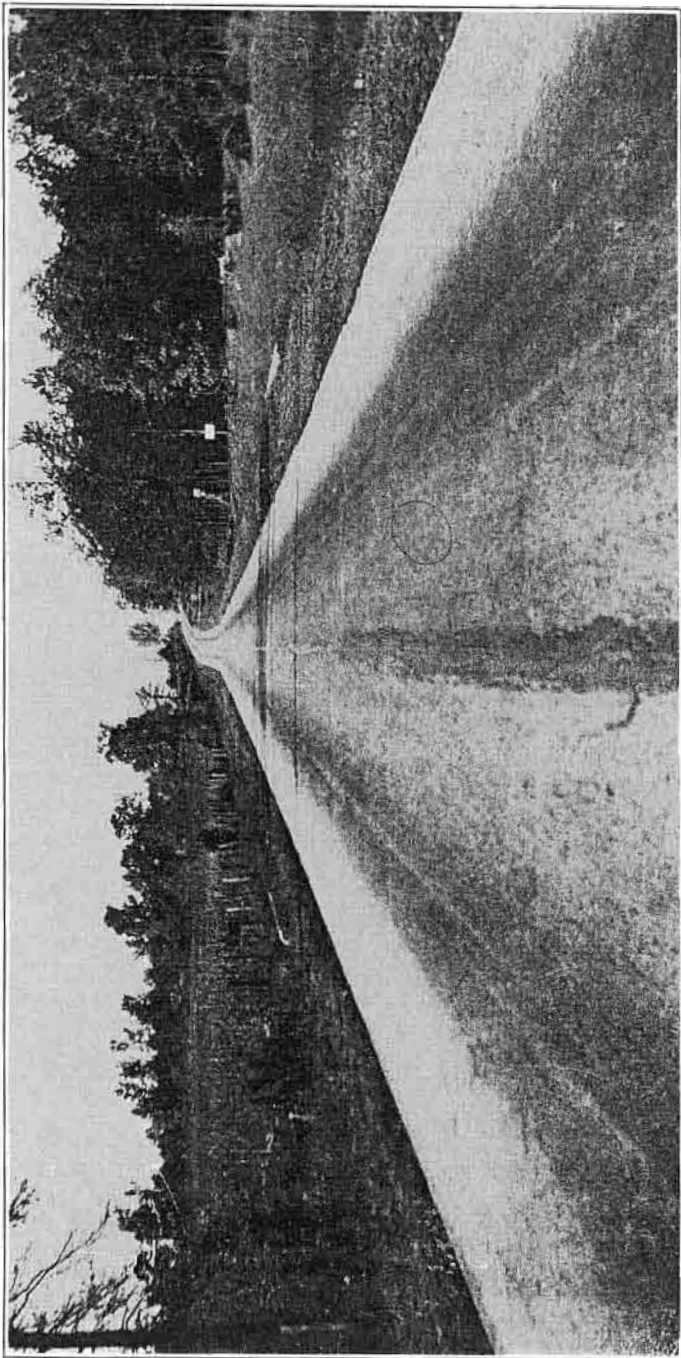
Table III (Continued)  
 Showing Status of Federal Aid Allotments and Payments to July 1, 1926.

Fed. Proj. No.	Road or District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
70	Marshall-Witt Springs	Searcy, Van Buren, Pope, Newton	53,000.00	53,000.00			
71	6	Crittenden	50,000.00	50,000.00			
72	4	Lincoln	17,040.00		17,040.00	17,040.00	
73	3	Searcy	12,200.00	2,725.22	9,474.78	9,474.78	
74	4	Searcy	15,600.00	15,600.00			
75	2	Dallas	40,000.00		40,000.00	40,000.00	
76	3	Dallas	20,000.00	20,000.00			
77	4	Union	50,000.00	50,000.00			
78	3	Lincoln	18,741.29		18,741.29	18,741.29	
79	5	Conway	56,000.00		56,000.00	15,699.49	40,300.51
80	5	Arkansas	173,000.00	9,330.28	163,669.72	163,669.72	
81	5	Grant					
82	8	Little River	30,522.74		30,522.74	30,522.74	
83	4	Sevier	24,500.00	7,500.00	17,000.00	17,000.00	
84	1	Conway	62,156.59	62,156.59			
85	4	Conway	110,000.00	675.00	109,325.00	109,325.00	
86	1	Cleveland	115,000.00	78,713.85	41,286.15	41,286.15	
87	1	Pope	62,595.72		62,595.72	62,595.72	
88	Southwest Arkansas	Clark, Montgomery, Garland, Hot Spring, Pike Sharp	82,855.59	82,855.59			
89	1	Sharp	23,500.00	23,500.00			
90	2	Nevada	68,000.00	68,000.00			



Federal Aid Project No. 212, Miller County, a recently completed 18-foot Concrete Road from Texarkana to the Index Bridge over Red River, State Highway No. 71.





A Beautiful Section of the Little Rock-Hot Springs Hig hway Traversing Pulaski, Saline and Garland Counties.

Table III (Continued)  
Showing Status of Federal Aid Allotments and Payments to July 1, 1926.

Fed. Proj. No.	Road or District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
91	Northern	Arkansas	137,500.00		137,500.00	137,500.00	
92	4	Grant	24,400.00		24,400.00	24,400.00	
93	7	Crittenden	138,000.00		138,000.00	138,000.00	
94	8	Crittenden	50,000.00		50,000.00	50,000.00	
95	9	Crittenden	170,000.00	2,200.00	167,800.00	167,800.00	
96	Ozark Trails	Poinsett	136,000.00		136,000.00	136,000.00	
97	7	Howard	55,000.00		55,000.00	55,000.00	
98	12	Woodruff	20,800.00		20,800.00	20,800.00	
99	Osceola-Little River	Mississippi	80,000.00		80,000.00	80,000.00	
100	1	Mississippi	738,712.50	400.00	738,312.50	738,312.50	
101	1	Polk	141,536.07		141,536.07	141,536.07	
101-A	1	Polk	4,485.74		4,485.74	3,592.55	893.19
102	Conway-Damascus	Faulkner	84,631.20		84,631.20	75,493.57	9,137.63
103	Conway-Vilonia	Faulkner	33,247.42		33,247.42	33,247.42	
104	Conway-Palarm	Faulkner	62,815.80		62,815.80	62,815.80	
105	1	Union	17,000.00	17,000.00			
106	2	Union	31,000.00	31,000.00			
107	3	Union	26,000.00	26,000.00			
108	2	Benton	75,760.70	18,400.00	57,360.70	57,360.70	
109	1	Baxter	54,750.00	27,500.**	27,250.00	27,250.00	
110	Gaines Landing	Chicot	4,200.00	4,200.00			
111	Jerome	Ashley, Chicot	7,500.00	7,500.00			
112	4	St. Francis	10,000.00	10,000.00			
113	8	Lawrence	12,600.00		12,600.00	12,600.00	
114	Arkansas-Missouri	Lonoke	7,800.00		7,800.00	7,800.00	

Table III (Continued)  
 Showing Status of Federal Aid Allotments and Payments to July 1, 1926.

Fed. Proj. No.	Road or District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
115	Madison-Carroll	Madison, Carroll	60,000.00	60,000.00			
116	North Little Rock-Galloway	Pulaski	21,000.00		21,000.00	21,000.00	
117	Little Rock-Spring Lake	Pulaski	98,000.00	98,000.00			
118	Dermott-Collens	Drew, Chicot	82,797.00	82,797.00			
119	Blytheville-Manila-Leachville	Mississippi	75,000.00		75,000.00	75,000.00	
120	Blytheville-Barfield	Mississippi	18,600.00	18,600.00			
121	Helena-Ferguson	Phillips	114,000.00	3,851.64	110,148.36	110,148.36	
122	3	Sevier	32,700.00	32,700.00			
123	12	Prairie	9,000.00	9,000.00			
124	2	Craighead	37,500.00		37,500.00	37,500.00	
125	Arkansas-Missouri	Pulaski	30,000.00	30,000.00			
126	4	Saline	11,500.00	158.45	11,341.55	11,341.55	
127	1	Columbia	51,046.04	16,638.97	34,407.07	34,407.07	
128	3	Cleveland	13,500.00	13,500.00			
129	22	Jefferson	20,000.00		20,000.00	20,000.00	
130	5	Benton	15,000.00	15,000.00			
131	7	White	24,000.00		24,000.00	24,000.00	
132	1	Pope	37,773.79	1,279.68	36,494.11	36,494.11	
133	Arkansas-Missouri	Lonoke	20,000.00		20,000.00	20,000.00	
134	North Arkansas No. 1	White	52,000.00	3,147.36	48,852.64	48,852.64	
135	Bridge	Sebastian	100,000.00		100,000.00	100,000.00	
136	4	Lawrence	30,000.00	30,000.00			

Table III (Continued)  
 Showing Status of Federal Aid Allotments and Payments to July 1, 1926.

Fed. Proj. No.	Road or District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
137	West Helena-Marvell	Phillips	35,000.00		35,000.00	35,000.00	
138	6	Benton	31,274.28		31,274.28	31,274.28	
139	1	Pope	38,869.34		38,869.34	38,869.34	
140	Helena-Ferguson	Phillips	131,000.00	7,193.87	123,806.13	123,806.13	
141-A	2	Conway	65,000.00	1,554.77	63,445.23	63,445.23	
141-B		Conway	14,387.82		14,387.82		14,387.82
142	1	Howard-Sevier	55,000.00		55,000.00	55,000.00	
143	Conway-Vilonia	Faulkner	20,000.00		20,000.00	20,000.00	
144	Conway-Damascus	Faulkner	39,050.57		39,050.57	39,050.57	
145	Bridge	Marion	8,500.00		8,500.00	8,500.00	
146	Bridge	Scott	17,500.00	4,500.00	13,000.00	13,000.00	
147	West Helena-Marvell	Phillips	69,000.00		69,000.00	69,000.00	
148	18	Woodruff	10,000.00		10,000.00		
149	Blytheville-Manila-Leachville	Mississippi	150,000.00		150,000.00	141,375.46	8,624.54
150	10	Pulaski	100,000.00		100,000.00	100,000.00	
151	10	Pulaski	150,000.00		150,000.00	150,000.00	
152	1	Miller	20,000.00		20,000.00		
153	3	Newton	16,250.00	291.69	15,958.31	15,958.31	
154	8	Crittenden	8,000.00	211.48	7,788.52	7,788.52	
155	3	Monroe	65,000.00		65,000.00	65,000.00	
156-A	4	Monroe	21,284.58	1,092.36	20,192.22	20,192.22	
157	Caddo Bridge	Pike	13,000.00		13,000.00	13,000.00	
158	1	Cross	8,000.00	8,000.00			
159	Bridge	Sharp	5,000.00	5,000.00			
160	Hope	Hempstead	25,000.00	927.23	24,072.77	24,072.77	

Table III (Continued)  
 Showing Status of Federal Aid Allotments and Payments to July 1, 1926.

Fed. Proj. No.	Road or District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
161	---	Clark	14,952.26	---	14,952.26	14,952.26	---
162	---	Clark	17,000.00	---	17,000.00	17,000.00	---
163	Conway-Vilonia	Faulkner	---	---	---	---	---
164	Fort Smith-Greenwood	Sebastian	35,000.00	35,000.00	---	---	---
165	Unassigned	---	---	---	---	---	---
166	---	Little River	25,000.00	---	25,000.00	25,000.00	---
167	West Helena-Marvell	Phillips	91,000.00	---	91,000.00	91,000.00	---
168	---	Monroe	15,000.00	---	15,000.00	15,000.00	---
169	---	Johnson	23,760.77	2,509.81	21,250.96	21,250.96	---
170	---	Pope	217,775.48	---	217,775.48	175,489.30	42,286.18
171	---	Pope	11,034.70	---	11,034.70	11,034.70	---
172-A	---	Grant	16,390.59	1,728.33	14,662.26	14,662.26	---
173	---	Chicot	50,000.00	50,000.00	---	---	---
174-A	Conway-Damascus	Faulkner	59,727.65	---	59,727.65	40,347.69	19,379.96
175	Little Rock-Hot Springs	Saline	447,098.14	---	447,098.14	395,553.48	51,544.66
176	Little Rock-Hot Springs	Garland	208,323.44	2,911.19	205,412.25	205,412.25	---
177	---	Washington	6,500.00	6,500.00	---	---	---
178	---	Lonoke	1,000.00	---	1,000.00	---	---
179-A	Bay-St. Francis	Poinsett	18,809.26	1,355.70	17,453.56	17,453.56	---
179-B	Bay-St. Francis	Poinsett	12,674.27	---	12,674.27	9,767.95	2,906.32
180-A	Bay-St. Francis	Poinsett	35,174.39	2,244.69	32,929.70	32,929.70	---
180-B	---	Poinsett	51,416.81	---	51,416.81	44,919.35	6,497.46
180-C	---	Craighead	9,011.11	---	9,011.11	4,533.75	4,477.36
181	Unassigned	---	---	---	---	---	---
182-A	El Dorado-Smackover	Union	86,483.76	1,680.96	84,802.80	84,802.80	---
183-A	---	St. Francis	25,000.00	---	25,000.00	16,990.50	8,009.50

Table III (Continued)  
 Showing Status of Federal Aid Allotments and Payments to July 1, 1926.

Fed. Proj. No.	Road or District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
183-B 4	Lee	Lee	43,713.69		43,713.69	22,634.54	21,079.15
183-C 4	Lee	Lee	36,317.31		36,317.31	31,846.37	4,470.94
183-D	Kokomo-St. Francis, County Line	Lee	17,840.07		17,840.07	7,776.45	10,063.62
183-E	Cody Bridge	Lee					
183-F	Marianna-Hughes	St. Francis	23,798.75		23,798.75		23,798.75
184-A	Garland	Miller	22,361.35	3,185.11	19,176.24	19,176.24	
184-B	Garland	Miller	3,680.58		3,680.58		3,680.58
185-A 1	Monroe	Monroe	60,000.00	60,000.00			
186-A 1	St. Francis	St. Francis					
187-A	Greenwood-Mansfield	Sebastian	83,076.25		83,076.25	62,244.53	20,831.72
188-A 15	Woodruff	Woodruff	44,930.17	607.15	44,323.02	44,323.02	
189-A	McGehee-East and West	Desha	124,999.90		124,999.90		124,999.90
190-A 3	Lee	Lee	25,886.13	2,217.48	24,668.65	24,668.65	
190-B 3	Lee	Lee	53,778.76	8,916.57	49,862.19	49,862.19	
190-C 3	Lee	Lee	64,742.26		64,742.26	9,897.84	54,844.42
191-A 3	Lee	Lee	17,386.17	2,539.96	14,846.21	14,846.21	
191-B 3	Lee	Lee	44,199.78		44,199.78		44,199.78
191-C 3	Lee	Lee	16,125.55		16,125.55		16,125.55
191-D 3	Lee	Lee	6,335.10		6,335.10		6,335.10
192-A 3	Lee	Lee	24,830.49		24,830.49	22,067.95	5,882.91
192-B 3	Lee	Lee	32,640.44	2,762.54	32,640.44	26,757.53	28,273.48
194-A	Dermott-Collins	Drew					
195-A	Blackton-Phillips County Line	Monroe	35,225.59		35,225.59	9,773.00	25,452.59

Table III (Continued)  
 Showing Status of Federal Aid Allotments and Payments to July 1, 1926.

Fed. Proj. No.	Road or District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
196-A	Ouachita River Bridge	Montgomery	20,659.26	---	20,659.26	---	20,659.26
197-A	7	Jackson	20,000.00	20,000.00	---	---	---
198-A	Boles Bridge	Scott	26,809.71	---	26,809.71	22,347.70	4,462.01
199-A	Stuttgart-Slovak	Prairie	22,085.40	---	22,085.40	---	22,085.40
201-A	Emmett-Prescott	Nevada	16,066.22	1,037.26	15,028.96	15,028.96	---
201-B	Emmett-Prescott	Nevada	25,908.06	---	25,908.06	19,120.12	6,787.94
202-A	7	Little River	23,657.30	---	23,657.30	20,008.91	3,648.39
203-A	7	Little River	18,083.14	575.84	17,507.30	17,507.30	---
204-A	Little Missouri River Bridge	Pike	11,923.22	---	11,923.22	9,187.45	2,735.77
205-A	Paragould-Hopkins Bridge	Greene	39,986.24	---	39,986.24	7,714.02	32,272.22
206-A	5	Arkansas	35,617.69	---	35,617.69	31,073.81	4,543.88
207-A	1	Pope	16,343.80	2,365.57	13,978.23	13,978.23	---
208-A	1	Pope	12,600.00	---	12,600.00	12,600.00	---
209-A	Prairie Creek Bridge	Pike	6,442.25	406.20	6,036.05	---	---
210-A	Little Rock-Spring Lake	Pulaski	75,000.00	---	75,000.00	75,000.00	---
211-A	Arkansas-Missouri	Pulaski	170,000.00	---	170,000.00	170,000.00	---
212-A	1	Miller	9,150.00	---	9,150.00	---	9,150.00
213-A	Luna Landing-Lower Leland	Chicot	18,833.73	---	18,833.73	14,086.69	4,747.04
214-A	Sulphur River	Miller	30,450.00	---	30,450.00	15,393.79	15,056.21
215-B	Hope-Lewisville	LaFayette	12,171.71	---	12,171.71	---	12,171.71
216-A	Van Buren-Alma	Crawford	33,709.23	---	33,709.23	26,616.31	7,092.92
216-B	Frog Bayou Bridge	Crawford	17,890.12	---	17,890.12	14,512.89	3,377.23
219-A	McCrory-Fair Oaks	Woodruff	36,773.04	---	36,773.04	6,052.41	30,720.63

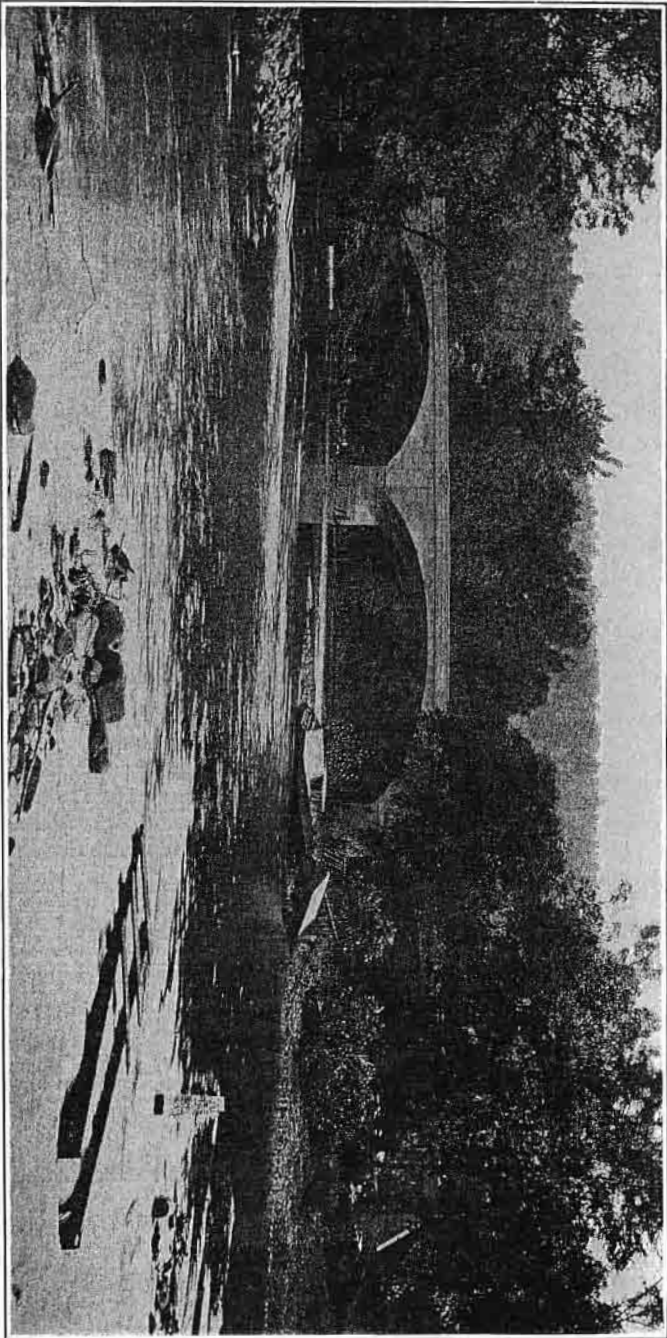
Table III (Concluded)  
 Showing Status of Federal Aid Allotments and Payments to July 1, 1926.

Fed. Proj. No.	Road or District	County	Allotment	Cancellation	Net Allotment	Amount Paid	Balance to be Paid
220-A	1	Craighead	12,234.89	---	12,234.89	10,021.90	2,212.99
221-A	El Dorado-Junction City	Union	46,321.95	2,294.74	44,027.21	44,027.21	---
222-A	9	Little River	12,706.05	---	12,706.05	11,351.92	1,354.13
223-A	Camden-Stephens	Ouachita	39,281.35	---	39,281.35	22,911.10	16,370.25
223-B	Camden-Stephens	Ouachita	43,687.48	---	43,687.48	---	43,687.48
224-A	Monrose East	Ashley	6,021.27	---	6,021.27	6,021.27	---
225-A	El Dorado-Strong	Union	93,037.67	---	93,037.67	50,661.42	42,376.25
226-A	Camden-Hampton	Calhoun	---	---	---	---	---
229-A	Warren-Star City	Bradley	35,904.41	---	35,904.41	---	35,904.41
230-A	8	Jackson	58,260.39	---	58,260.39	---	58,260.39
231-A	Monrose-Hamburg	Ashley	37,587.30	---	37,587.30	9,716.83	27,870.47
232-A	Magnolia-Village	Columbia	81,432.44	---	81,432.44	16,556.83	64,875.61
232-B	El Dorado-Magnolia	Union	42,868.18	---	42,868.18	---	42,868.18
234-A	Alma-Mulberry	Crawford	73,658.18	---	73,658.18	---	73,658.18
236-A	Caney Creek Bridge	Pike	5,897.56	---	5,897.56	---	5,897.56
237-A	Strong-Huttig	Union	---	---	---	---	---
238-A	Corning Piggott	Clay	30,653.27	---	30,653.27	---	30,653.27
239-A	Marmaduke-Hallday	Greene	33,730.59	---	33,730.59	---	33,730.59
240-A	White River Bridge	Independence	151,774.50	---	151,774.50	---	151,774.50
240-B	Batesville-Heber Springs	Independence	37,898.26	---	37,898.26	---	37,898.26
241-A	Walnut Ridge-Hoxie	Lawrence	24,735.00	---	24,735.00	---	24,735.00
276-A	St Francis River Bridge	Greene	26,457.53	---	26,457.53	---	26,457.53
472	1	Miller	24,825.00	---	24,825.00	---	24,825.00
Total	---	---	\$12,814,939.02	\$2,049,758.16	\$10,765,180.86	\$9,102,538.36	\$1,662,642.50

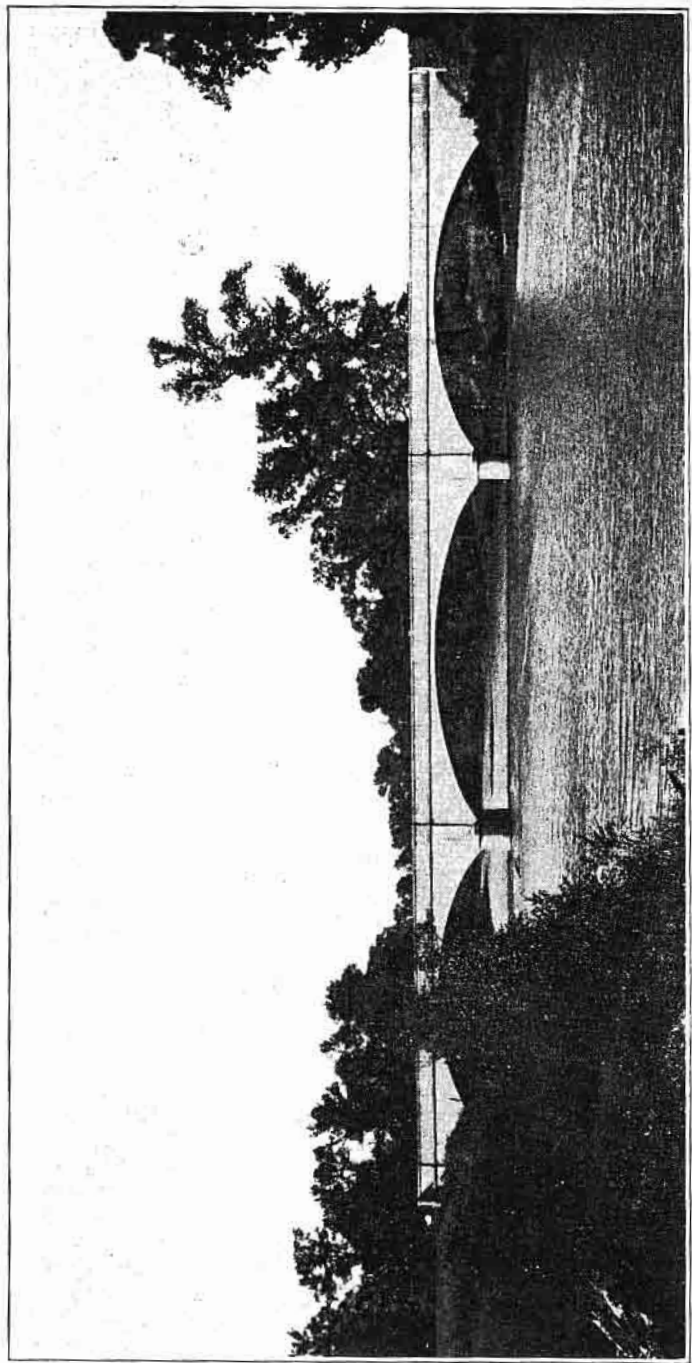


Table IV  
**Status of Federal Aid Allotments by Counties  
to July 1, 1926.**

County	Net Allotment	Amount Paid	Balance to be Paid
Arkansas	\$ 336,787.41	\$ 332,243.53	\$ 4,543.88
Ashley	79,133.57	51,263.10	27,870.47
Baxter	27,250.00	27,250.00	
Benton	138,772.11	138,772.11	
Boone			
Bradley	35,904.41		35,904.41
Calhoun			
Carroll	13,878.27	13,878.27	
Chicot	265,566.73	260,819.69	4,747.04
Clark	140,691.29	140,691.29	
Clay	30,653.27		30,653.27
Cleburne			
Cleveland	87,986.15	87,986.15	
Columbia	153,112.01	88,236.40	64,875.61
Conway	324,814.05	270,125.72	54,688.33
Craighead	194,395.74	187,705.39	6,690.35
Crawford	125,257.53	41,129.20	84,128.33
Crittenden	445,596.70	445,596.70	
Cross	38,990.83	38,990.83	
Dallas	78,353.17	78,353.17	
Desha	326,854.90	201,855.00	124,999.90
Drew	91,022.48	62,749.00	28,273.48
Faulkner	316,472.64	287,955.05	28,517.59
Franklin	104,546.48	104,546.48	
Fulton	128,212.38	111,309.63	16,902.75
Garland	205,412.25	205,412.25	
Grant	96,349.97	96,349.97	
Greene	100,174.36	7,714.02	92,460.34
Hempstead	94,472.77	94,472.77	
Hot Spring			
Howard	117,500.00	117,500.00	
Independence	286,273.29	88,656.73	197,616.56
Izard	145,281.87	137,338.07	7,943.80
Jackson	127,060.39	68,800.00	58,260.39
Jefferson	30,000.00	30,000.00	
Johnson	89,020.64	62,572.77	26,447.87
LaFayette	33,932.35	21,760.64	12,171.71
Lawrence	51,425.86	26,690.86	24,735.00
Lee	373,359.20	210,357.73	163,001.47
Lincoln	67,119.29	67,119.29	
Little River	109,393.39	104,390.87	5,002.52
Logan			
Lonoke	95,800.00	95,800.00	
Madison			
Marion	8,500.00	8,500.00	
Miller	107,281.82	54,570.03	52,711.79
Mississippi	1,043,312.50	954,687.96	88,624.54
Monroe	166,809.61	141,357.02	25,452.59



Fourche River Bridge near Parkes in Scott County. A Three-Span Concrete Arch Bridge built as State and Federal Aid Project, costing approximately \$28,000.



Frog Bayou Bridge on the Fort Smith-Little Rock Road, Crawford County. Federal Aid Project 216-B. Cost approximately \$20,000.00.  
A beautiful concrete arch bridge.

Table IV (Concluded)  
 Status of Federal Aid Allotments by Counties  
 to July 1, 1926.

County	Net Allotment	Amount Paid	Balance to be Paid
Montgomery	20,659.26		20,659.26
Nevada	40,937.02	34,149.08	6,787.94
Newton	15,958.31	15,958.31	
Ouachita	82,968.83	22,911.10	60,057.73
Perry			
Phillips	619,328.37	619,328.37	
Pike	36,856.83	28,223.50	8,633.33
Poinsett	279,420.08	270,016.30	9,403.78
Polk	146,021.81	145,128.62	893.19
Pope	393,347.58	351,061.40	42,286.18
Prairie	43,485.40	21,400.00	22,085.40
Pulaski	658,218.96	658,218.96	
Randolph			
Saline	458,439.69	406,895.03	51,544.66
Scott	39,809.71	35,347.70	4,462.01
Searcy	9,474.78	9,474.78	
Sebastian	183,076.25	162,244.53	20,831.72
Sevier	86,340.93	86,340.93	
Sharp			
St Francis	168,265.85	136,457.60	31,808.25
Stone			
Union	264,735.86	179,491.43	85,244.43
Van Buren			
Washington	152,354.96	152,354.96	
White	120,852.64	120,852.64	
Woodruff	111,896.06	81,175.43	30,720.63
Yell			
Total	\$10,765,180.86	\$ 9,102,538.36	\$ 1,662,642.50

## FEDERAL AID AND FEDERAL AID PROJECTS

**Co-operation with Federal Government** The Federal Bureau of Public Roads, operating under the provisions of the Federal Aid Highway Act, recognizes only state highway departments, and does not recognize counties or road improvement districts. Before the enactment of the present highway law, the State Highway Department had no authority for direct supervision over construction work undertaken by road improvement districts, yet the Bureau of Public Roads held the State Highway Department responsible for the satisfactory construction of Federal Aid projects, and the State Highway Department, because of the lack of this authority, often had considerable difficulty in getting construction work done in a manner that would be satisfactory to the Bureau. The present highway law, providing for the direct supervision of construction by the State Highway Department, has permitted the State to co-operate with the Federal Government in the manner intended by the Federal Aid Highway Act.

**Withdrawal of Federal Aid** Because of the unsatisfactory conditions which were due to the lack of authority of the State Highway Department under the law in effect at that time, and because of the unsatisfactory maintenance of Federal Aid Projects, the Secretary of Agriculture, early in 1923, refused to allow Federal Aid participation in any new projects in Arkansas until the unsatisfactory conditions were corrected. The Secretary's requirements included the enactment of laws that would give the State Highway Department direct control of construction and maintenance of the roads on the State Highway System, and relieve the land owner of part of the cost of road construction. The Legislature, in special session in October, 1923, enacted the present Highway Law, which provides for the requirements of the Secretary of Agriculture. Since the passage of this act the State has been able to cooperate with the Bureau of

Public Roads in a much more satisfactory manner than was possible before 1923.

**Rigid Requirements of Bureau** Every year, since the beginning of Federal Aid road construction, has seen the requirements of the Bureau of Public Roads for Federal aid construction grow more rigid and higher standards of construction set for all types of roads. Road bed widths, bridge widths and capacities, alignment and grades that would have been approved for Federal Aid Projects a few years ago would not be accepted today. The more rigid requirements are not confined to planning and design, but extend to all minor details and features of construction.

**Time Required for Approval of Federal Aid Projects** The time required to inaugurate Federal aid projects and begin actual construction is much longer than the time required to begin construction on other projects that do not receive Federal Aid. This is largely due to the fact that all features, from the selection of the general location of the proposed Federal aid project to the determination of the exact location, the sizes and types of culverts, and all details of the plans, specifications and contract must be recommended by the local offices of the Bureau in Little Rock, by their District office in Fort Worth, Texas and approved by the office in Washington, D. C. At each of these offices the plans and details must await their turn among plans of other projects from this and other states. All of this requires considerable time and, although this delay in initiating Federal aid projects and beginning their construction seriously delays needed construction in many cases, yet because of the requirements of the Federal Aid Road Act, and the regulations for carrying out this law, there is but little possibility of shortening the average time required before construction can begin on Federal Aid projects.

**Types of Federal Aid Roads** Many types of roads have been constructed in Arkansas with Federal aid as the following summary of the mileage and types of Federal aid projects, completed and under construction in Arkansas on June 30, 1926, will show:

Type	Miles Completed	Miles Under Construction
Concrete -----	108.875	8.557
Asphaltic Concrete -----	242.123	4.269
Asphaltic Macadam -----	250.003	17.950
Surface Treated Macadam	19.480	8.030
Surface Treated Gravel--	6.420	-----
Macadam -----	6.820	-----
Gravel -----	907.373	232.474
Shale -----	3.080	4.686
Totals -----	1544.174	275.966
Bridges (Lineal Feet) ---	6585	6044
Number of Projects -----	157	42

The two tables following show how the types of Federal aid projects in Arkansas compare with the types of Federal Aid projects in other states, also how the types of roads, both Federal and Non-Federal aid, being built on the Arkansas Federal Aid Highway System, compare with the types built on the Federal Aid Highway Systems of other states.

Table V.  
Mileage by Types of Federal Aid Projects Completed and Under Construction in the United States January 1, 1926.

STATES	Graded and Drained Miles	Sand- clay Miles	Gravel Miles	Vapor-barrel			Concrete Miles	Brick Miles	Other Types Miles	Totals
				Macadam Miles	Bituminous Miles	Concrete Miles				
Alabama	99.00	395.19	840.70	21.00	42.40	75.00	65.60		1,329.80	
Arizona			720.32			24.21	107.16		851.59	
Arkansas			1,055.88	26.30	109.57	254.27	117.44		1,603.46	
California			601.80		40.60	94.50	477.30		1,214.40	
Colorado	222.60		429.00			6.00	189.00		846.00	
Connecticut				8.70	44.02		165.35		218.07	
Delaware							136.34		142.70	
Florida	102.76	27.13		58.69	70.55	10.52	113.94		414.11	
Georgia		1,500.10	380.30	56.20	102.20	15.00	162.60		2,216.90	
Idaho	119.82		192.58	506.84		37.44	51.93		1,250.61	
Illinois	207.00				3.00	8.00	1,417.93		1,661.00	
Indiana	37.00		13.33	2.29	17.00	11.99	779.30		867.71	
Iowa	1,323.10		532.40				494.30		2,363.90	
Kansas	742.00		302.00			3.00	482.00		1,805.00	
Kentucky	533.80		290.34	61.33	18.33		160.75		1,145.28	
Louisiana			1,377.20			18.27	3.60		1,601.07	
Maine			170.70		157.30		45.81		371.01	
Maryland			73.90	25.19			378.94		499.23	
Massachusetts			2.80		196.90	39.80	152.30		391.80	
Michigan	8.38		341.39	3.27	28.52	85.31	719.91	0.38	1,137.16	
Minnesota	342.00		2,847.00			27.00	424.00		3,640.00	
Mississippi	220.00		999.99	11.20		10.23	117.30	9.20	1,297.80	
Missouri	652.00		862.90		69.00		378.00	76.00	2,237.00	
Montana	100.00		800.00		5.00	3.00	50.00		958.00	
Nebraska	2,787.00	265.00	1,182.00			11.50	60.00	195.00	4,625.00	





Table VI.  
 Mileage of Improved Roads by Types, on the Federal Aid Highway System of Each State  
 Completed and Under Construction January 1, 1926.

STATES	Gaded and Drained Miles	Sand- Cley Miles	Gravel Miles	Water-bour Miles	Macadam Miles	Bituminous Macadam Miles	Concrete Miles	Brick Miles	Other Types Miles	Totals
Alabama	150.00	466.10	1,241.70	21.00	45.40	75.80	98.10	---	9.20	2,107.30
Arizona	156.32	---	1,215.94	---	---	31.41	138.11	---	25.00	1,567.28
Arkansas	1,250.00	---	2,667.00	65.00	178.00	290.00	202.00	---	---	4,652.00
California	---	---	1,110.30	---	217.90	360.60	1,589.50	---	---	3,278.30
Colorado	520.00	---	842.00	---	---	6.00	202.00	---	---	1,570.00
Connecticut	66.95	---	159.54	363.77	77.67	73.73	199.91	0.37	---	941.94
Delaware	---	1.00	---	---	19.56	---	484.04	6.36	---	511.96
Florida	316.92	596.50	---	495.50	71.60	10.52	132.79	12.44	105.09	1,741.36
Georgia	---	1,694.40	441.40	56.20	124.70	24.90	234.40	0.50	97.80	2,674.30
Idaho	564.32	---	494.98	593.18	---	37.44	51.93	---	12.00	1,752.95
Illinois	1,646.00	---	35.00	30.00	20.00	8.00	4,107.00	92.00	1.00	5,939.00
Indiana	41.60	---	1,647.13	976.09	210.60	25.99	950.40	68.50	5.90	3,926.21
Iowa	1,796.00	---	2,452.20	---	8.60	---	584.80	33.70	---	4,875.10
Kansas	742.00	---	302.00	---	117.00	3.00	482.00	159.00	---	1,805.00
Kentucky	661.16	---	476.61	838.71	75.16	18.45	180.86	4.78	148.23	2,403.96
Louisiana	---	---	2,253.20	---	---	22.20	8.30	8.00	---	2,291.70
Maine	---	6.75	863.86	3.94	237.61	---	71.01	---	6.68	1,139.85
Maryland	---	---	377.87	1,032.72	---	28.19	931.45	7.74	140.25	2,518.22
Massachusetts	12.80	2.50	126.10	357.80	641.80	195.20	201.80	0.10	---	1,538.10
Michigan	67.68	---	2,039.99	3.27	645.32	98.91	1,256.71	4.38	21.80	4,138.26
Minnesota	1,365.00	---	4,949.00	15.00	11.00	65.00	574.00	11.00	---	6,980.00
Mississippi	237.00	---	1,097.90	11.20	---	10.20	147.30	9.20	---	1,512.80
Missouri	2,250.00	---	1,481.00	---	95.00	---	856.00	---	98.00	4,780.00
Montana	100.00	---	800.00	---	5.00	3.00	50.00	---	---	953.00
Nebraska	2,847.00	280.00	1,522.00	---	---	11.50	60.00	19.50	---	4,740.00
Nevada	80.73	24.90	823.58	---	20.56	1.59	46.04	---	0.37	998.57



## WORK OF THE STATE HIGHWAY DEPARTMENT

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**General Features** While the principal function of the State Highway Department is to construct and maintain the roads which make up the State Highway System, this one function involves a large variety of activities and responsibilities. The work must be planned in detail in advance, the actual work done under close supervision, and the money expended in the work properly accounted for. Materials used must be treated in order to insure their being of the proper quality. Machinery and equipment operated by the State must be kept in a state of repair that will insure economical operation. All highway improvement requires the expenditure of money and, since the State funds available for highway purposes are not large when compared with the amount of work which should be done, it has been necessary to watch closely all details of work done. The items enumerated above will give some slight idea of the variety of ways in which all of the work must be inspected and supervised, in order to be sure that value is received for all money expended.

**New District Offices** In July, 1925, the State Highway Commission added approximately 1,650 miles of road to the State Highway System. This additional mileage made the total too great for the work to be supervised properly by six district engineers, so four additional district engineers were added to the engineering force of the department, and the State divided into ten districts instead of six. These districts and the counties in each are as follows:

**District No. 1**—Headquarters, Forrest City: Crittenden, Cross, Lee, Monroe, St. Francis and Woodruff Counties.

**District No. 2**—Headquarters, Pine Bluff: Arkansas, Ashley, Chicot, Drew, Jefferson, and Lincoln Counties.

**District No. 3**—Headquarters, Hope: Clark, Hemp-

stead, Howard, LaFayette, Little River, Miller, Nevada, Pike and Sevier Counties.

**District No. 4**—Headquarters, Fort Smith: Benton, Crawford, Franklin, Polk, Scott, Sebastian and Washington Counties.

**District No. 5**—Headquarters, Batesville: Cleburne, Fulton, Independence, Izard, Jackson, Sharp, Stone and White Counties.

**District No. 6**—Headquarters, Little Rock: Faulkner, Garland, Grant, Hot Springs, Lonoke, Montgomery, Prairie, Pulaski and Saline Counties.

**District No. 7**—Headquarters, Camden: Bradley, Calhoun, Cleveland, Columbia, Dallas, Ouachita and Union Counties.

**District No. 8**—Headquarters, Russellville: Conway, Johnson, Logan, Perry, Pope, Van Buren and Yell Counties.

**District No. 9**—Headquarters, Harrison: Baxter, Boone, Carroll, Madison, Newton and Searcy Counties.

**District No. 10**—Headquarters, Jonesboro: Clay, Craighead, Greene, Lawrence, Mississippi, Poinsett and Randolph Counties.

The area and State Highway mileage in each district is as follows:

District Number	Area Sq. Mile	Road Mileage	Total No. of Counties
1	4302	704	7
2	5615	866	7
3	5698	943	9
4	5377	874	7
5	5457	911	8
6	6414	984	9
7	5136	754	7
8	5029	784	7
9	4836	771	7
10	4661	753	7
Totals	52525	8344	75

Each district office is in charge of a district engineer, who has direct charge of all highway maintenance and construction work in his district.

**Headquarters Work at Office** A large amount of work is required at the headquarters office in addition to the district offices. The supervision of the work done by the several district engineers as well as the co-ordination of the work among the districts, falls upon the State Highway Engineer. The headquarters office is also charged with the making of surveys and the preparation of plans for new construction projects, with all co-operation with the Bureau of Public Roads in the matter of Federal Aid, with the general accounting and auditing, with the purchase of major items of supplies, materials and equipment, with the operation of the motor repair shop, and with consideration of public demands and requests.

**Surveys and Plans Section** Surveys for new projects are made under the direction of the Engineer of Surveys and Plans, who also has charge of the preparation of all plans except those for large bridges, which are made by the Bridge Department. All construction contracts are awarded on plans prepared by this department, so the record of contracts awarded, which appears elsewhere in this report, will give an idea of the work done by the Surveys and Plans Section in making surveys and preparing plans for projects on which contracts have been awarded.

**Tests of Materials** Tests are made of all materials used in highway construction work. Cement is tested, concrete aggregates are tested for grading and strength, screen analyses are made of gravel used for road surfacing, bridge paints are analyzed, reinforcing steel and practically all other kinds of materials used in highway work are sampled and given the proper tests to determine whether or not they meet the requirements specified. The Standard Road and Bridge Specifications of the Department contain specifications for all materials entering into highway work, and, in order to be sure that these materials

are of the quality for which the specifications provide, it is necessary that all of them be tested. Some of these tests, such as for the grading of sand or gravel, are made in the field by the engineer in charge of the work. Most of the other tests are made by the Testing Laboratory of the State University. There are a few tests for which the Testing Laboratory of the University is not equipped, and these must be made by the commercial testing laboratories. All work connected with the testing of materials is in charge of the Engineer of Materials and Hests.

**Minor Details** The general public little realizes how much of the time of its officials in departments such as the Highway Department, is required to meet the many and sometimes trivial demands of the taxpayers. Thousands of questions must be answered, attention must be given to complaints of every description and frequently considerable time must be given to hearing delegations on almost any subject related to highway work. Work of this kind, although requiring much patience, is always cheerfully done and the employees of the department are instructed to always give consideration to the many demands of the people. An effort is constantly made to serve the public in the best possible way.

**Progress Made:** During the years 1925 and 1926 construction work has been carried on in practically every section of the State, and the construction work completed during this two year period has made a considerable increase in the mileage of all weather roads on the State Highway System. During this biennial period several important construction projects, as well as a large number of projects of lesser importance, have been completed; and, during 1926, construction has been started on a large number of projects, some of them of considerable importance.

**Policy of Highway Commission** The amount of State Funds available annually for road construction in Arkansas is small when compared to the amount of the construction funds avail-

able in many other States, and when the mileage of uncompleted State Roads is considered. It has been necessary, therefore, that construction funds be expended in those places where the greatest good to the traveling public will result from the money spent.

For this reason, it has been the policy of the State Highway Commission to push construction work on those uncompleted sections of through roads that will connect previously completed sections of these through routes. At the same time, there are parts of the State in which very little road improvement has been done, and, so far as possible, the Commission has followed the policy of improving the more important roads in these sections.

The State funds available for construction have been supplemented by funds provided by road improvement districts and counties. A number of road improvement districts have been organized since the passage of the present highway law, and these district funds, matched with an equal amount of State funds or Federal aid, have assisted materially in increasing the mileage of improved roads on the State Highway System. Many of the County Judges have used part of their county highway funds to assist in the construction of parts of the State Highway System in their counties, and, in such cases, the county funds have been supplemented with State Funds or Federal aid in an amount at least equal to the amount of the funds provided by the county. This policy has been of benefit to both the State and County, for it has aided and hastened the construction of many important links in the State Highway System, which are, at the same time, of importance to the people of the County; and the County has been able to add to the mileage of improved roads within its borders by paying not more than half the cost of the improvement.

**Bridges** Another feature of the construction work of the Department has been the construction of a number of important bridges. Some of these are important because of the size of the streams which they



cross, others of the smaller ones are important because of the importance of the roads on which they are located. Some of the more important bridges completed during the last two years are listed below:

Steel bridge over the L'Anguille River north of Marianna on Route No. 1.

Steel bridge over the South Fork of Buffalo River at Jasper on Route No. 7.

Steel bridge over Piney Creek between Russellville and Clarksville on Route No. 64.

Concrete bridge over Spadra Creek at Clarksville on Route No. 64.

Concrete bridge over Frog Bayou near Alma on Route No. 64.

Steel bridge over the Little Missouri River near New Hope on Route No. 70.

Steel and concrete bridge over Fourche River between Mena and Waldron on Route No. 71.

Some of the more important bridges now under construction are as follows:

Concrete bridge over the Ouachita River northwest of Mount Ida on Route No. 6.

Steel and concrete bridge over the White River at Batesville on Route No. 11.

Steel and concrete bridge over Point Remove Creek near Morrilton on Route No. 64.

Concrete bridge over Caney Creek near Glenwood on Route No. 70.

The Department has also been preparing plans for a bridge over the Arkansas River at Dardanelle on Route 7 and for a bridge over the St. Francis River near Marianna on Route No. 3. Both of these proposed bridges will be projects of considerable magnitude.

**Roads** The program of the Highway Department during the past two years has brought to a successful completion many important connecting links of the Arkansas Highway System. These projects are scat-

tered throughout all sections of the State and many of them deserve special mention. The marked increases in revenues for highway purposes is due in a great measure to the constant addition of new improved mileage permitting the regular use of motor vehicles over long distances. Some of these important projects are as follows:

Little Rock-Hot Springs Highway—Pulaski, Saline and Garland Counties.

North and South Highway — Mississippi County.

Batesville-Mammoth Springs Highway—Independence, Fulton and Izard Counties.

North and South Highway—Polk County.

East and West Highway—Pope County.

Russellville, Dover, Forest Reserve Highway—Pope County.

Arkansas-Missouri Highway—Pulaski County,

East and West Highway—Nevada County.

Camden, El Dorado, Junction City Highway—Ouachita and Union Counties.

Camden-Stephens Highway—Ouachita County.

Hamburg-Montrose-Lake Village Highway—Ashley and Chicot Counties.

Salem, Mountain Home, Yellville, Harrison Highway—Fulton, Baxter, Marion and Boone Counties.

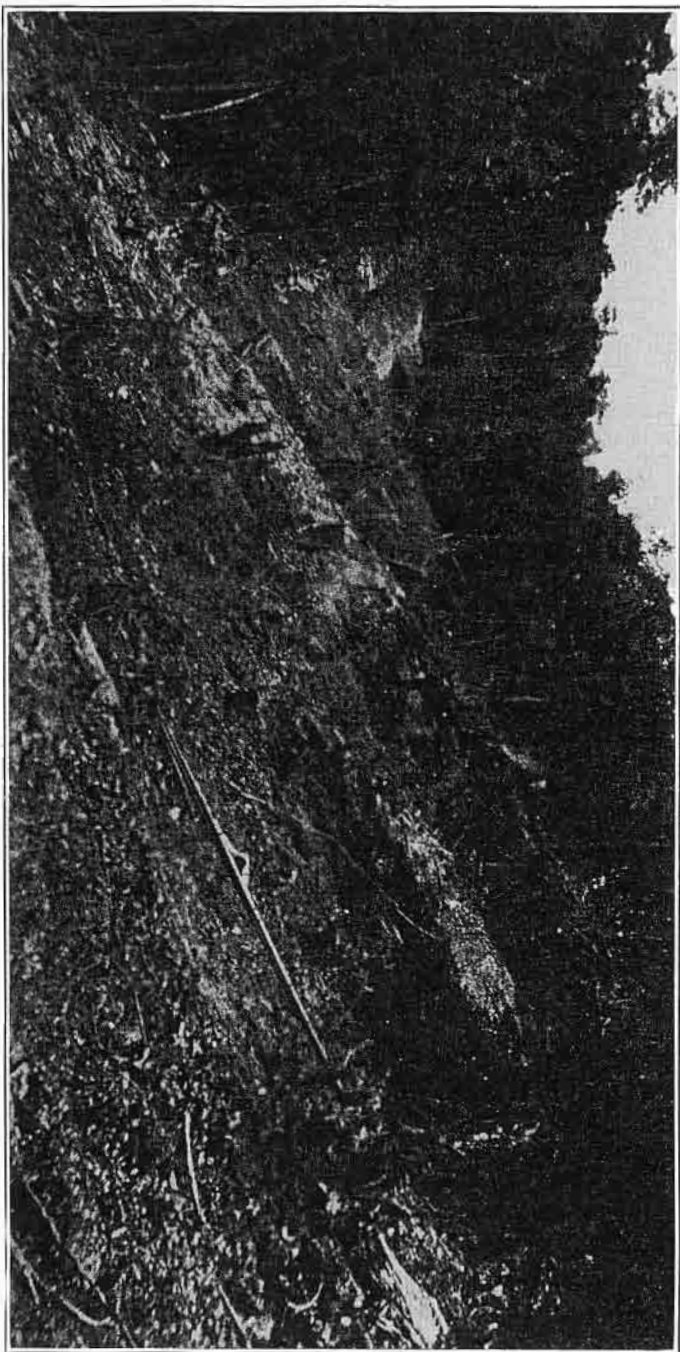
Rector-Piggott-St. Francis Highway—Clay County.

Conway-Heber Springs Highway—Faulkner and Cleburne Counties.

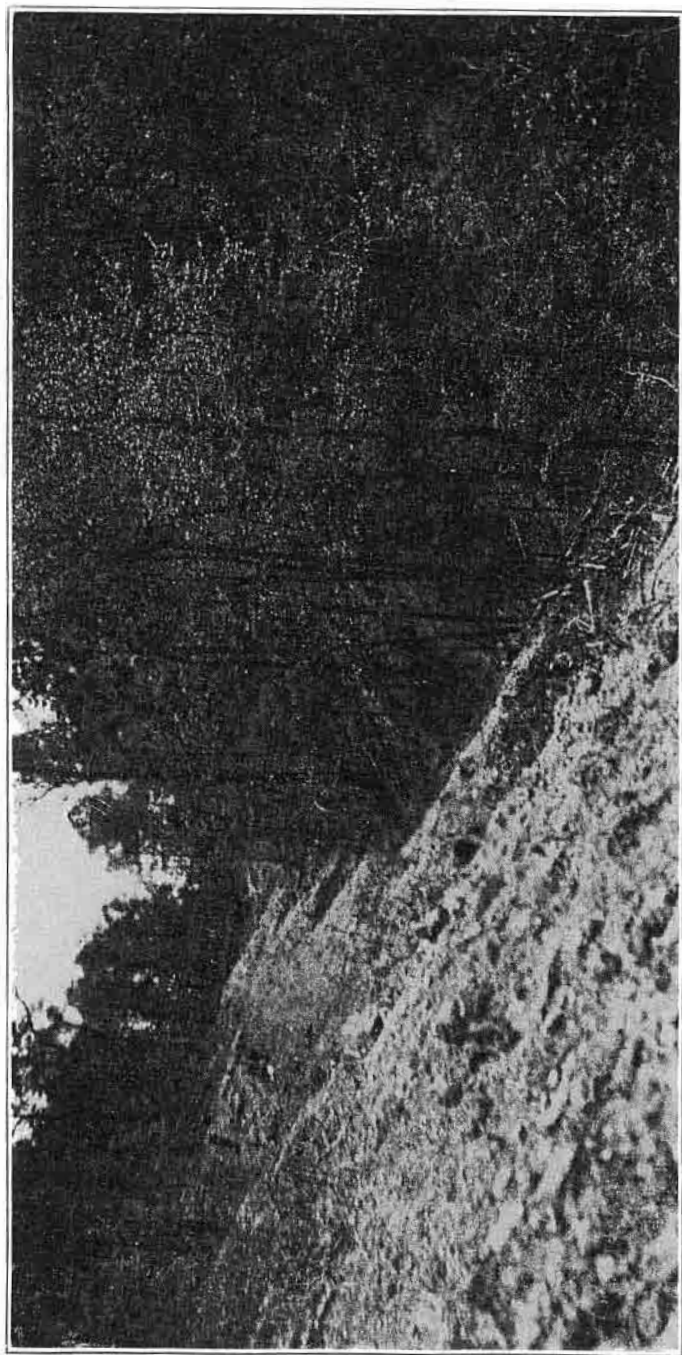
Van Buren-Alma Highway—Crawford County.

Monticello-Tillar Highway—Drew County.

Benton-Malvern Highway—Saline and Hot Spring Counties.



A View of Cleared Right-of-Way for a New State Highway in the Hilly Section of Western Arkansas.



A steep hillside on the location for the New State Highway between Hot Springs and Morrilton. This road is now open for travel.

Table VII.  
Construction Contracts Awarded During 1925.

\*Indicates that amounts shown does not include invoice price and freight on gravel used for surfacing.

County	District	F. A. Proj't No.	Date Bids Rec'd	Contractor	Features	Length	Amount	Cumulative Amount of Contracts Awarded
Miller	Miller County Highway and Bridge District	212	2-10-25	Meyer & Greenwald Const. Co.	Concrete Pavement	0.610 Mi.	\$ 17,037.57	\$ 17,037.57
Pike	Prairie Creek Bridge	209-A	2-16-25	Luten Bridge Co. Knoxville, Tenn.	Bridges and Substructure	140 Ft.	11,713.19	28,750.76
Pulaski	Little Rock Spring Lake	210-A	2-20-25	M. D. L. Cook Little Rock, Ark.	Earthwork Structures Concrete Base	5.02 Mi.	98,839.20	127,589.96
Johnson	R. I. D. R. I. D. No. 2	26	4-10-25	Henry Bros. Russellville, Ark.	Hauling Gravel for Surfacing	7.69 Mi.	5,192.80*	132,782.76
Grant	R. I. D. No. 4	172-A	4-15-25	J. N. Mingea Sheridan, Ark.	Gravel Surfacing	2.57 Mi.	4,220.67*	137,003.43
Lee	R. I. D. No. 3	192-B	4-15-25	S. K. Jones Const. Co.	Earthwork Structures Gravel	5.05 Mi.	36,745.46*	173,748.89
Lee	R. I. D. No. 3	190-A	4-15-25	J. A. Perdue & Co. Pine Bluff, Ark.	Surfacing Earthwork Structures Gravel Surf.	9.37 Mi.	55,149.50*	228,898.39

Table VII (Continued).  
Construction Contracts Awarded During 1925.

County	District	F. A. Proj't No.	Date Bids Rec'd	Contractor	Features	Length	Amount	Cumulative Amount of Contracts Awarded
Union	El Dorado Junction City Road	221-A	4-15-25	Tarrant & Miles El Dorado, Ark.	Earthwork Structures Gravel Surfacing	8.93 Mi.	56,727.31*	235,625.70
Poinsett	R. I. D. No. 5	180-B	4-15-25	Clay Gregory Little Rock, Ark.	Gravel Surfacing Earthwork Structures	1108 Mi.	45,870.76*	331,496.46
Pulaski	Arkansas-Missouri R. I. D.	211-A	4-21-25	Kelher Const. Co. Little Rock, Ark.	Concrete Paving Grading and Culverts	11.04 Mi.	308,933.50	640,429.96
Pulaski	Arkansas-Missouri R. I. D.	211-A	4-21-25	Pioneer Const. Co. Kansas City, Mo.	Steel Bridges & Substruct.	231 Ft.	27,406.30	667,836.26
Lee	R. I. D. No. 3	191-B	4-29-25	C. L. Hager Walnut Ridge, Ark.	Grading Structures Gravel Surfacing	7.2 Mi.	46,724.39*	714,560.65
Sebastian	Greenwood Mansfield Road	187-A	4-29-25	Maney Bros. Co. & Campbell Bros. Okla. City, Okla. Kansas City, Mo.	Grading Structures	11.9 Mi.	80,549.23	795,109.88

Table VII (Continued).  
Construction Contracts Awarded During 1925.

County	District	F. A. Proj't No.	Date Bids Rec'd	Contractor	Features	Length	Amount	Cumulative Amount of Contracts Awarded
Little River	R. I. D. No. 7	202-A	5-29-25	E. L. Terry & Co. Wilburton, Okla.	Grading Structures Gravel	11.2 Mi.	40,503.29*	835,613.17
Lee	R. I. D. No. 4	183 B&C	5-29-25	D. B. Hill Little Rock, Ark.	Surfacing Gravel	12.19 Mi.	19,220.35*	854,833.52
Crawford	Van Buren Alma Road	216-A	5-29-25	J. A. Burke Fort Smith, Ark.	Surfacing Grading Structures Gravel	6.25 Mi.	37,696.03*	892,529.55
Arkansas	Almyra South Road	206-A	6-29-25	Hogan Const. Co. Little Rock, Ark.	Surfacing Surfacing & Base Course	4.27 Mi.	64,759.44	957,288.99
Sebastian	Greenwood Mansfield Road	187-A	6-29-25	J. S. McCord & J. D. Nuckalls Fort Smith, Ark.	Topeka Mix Gravel Surfacing	11.9 Mi.	20,461.40*	977,750.39
Ashley	Montrose East Road	224-A	6-29-25	Martin McMurray Lake Village, Ark.	Grading Structures Gravel	1.6 Mi.	4,827.77*	982,578.16
Little River	R. I. D. No. 9 Ogdan-Index Road	222-A	6-29-25	N. M. George Const. Co. Shreveport, La.	Surfacing Grading Structures Gravel Surfacing	2.6 Mi.	13,413.37*	995,991.53

Table VII (Continued).  
**Construction Contracts Awarded During 1925.**

County	District	F. A. Proj't No.	Date Bids Rec'd	Contractor	Features	Length	Amount	Cumulative Amount of Contracts Awarded
Craighead	Jonesboro Egypt Road	Non F'd'r'l Aid	6-29-25	Mobley Const. Co. Morrilton, Ark.	Single Bituminous Surface Treatment	5.7 Mi.	7,624.70	1,003,616.23
Faulkner	Conway Palarm Road	Non F'd'r'l Aid	6-29-25	Mobley Const. Co. Morrilton, Ark.	Single Bituminous Surface Treatment	4.0 Mi.	6,945.82	1,010,562.05
Craighead	Nettleton Truman Road	180-C	6-29-25	C. L. Hager Augusta, Ark.	Gravel Surfacing	3.8 Mi.	2,538.90*	1,013,100.95
Craighead	R. I. D. No. 1 Nettleton Lake City Road	220-A	6-29-25	C. L. Hager Augusta, Ark.	Gravel Surfacing	5.7 Mi.	6,594.21*	1,019,695.16
Nevada	Emmet Prescott Road	201-B	6-29-25	N. M. George Const. Co. Shreveport, La.	Structures Earthwork Structures Gravel	5.4 Mi.	45,567.76*	1,065,262.92
Chicot	Luna Lower Leland Road	213-A	6-29-25	J. D. & R. P. Sims Capleville, Tenn.	Surfacing Gravel Surfacing	3.9 Mi.	7,801.42*	1,073,064.34



Table VII (Continued).  
Construction Contracts Awarded During 1925.

County	District	F. A. Proj't No.	Date Bids Rec'd	Contractor	Features	Length	Amount	Cumulative Amount of Contracts Awarded
Lee	R. I. D. No. 3	183-D	6-29-25	W. D. Banker Const. Co. Memphis, Tenn.	Earthwork Structures Gravel	2.1 Mi.	20,310.10*	1,093,374.44
Miller	Sulphur River Road	214-A	6-29-25	McWilliams Dredging Co. Chicago, Ill.	Surfacing Earthwork Structures Graveling	2.1 Mi.	43,069.76*	1,136,444.20
Polk	Steel Bridge near Mena	101-A	6-29-25	A. C. Higginbottom Mena, Arkansas	Steel Bridge & Abutments	60 Ft.	7,537.31	1,143,981.51
Columbia	Magnolia Village Road	232-A	6-29-25	Tarrant & Miles El Dorado, Ark.	Earthwork Structures	12.9 Mi.	42,327.57	1,186,309.08
Lee	R. I. D. No. 3 L'Anguille River Bridge	191-C	6-29-25	Vincennes Bridge Company Vincennes, Ind.	Steel Bridge and Sub-structure	Bridge 377 Ft. Gr'v'l Rd 0.08 Mi.	28,783.03	1,215,092.11
Scott	Near Boles Fourche River Bridge	198-A	6-29-25	The Boardman Co. Okla. City, Okla.	Steel Bridge and Sub-structure	Bridge 434 Ft. Gr'v'l Rd 0.22 Mi.	48,928.94	1,264,021.05

Table VII (Continued).  
Construction Contracts Awarded During 1925.

County	District	F. A. Proj't No.	Date Bids Rec'd	Contractor	Features	Length	Amount	Cumulative Amount of Contracts Awarded
Crawford	Near Alma Frog Bayou Bridge	216-B	6-29-25	Luten Bridge Co. Knoxville, Tenn.	Concrete Arch Spans and Approaches	Bridge 335 Ft. Gr'v'l Rd 0.26 Mi.	30,704.85	1,294,725.90
Poinsett	Bay Road and St. Francis R. I. D.	179-B	6-29-25	Clay Gregory Little Rock, Ark.	Earthwork Structures	5.5 Mi.	21,213.73*	1,315,939.63
Little River	Foreman Lewis Ferry Road	203-A	6-29-25	Miss.-Ark. Const. Company Little Rock, Ark.	Earthwork Structures	5.75 Mi.	31,403.30*	1,347,342.93
Mississippi	R. I. D. No. 7 B. M. & L.	149-C	7-15-25	J. F. Mullins Pine Bluff, Ark.	Surfacing Treated	1516 Ft.	31,973.44	1,397,316.37
Poinsett	Ozark Trails R. I. D.	Non F'd'l Aid	7-15-25	Hazel, Walker Smith & Williams Marked Tree, Ark.	Timb'r Bridge Hauling and Placing	5.1 Mi.	6,891.35*	1,386,207.72
Greene	Paragould-Hopkins Bridge Road	205-A	7-30-25	Tolbert Bros. Gladden, Mo.	Gravel Earthwork Structures	7.4 Mi.	64,807.05*	1,451,014.77
Union	El Dorado-Strong Road	225-A	7-30-25	Tarrant & Miles El Dorado, Ark.	Gravel Surfacing Earthwork Structures	18.8 Mi.	88,813.68*	1,539,828.45

Table VII (Continued).  
Construction Contracts Awarded During 1925.

County	District	F. A. Proj't No.	Date Bids Rec'd	Contractor	Features	Length	Amount	Cumulative Amount of Contracts Awarded
Ashley	Hamburg-Montrose Road	231-A	8-31-25	R. J. Lynch Little Rock, Ark.	Earthwork Structures	7.95 Mi.	21,138.67*	1,560,967.12
Woodruff	McCrary-Fair-Oaks Road	219-A	8-31-25	E. L. Terry & Co. Wilburton, Okla.	Earthwork Gravel Surfacing Structures Earthwork Gravel	7.22 Mi.	42,556.75*	1,603,523.87
Monroe	Blackden-Phillips Co. Line Road	195-A	8-31-25	E. L. Terry & Co. Wilburton, Okla.	Surfacing Earthwork Gravel Structures Earthwork Gravel	6.89 Mi.	34,324.94*	1,637,848.81
Lee	R. I. D. No. 3	190-C	8-31-25	Gaster & Howell Little Rock, Ark.	Structures Earthwork Gravel Surfacing Structures Earthwork Gravel	10.38 Mi.	65,348.89*	1,703,197.70
Ouachita	Camden-Stephens Road	223-A	9-29-25	R. J. Lynch Little Rock, Ark.	Structures Earthwork Gravel Surfacing Structures Earthwork Gravel	8.5 Mi.	41,225.75*	1,744,423.45
Craighead	R. I. D. No. 2	Non F'd'r Aid	10-30-25	J. W. Coyington Benton, Ark.	Steel and Timber Bridge	198 Ft.	6,067.38	1,750,490.83

Table VII (Concluded).  
Construction Contracts Awarded During 1925.

County	District	F. A. Proj't No.	Date Bids Rec'd	Contractor	Features	Length	Amount	Cumulative Amount of Contracts Awarded
Johnson	R. I. D. No. 2	26	9-29-25	P. F. Connelly Paving Company Little Rock, Ark.	Single Bituminous Surface Treatment Concrete Bridges	6.33 Mi.	11,363.65	1,761,854.48
Madison	Kings River War Eagle River	Non F'd'r Aid	9-29-25	Meyer & Greenwald Const. Company Monroe, La.	Concrete Bridges	490 Ft.	28,088.50	1,789,942.98
Desha	McGehee-Watson Road	189-A	11-30-25	J. T. Carr Monticello, Ark.	Earthwork Structures Gravel Surfacing	21.18 Mi.	109,073.01*	1,899,015.99

Estimated cost of gravel for surfacing, f. o. b. unloading points, for projects marked with asterisk...\$ 726,983.32

Total.....\$2,625,999.31

\*Indicates that amount shown does not include invoice price and freight on gravel used for surfacing.

Table VIII.  
**Construction Contracts Awarded During 1926.**

\*Indicates that amounts shown does not include in voice price and freight on gravel used for surfacing.

County	District	F. A. Proj't No.	Date Bids Rec'd	Contractor	Features	Length	Amount	Cumulative Amount of Contracts Awarded
Conway	R. I. D. No. 5	79	3-30-26	Moble Const. Co. Morrilton, Ark.	Gravel Surfacing Double Bituminous Surface Treatment Overhead Concrete Crossing Earth Approach and Gravel Surfacing Grading Structures Gravel	9.5 Mi.	42,970.31*	42,970.31
Lee	R. I. D. No. 3	191-D	3-30-26	J. F. Mullins Pine Bluff, Ark.		132'		
Ouachita	Camden-Stephens Road	228-B	4-29-26	J. G. Newkirk Prescott, Ark.		1032' 8.3 Mi.	10,051.66* 48,213.45*	53,021.97 101,235.42
Union	El Dorado Magnolia Rd.	232-B	4-29-26	Tarrant & Miles El Dorado, Ark.	Surfacing Grading, Structures Gravel	18.4 Mi.	80,109.38	181,344.80
Columbia	Magnolia Village Road	232-A	4-29-26	J. G. Newkirk Prescott, Ark.	Gravel Surfacing	5.6 Mi.	11,551.93*	192,896.73

Table VIII (Continued).  
Construction Contracts Awarded During 1926.

County	District	F. A. Proj't No.	Date Bids Rec'd	Contractor	Features	Length	Amount	Cumulative Amount of Contracts Awarded
Madison	Holman Creek Bridges	Non F. A.	5-31-26	So. Engr. and Const. Co. Minden, La.	Reinforced Concrete Girder Bridges	1-210'	16,596.30	209,493.03
Jackson	R. I. D. No. 8 Alicia-Tuckerman Road	230-A	5-31-26	E. L. Terry & Co. Brinkley, Ark.	Grading, Structures Gravel Surfacing	10.9	47,650.10	257,143.13
Johnson	Spadra Creek Bridge at Clarksville	26-A	5-31-26	Harvey Brown North Little Rock	Concrete Girder Bridge	280'		
Lawrence	Walnut Ridge Hoxie Road	241-A	5-31-26	Harvey Brown North Little Rock	Paving and Approach Fills Concrete Paving Earthwork Structures	1.65 Mi.	23,630.97 45,165.79	280,774.10 325,939.89
Drew	Dermott-Collins Road	194-A	5-31-26	W. P. McGeorge & Co., Pine Bluff, Ark.	Structures	4.91 Mi.	30,195.34	411,889.79
Ashley	Hamburg Montrose Road	231-A	5-31-26	R. J. Lynch Little Rock, Ark.	Structures Gravel Surfacing	7.95 Mi.	10,863.15*	336,803.04

Table VIII (Continued).  
Construction Contracts Awarded During 1926.

County	District	F. A. Proj't No.	Date Bids Rec'd	Contractor	Features	Length	Amount	Cumulative Amount of Contracts Awarded
Bradley	Warren North Road	229-A	5-31-26	R. J. Lynch Little Rock, Ark.	Grading Structures	6.31 Mi.	28,978.99	365,777.03
Prairie	Stuttgart-Slovak Road	199-A	5-31-26	R. J. Lynch Little Rock, Ark.	Grading Structures Gravel	5.07 Mi.	15,917.42*	381,694.45
Clay	Corning-Piggott Road	238-A	6-29-26	Tolbert Bros. & Co. Paragould, Ark.	Surfacing Gravel	1.20 Mi.	13,941.94*	424,931.75
Pike	Caney Creek Bridge	236-A	6-29-26	Merritt & Merritt Hot Springs, Ark.	Surfacing Concrete Arch Concrete Girder Spans	96'		
Montgomery	Quachita River Bridge	196-A	6-29-26	Luten Bridge Co. Knoxville, Tenn.	Approach Fills Concrete Girder Span Concrete Arches Treated Timber Bridge Approach Fills	444' 27' 315' 210' 648'	9,782.72	434,714.75
							35,170.30	469,884.75

Table VIII (Continued).  
Construction Contracts Awarded During 1926.

County	District	F. A. Proj't No.	Date Bids Rec'd	Contractor	Features	Length	Amount	Cumulative Amount of Contracts Awarded
Clay	Corning-Piggott Road	238-A	6-29-26	J. W. Covington Benton, Ark.	Treated Timber Bridges	1294'	26,864.43	496,749.18
Conway	Point Remove Creek Bridge	141-B	6-29-26	Independent Br. Co. Minneapolis, Minn.	Steel Truss Concrete	120'		
St. Francis	Marianna Hughes Road	183-F	6-29-26	A. M. Tucker Hughes, Ark.	Girder Spans Grading Structures Gravel	150' 4.27 Mi.	26,159.68 26,030.01*	522,908.86 548,938.87
Independent	Batesville-Heber Springs Road	240-B	6-29-26	M. E. Gillioz Monett, Mo.	Surfacing Grading Structures	11.02 Mi.	62,978.03	611,916.90
Crawford	Alma-Mulberry Road	234-A	6-29-26	E. L. Terry & Co. Brinkley, Ark.	Grading Structures	8.97 Mi.	61,753.30	678,670.20
Greene	Marmaduke Halliday Road	239-A	6-29-26	Bunnell & Mack Paragould, Ark.	Grading Structures Gravel	6.19 Mi.	42,692.68*	716,362.83
Calhoun	Hampton Camden Road	226-A	6-29-26	Miss-Ark. Const Co. Little Rock, Ark.	Surfacing Grading Structures	14.96 Mi.	47,384.93	763,747.81
Union	Strong-Huttig Road	237-A	7-16-26	R. J. Lynch Little Rock, Ark.	Grading Structures Gravel Surfacing	12.91 Mi.	68,331.63*	832,079.44



Table VIII (Concluded).  
Construction Contracts Awarded During 1926.

County	District	F. A. Proj't No.	Date Bids Rec'd	Contractor	Features	Length	Amount	Cumulative Amount of Contracts Awarded
Greene	St. Francis River Bridge	276-A	7-16-26	J. F. Mullins Pine Bluff, Ark.	Treated Timber Bridge	1729'	40,278.65	872,358.09
Independent	White River Bridge at Batesville	240-A	7-30-26	St. Louis Structural Steel Co., St. Louis, Mo.	Steel Bridge Concrete App. Spans Approach Fills		330,083.78 23,834.90*	1,202,441.87 1,226,276.77
Desha	McGehee-Watson Road	Non F'd'l Aid	10-29-26	Joe Selz McGehee, Ark.	Grading Structures Gravel	6.60 Mi.		
Crittenden	Harahan Viaduct	300-A U't 1	11-16-26	T. J. Galley & Co. Knoxville, Tenn.	Surfacing Earthwork Approaches	1.53 Mi.	216,299.00	1,442,575.77
Sebastian	Imp. District Fort Smith Van Buren Road	243-A	11-29-26	J. A. Burke Fort Smith, Ark.	Concrete Earthwork Structures	1.24 Mi.	48,348.99	1,490,924.76

Estimated cost of gravel for surfacing, f. o. b. unloading points, for projects marked with asterisk--\$ 363,479.24

Total-----\$1,854,404.00

\*Indicates that amount shown does not include invoice price and freight on gravel used for surfacing.

## MAINTENANCE

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**Need for Maintenance** Until the early part of 1920 maintenance of improved roads in Arkansas was an unknown quantity, as at that time practically no mileage of improved roads had been completed except near the larger cities. Conditions at the beginning of the year 1923 had changed materially, however, as hundreds of miles of all types of road had been built and at that time the greatest road problem before the State was the one of maintenance—the kind of maintenance that would preserve the original investment and keep at all times the highways of the State in as excellent condition as possible so as to meet the demands of the ever growing automobile and truck traffic.

Fortunately for the roads of Arkansas and the whole State itself, the new Highway Law enacted at a Special Session of the Legislature of 1923 provided the ground work upon which is being built a wonderful system of the well maintained roads throughout the length and breadth of the whole State of Arkansas.

**The Maintenance Problem** Because of the nature of the Arkansas road law the problem of State maintenance that has existed for the past three years and the one that confronts the department for at least the next two years is, in fact, not a maintenance one but one of combined construction and maintenance. This statement is made for the reason that the law requires the highway department to maintain all of the roads of the State Highway System of 8,345 miles regardless of the state, kind or condition of improvement. It is almost needless to explain that when the Highway Department began its work a very large percentage of the roads that had been built by improvement districts were very badly in need of repair, and many of them in need of extensive rebuilding and that only a very small percentage of the total mileage could be considered in anything like satisfac-

tory condition to establish a systematic plan of maintenance. Ditches had become choked and filled, shoulders had eroded and washed away, bridges had become dilapidated and dangerous, the surfaces had become worn and rough and weeds and brush had all but taken complete charge of every part of the right-of-way except the actual travelled portion.

In addition to this condition of the completed improvements, by far the majority of the mileage of the system could be considered only as rough, useless trails.

In undertaking the work of the State Highway System, the Commission fully understood that before an adequate system of satisfactory maintenance could be organized, those improved roads which were in such bad condition must of necessity be rehabilitated and that the many miles of trails must be built into improvements on which maintenance forces could be established and worked efficiently. A policy looking toward these ends was adopted and has been carried out through the past three years with very satisfactory results. Such a policy must be adhered to for the next two years before the State will be ready for a thoroughly maintained system of connecting State Highways.

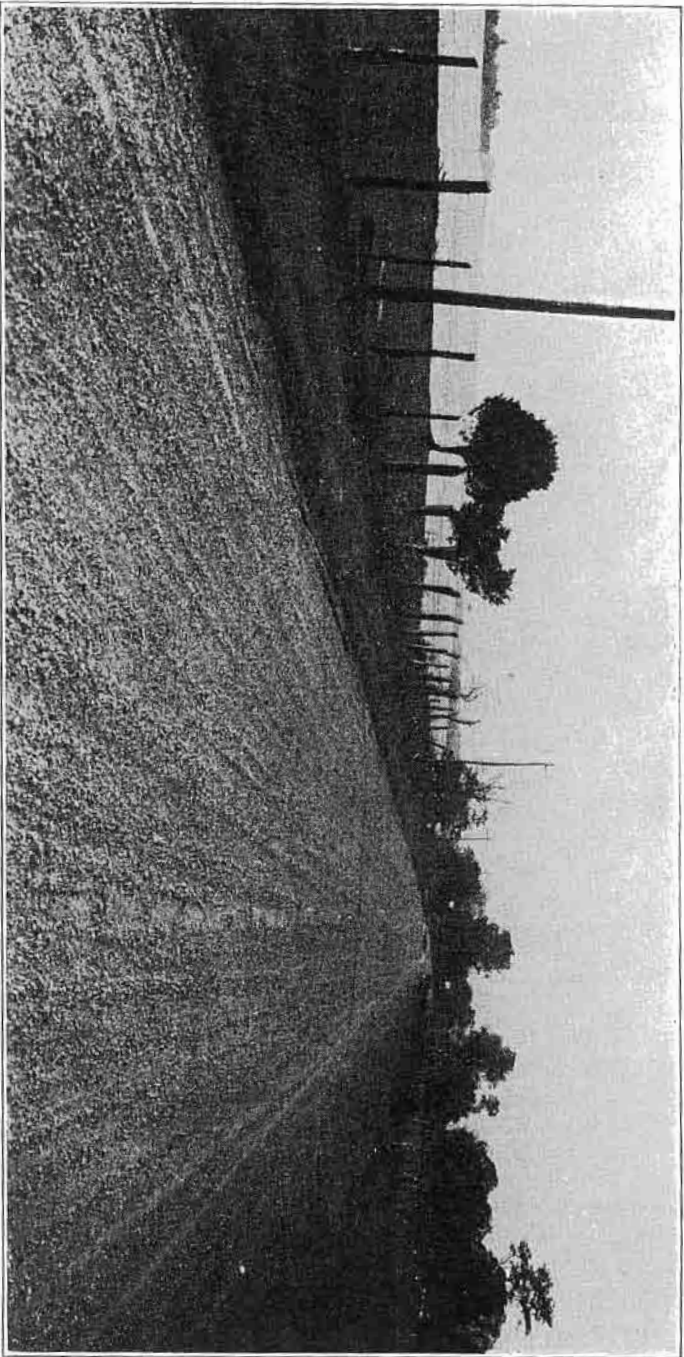
**Progress of Maintenance** In order to give as good road service as possible to the traveling public and in order to comply with the provisions and spirit of the law, work was begun in practically all of the counties of the State shortly after the organization of the Highway Commission and has been carried on since that time as rapidly as funds available have permitted. In each country the most important roads were selected first and, as the organization expanded, additional roads were included in the Department's activities until during the Summer and Fall months approximately 7,000 miles of road were in some stage of activity, either construction, re-construction or maintenance. Large forces of men, many teams and a great deal of motor equipment have been kept constantly busy making improvements and as each month has

passed additional mileage of first class improved highways have been put into service.

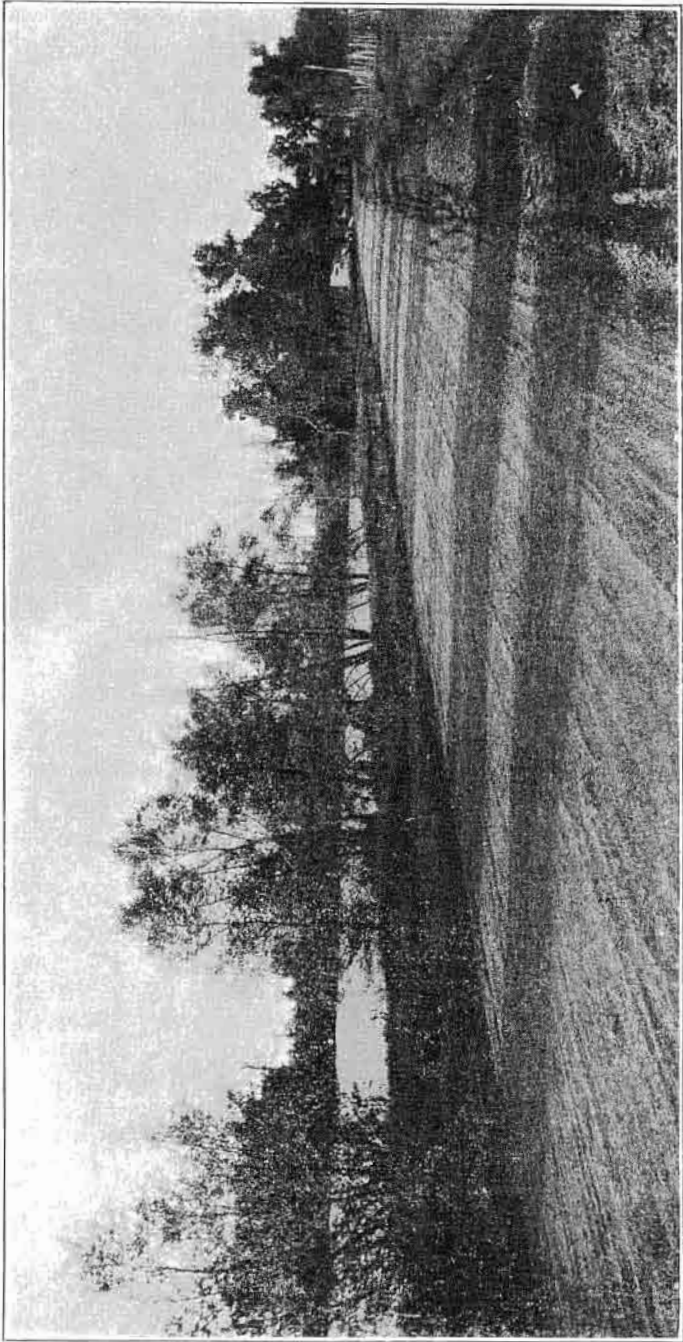
**Maintenance Organization** The organization of the maintenance work of the Department is very similar to that existing in other States and comparable with the organization recommended and planned for before the new law came into effect. As has been explained in the preceding pages, the State is divided into ten engineering districts with an engineer in charge of all of the work in each district. The roads of the State Highway System have been divided into sections of varying lengths, depending upon the type of surface, condition of improvement and local consideration. On each of these sections where maintenance work could be undertaken satisfactorily maintenance units have been organized with a foreman or patrolman in charge and sufficient labor to carry on the work economically. In many of the counties all of the maintenance foremen work directly under a County Superintendent, who receives his instructions directly from the District Engineer. In certain cases it has been found economical to place one superintendent over the work in two counties or parts of two counties. In addition to the above outlined organization, larger units have been organized to carry on heavier work, these units being considered as floating gangs to be transferred from road to road as the particular condition demand.

**Maintenance Equipment** Experience gained during the past three year's operation indicates that motorized equipment, wherever possible, produces the greatest economies. Looking to this end the Department has gradually accumulated and put into service a number of tractors and trucks for hauling materials and pulling road drags and grading machinery.

Two five-ton trucks, pulling seven, eight or ten-foot blade grader machines have been found to produce very excellent results on gravel roads. Sufficient equipment of this kind has not been available and, in place of



A view along Lake Chicot near Lake Village on State Highway No. 2. This lake is one of Arkansas' famous fishing resorts.



A Beautiful Section of State Highway No. 2 between Texarkana and El Dorado. This is a gravel road built in 1919 as part of Federal Aid Project No. 22. Resurfacing work done by the Highway Department accounts for the smooth riding condition.

it, the department has found the Fordson tractor with rubber wheels pulling a seven-foot blade grader a very valuable piece of equipment. Several types of the so-called one-man graders have been tried out and where used only for surface maintenance work are giving good service. On earth roads, gravel roads maintenance equipment has been used to advantage, and in addition the steel and wood drags have been used extensively to advantage. Drag scrapers, fresnoes and wheel scrapers have been used extensively for shoulder repair work and for cleaning ditches. In addition to this equipment, the ten-ton caterpillar tractor power units with twelve-foot blade graders have been found indispensable for the frequent heavy operations required to supplement the regular work with light equipment. These units are equipped with a heavy scarifier which is capable of tearing up and reshaping any gravel or macadam road.

**Maintenance Men** In beginning operations considerable difficulty was experienced in finding men capable and suitable for the work to be undertaken. A great deal of care was used in picking the best men to be found and during the past three years much attention has been given to training and educating these men for the particular kind of duties imposed on them. Much weeding out has been necessary and whenever an inefficient man was found in the organization he has been promptly released. The results of this continual effort at betterment has been the development of a trained and efficient organization of road maintainers and builders, capable of making a proper expenditure of all funds provided for the purpose by the Legislature. The organization built up has also been trained in the necessary accounting features of the work, so as to make satisfactory and clear reports of all work done.

A disbandment or disruption of this organization on which so much time has been spent will surely cause the waste of large amounts of public funds, and the loss of a great deal of time in producing another organization of equal efficiency and quality. It is to be

hoped that no wholesale disruption will take place, and that the trained and efficient men will be continued along the line of work in which they have become efficient.

**Maintenance Situation** During the past three years, especially since the Highway Commission began its maintenance operations, the people of the State have been consistently demanding better and better maintenance. This demand has reached the point where smooth riding roads are expected at all times regardless of weather and traffic conditions and, should the department fail to keep a highway open to travel or permit rough sections to exist, a flood of complaint soon appears at the Little Rock office.

The Department has used every resource at its command to provide as satisfactory maintenance as possible with the limited funds provided. Traffic has grown on Arkansas Highways to such an extent that many miles of the main line gravel roads are carrying from 800 to 1,500 vehicles a day, a volume that is largely in excess of the volume of traffic that a gravel road can sustain without heavy expenditures for maintenance. The Little Rock-Memphis road, the Little Rock-Texarkana road, the Pine Bluff-Grady road, the Jonesboro-Marked Tree road, the Little Rock-El Dorado road, the Fort Smith-Alma road are all good illustrations of this condition.

The maintenance of earth roads is also a problem that confronts the department for, regardless of weather conditions, the people expect to use these roads at all times, with any kind of a load, and expect to find them always in excellent condition. Climatic conditions in Arkansas, of course, will always prevent the Department from maintaining earth roads open to traffic at all times, and the only satisfactory solution will be the surfacing of these roads with gravel as soon as funds can be provided.

One element of maintenance cost of the department, that is seldom considered by the public, is the maintenance of the thousands of woden bridges on the roads



of the State Highway System. Bridges on Arkansas roads are extremely numerous, and a large amount of money is required each year to keep these structures open to travel. The desirable end is to replace these bridges with permanent ones, but until the present time sufficient funds have not been provided to go very far.

Considering all phases of the maintenance situation, it is believed that the public must be patient for some time to come, and must realize that the only reason for delayed and insufficient maintenance is the fact that the Legislature does not provide ample funds for the work.

**Maintenance Appropriations** When the present highway law was being framed the demand for relief from some of the weight of road district taxes was so great that every concession was made toward providing as much of the anticipated revenue as possible for this purpose. Necessarily, the needs of the department to carry on the actual work in the field were cut to a minimum and in the appropriations made only an average of \$200.00 per mile per year was provided. This average amount was not figured after deducting the cost of operation and the purchase of necessary equipment but actually included these items. At best, this sum was the very least that could be considered as anywhere near adequate to carry on the requirements of the law in 1924. The Legislature in 1925 increased the appropriations for the Highway Department but all of the State funds provided amounted to an average of only \$450.00 per mile per year for all purposes: maintenance, construction, reconstruction, operation, equipment, and all other items. With increased traffic this amount of money is not sufficient, and the appropriations should be increased materially for 1927 and 1928 if the work is to be taken care of in a satisfactory manner.

**Maintenance Costs** Three years operation has fully indicated the fact that only average maintenance cost of improved roads can be arrived at in a general way. With very variable condi-

tions of traffic, subgrades, materials, rainfall, widths, location, and other contingencies, almost each road presents a different problem. In a general way the maintenance cost of graded earth roads depends upon the character of the soil and the distribution of annual rainfall, for the reason that these two items determine the amount of blading and dragging necessary. The average cost per mile per year is between \$150.00 and \$200.00 for the normal season. The cost of maintenance of gravel roads depends on three principal factors, availability of materials, rainfall and traffic volume. These factors are different in different sections, and maintenance cost of gravel roads in Arkansas vary from \$150.00 per mile per year to \$800.00 per mile per year. The higher costs, of course, are brought about by the maximum of the three principal factors of cost, viz:—maximum cost of materials, maximum rainfall and maximum traffic. The average cost of maintenance of asphalt and concrete pavements depends principally on the subgrade conditions and the quality of original construction, but under normal conditions averages from \$75.00 to \$150.00 per mile per year.

**Maintenance Expenditures** In order to show some details of the department's expenditures in each engineering district the following table is given. It is to be noted that the expenditures for maintenance, betterment and construction are given as well as those expenditures made for materials, equipment and miscellaneous items. This table covers the period from December 1, 1925 to July 1, 1926.

Table IX.  
Expenditures by Districts on Maintenance, Construction and Reconstruction of State Highways  
Out of the State Highway Funds from July 1, 1924 to June 30, 1925.

	Labor for Maintenance	Labor for Betterment	Labor for Construction	Mats. Equip. Miscellaneous	Totals
District No. 1	\$120,755.03	\$ 3,181.67	\$104,879.17	\$187,898.56	\$416,715.43
District No. 2	201,007.35	2,323.03	96,976.01	201,995.68	502,302.07
District No. 3	136,143.34	2,658.27	147,636.85	118,441.41	404,879.87
District No. 4	136,264.06	7,386.18	107,666.51	93,648.49	345,065.24
District No. 5	109,555.65	3,586.32	140,155.22	118,651.42	401,948.61
District No. 6	116,284.24	4,379.91	138,569.64	164,773.83	423,987.62
Grand Totals	\$819,990.67	\$ 23,615.38	\$735,883.40	\$915,409.39	\$2,494,898.84

Table IX (Continued).  
**Expenditures by Districts on Maintenance, Construction and Reconstruction of State Highways**  
**Out of the State Highway Funds from July 1, 1925 to June 30, 1926.**

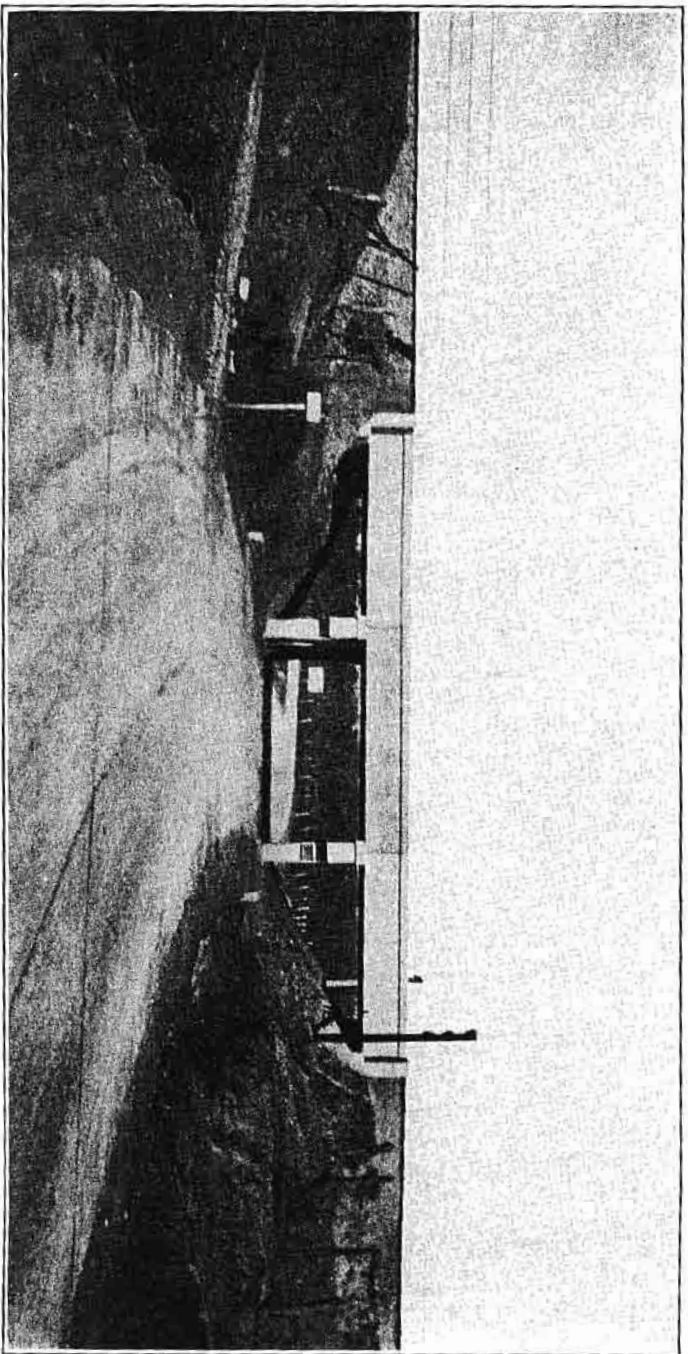
	Labor for Maintenance	Labor for Betterment	Labor for Construction	Mtls. Equip. Miscel. For Construction	Mtls. Equip. Miscel. For Maintenance	Total
District No. 1	\$101,300.92	\$ 1,152.35	\$ 43,643.46	\$ 43,607.62	\$ 66,472.06	\$256,176.41
District No. 2	92,878.19	735.87	76,446.23	134,498.21	54,133.21	358,711.71
District No. 3	79,416.87	269.51	91,480.54	26,946.41	74,320.10	272,433.48
District No. 4	82,303.38	1,917.30	63,425.76	45,144.23	81,585.35	274,376.02
District No. 5	74,685.73	5,356.80	145,594.71	51,001.29	65,573.53	342,212.06
District No. 6	78,301.20	2,935.70	172,165.39	89,613.52	122,105.00	465,120.81
District No. 7	87,240.69	1,139.20	77,859.79	67,231.17	76,238.61	309,709.46
District No. 8	73,872.15	5,144.15	87,970.94	40,723.00	74,365.50	282,075.74
District No. 9	51,378.68	3,353.09	86,476.54	34,482.40	51,430.23	227,120.94
District No. 10	72,841.88	1,196.67	71,250.02	57,997.38	51,818.99	255,104.94
Grand Totals	\$794,219.69	\$ 23,220.64	\$916,313.38	\$591,245.23	\$718,042.58	\$3,043,041.52

Table X.  
Expenditures by Counties on Maintenance, Construction and Reconstruction of State Highways  
Out of the State Highway Funds from July 1, 1924 to June 30, 1925.

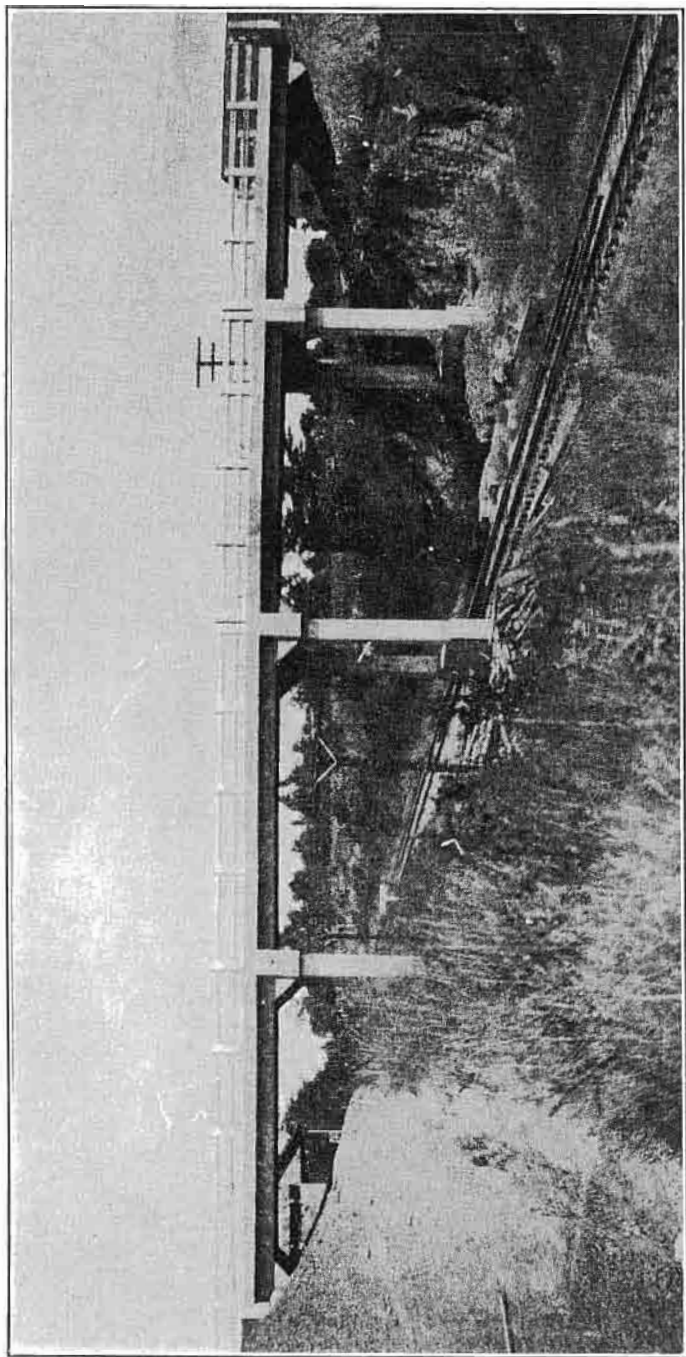
	Labor for Maintenance	Labor For Betterment	Labor for Construction	Materials, Equip. and Miscellaneous	Totals
Arkansas	\$ 13,432.03	\$ 700.35	\$ 455.64	\$ 11,174.51	\$ 25,762.53
Ashley	16,315.80	208.86	5,291.66	7,828.38	29,644.70
Baxter	7,123.06	638.50	7,192.39	8,566.59	23,520.54
Benton	17,434.29	118.36	8,372.58	9,434.73	35,359.96
Boone	10,027.34	401.30	8,679.39	7,432.38	26,540.41
Bradley	8,060.06	84.11	3,593.53	3,616.23	15,353.93
Calhoun	14,481.26	278.00	3,318.42	4,827.30	22,904.98
Carroll	11,845.36	104.25	272.94	3,553.94	15,776.49
Chicot	15,176.02	---	---	13,076.59	28,252.61
Clark	11,608.75	409.50	41,055.37	17,676.38	70,750.00
Clay	13,040.70	559.35	7,619.60	9,701.32	30,920.97
Cleburne	6,768.47	13.60	4,171.21	6,730.66	17,683.94
Cleveland	9,493.55	334.57	3,867.37	3,840.14	17,535.63
Columbia	11,654.83	---	3,712.21	10,840.82	26,207.86
Conway	14,255.26	331.09	6,460.05	13,631.22	34,677.62
Craighead	10,718.29	34.00	5,662.62	16,419.53	32,834.44
Crawford	11,226.47	639.86	16,976.87	9,328.52	38,171.72
Crittenden	10,507.89	228.77	2,197.50	13,521.47	26,455.63
Cross	10,937.85	271.60	6,195.67	10,224.96	27,630.08
Dallas	14,934.42	64.55	20,594.65	9,997.48	45,591.10
Dessa	4,607.09	---	---	1,479.06	6,086.15
Drew	16,009.02	333.80	15,648.18	21,334.64	53,335.64
Faulkner	9,103.02	26.91	8,630.24	14,824.00	32,584.17
Franklin	3,951.46	371.20	14,521.88	9,396.93	28,241.47

Table X (Continued).  
**Expenditures by Counties on Maintenance, Construction and Reconstruction of State Highways  
 Out of the State Highway Funds from July 1, 1924 to June 30, 1925.**

	Labor for Maintenance	Labor For Betterment	Labor for Construction	Materials, Equip. and Miscellaneous	Totals
Fulton	3,893.85	502.55	9,424.73	8,942.90	22,764.03
Garland	6,262.59	83.08	1,207.43	10,091.87	17,644.97
Grant	12,194.76	308.76	14,440.71	10,258.35	37,202.58
Greene	6,470.01	---	10,352.42	8,454.70	25,277.13
Hempstead	7,844.52	317.23	8,428.34	11,374.34	27,964.43
Hot Springs	6,115.18	1,997.31	25,995.68	13,316.43	46,824.60
Howard	5,161.77	116.20	4,467.31	3,520.92	13,266.20
Independence	13,239.21	853.37	14,728.90	13,193.24	47,014.72
Izard	398.28	---	749.50	1,729.56	3,377.34
Jackson	7,004.33	353.30	17,504.46	18,442.31	43,304.40
Jefferson	50,097.48	291.04	10,542.66	38,485.83	99,417.01
Johnson	6,852.04	943.63	23,249.32	9,766.76	40,811.75
Lafayette	4,245.49	---	3,927.46	4,484.45	12,657.40
Lawrence	10,321.07	84.00	8,876.91	13,554.70	32,836.68
Lee	4,567.18	108.50	1,775.95	2,067.74	8,519.37
Lincoln	9,061.78	79.26	---	6,963.67	16,104.71
Little River	5,682.39	---	4,605.21	4,286.49	14,574.09
Logan	13,143.49	1,018.73	2,102.32	8,344.14	24,608.68
Lonoke	22,778.55	584.64	22,171.13	27,854.75	73,389.07
Madison	7,853.38	2,094.19	12,178.35	9,543.83	31,669.75
Marion	5,003.67	8.00	20,631.35	14,097.07	39,740.09
Miller	20,891.68	45.00	11,465.40	15,111.32	47,513.40
Mississippi	7,121.04	30.40	390.00	3,506.01	11,047.45
Monroe	10,444.38	390.60	30,606.12	42,983.47	84,424.57



A Grade Separation on the Little Rock-Newport Road, State Highway No. 67. This point is located in Pulaski County and shows the Concrete Highway passing under the double track line of the Missouri Pacific. Arkansas-Missouri Highway Improvement District, Federal Aid Project 211-A.



The Concrete Trestle Bridge shown above was built as Federal Aid Project No. 191-D, and permits State Highway No. 1 between Marianna and Forrest City to be carried over the Missouri Pacific Railroad. The Railroad Company paid one-half of the cost of this structure.



Table X (Continued).  
Expenditures by Counties on Maintenance, Construction and Reconstruction of State Highways  
Out of the State Highway Funds from July 1, 1924 to June 30, 1925.

	Labor for Maintenance	Labor For Betterment	Labor for Construction	Materials, Equip. and Miscellaneous	Totals
Montgomery	8,916.58	345.55	8,552.67	10,911.52	28,726.32
Nevada	9,231.64	54.68	10,708.42	7,697.15	27,691.89
Newton	13,810.12	610.35	3,701.05	4,940.66	23,062.18
Ouachita	11,881.28	323.84	26,856.77	38,329.13	77,391.02
Perry	3,683.26	488.66	12,223.62	12,286.29	28,681.83
Phillips	11,285.00	788.25	509.15	3,174.55	15,756.95
Pike	13,947.98	372.49	14,309.88	9,259.15	37,889.50
Poinsett	8,150.58		12,884.06	11,269.27	32,303.91
Polk	12,740.50	95.55	3,044.32	3,413.21	19,293.58
Pope	4,608.88		368.51	810.66	5,788.05
Prairie	10,752.66	104.50	15,292.65	28,834.58	54,984.39
Pulaski	12,645.06	422.23	214.40	4,346.71	17,628.40
Randolph	7,829.17	152.45	9,648.40	14,998.74	32,628.76
Saline	4,711.24	159.50	20,042.26	9,560.59	34,473.59
Scott	15,282.14	236.40	31,107.00	13,652.70	60,278.24
Searcy	3,247.72	74.50	15,906.86	21,812.71	41,041.79
Sebastian	15,439.15	1,298.08	8,539.70	11,355.98	36,632.91
Sevier	8,935.07	665.67	2,253.26	6,212.96	18,066.96
Sharp	9,374.80	13.00	998.05	3,363.24	13,749.09
St. Francis	10,347.30	69.85	21,764.65	45,646.09	77,837.89
Stone	8,947.23	298.75	9,710.12	8,144.16	27,100.26
Union	30,889.59	325.00	7,262.77	52,217.23	90,694.59
Van Buren	10,877.45	193.00	11,932.95	7,643.16	30,646.56
Washington	19,982.82	187.39	10,590.12	8,237.06	38,997.39

Table X (Continued).  
**Expenditures by Counties on Maintenance, Construction and Reconstruction of State Highways  
 Out of the State Highway Funds from July 1, 1924 to June 30, 1925.**

	Labor for Maintenance	Labor For Betterment	Labor for Construction	Materials, Equip. and Miscellaneous	Totals
White	13,762.66	473.23	11,891.47	19,769.04	45,896.40
Woodruff	3,733.78	---	4,465.79	9,754.94	17,954.51
Yell	10,116.60	100.14	6,792.87	8,935.28	25,944.89
Totals	\$819,990.57	\$ 23,615.38	\$735,883.40	\$915,409.39	\$2,494,898.84

Table X (Continued).  
**Expenditures by Counties on Maintenance, Construction and Reconstruction of State Highways**  
**Out of the State Highway Funds from July 1, 1925 to June 30, 1926.**

COUNTY	Labor for Maintenance	Labor for Betterment	Labor for Construction	Mat. Equip., Misc. for Construction	Mat. Equip., Misc. for Maintenance	Total
Arkansas	\$ 11,449.48	\$ 17.50	\$	\$ 36,911.50	\$ 4,451.15	\$ 52,829.63
Ashley	13,405.55	18.00	18,216.71	35,258.75	3,611.93	70,510.94
Baxter	4,066.32	519.10	6,959.07	2,286.48	2,208.86	16,039.83
Benton	17,974.84	213.90	492.06	252.88	5,821.97	24,755.65
Boone	7,803.60	6.00	10,086.24	2,969.37	3,986.97	24,852.18
Bradley	2,802.56	288.35	9,902.78	2,494.04	2,906.35	18,394.08
Calhoun	3,358.09	36.00	19,890.91	1,212.95	4,168.30	28,666.25
Carroll	8,789.51	214.00	4,758.12	169.32	4,304.98	18,235.93
Chicot	7,606.68	275.00	7,714.39	21,767.26	2,827.20	40,190.53
Clark	7,918.10		6,832.47	1,585.77	4,407.03	20,743.37
Clay	14,237.59	519.60	26,251.31	5,693.53	9,482.74	56,184.77
Cleburne	5,698.53	1,156.45	14,130.60	6,397.82	8,037.66	35,421.06
Cleveland	5,467.11		1,325.12	78.50	1,438.59	8,309.32
Columbia	3,908.95		1,424.97	2,056.09	3,845.14	11,235.15
Conway	14,516.02	195.44	103.85	2,171.66	11,906.44	28,893.41
Graighead	11,535.55	400.47	16,316.85	32,961.79	14,851.29	76,065.95
Crawford	8,831.61	473.48	5,231.99	439.34	12,675.40	27,651.82
Crittenden	20,368.27			8,840.68	16,477.72	45,686.67
Cross	12,347.88	24.60	5,665.61	1,387.51	7,135.49	26,561.09
Dallas	6,493.33	361.60	26,316.50	6,545.82	6,225.05	45,942.30
Desha	4,785.74	37.47	1,681.20	2,374.91	2,795.56	11,674.88
Drew	9,990.06	184.50	22,728.82	13,442.84	4,958.91	51,905.13
Faulkner	7,014.25	46.75	22,695.35	21,223.39	14,463.50	65,443.74
Franklin	8,871.71	297.75	7,689.58	2,232.56	8,312.34	27,403.94

Table X (Continued).  
**Expenditures by Counties on Maintenance, Construction and Reconstruction of State Highways**  
**Out of the State Highway Funds from July 1, 1925 to June 30, 1926.**

COUNTY	Labor for Maintenance	Labor for Betterment	Labor for Construction	Mat. Equip., Misc. for Construction	Mat. Equip., Misc. for Maintenance	Total
Fulton	5,711.66	706.50	11,913.95	3,377.38	1,735.04	23,444.53
Garland	8,747.46	1,255.15	1,007.15	4,787.46	6,786.79	22,584.01
Grant	7,724.92	188.50	16,839.80	5,617.49	5,738.93	36,109.64
Greene	3,925.69	43.00	5,416.47	1,497.43	2,088.62	12,971.21
Hempstead	10,540.89	52.00	535.00	1,795.02	8,677.48	21,600.39
Hot Springs	3,363.51	289.30	38,520.77	7,650.31	7,599.81	57,423.70
Howard	8,086.43		1,179.20	426.39	1,801.08	11,493.10
Independence	11,294.58	1,910.65	32,803.81	9,991.78	8,807.69	64,808.51
Izard	4,921.21	109.78	6,593.37	1,462.26	1,793.52	14,880.14
Jackson	7,733.00	840.27	48,324.60	12,873.37	9,873.27	79,644.51
Jefferson	27,092.74	104.30	25,673.86	16,253.83	20,776.10	89,900.83
Johnson	4,329.81	370.35	20,535.69	11,921.63	7,917.48	45,074.96
Lafayette	4,812.71		11,914.84	3,397.30	1,165.68	21,290.53
Lawrence	9,412.41	25.30	8,816.30	2,928.79	5,508.67	26,691.47
Lee	4,605.90	128.00	13.00	2,365.53	1,707.11	8,819.54
Lincoln	18,547.94	119.10	431.25	8,439.12	14,712.36	42,299.77
Little River	4,771.40	52.50	1,431.25	1,642.40	6,991.09	14,888.64
Logan	6,607.84	87.00	6,757.86	2,833.57	2,282.82	18,569.09
Lonoke	15,597.50	99.25	37,472.91	22,436.81	37,266.19	112,922.66
Madison	7,058.39	1,206.89	15,840.01	4,846.87	8,700.76	37,652.92
Marion	2,020.47	1,280.85	15,905.57	5,536.78	5,871.81	19,255.33
Miller	6,732.99		4,555.55	1,465.01	6,501.78	15,255.33
Mississippi	6,538.10	158.80	502.70	360.00	1,034.04	8,593.64
Monroe	12,942.24	575.90	27,053.27	19,435.52	10,463.48	70,470.41

Table X (Continued).  
 Expenditures by Counties on Maintenance, Construction and Reconstruction of State Highways  
 Out of the State Highway Funds from July 1, 1925 to June 30, 1926.

COUNTY	Labor for Maintenance	Labor for Betterment	Labor for Construction	Mat. Equip. Misc. for Construction	Mat. Equip. Misc. for Maintenance	Total
Montgomery	4,646.66	17.91	13,237.12	1,729.84	4,978.09	24,609.62
Nevada	4,136.70	147.10	15,610.06	3,565.87	14,765.09	38,224.82
Newton	6,557.19	9.25	16,797.98	4,188.98	4,963.75	32,517.15
Ouachita	15,090.36	438.25	18,898.51	21,861.58	10,873.77	67,162.47
Perry	4,038.27	2,478.70	13,860.62	6,766.73	3,830.14	30,974.46
Phillips	8,076.25	249.35	---	742.90	3,811.92	12,880.42
Pike	5,933.77	---	28,650.21	3,754.02	4,132.76	42,470.76
Poinsett	10,586.89	49.50	3,810.69	5,541.19	4,103.16	24,091.43
Polk	8,790.14	102.60	8,830.09	4,622.14	3,013.83	25,358.80
Pope	9,709.29	1,270.32	7,924.11	1,767.37	27,367.56	48,038.65
Prairie	9,905.91	203.25	15,548.22	21,886.20	8,598.59	56,142.17
Pulaski	13,510.06	853.50	4,722.34	1,133.39	16,655.28	36,874.57
Randolph	10,283.18	---	10,135.70	4,475.76	5,118.50	30,013.14
Saline	710.60	---	35,805.14	4,169.99	5,905.57	46,591.30
Scott	5,415.33	126.23	16,366.99	30,712.94	10,067.98	62,689.47
Searcy	3,715.45	117.00	16,129.55	6,609.74	5,358.71	31,930.45
Sebastian	6,888.52	461.04	13,219.89	3,624.86	6,717.80	30,912.11
Sevier	7,620.46	---	7,088.05	1,613.16	4,696.56	21,018.23
Sharp	6,048.58	359.30	10,385.65	2,049.33	4,747.58	23,590.44
St. Francis	21,819.84	34.50	8,479.08	1,960.44	10,133.52	43,427.38
Stone	8,173.85	56.25	10,571.52	2,134.77	2,768.12	23,704.51
Union	35,127.34	15.00	101.00	32,480.08	35,505.92	103,239.34
Van Buren	10,933.01	381.64	28,048.01	4,454.69	6,120.22	49,937.57
Washington	18,669.54	242.30	11,595.16	3,244.26	17,831.25	51,582.51

Table X (Continued).  
**Expenditures by Counties on Maintenance, Construction and Reconstruction of State Highways  
 Out of the State Highway Funds from July 1, 1925 to June 30, 1926.**

COUNTY	Labor for Maintenance	Labor for Betterment	Labor for Construction	Mat. Equip. Misc. for Construction	Mat. Equip. Misc. for Maintenance	Total
White	13,872.47	217.60	10,871.21	3,662.46	9,186.42	37,810.16
Woodruff	13,334.94	140.00	2,432.50	5,310.25	7,046.37	28,264.06
Yell	14,589.51	360.70	10,740.80	5,492.95	3,115.16	34,299.12
Totals	\$693,658.08	\$ 23,220.64	\$916,313.38	\$551,834.17	\$579,033.58	\$2,764,059.85

**Recapitulation for Period July 1, 1925 to June 30, 1926.**

To the expenditures shown by each district must be added the general charges of each district which are as follows:

District General No. 1	\$ 20,066.84
District General No. 2	19,287.89
District General No. 3	36,376.25
District General No. 4	23,983.80
District General No. 5	38,908.20
District General No. 6	28,908.48
District General No. 7	26,770.55
District General No. 8	28,909.33
District General No. 9	35,277.00
District General No. 10	20,493.33
Distribution by Counties from Table Above	2,764,059.85
<b>Total</b>	<b>\$3,043,041.52</b>

## ROAD MARKING AND NATIONAL ROUTE NUMBERS

**Importance of Marking** Because of the large amount of present day tourist and long distance travel, the matter of properly marking roads has become a question of considerable importance. It is not only important that roads be marked so that strangers can travel them without losing their way, but it is also important that caution signs should be placed in advance of danger points, so that the traveler will be warned of his approach to hazards such as sharp curves, steep grades or narrow bridges.

**Selection of National Highways** In 1925, a joint Committee from the American Association of State Highway Officials and the United States Bureau of Public Roads worked out a plan for a National System of Highways, each road in this National System to carry the same route number in every state through which it passes.

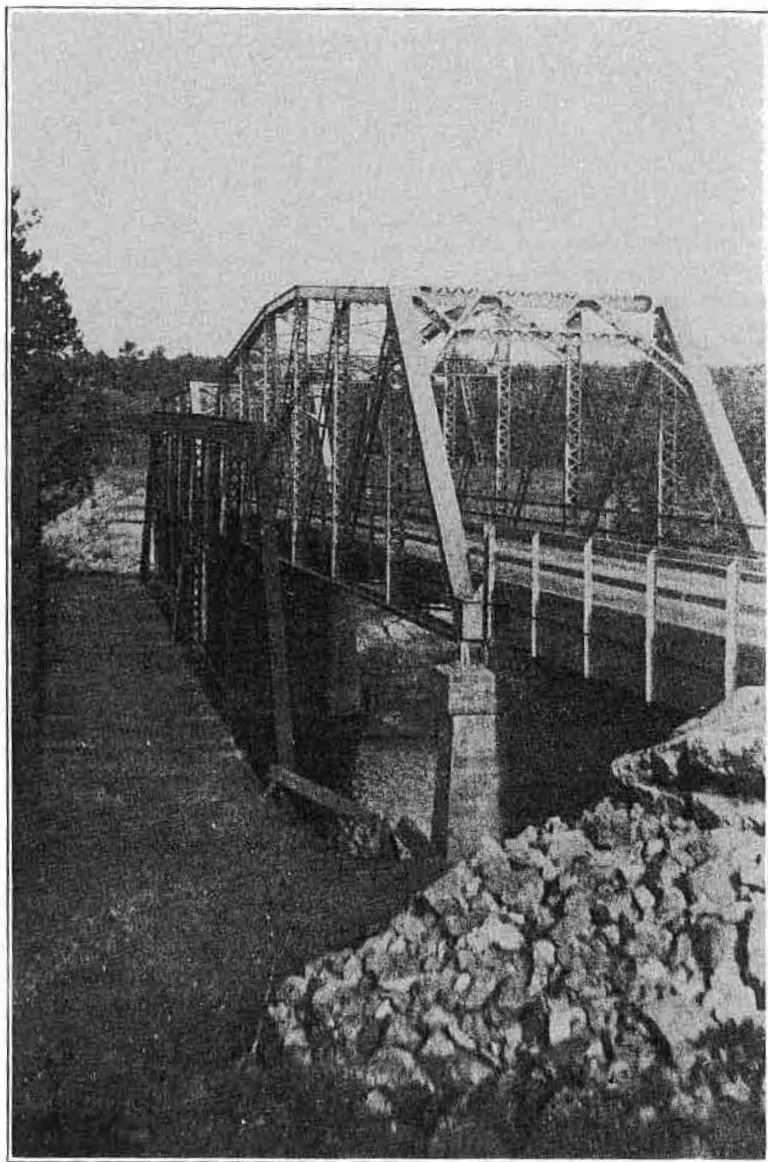
**National Highways Through Arkansas** Several of the National Highways, as designated by the Joint Committee, pass through Arkansas, and a list of these, with the principal points on each highway, is given below.

Route No. 61—From the Canadian Boundary at Pigeon Point, Minn., through Duluth and St. Paul, Minn., La Crosse, Wis., Davenport, Ia., St. Louis, Mo., Blytheville and Turrell, Ark., Memphis, Tenn., Vicksburg and Natchez, Miss., and Baton Rouge, La., to New Orleans, La.

Route No. 63—From Des Moines, Ia., through Jefferson City, Mo., Mammoth Springs, Hardy, Hoxie, Jonesboro and Marked Tree, Ark., to Turrell, Ark.

Route No. 64—From Conway, Ark., through Morrilton, Russellville, Clarksville, Ozark, Van Buren and Ft. Smith, Ark., Muskogee, Tulsa, and Enid, Okla., to Des Moines, N. M.





The old and the new on the Batesville-Mammoth Spring Highway in Fulton County.  
This bridge is over South Fork of Spring River, just north of Salem.  
Federal Aid Project 59-E.



A difficult, rocky ledge on the center line of the New Highway under construction between Western Grove and Lurton in Newton County.

Route No. 65—From St. Paul, Minn., through Des Moines, Ia., Sedalia and Springfield, Mo., Harrison, Marshall, Conway, Little Rock, Pine Bluff, McGehee and Lake Village, Ark., and Vidalia, La., to Natchez, Miss.

Route No. 67—From Fredricktown, Mo., through Popular Bluff, Mo., Corning, Pocahontas, Walnut Ridge, Hoxie, Newport, Little Rock, Benton, Malvern, Arkadelphia, Prescott, Hope and Texarkana, Ark., to Dallas, Texas.

Route No. 70—From Beaufort, N. C., through Raleigh and Asheville, N. C., Knoxville, Nashville, and Memphis, Tenn., Forrest City, Brinkley, De Valls Bluff, Lonoke, Little Rock, Benton, Hot Springs and DeQueen, Ark., Ardmore, Okla., Wichita Falls, Texas, and Clovis, N. M., to Holbrook, Arizona.

Route No. 71—From the Canadian Boundary at International Falls, Minn., through Wilmar, Minn., Atlantic, Ia., St. Joseph, Kansas City and Joplin, Mo., Bentonville, Rogers, Fayetteville, Ft. Smith, Waldron, Mena, DeQueen, Ashdown and Texarkana, Ark., Shreveport and Alexandria, La., to Baton Rouge, La.

Route No. 165—From McGehee, Ark., through Dermott, Ark., Monroe and Alexandria, La., to Lake Charles, La.

Route No. 167—From Little Rock, Ark., through Sheridan, Fordyce, Camden, Eldorado and Junction City, Ark., and Ruston, La., to Alexandria, La.

**Joint Committee Marking Standards** The Joint Committee did not stop at selecting a National System of Highways and assigning numbers to the different routes making up this system, but made definite recommendations for a standard system for marking these routes. The Committee's recommendations for markers included a type of route marker for showing the numbers of these highways, standard warning and caution signs for giving a warning in advance of practically every kind of hazard

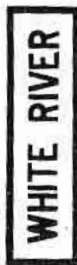
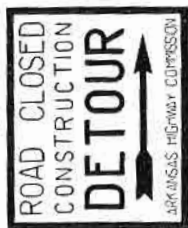
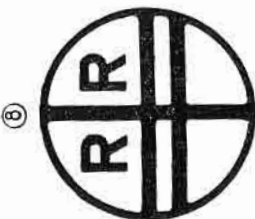
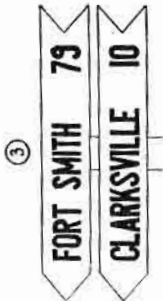
which may be found on the roads, and a standard system of distance and direction signs.

The route marker decided upon by the Joint Committee for National Routes is shield shaped, with the name of the State in the upper part, and the letters U. S. and the route number in the lower part. The border and all letters and numbers are black and the body of the shield is white. With the exception of the name of the State, these markers are to be uniform throughout the United States.

The distance and direction signs, and the caution signs recommended by the Joint Committee are to be standard on National Highways in all states. The caution signs have a distinctive shape and color, so that a tourist on one of the National Routes, when confronted with one of these caution signs, realizes that some hazard of the road is ahead, even before the sign is near enough to be read.

The importance of standard road signs can hardly be overestimated, for a large part of present day traffic is made up of automobiles from other states, and a caution sign, different in shape and color from those to which the driver has become accustomed, may not indicate danger to the driver until too late for the warning sign to accomplish its intended purpose.

**Arkansas Highways Marked** The Arkansas Highway Commission has marked practically all the roads of the State Highway System. For National Routes, the standard route marker adopted by the Joint Committee has been used, and, for state roads that are not on national highways, the route marker is in the shape of the outline of the State, with numbers and letters in black on a white background, the same color scheme as used for the national route markers. The distance and direction signs and caution signs recommended by the Joint Committee have been adopted by the Arkansas Highway Commission for use on all state roads as well as on national highways. The accompanying illustration shows the different types of signs adopted.



**Progress** The numbering and marking of a state system of highways, to be of maximum value, must be supplemented by a map of the state Highway System showing the numbers with which the roads are marked. The tourist from another state may enter Arkansas on Route No. 70, but, without a map of this kind, the tourist does not know whether Route No. 70 goes to his intended destination, or whether he must follow some other road to reach the place where he wishes to go. The Highway Department issues a map of Arkansas showing the State Highway System, with the number of each road, and showing the roads that are surfaced, the roads that are graded, the roads that are under construction and the roads that are unimproved. This map is revised from time to time to show the progress of construction.

Copies are sent out on request and are in great demand. Automobile clubs and other routing agencies in nearly every state have requested them, as well as individuals who expect to drive through Arkansas.

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**COUNTY AND ROAD IMPROVEMENT DISTRICT  
DATA**

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It frequently happens that information is desired relative to County assessments, physical and financial statistics of Road Improvement Districts, Revenues of the State Highway Department derived from the various counties, probable increase in revenues, amounts of State funds returned to various counties and road improvement districts and other data. In order to supply this demand a series of tables will be given in the following pages.

Table XI.  
Population, Area and Assessed Valuations of the Counties of Arkansas

COUNTY	Population 1920	Percentage of Population of Entire State	Area in Acres	Percentage of Area of Entire State	Assessed Valua- tion Real Prop- erty 1925	Assessed Valua- tion Personal Property 1925	Total Assessed Valuation 1925
Arkansas	21,433	1.2261	640,000	1.9039	7,914,373	2,680,610	10,594,983
Ashley	23,410	1.3360	601,600	1.7896	5,150,073	2,143,010	7,293,083
Baxter	10,216	0.5830	375,040	1.1157	1,530,800	518,722	2,049,522
Benton	36,253	2.0690	560,640	1.6678	8,424,885	3,384,389	11,809,274
Boone	16,098	0.9186	389,120	1.1576	2,711,352	1,175,638	3,886,990
Bradley	15,970	0.9114	421,760	1.2547	3,057,256	2,233,350	5,290,606
Calhoun	11,807	0.6737	402,560	1.1976	2,350,089	1,006,261	3,356,350
Carroll	17,786	1.0151	410,240	1.2204	2,739,436	1,261,399	4,000,835
Chicot	21,749	1.2412	388,480	1.1557	4,533,650	1,499,369	6,033,019
Clark	25,632	1.4628	564,480	1.6792	5,070,952	2,584,177	7,655,129
Clay	27,276	1.5367	418,560	1.2452	6,134,040	1,915,922	8,049,962
Cleburne	12,696	0.7246	381,440	1.1348	1,597,399	697,826	2,295,225
Cleveland	12,260	0.6997	385,920	1.1481	2,042,246	705,811	2,748,057
Columbia	27,670	1.5792	502,400	1.4946	4,380,556	2,537,109	6,917,665
Conway	22,578	1.2884	360,220	1.0716	3,263,995	1,295,800	4,559,795
Craighead	37,541	2.1424	439,680	1.3079	10,467,889	3,228,722	13,696,611
Drawford	25,739	1.4689	379,820	1.1299	4,884,465	2,110,460	6,994,925
Crittenden	29,309	1.6726	372,480	1.1081	7,996,632	2,951,013	10,947,645
Cross	18,579	1.0603	396,160	1.1785	6,093,861	1,161,632	7,255,493
Dallas	14,424	0.8232	434,560	1.2927	2,939,688	1,692,591	4,632,279
Desho	20,297	1.1584	478,080	1.4222	4,343,537	1,161,672	5,505,209
Drew	18,822	1.2454	542,080	1.6126	3,663,967	1,614,472	5,278,439
Faulkner	27,681	1.5798	416,640	1.2394	3,565,032	1,396,335	4,961,367
Franklin	19,364	1.1051	387,840	1.1538	3,703,077	1,541,352	5,244,429
Fulton	11,182	0.6382	400,000	1.1899	1,554,547	777,423	2,331,970



Table XI (Continued)  
Population, Area and Assessed Valuations of the Counties of Arkansas

COUNTY	Population 1920	Percentage of Population of Entire State	Area in Acres	Percentage of Area of Entire State	Assessed Valua- tion Real Prop- erty 1925	Assessed Valua- tion Personal Property 1925	Total Assessed Valuation 1925
Garland	25,785	1.4716	403,840	1.2014	10,517,926	5,052,250	15,570,176
Grant	10,710	0.6112	407,680	1.2128	1,908,033	788,767	2,696,800
Greene	26,105	1.4898	359,040	1.0681	6,574,381	2,877,933	8,952,314
Hempstead	31,602	1.8035	465,380	1.3844	5,699,920	2,425,901	8,125,821
Hot Spring	17,784	1.0150	392,320	1.1671	3,274,145	1,900,874	5,175,019
Howard	18,565	1.0595	385,280	1.1462	2,474,491	1,384,068	3,858,559
Independence	23,976	1.3683	437,680	1.3020	4,377,806	2,536,635	6,914,441
Izard	13,871	0.7916	373,126	1.1100	1,598,945	1,008,873	2,607,823
Jackson	25,446	1.4322	405,760	1.2071	5,991,738	1,865,684	7,857,442
Jefferson	60,330	3.4431	577,920	1.7192	17,084,447	5,829,606	22,914,053
LaFayette	21,062	1.2020	432,000	1.2851	3,724,292	1,391,559	5,115,851
Lawrence	15,552	0.8875	336,000	0.9996	3,048,853	1,613,938	4,662,791
Lee	22,098	1.2612	378,880	1.1271	5,403,851	1,973,784	7,377,635
Lincoln	28,852	1.6466	384,640	1.1442	5,630,404	1,615,001	7,245,405
Little River	18,774	1.0714	365,000	1.0858	2,739,116	710,746	3,449,862
Logan	25,866	1.4762	349,440	1.0395	3,450,865	1,694,298	5,145,163
Lonoke	33,400	1.9061	464,640	1.3822	4,985,263	2,331,346	7,316,609
Madison	14,918	0.8514	595,000	1.5915	7,248,335	1,889,041	9,137,376
Marion	10,154	0.5795	413,440	1.2299	1,887,864	598,623	2,486,487
Miller	24,021	1.3709	398,720	1.1861	7,735,359	4,129,806	11,865,165
Mississippi	47,320	2.7005	506,880	1.5079	13,006,632	4,285,501	17,292,133
Monroe	21,601	1.2328	385,920	1.1480	5,989,070	1,383,427	7,372,497
Montgomery	11,112	0.6342	570,240	1.6964	1,384,156	800,727	2,184,883
Nevada	21,934	1.2518	396,800	1.1804	2,534,379	1,771,201	4,305,580

Table XI (Concluded)  
 Population, Area and Assessed Valuations of the Counties of Arkansas

COUNTY	Population 1920	Percentage of Population of Entire State	Area in Acres	Percentage of		Assessed Valua- tion Real Prop- erty 1925	Assessed Valua- tion Personal Property 1925	Total Assessed Valuation 1925
				Area of Entire State	Assessed Valua- tion			
Newton	11,199	0.6391	541,440	1.6107	1,181,688	378,003	1,559,691	
Ouachita	20,636	1.1776	469,120	1.3955	6,438,736	6,247,438	12,686,174	
Perry	9,905	0.5653	353,280	1.0509	2,261,932	538,100	2,800,032	
Phillips	44,530	2.5413	442,880	1.3175	10,098,153	4,959,594	15,057,747	
Pike	12,397	0.7075	384,610	1.1441	1,976,878	924,547	2,901,425	
Poinsett	20,848	1.1898	461,440	1.3727	7,216,895	1,846,140	9,063,035	
Polk	16,412	0.9366	541,440	1.6107	3,680,472	1,201,026	4,881,498	
Pope	27,153	1.5496	528,920	1.5734	4,908,497	2,275,805	7,184,302	
Prairie	17,447	0.9957	432,000	1.2851	4,395,966	1,841,325	6,237,291	
Pulaski	109,464	6.2472	498,560	1.4831	52,087,357	25,421,203	77,508,560	
Randolph	17,713	1.0109	418,560	1.2451	2,922,118	1,270,055	4,192,173	
Saline	16,781	0.9577	496,000	1.4755	3,891,464	1,698,758	5,590,222	
Scott	13,232	0.7551	620,800	1.8467	1,920,767	816,990	2,737,757	
Searcy	14,590	0.8327	430,720	1.2813	1,520,648	703,316	2,223,964	
Sebastian	56,739	3.2381	389,840	1.0110	19,509,317	9,711,643	29,220,960	
Sevier	18,301	1.0444	366,080	1.0890	3,668,965	2,878,074	6,042,039	
Sharp	11,132	0.6353	389,760	1.1595	1,898,085	789,459	2,687,544	
St. Francis	28,385	1.6200	401,920	1.1956	6,775,690	2,558,833	9,034,523	
Stone	8,779	0.5010	391,040	1.1633	915,419	512,913	1,428,332	
Union	29,691	1.6944	670,720	1.9953	10,460,924	19,712,838	30,173,762	
Van Buren	13,666	0.7799	467,200	1.3898	1,075,835	503,992	1,579,827	
Washington	35,468	2.0242	611,200	1.8182	9,171,070	3,953,823	13,124,893	
White	34,603	1.9743	663,680	1.9743	6,837,191	2,781,377	9,618,568	
Woodruff	21,547	1.2297	369,280	1.0985	4,893,238	1,183,627	6,076,865	
Yell	25,655	1.4641	611,200	1.8182	4,326,309	2,038,132	6,364,441	
Total	1,752,204	100.0000	33,616,000	100.0000	413,923,617	190,908,557	604,832,174	

Table XII.  
Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Inter County Reference	Area in District Acres	Area Overlapping Acres	Act Organizing District	District Mileage	Miles on State Highway System	Miles off State Highway System
Arkansas	No. 1		17,280	320	838-1915	6.5	6.5	
	No. 5		329,440	14,160	169-1919	84.37	66.37	18.
	Northern		220,000	None	247-1919	107.	40.8	66.2
	Stuttgart and Western	Prairie	23,040	23,040	479-1919			
	Roberts	Jefferson	320	640	81-1920	.3		.3
Ashley	Wilnot		76,800	33,920	180-1923	25.	19.	6.
	Jerome	Chicot.	1,600	1,600	231-1920	1.		1.
	Ark-La.	Chicot, Desha, Drew, Lincoln	125,820	33,920	265-1917	28.5	28.5	
Baxter	No. 1		103,040	None	48-1919	27.	27.	
	No. 2		23,040	None	338-1915	7.5	7.5	
Benton	No. 1		8,320	6,400	338-1915	6.1	6.1	
	No. 2		253,440	165,760	149-1919	95.4	73.	22.4
	No. 3		130,560	74,320	238-1919	45.7	34.2	11.5
	No. 4		69,760	54,720	415-1919	29.5	16.5	13.
	No. 5		70,400	40,720	4-1920	34.8	23.2	11.6
	No. 6		90,240	76,320	245-1920	30.3	25.	5.3
Boone	No. 1		73,600	None	338-1915	37.2	37.2	

Table XII (Continued).  
 Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Inter-County Reference	Area in District Acres	Area Overlap- ping Acres	Act Organizing District	District Mile- age	Miles on State Highway System	Miles off State Highway System
Carroll	No. 1		23,680	4,480	338-1915	15.7	15.7	---
	No. 2		61,440	2,400	307-1919	29.2	29.2	---
	No. 3		29,080	1,920	151-1919	16.7	16.7	---
	No. 4		50,080	None	585-1919	16.8	16.8	---
	No. 5		19,840	4,800	307-1919	10.7	2.	8.7
	Madison-Carroll		16,560	1,120	114-1919	6	6	---
Chicot	No. 2		87,940	68,120	180-1920	17.5	17.5	---
					231-1919			
	Jerome		28,160	28,160	230-1920	9.	---	9.
	Gaines	Landing	36,658	34,658	205-1919	6.5	6.5	---
	No. 5		28,720	12,500	338-1915	8.8	---	8.8
Clark	Ark-La.		251,520	95,500	265-1917	57.5	57.5	---
	No. 1		328,960	1,280	338-1915	136.	87.	49.
Cleveland	No. 2		28,160	1,280	338-1915	16.	11.5	4.5
	No. 1		55,000	10,880	239-1919	20.9	20.9	---
	No. 3		44,800	6,080	645-1919	12.3	12.3	---
Columbia	No. 4		38,400	4,800	618-1919	7.7	7.7	---
	No. 1		55,520	16,960	338-1915	13.6	13.6	---
	No. 2		63,920	16,960	338-1915	14.3	14.3	---

East and West Highway—Johnson County.  
East and West and North and South Highways—Lee County.

Foreman - DeQueen Highway—Little River County.

East and West Highway —Through Paris and Logan Counties.

Cotton Plant-Brinkley Highway—Monroe County.

Clarksville-Boxley-Harrison Highway—Johnson, Newton and Boone Counties.

Murfreesboro-Antoine Highway—Pike County.

Marked Tree - Truman Highway—Poinsett County.

North and South Highway—Scott County.

Marshall-Western Grove Highway—Searcy County.

Greenwood - Mansfield Highway and Fort Smith-Charleston Highway—Sebastian County.

While the types of improvements range from improved graded roads to asphalt and concrete pavements, the important point is that these improvements have been accomplished in such a manner that continuous satisfactory travel is afforded for motor vehicles the year around.

**Contracts Awarded** The following table, showing contracts awarded, will give some idea of the extent of the contract construction work of the last two years.

Table XII (Continued).  
 Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Inter-County Reference	Area in District	Area Overlapping Acres	Act Organizing District	District Mileage	Miles on State Highway System	Miles off State Highway System
Conway	No. 1		96,640	53,440	338-1915	32.4	32.4	---
	No. 2		80,000	45,000	245-1919	23.7	23.7	---
	No. 3		32,640	None	338-1915	12.3	6.9	5.4
	No. 4		123,680	16,000	245-1919	50.5	22.5	28.
	No. 5		76,160	43,520	245-1919	28.5	15.3	13.2
Craighead	L. City, Nettleton & Bay No. 1		77,760	None	338-1915	25.	22	3
	Jonesboro—Egypt No. 2		64,000	None	97-1919	16.9	16.9	---
	Jonesboro—Nettleton No. 4		4,800	None	298-1917	10.	5.1	4.9
Crittenden	No. 2		37,040	26,620	338-1915	10.5	---	10.5
	No. 3		---	---	---	---	---	---
	No. 4	Included in No. 7.	---	---	---	---	---	---
	No. 5		58,880	None	338-1915	57.5	27.1	30.4
	No. 6		42,240	None	55-1919	24.2	---	24.2
	No. 7		75,759	21,980	338-1915	61.	18	43
	No. 8		74,240	None	55-1919	51.3	24.5	26.8
	No. 9		45,600	4,640	55-1919	42.6	11	31.6
	No. 9		81,280	None	55-1919	49.4	20.1	29.3

Table XII (Continued).  
 Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Inter County Reference	Area in District Acres	Area Overlapping Acres	Act Organizing District	District Mileage	Miles on State Highway System	Miles off State Highway System
Cross	No. 1		51,520	35,200	338-1915	18.6	18.6	
	No. 4		10,080	None	625-1919	4.8	4.8	
	Parkin—South		48,000	19,840	181-1920	36.7	9.5	27.2
Dallas	Tyronza—St. Francis		30,720	15,360	388-1915	17.9	7.5	10.4
	No. 1		151,840	None	56-1919	85.3	29	56.3
	No. 2		150,400	None	56-1919	63.6	37.9	25.7
	No. 3		144,000	None	56-1919	84.4	36.3	48.1
Desha	Ark-La.	Ashley, Chicot, Drew, Lincoln.	162,560	5,760	265-1917	45.9	45.9	
					347-1917			
Drew	Douglas-Gould & Star City	Lincoln.	5,760	5,760	295-1921	5.5	5.5	
	Ark-La.	Ashley, Chicot, Desha, Lincoln	56,320	None	265-1917	7	7	
Faulkner	Jerome	Chicot, Drew.	2,560			Mile 'n ChitCo		
	Conway, Damascus		65,280	None	338-1915	25.9	25.9	
	Conway, Vilonia		76,800	None	239-1919	18.8	18.8	
	Conway, Palarm		42,880	None	372-1919	13.8	13.8	
Franklin	No. 1		61,160	None	588-1919	23.9	23.9	
Fulton	North Arkansas No. 2	Independence, Izard	266,240	None	473-1917	29	29	

Table XII (Continued).  
 Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Inter County Reference	Area in District Acres	Area Overlap- ping Acres	Act Organizing District	District Mile- age	Miles on State Highway System	Miles off State Highway System
Garland	Little Rock, Hot Springs	Pulaski, Saline	80,000	None	147-1917	12.8	12.8	---
Grant	No. 1	---	116,480	100,000	113-1919	27.3	27.3	---
	No. 2	---	48,000	40,800	48-1915	13.9	13.9	---
	No. 3	---	43,520	23,680	338-1915	10.5	3	7.5
	No. 4	---	52,480	12,800	338-1915	22	18	4
	No. 5	---	40,960	34,400	338-1915	13.4	13.4	---
	No. 6	---	56,000	13,280	338-1915	14.4	14.4	---
	No. 7	---	49,920	41,600	338-1915	19.9	16.2	3.5
	No. 8	---	39,040	30,080	338-1915	10	---	10
	No. 9	---	33,920	13,760	338-1915	13.4	---	13.4
Jefferson	Grant No. 1	Jefferson, Pulaski & Saline	30,720	7,680	338-1915	---	---	---
Little Rock	Spring Lake	Jefferson, Pulaski & Saline	---	---	---	---	---	---
Greene	Paragould—Hopkins Bridge	---	23,040	None	461-1919	7.8	7.8	---
	Hope—Fulton & Emmett	---	55,040	13,020	153-1919	24.2	24.2	---
	Saratoga, Fulton & McNab	---	44,800	None	308-1919	11.4	11.4	---
	Cross Roads	---	31,200	12,640	---	18	15	3
	Prescott-Blevins	Nevada	10,240	None	572-1919	9.5	9.5	---



Table XII (Continued).  
 Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

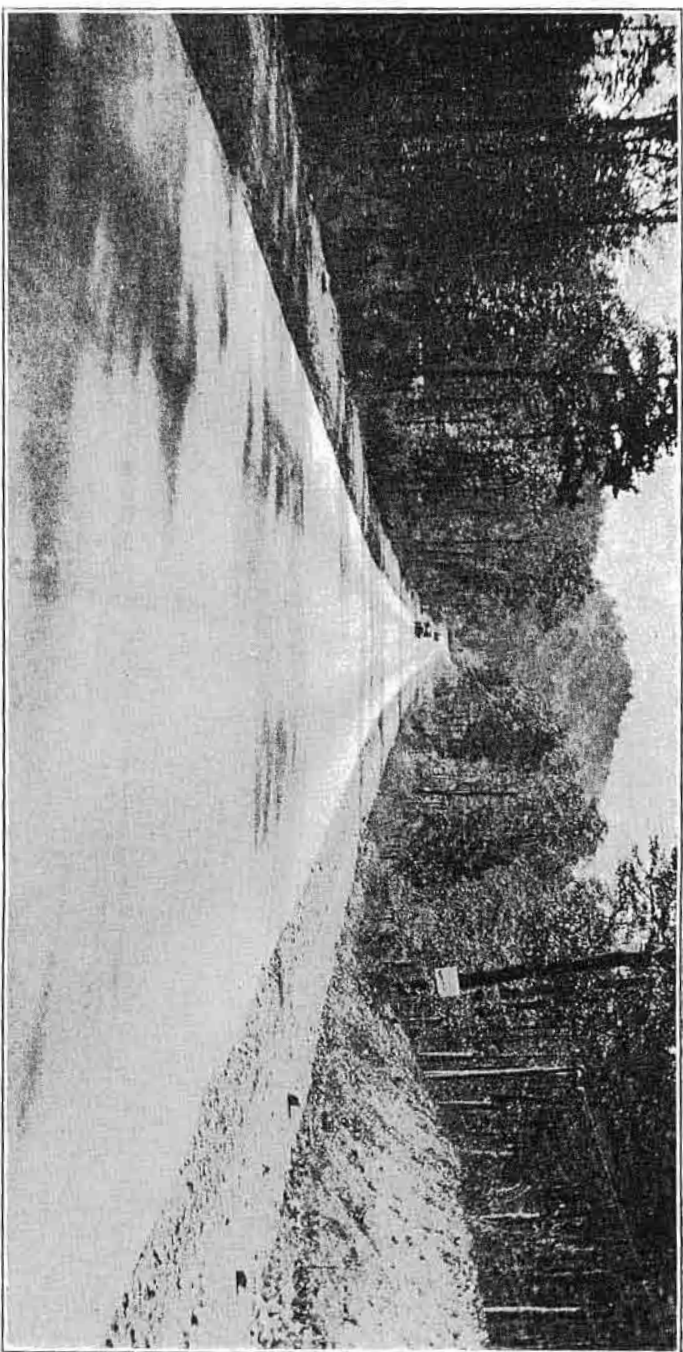
COUNTY	District Name or Number	Inter County Reference	Area in District	Area Overlapping Acres	Act Organizing District	District Mileage	Miles on State Highway System	Miles off State Highway System
	Washington, Hope & Columbus		45,600	18,440	261-1919	21	9	12
	Hope		10,620	12,740	218-1920	1.5	1.5	
Howard	No. 1		96,640	None	388-1915			
	No. 7		39,040	1,920	105-1919	18.6	18.6	
Howard-Sevier, No. 1		Sevier	16,400	1,920	562-1919	10.2	10.2	
Independence	No. 1		56,640	None	628-1919	4.7	4.7	
	North Ark., No. 2	Fulton, Izard	129,920	None	233-1919	20.2	12	8.2
Izard	North Ark., No. 2	Fulton, Independence	103,680	None	473-1917	12.3	12.3	
					473-1919	35.3	35.3	
					674-1919			
Jackson	No. 1		12,160	None	143-Ark.-262	15.2	15.2	
	No. 1		23,520	2,560	338-1915	10.3	10.3	
	No. 2		126,720	1,280	338-1915	42.7	24	18.7
	No. 4		44,800	1,280	338-1915	26.4	8	18.4
	No. 7		22,160	None	338-1915	11.	4.5	5.5
					409-1919			
Jefferson	No. 1		22,400	None	328-1921	10	10	
					Repealed by 46-1923			

Table XII (Continued).  
 Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

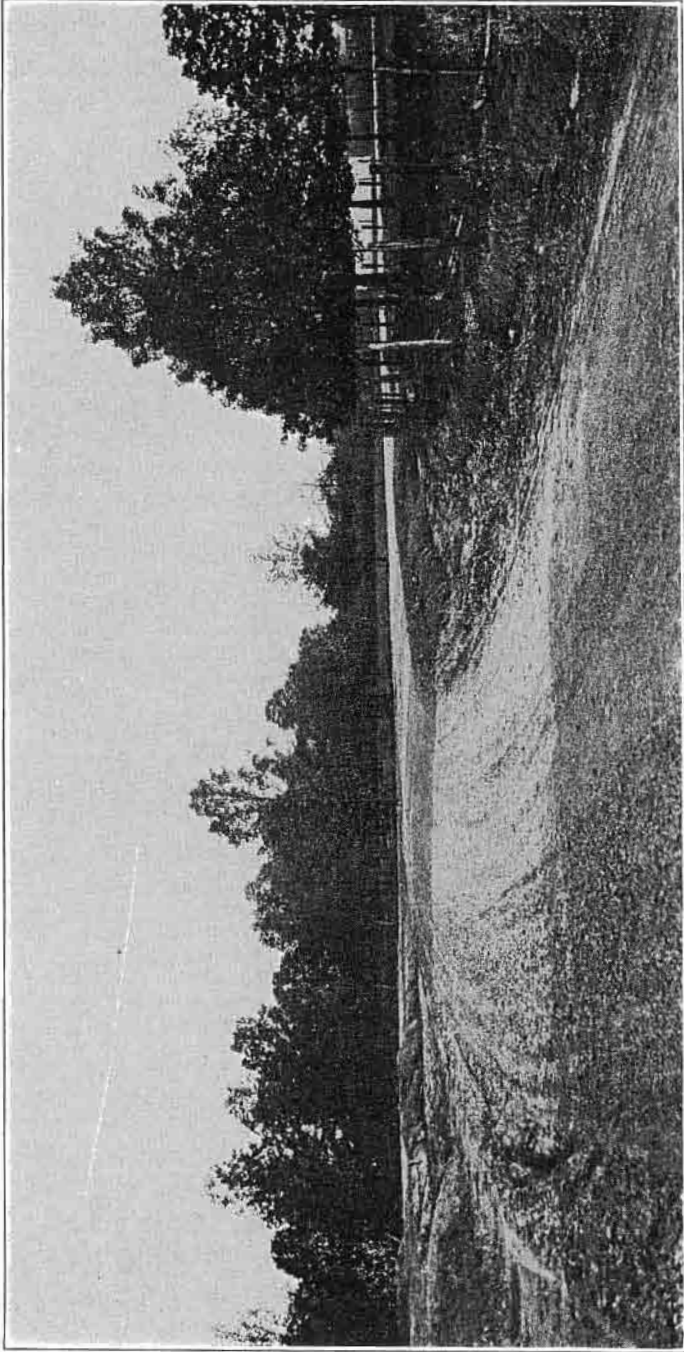
COUNTY	District Name or Number	Inter County Reference	Area in District Acres	Area Overlapping Acres	Act Organizing District	District Mileage	Miles on State Highway System	Miles off State Highway System
	No. 4		120,000	6,720	164-1913	22.7	22.7	---
	No. 5		55,040	None	115-1915	19.7	19.7	---
	No. 7		35,200	---	229-1913	13.	---	13
	No. 10		---	---	79-1915	3	---	3
	No. 13		---	---	338-1915	1.5	---	1.5
	No. 15		83,840	16,000	338-1915	43	27.5	15.5
	No. 19		32,800	6,720	338-1915	18.5	8.9	9.6
	No. 21		---	---	450-1917	5.4	---	5.4
	No. 22		20,480	7,040	338-1915	15.5	10.9	4.6
	Roberts	Arkansas	8,960	6,400	81-1920	6.4	---	6.4
	Jefferson, Grant No. 1	Grant	42,240	None	659-1921	8.6	---	8.6
	Plum Bayou		48,000	800	504-1920	21	---	21
Johnson	No. 2		79,360	None	338-1915	32.3	32.3	---
Lafayette	No. 1		61,440	None	384-1921	10.6	---	10.6
	No. 2		71,040	None	338-1915	21.2	21.2	---

Table XII (Continued).  
 Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Inter-County Reference	Area in District Acres	Area Overlap- ping Acres	Act Organizing District	District Mile- age	Miles on State Highway System	Miles off State Highway System
Lawrence	No. 1	-----	37,600	None	338-1915	23.4	16.4	7
	No. 2	-----	5,760	None	253-1921 338-1915	5.1	5.1	
	No. 4	-----	12,160	2,080	338-1915 531-1920	5.8	0.5	5.3
	No. 5	-----	30,080	None	338-1915 283-1921	12.9	12.9	
	No. 6	-----	11,520	None	338-1915	11.4	9	2.4
	No. 7	-----	7,040	2,080	338-1915 516-1919	5.9	5.9	
	No. 8	-----	21,200	None	338-1915	9.9	9.9	
	Western Dist.	-----	170,240	None	293-1917 349-1920	96.	50.4	45.6
Lee	Hoxie, Running Water	-----	11,520	None	400-1921	9.1	4	5.1
	No. 3	-----	160,920	650	608-1923	49.	49.	
	No. 4	-----	62,720	650	606-1923	14.86	14.86	
	No. 1	-----	32,640	None	409-1919	10	10	
Lincoln	No. 1	-----	57,280	None	328-1921	21.4	20	1.4
	No. 2	-----	20,000	None	338-1915	21.4	20	1.4



Another Pretty Section of the Little Rock-Hot Springs Highway Between Little Rock and Benton.



A Very Dangerous Right Angle Turn Existed at This Point on Road No. 70 East of Brinkley in Monroe County.  
State forces improved the bad condition in 1925 by easing the curve as shown above.

Table XII (Continued).  
 Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Inter County Reference	Area in District Acres	Area Overlapping Acres	Act Organizing District	District Mileage	Miles on State Highway System	Miles off State Highway System
Little River	No. 3	-----	27,360	None	338-1915	12.1	12.1	-----
	Grady and Ark. River	-----	22,400	17,920	509-1919	11.5	11.5	-----
	Douglas-Gould and Star City	Desha	18,560	12,800	347-1917	3.7	-----	3.7
	No. 4	-----	25,920	160	295-1921	11.2	11.2	-----
	Ark.-La.	Ashley, Chicot Desha, Drew	55,040	30,080	265-1917	11.9	11.9	-----
Logan	No. 1	-----	24,200	None	338-1915	15.5	7.	8.5
	No. 2	-----	10,880	None	338-1915	5.6	-----	5.6
	No. 5	-----	15,360	None	338-1915	9.7	-----	9.7
	No. 6	-----	35,840	1,280	369-1920	17.	7.8	9.2
	No. 7	-----	119,680	1,280	677-1921	72.7	54.	18.7
Lonoke	No. 8	-----	55,680	None	292-1919	17.7	11.8	5.9
	No. 9	-----	8,000	None	681-1919	17.7	11.8	5.9
	No. 1	-----	14,080	None	377-1920	3.5	2.5	1.
	No. 1	-----	14,080	None	338-1915	7.4	7.4	-----
Lonoke	No. 1	-----	11,520	None	212-1913	8.	4	4
		-----			109-1924			
		-----			118-Ark.-121			

Table XII (Continued).  
 Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Inter County Reference	Area in District Acres	Area Overlap- ping Acres	Act Organizing District	District Mile- age	Miles on State Highway System	Miles off State Highway System
	No. 2		74,720	27,680	212-1913 109-1924 118-Ark.-121	21.6	21.6	---
	No. 3		23,040	None	212-1913 109-1924 118-Ark.-121	26.5	10	16.5
	No. 4		53,520	10,240	212-1913 109-1924 118-Ark.-121	27.	18	9
	No. 5		14,720	None	212-1913 109-1924 118-Ark.-121	11.	7	4
	No. 6		3,300	1,600	212-1913	1.7	1.7	---
	No. 7		29,440	6,880	212-1913	12.5	---	12.5
	No. 8		8,480	None	212-1913	6.	3.5	2.5
	No. 9		49,240	19,520	310-1919 120-1921	13.	13.	---
	No. 10		40,320	30,400	361-1919	12.7	12.7	---
	Ark.-Mo. No. 12		56,320	1,920	82-1919	13.2	13.2	---
	No. 13		29,760	23,040	82-1919	7.	---	7

Table XII (Continued).  
 Showing Physical Statistics of Road Improvement at Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Inter County Reference	Area in District Acres	Area Overlap- ping Acres	Act. Organizing District	District Mile- age	Miles on State Highway System	Miles off State Highway System
	No. 14		50,880	20,160	188-1920	17.		17
	Pulaski No. 10	Pulaski	3,000		436-1919			
Madison	Madison-Carroll	Carroll	87,400	None	329-1923	70.3	60.	10.3
Miller	Miller Co. Highway and Bridge Dist.		125,440	None	153-1915	72.6	43.	29.6
	Garland		17,280	8,960	338-1915	40.	40.	
Mississippi	Osceola and Little River		44,800	11,040	338-1915	27.3	14.5	12.8
	No. 1		191,520	96,640	380-1919			
	Luxora-Little River No. 2		68,880	27,520	439-1923	50.5	48.4	2.1
	Wardell-Whitton No. 2		66,880	16,960	144-1919	61.3		61.3
	Etowah No. 2		25,600	None	238-1920	70.8		70.8
	No. 5		23,040	22,080	338-1915	20	15.5	4.5
	Burdette No. 3		23,200	21,920	676-1921	30		30
	Bassett Wardell No. 3		13,760	16,640	338-1915	23		23
	Blytheville, Manila, Leachville		88,960	10,720	Spec'l 1920	13.3		13.3
Monroe	No. 1		55,960	11,520	62-1920	60.5	47.5	13
	No. 3		44,800	None	121-1917	14.6	14.6	
	No. 4		31,360	11,520	338-1915	15.8	15.8	
					338-1915	6.3	3.3	3.



Table XII (Continued).  
 Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Inter County Reference	Area in District Acres	Area Overlapping Acres	Act Organizing District	District Mileage	Miles on State Highway System	Miles off State Highway System
	Richland Township		76,800	10,880	219-1920 265-1920 160-'21,566- 1923, R'p'd	9.5	4.	5.5
Montgomery	Woodruff, Monroe	Woodruff			338-1915	6.3	6.3	
Nevada	Blackton, Phillips Co. Line		17,920	None	225-1919			
Newton	No. 5		133,760	None	456-1921	31.5	30.	1.5
	Prescott, Blevins	Hempstead	5,760	None	572-1919	5.5	5.5	
	No. 1		51,200	None	338-1915	16.8	16.8	
	No. 2		94,080	None	338-1915	26	26	
	No. 3		72,240	None	338-1915	29	29	
	No. 6		73,600	None	338-1915	28	28	
	Marshall, Witt Springs	Pope, Searcy & Van Buren.						
Peery	No. 1		23,040	None	676-1919	7.3		7.3
Phillips	Helena-Old Town		65,280	None	338-1915	26.3	10	16.3
	West Helena-Marvell		43,560	20,480	246-1919	14	14	
	Helena-Ferguson		172,160	24,320	298-1919	34.8	34.8	
	Helena-West Helena, No. 2		224,000	44,000	201-1919	61.1	54.3	6.8
			4,480	1,120	338-1915	4.9	4.9	

Table XII (Continued).  
 Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Inter County Reference	Area in District Acres	Area Overlap- ping Acres	Act Organizing District	District Mile- age	Miles on State Highway System	Miles off State Highway System
Poinsett	No. 1		13,440	None	338-1915	8.8	1.5	7.3
	No. 2	Merged with Ozark Trail			277-1919			
	No. 3		65,000	None	475-1921	18.7		18.7
	No. 4		35,840	None	338-1915	16.4		
	No. 5		37,100	9,000	647-1923	11.7		
	No. 7		26,428	13,000	322-1919	9		9
	Bay Road and St. Francis River Ozark Trail		65,580	24,960	345-1915	16.1	16.1	29.9
Polk	No. 1		51,000	15,000	277-1919	46	16.1	
	No. 3		264,320	19,200	338-1915	49	49	
	No. 1		55,360	19,200	347-1920	15.5	15.5	
	No. 2		128,540	21,220	475-1919	27.5	27.5	
Pope	No. 2		142,980	12,400	16-1920	55.3	45.3	10
	No. 4		28,960	8,960	189-1923	5.5		5.5
Prairie	Marshall-Witt Springs	Newton, Searcy, Van Buren	85,760	None	676-1919	6.8		6.8
	No. 1		32,000	16,640	338-1915	12	12	
	No. 3		29,680	19,200	338-1915	2.2	2.2	
	No. 4		19,200	19,200	338-1915	9.2	1.5	7.7
	No. 5		34,560	26,880	338-1915	10	10	

Table XII (Continued).  
**Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926**

COUNTY	District Name or Number	Inter County Reference	Area in District Acres	Area Overlap- ping Acres	Act Organizing District	District Mile- age	Miles on State Highway System	Miles off State Highway System	
Pulaski	Woodruff, Prairie, No. 6	-----	36,480	26,240	215-1919 302-1919	11	11	-----	
	Des ArcHazen 7	-----	65,920	12,400	139-Ark.-595	17.4	17.4	-----	
	Hazen, Lagrue, Slovac 8	-----	36,480	36,480	206-1919	12.7	12.7	-----	
	No. 9	-----	15,360	7,680	338-1915	12.7	-----	12.7	
	Stuttgart-Western 10	Arkansas	9,600	None	479-1919	3	3	-----	
	No. 11	-----	32,000	28,160	338-1915	9.9	9.9	-----	
	No. 12	-----	16,640	15,360	338-1915	8.8	-----	8.8	
	Little Rock, Spring Lake	Grant, Saline	-----	127,840	65,350	461-1919	27.5	9.9	17.6
	Little Rock, Hot Springs	Graland, Saline	-----	20,640	31,440	113-1919 254-1921	10.7	10.7	-----
	Ark.-Mo.	-----	174,560	112,360	82-1919	47	22	25	
	North Little Rock, Galloway	-----	65,280	58,310	228-1919	10.6	10.6	-----	
	No. 10, Sec. 1	-----	47,230	15,960	436-1919 139-Ark.-153 104-1923	16.24	16.24	-----	
No. 10, Sec. 2	-----	59,260	18,080	316-1923	10.71	10.7	-----		
No. 10, Sec. 3	-----	64,550	48,680	-	19.11	16.24	2.87		
No. 10, Sec. 6	-----	76,680	1,520	-	34.16	26.06	8.1		

Table XII (Continued).  
 Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Inter County Reference	Area in District Acres	Area Overlap- ping Acres	Act. Organizing District	District Mile- age	Miles on State Highway System	Miles off State Highway System
	No. 6		5,000	None	338-1915	5	---	5
	No. 7		13,000	None	338-1915	7	---	7
	Little Rock, N. Heights, No. 1			All	660-1921	2½	---	2½
	Little Rock, N. Heights, No. 2			All	660-1921	---	---	---
	Little Rock, N. Heights, No. 3			All	660-1921	9	---	9
	Little Rock, N. Heights, No. 6			All	126-1923	3	---	3
	L. Rock-Levy, Pk. Hill, No. 4			All	126-1923	---	---	---
	Little Rock, Westwood No. 5			All	126-1923	---	---	---
	Little Rock, Northern Hy., Dist. No. 7			All	126-1923	9	9	---
Randolph	No. 1		26,240	26,240	139-1915	5	---	---
	No. 3		17,280	None	338-1915	9.4	9.4	5
					135-1919	---	---	---
					138-Ark.-551	---	---	---
Saline	Western, Randolph		350,720	26,240	208-1921	10	10.	---
	Little Rock, Hot Springs	Garland, Pulaski	134,400	None	147-1917	30.8	30.8	---
	Little Rock, Spring Lake	Grant, Pulaski	---	---	461-1919	10	---	10
	No. 4		29,440	5,760	303-1920	6.4	6.4	---

Table XII (Continued).  
 Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Inter County Reference	Area in District Acres	Area Overlapping Acres	Act Organizing District	District Mileage	Miles on State Highway System	Miles Off State Highway System
Searcy	No. 1		55,680	None	392-1920	28.4	28.4	---
	No. 3		32,400	10,440	667-1921 584-1919	12.8	6	6.8
	Marshall-Witt Springs							
Sevier	No. 1	Pope, Newton, Van Buren	108,800	10,640	676-1919	35.6	17	18.6
	No. 2		81,920	51,120	338-1915	26.9	26.9	---
	No. 3		50,380	9,620	338-1915	17.2	17.2	---
	No. 4		53,920	9,980	338-1915	18.7	18.7	---
	No. 5		35,600	31,360	338-1915	16.6	8.5	8.1
			30,080	17,920	680-1919	20	---	20
	No. 7		42,540	25,540	203-1919 146-Ark.-288	14.6	8.6	6
	No. 11		42,240	25,400	388-1915	12.	12	---
	Howard-Sevier, No. 1		30,720	None	370-1921 628-1919	12.9	12.9	---
					338-1915			
Sharp	No. 1		53,760	None	464-1919	13.1	13.1	---
					157-1917,363			
St. Francis	No. 1		237,440	None	'21,617-1923	43.	43	---
					157-1917			
	No. 2		50,560	None	466-1919	44.6	17	27.6

Table XII (Continued).  
 Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Inter County Reference	Area in District Acres	Area Overlap- ping Acres	Act. Organizing District	District Mile- age	Miles on State Highway System	Miles off State Highway System
	No. 3	-----	98,560	79,520	157-1917	35.8	18.3	17.5
	No. 4	-----	47,560	70,560	338-1915	16.	4	12
	No. 5	-----	33,971	55,040	338-1915	16.4	4	12.4
	No. 12	-----	12,400	7,600	509-1923	6.5	---	6.5
Stone	No. 2	-----	71,660	None	620-1923	25.	25	---
Van Buren	No. 1	-----	92,000	31,680	338-1915	30.5	30.5	---
	No. 2	-----	55,200	13,000	327-1919	20.	20	---
	No. 3	-----	61,120	17,920	585-1921	19.	19	---
	Marshall, Witt Springs	Newton, Pope, Searcy.	21,120	None	676-1919	4.9	---	4.9
Washington	No. 1	-----	55,680	None	338-1915	28	22.5	5.5
	No. 2	-----	103,680	None	338-1915	50	47	3
	No. 10	-----	33,000	10,240	342-1920	20	13	7
White	No. 7	-----	74,331	21,760	231-1923	15.2	15.2	---
	Beebe-Antioch & Lonoke	-----	40,350	31,120	6-1920	12.4	3	9.4
	Judsonia, Kensett & Higginson	-----	12,000	12,000	640-1919	10	10	---
	North Ark., No. 1	Independ'ce, Jackson	155,580	31,120	721-1923	49.8	49.8	---
		Lonoke & Pulaski			213-1917			

Table XII (Concluded).  
**Showing Physical Statistics of Road Improvement Districts Organized Prior to January 1, 1926**

COUNTY	District Name or Number	Inter County Reference	Area in District Acres	Area Overlap- ping Acres	Act Organizing District	District Mile- age	Miles on State Highway System	Miles of State Highway System
Woodruff	Northern, No. 1		19,200	19,200		5	5	5
	Cotton Plant, No. 1		18,840	24,320	338-1915	8.5	3	5.5
	No. 3		30,720	12,800	338-1915	17.2	15.2	2
	Woodruff-Prairie, No. 6		23,040	19,200	215-1919	10	10	
	No. 7		10,240	13,440	454-1921	5.5		5.5
	No. 12		124,800	47,680	402-1919			
	No. 14		16,640	None	140-Ark-476	24.6	16.6	8
	No. 15		68,480	10,240	80-1920	6.9	2	4.9
	No. 16		38,400	None	209-1920	15	15	
	No. 18		26,880	26,880	183-1920			
					375-'23R'p'ls	14	14	
					265-1920,160	8.4	1.5	6.9
					1921, 566-'23			
Yell	Woodruff, Monroe	Monroe			Repeals 338-1915			
	No. 1		154,658	None	125-1919	59.9	59.9	
	Dardanelee Dist. Mt. Nebo	Abolished	76,160	None	244-1919	2.8		2.8

Table XIII.  
Showing Financial Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Total Bond- ed Indebted- ness	Total Inter- est Indebit- edness	Total Bonds Paid	Total Interest Paid	Total Bonds Out- standing Jan. 1, 1926	Total Inter- est Out- standing Jan. 1, 1926	Average Annual Re- quirement for Interest and Bonds	Average Annual Tax Per Acre
Arkansas	No. 1	\$ 36,000	\$ 5,940	\$ 15,000	10,710	\$ 21,000	\$ 7,350	\$ 3,510	.18
	No. 5	2,200,000	758,930	337,000	487,465	1,849,000	758,930	195,155	.54
	Northern	2,329,000	972,010	363,000	565,070	1,966,000	762,760	198,553	1.00
	Stuttgart and Western	26,018	15,000	4,255	6,584	21,763	8,500	2,157	.84
	Roberts	5,528	4,900	789	1,562	4,734	3,338	479	1.00
Ashley	Willnot	477,000	258,720	None	None	477,000	258,720	52,551	.39
	Jerome	13,643	10,502	1,142	1,948	12,501	8,554	1,112	.45
	Ark.-La.	177,576	137,517	32,095	54,129	145,481	83,388	14,918	.59
Baxter	No. 1	187,000	190,465	14,500	49,967	172,500	140,497	13,016	†
	No. 2	10,000	5,430	1,500	1,710	8,500	3,720	1,140	†
Benton	No. 1	12,500	9,331	3,000	3,777	9,500	5,554	1,014	.08
	No. 2	701,000	472,000	43,000	60,935	658,000	411,065	62,734	.05
	No. 3	354,000	261,329	44,500	67,722	309,500	193,607	31,447	.17
	No. 4	155,000	121,770	24,000	41,550	131,000	80,220	13,550	.15
	No. 5	350,000	280,650	54,000	98,820	296,000	181,830	30,482	.27
Boone Carroll	No. 6	185,000	142,750	17,000	32,340	168,000	110,410	16,665	.12
	No. 1	94,000	75,000	18,000	31,140	76,000	43,860	8,168	.02
	No. 1	86,000	87,669	12,000	30,194	74,000	57,475	6,023	.12
	No. 2	163,000	145,260	15,000	37,096	148,000	108,164	12,267	.10
	No. 3	62,500	46,175	8,000	11,900	54,500	34,275	4,589	.12
No. 4		39,500	26,405	2,675	4,219	36,825	22,186	3,134	.03
	No. 5	25,000	25,740	1,500	4,410	23,500	21,330	1,170	.01
	Madison-Carroll	20,734	18,000	3,000	5,500	17,734	12,500	1,531	.05



Table XIII (Continued).  
**Showing Financial Statistics of Road Improvement Districts Organized Prior to January 1, 1926**

COUNTY	District Name or Number	Total Bonds- ed Indeb- edness	Total Inter- est Indeb- edness	Total Bonds Paid	Total Interest Paid	Total Bonds Out- standing Jan. 1, 1926	Total Inter- est Out- standing Jan. 1, 1926	Average Annual Re- quirement for Interest and Bonds	Average Annual Re- quirement for Interest and Bonds
Chicot	No. 2.	302,500	249,147	35,500	70,363	267,000	178,784	27,527	.24
	Jerome	155,640	115,522	12,873	21,428	143,067	94,094	14,333	.40
	Gaines	98,000	71,032	8,000	15,675	90,000	55,357	8,182	.30
	No. 5.	77,500	53,679	None	None	77,500	53,679	6,679	.19
	Ark.-La.	1,297,044	879,000	206,325	347,976	1,090,719	531,024	116,296	.37
Clark	No. 1.	685,000	446,680	86,000	126,180	599,000	320,500	56,413	.09
	No. 2.	10,000	1,500	7,500	750	2,500	750	2,725	.09
Cleveland	No. 1.	196,000	136,140	16,000	34,380	180,000	101,760	18,452	.34
	No. 2.	143,000	116,187	10,510	19,800	132,500	96,387	9,773	.22
	No. 3.	120,500	93,372	6,500	19,552	114,000	73,820	9,721	.25
	No. 4.	100,000	43,260	25,000	21,960	75,000	21,300	11,938	.15
Columbia	No. 1.	114,500	76,062	26,000	37,960	88,500	38,102	9,748	.05
	No. 2.	370,000	251,480	71,500	111,207	298,500	140,273	31,344	.24
Conway	No. 1.	350,000	203,850	26,000	33,600	324,000	170,250	30,802	.40
	No. 2.	140,000	94,187	27,500	42,707	112,500	514,480	11,684	.26
	No. 3.	579,000	341,300	123,000	159,200	456,000	182,100	41,015	.22
Craighead	No. 4.	363,000	218,900	76,000	99,950	287,000	118,850	29,095	.30
	Lake City, Nettleton and Bay No. 1.	\$ 425,000	\$ 241,900	66,000	88,385	359,000	152,515	39,229	.80
	Jonesboro—Egypt No. 2.	315,000	211,595	9,500	17,425	305,500	194,170	26,334	.17
	Jonesboro-Nettleton No. 4.	250,000	137,580	42,000	48,180	208,000	89,400	25,500	1.00

Table XIII (Continued).  
 Showing Financial Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Total Bonded Indebtedness	Total Interest Indebtedness	Total Bonds Paid	Total Interest Paid	Total Bonds Outstanding Jan. 1, 1926	Total Interest Outstanding Jan. 1, 1926	Average Annual Requirement for Interest and Bonds	Average Annual Tax Per Acre
Crittenden	No. 2	21,000	3,575	8,000	2,090	13,000	1,485	4,800	.42
	No. 3	36,000	14,220	7,500	6,030	28,500	8,190	4,600	Incl'd in '7
	No. 4	628,000	408,660	101,000	165,120	527,000	243,540	52,500	1.10
	No. 5	273,500	175,590	59,000	81,665	214,500	93,925	23,000	.49
	No. 6	1,070,000	820,910	84,000	187,440	986,000	633,470	89,500	1.20
	No. 7	1,150,000	951,640	55,000	136,380	1,095,000	815,260	95,250	1.10
	No. 8	800,000	662,680	37,000	94,920	763,000	567,760	66,750	1.40
	No. 9	1,640,000	1,031,970	86,000	161,900	1,554,000	870,070	124,500	1.34
	No. 1	315,000	216,415	61,000	94,335	254,000	122,080	27,500	.47
Cross	No. 4	75,000	52,610	12,500	21,120	62,500	31,490	6,750	.60
	Parkin—South	875,000	622,140	105,000	187,980	770,000	434,160	77,500	1.44
Dallas	Tyronza—St. Francis	475,000	354,120	63,000	122,160	412,000	231,960	41,500	1.20
	No. 1	265,000	212,635	31,000	70,290	234,000	142,345	20,000	.16
	No. 2	245,000	218,365	17,000	84,555	228,000	133,810	19,500	.09
Desha	No. 3	225,000	200,000	17,000	60,555	208,000	139,445	17,500	.10
	Ark.—La.	901,851	659,000	152,833	255,172	749,018	403,828	79,371	.25
Drew	Douglas-Gould, Star City	19,967	13,312	3,250	5,366	16,717	7,946	1,785	.21
	Ark.—La.	248,024	159,000	36,600	61,862	211,424	97,138	22,246	.26
Faulkner	Jerome	31,714	21,004	2,285	3,894	29,429	17,110	2,882	.70
	Conway, Damascus	530,000	394,580	80,000	149,940	450,000	244,640	46,000	.43
	Conway, Vilonia	400,000	295,880	62,000	112,980	338,000	182,900	35,000	.35
Franklin	Conway, Palarm	330,000	245,960	50,000	93,360	280,000	152,600	28,900	.20
	No. 1	285,000	177,890	43,000	66,580	242,000	111,310	23,500	.24
Fulton	North Arkansas No. 2	425,000	249,592	60,000	66,825	365,000	182,767	14,158	.02

Table XIII (Continued).  
 Showing Financial Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTRY	District Name or Number	Total Bonded Indebtedness	Total Interest Indebtedness	Total Bonds Paid	Total Interest Paid	Total Bonds Outstanding Jan. 1, 1926	Total Interest Outstanding Jan. 1, 1926	Average Annual Requirement for Interest and Bonds	Average Annual Tax Per Acre
Garard Grant	Little Rock, Hot Springs	563,090	362,593	67,340	103,103	495,750	259,490	45 934	.44
	No. 1	210,000	116,520	88,500	76,900	121,500	39,620	17,250	.30
	No. 2	295,000	57,820	16,500	23,704	278,500	34,116	8 450	.20
	No. 3	59,500	36,315	9,000	12,607	50,900	23,780	5,200	.15
	No. 4	182,000	109,120	26,000	38,005	156,000	71,115	16,000	.25
	No. 5	110,000	65,975	16,000	22,880	94,000	43,095	9,750	.25
	No. 6	148,000	99,985	19,500	33,645	128,500	66,340	13,250	.25
	No. 7	137,000	85,190	23,000	35,305	114,000	49,885	12,500	.25
	No. 8	56,000	37,260	5,000	12,015	51,000	25,245	4,750	.10
Greene	No. 9	78,000	47,880	18,000	21,300	60,000	26,580	6,000	.29
	Jefferson—Grant No. 1	5,445	3,300	200	300	5,245	3,000	502	.25
	Little Rock, Spring Lake	7,228	4,870	850	1,275	6,378	3,595	617	---
	Paragould-Hopkins Bridge	70,000	Is. 6-1-25	None	None	70,000	S'd for 5 1/2 % par	---	---
	Hope—Fulton & Emmett	350,000	207,900	73,000	96,550	277,000	110,350	28,000	.18
	Saratoga, Fulton, McNab	167,000	114,920	29,500	49,215	137,500	65,705	14,000	.26
	Cross Roads	114,000	77,330	22,000	34,815	92,000	42,515	9,500	.25
	Prescott-Blevins	86,659	50,574	17,400	27,244	86,259	23,330	7,114	.10
	Washton, Hope, Columbus	195,000	114,612	32,000	47,100	163,000	67,512	12,500	.21
	Hope	31,000	20,898	3,000	4,950	28,000	15,948	2,600	.08
Howard	NN No. 1	157,000	106,443	26,500	41,145	130,600	65,298	13,000	.09
	No. 7	360,000	234,390	10,000	19,250	350,000	215,140	29,000	.80
	Howard-Sevier, No. 1	218,039	144,150	4,134	7,142	213,905	137,008	17,855	.80
Independence	No. 1	90,000	67,240	13,500	25,470	76,500	41,730	7,750	.20
	North Ark., No. 2	158,295	92,349	22,200	24,725	136,095	67,624	12,289	.04

Table XIII (Continued).  
 Showing Financial Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Total Bonded Indebtedness	Total Interest-est. Indebtedness	Total Bonds Paid	Total Interest Paid	Total Bonds Outstanding Jan. 1, 1926	Total Interest Outstanding Jan. 1, 1926	Average Annual Requirement for Interest on Bonds	Average Annual Tax Per Acre
Izard	North Ark., No. 2	85,709	49,928	12,000	13,366	73,709	36,562	6,703	None
	No. 1	120,000	100,925	2,000	6,600	118,000	94,325	9,000	.08
Jackson	No. 1	70,000	34,925	9,000	11,055	61,000	23,870	6,750	.15
	No. 2	340,000	167,447	76,000	84,700	264,000	82,749	33,000	.15
	No. 4	300,000	205,080	60,000	91,190	240,000	113,890	25,000	.28
	No. 7	75,000	51,095	4,000	8,140	71,000	42,955	6,250	.12
Jefferson	No. 1	29,554	19,890	800	1,800	28,745	18,090	2,697	.02
	No. 4	150,000	75,040	7,000	9,000	143,000	66,040	15,700	.09
	No. 5	170,000	83,365	109,500	78,351	60,500	5,014	16,410	.20
	No. 7	91,000	45,325	44,000	31,975	47,000	13,350	9,350	.15
	No. 10	13,000	5,586	10,200	5,328	2,800	252	1,450	---
	No. 13	16,500	11,880	5,500	7,800	11,000	4,080	1,500	---
	No. 15	330,000	199,175	29,000	44,175	301,000	155,000	26,350	.05
	No. 19	121,000	65,161	53,000	43,860	68,000	21,301	8,108	.08
	No. 21	47,500	28,200	14,500	16,550	33,000	11,550	3,750	---
	No. 22	140,000	103,960	22,000	39,540	118,000	64,420	12,000	.15
	Roberts	64,472	47,900	9,200	18,300	55,272	29,600	5,326	.16
	Jefferson, Grant No. 1	279.50	220	50	90	229.50	130	24	---
	Plum Bayou	250,000	168,740	15,000	27,115	245,000	141,625	20,750	.72
Johnson	No. 2	334,000	191,840	53,000	69,190	281,000	122,650	29,000	12
Lafayette	No. 2	129,500	63,811	32,000	24,955	97,500	38,856	13,250	.13
	No. 1	149,000	100,315	29,000	43,850	120,000	56,465	12,500	.15

Table XIII (Continued).  
**Showing Financial Statistics of Road Improvement Districts Organized Prior to January 1, 1926**

COUNTY	District Name or Number	Total Bonded Indebtedness	Total Interest Indebtedness	Total Bonds Paid	Total Interest Paid	Total Bonds Outstanding Jan. 1, 1925	Total Interest Outstanding Jan. 1, 1926	Average Annual Requirement for Interest and Bonds	Average Annual Tax Per Acre
Lawrence	No. 1	195,000	100,430	35,000	37,805	160,000	62,625	19,000	.37
	No. 2	32,000	12,855	8,500	5,100	13,500	7,755	3,450	.56
	No. 4	126,000	68,880	None	None	126,000	68,880	12,750	.74
	No. 5	163,000	100,141	16,500	22,965	146,500	77,176	15,250	.35
	No. 6	93,000	39,080	13,000	12,115	80,000	26,965	8,150	.52
	No. 7	31,000	14,241	10,500	8,909	20,500	5,332	3,250	.36
	No. 8	53,000	29,811	2,500	3,230	55,500	26,531	5,250	.16
	Western District Hoxie, Running Water	475,000	316,790	78,000	122,430	397,000	194,360	40,000	.16
Lee	No. 3	100,000	72,450	9,500	17,430	90,500	55,020	9,500	.70
Lincoln	No. 4	260,000	101,525	None	None	260,000	-----	-----	-----
	No. 1	18,000	5.5%-100,305	None	None	118,000	-----	-----	-----
	No. 2	66,000	47,730	28,000	36,210	38,000	11,520	5,750	.12
	No. 3	103,000	37,745	16,000	11,940	87,000	25,815	11,500	.30
	Grady and Ark River	50,000	31,570	6,000	13,200	44,000	18,370	4,000	.08
	Douglas-Gould and Star City	132,000	97,560	20,500	37,290	111,500	60,270	11,750	.31
Little River	No. 1	69,533	46,592	11,250	18,781	58,282	27,811	5,323	.18
	No. 2	49,000	32,340	5,000	12,925	44,000	19,415	4,500	.08
	No. 3	175,504	130,060	31,095	53,129	144,409	76,871	15,450	.16
	No. 4	65,000	32,700	24,000	19,800	41,000	12,900	6,500	.23
	No. 5	60,000	35,840	6,000	14,670	54,000	21,170	6,000	.18
	No. 6	74,000	41,450	4,500	6,390	69,500	35,060	7,000	.36
		135,000	112,590	None	20,250	135,000	92,340	13,000	.29



One type of grade separation work being done by the State in conjunction with the Railroad Companies. The crossing above is a Cresoted Timber Overhead Crossing of the Missouri Pacific west of Yellville in Marion County, recently completed and opened to traffic.



An illustration of the method used to Stencil Telephone Poles for the frequent information of travelers on Arkansas State Highways. This marking shows two roads overlapping, Nos. 75 and 16. The "R" indicates a right turn not far ahead.

Table XIII (Continued).  
 Showing Financial Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Total Bonded Indebtedness	Total Interest Paid	Total Bonds Outstanding Jan. 1, 1926	Total Interest Paid	Total Bonds Outstanding Jan. 1, 1926	Total Interest Standing Jan. 1, 1926	Average Annual Requirement for Interest and Bonds	Average Annual Tax Per Acre
	No. 7	1,180,000	47,000	50,000	1,133,000	479,600	96,600	.64	
	No. 8	225,000	11,000	22,250	214,000	120,650	17,500	.30	
	No. 9	22,000	None	None	22,000	-----	-----	-----	
Logan	No. 1	55,000	16,500	16,005	38,500	11,238	5,500	.30	
Lonoke	No. 1	20,000	11,000	11,550	9,000	1,710	2,000	.13	
	No. 2	120,000	54,000	70,860	66,000	19,120	10,750	.11	
	No. 3	190,500	53,000	71,600	137,500	57,580	16,650	.25	
	No. 4	170,000	68,000	97,380	102,000	29,320	15,300	.21	
	No. 5	55,000	21,000	23,610	34,000	13,740	5,250	.27	
	No. 6	6,500	2,700	3,570	3,800	1,200	575	.13	
	No. 7	60,000	24,500	33,240	35,500	11,640	5,300	.13	
	No. 8	35,000	12,100	17,526	22,900	8,316	3,175	.27	
	No. 9	155,000	15,000	26,150	140,000	58,415	14,750	.19	
	No. 10	195,000	34,500	56,677	160,500	75,735	16,250	.25	
	Ark.-Mo. No. 12	175,000	23,000	40,020	152,000	92,620	14,750	.16	
	No. 13	75,000	None	None	75,000	36,960	7,500	.18	
	No. 14	240,000	32,000	63,480	208,000	115,500	21,000	.24	
	Pulaski No. 10	22,520	18,630	2,931	3,890	10,492	1,731	.20	
Madison	Madison-Carroll	209,265	27,000	48,840	182,265	101,310	15,467	-----	
Miller	Miller Co. Highway and Bridge Dsit.	540,000	219,000	149,167	321,000	113,265	51,000	.21	
	Garland	22,600	1,000	None	21,600	17,250	-----	-----	



Table XIII (Continued).  
**Showing Financial Statistics of Road Improvement Districts Organized Prior to January 1, 1926**

COUNTY	District Name or Number	Total Bonded Indebtedness	Total Interest Paid	Total Bonds Outstanding Jan. 1, 1926	Total Interest Paid	Total Bonds Outstanding Jan. 1, 1926	Total Interest Paid	Total Bonds Outstanding Jan. 1, 1926	Average Annual Requirement for Interest and Bonds	Average Annual Tax Per Acre
Mississippi	Oseola and Little River No. 1	278,000	40,000	47,700	238,000	101,700	28,500	.60		
	Luxora-Little River No. 2	2,300,000	None	None	2,300,000	1,431,940	219,500	1.13		
	Wardell-Whitton No. 2	597,000	48,000	68,095	549,000	287,690	58,250	.80		
	Etowah No. 2	178,000	20,000	37,320	158,000	83,280	15,000	.21		
	No. 5	145,000	20,500	34,470	124,500	63,570	13,000	.49		
	Burdette No. 3	373,000	10,000	15,300	363,000	255,060	34,000	.94		
	Bassett Wardell No. 3	120,000	15,500	20,760	105,500	49,680	11,650	.56		
	Blytheville, Manila, Leachville	75,000	None	None	75,000	48,480	7,500	.30		
	No. 1	1,992,000	20,000	79,310	1,972,000	1,284,610	169,000	1.76		
	No. 3	188,000	18,000	22,020	170,000	78,510	19,250	.15		
Monroe	No. 4	157,000	14,000	25,290	143,000	81,575	13,500	.12		
	Richland Township	45,000	2,000	4,895	43,000	25,796	3,850	.06		
	Woodruff, Monroe	220,000	34,000	62,220	186,000	100,440	19,000	.12		
	Blackton, Phillips Co.	16,328	19,800	38,799	151,099	86,829	17,204	---		
	Line	26,000	Aug 24 1925		26,000					
	No. 5	90,000	6,000	10,620	84,000	45,420	8,500	.03		
	Prescott, Bleivins	47,341	8,700	13,622	38,641	16,665	3,886	.30		
	No. 1	29,500	2,000	6,900	27,500	25,020	2,103	.30		
	No. 2	58,000	9,500	15,042	48,500	20,037	5,000	.12		
	No. 3	65,000	5,000	18,900	60,000	55,780	4,750	.03		
Montgomery	No. 6	43,000	None	None	43,000	23,280	4,250	.03		
	Marhall, Witt Springs	10,932	572	1,240	9,360	6,506	931	.03		
Nevada	No. 1	56,040	8,000	10,620	48,040	26,420	5,500	.03		
	No. 2	30,287	2,000	6,900	27,500	25,020	2,103	.30		

Table XIII (Continued).  
Showing Financial Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Total Permitted Indebtedness	Total Interest Indebtedness	Total Bonds Paid	Total Interest Paid	Total Bonds Outstanding Jan. 1, 1926	Total Interest Outstanding Jan. 1, 1926	Average Annual Requirement for Interest and Bonds	Average Annual Tax Per Acre
Perry	No. 1	94,000	61,187	19,500	28,462	74,500	32,725	7,500	.10
	Helena-Old Town	465,000	354,850	70,000	131,300	395,000	223,550	32,500	.70
	West Helena-Marvel	900,000	872,940	70,000	210,000	830,000	662,940	70,250	.28
Poinsett	Helena-Ferguson	1,900,000	1,488,380	48,000	684,000	1,852,000	804,380	161,500	.55
	Helena-W. Helena No. 2	163,000	121,590	27,000	53,580	136,000	68,010	14,300	2.44
	No. 1	46,000	24,585	7,000	9,820	39,000	14,765	4,800	.28
	No. 2	50,000	33,935	3,000	5,417	47,000	28,518	4,200	.60
	No. 3	80,000	41,140	4,000	8,800	76,000	32,340	6,500	.07
	No. 4	118,000	61,085	27,000	29,665	91,000	31,420	11,500	.26
	No. 5	160,000	71,450	7,000	8,000	153,000	63,450	15,500	.90
Polk	No. 7	125,000	77,760	4,000	7,500	121,000	70,260	11,500	1.00
	Bay Road and St. Francis River	335,000	238,912	61,950	90,160	273,500	148,752	28,750	.34
	Ozark Trail	663,000	520,869	25,000	99,950	638,000	420,910	54,000	.60
	No. 1	650,000	428,610	70,000	148,450	580,000	280,160	73,500	.21
	No. 3	165,000	119,880	10,000	19,500	155,000	119,380	14,500	.20
Pope	No. 1	531,000	522,010	61,000	119,240	470,000	402,770	37,250	.13
	No. 2	307,000	227,220	27,000	53,760	280,000	173,460	26,500	.10
	No. 4	75,000	51,160	5,500	8,167	69,500	42,993	6,500	.15
	Marshall-Witt Springs	38,555	30,984	2,286	4,960	36,269	26,024	3,344	.02

Table XIII (Continued).  
 Showing Financial Statistics of Road Improvement at Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Total Bond- ed Indeb- tedness	Total Inter- est Indeb- tedness	Total Bonds Paid	Total Interest Paid	Total Bonds Out- standing Jan. 1, 1926	Total Inter- est Out- standing Jan. 1, 1926	Average Annual Re- quirement for Interest and Bonds	Average Annual Tax Per Acre
Prairie	No. 1	87,500	64,550	34,500	37,900	53,000	26,650	7,500	.17
	No. 3	15,000	10,950	4,000	6,360	11,000	4,590	1,250	.03
	No. 4	160,000	122,795	27,500	52,289	132,500	70,506	12,200	.46
	No. 5	134,500	90,637	29,500	39,187	105,000	51,450	10,300	.10
	Woodruff, Prairie, No. 6	309,114	211,140	8,910	17,484	300,204	193,656	25,735	.85
	Des Arc-Hazen 7	99,000	73,030	4,000	10,752	95,000	62,278	8,500	.09
	Hazen, Larygrue, Slovac 8	265,000	182,153	49,500	79,350	215,500	102,803	22,500	---
	No. 9	55,500	38,100	10,500	16,574	45,000	21,526	4,800	.50
	Stuttgart--Western 10	43,982	31,612	7,245	11,483	36,737	20,129	3,612	.28
	No. 11	148,000	101,720	27,000	41,640	121,000	59,360	14,400	.48
	No. 12	80,000	46,350	17,500	21,510	62,500	24,840	8,050	.38
	Pulaski	Little Rock, Sprink Lake	616,713	444,430	81,450	123,115	536,263	321,315	52,655
Little Rock, Hot Springs		1,496,330	948,321	176,120	269,654	1,320,210	678,667	132,095	---
Ark.-Mo.		1,100,000	798,400	108,000	175,700	992,000	622,700	89,000	---
N. Little Rock, Galloway--		800,000	526,715	132,000	196,740	668,000	329,975	68,500	---
No. 10, Sec. 1		2,449,480	1,477,977	188,370	296,433	2,261,110	1,181,544	188,269	.20
No. 10, Sec. 2		---	---	---	---	---	---	---	80% this
No. 10, Sec. 3	---	---	---	---	---	---	---	tax borne	
Rock	No. 10, Sec. 6	---	---	---	---	---	---	---	by Little
	No. 6	15,500	10,312	5,500	7,286	10,000	3,026	1,300	Rock
	No. 7	35,000	20,340	18,000	16,650	17,000	3,690	3,450	---

Table XIII (Concluded).  
 Showing Financial Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Total Bonds- ed Indeb- tedness	Total Inter- est Indeb- tedness	Total Bonds Paid	Total Interest Paid	Total Bonds Out- standing Jan. 1, 1926	Total Inter- est Out- standing Jan. 1, 1926	Average Annual Re- quirement for Interest and Bonds	Average Annual Tax Per Acre
Randolph	Little Rock, North Heights No. 1	5,000	3,330	400	882	4,600	2,448	450	---
	Little Rock, North Heights No. 2	25,000	23,520	1,500	4,410	23,500	19,110	2,000	---
	Little Rock, North Heights No. 3	30,000	30,390	1,500	5,310	28,500	25,080	2,500	---
	Little Rock, North Heights No. 6	180,000	180,500	2,000	17,950	178,000	162,550	15,000	---
	Little Rock-Levy, Park Hill, No. 4	120,000	112,100	500	6,000	119,500	106,100	8,250	---
	Little Rock, Westwood No. 5	180,000	180,500	2,000	17,950	178,000	162,550	15,000	---
Saline	Little Rock, Northern Hy., Dist. No. 7	240,000	224,200	2,000	23,950	238,000	200,250	17,000	---
	No. 1	9,000	5,130	4,000	3,480	5,000	1,650	700	.60
	No. 3	110,000	62,702	12,000	18,415	98,000	44,287	10,500	.45
Searcy	Western, Randolph	157,500	50,670	45,000	25,650	112,500	25,020	23,500	.06
	Little Rock, Hot Springs	140,580	83,675	15,540	23,793	125,040	59,882	11,470	.02
	Little Rock, Spring Lake	50,000	26,760	11,000	13,800	39,000	12,960	6,000	.13
	No. 4	25,779	19,480	2,650	3,975	23,129	15,505	2,200	---
Marshall-Witt Springs	No. 1	46,000	30,370	17,000	18,240	29,000	12,130	3,300	.03
	No. 3	60,000	37,320	9,000	10,080	51,000	27,240	10,000	.17
		150,946	108,444	7,998	17,360	142,948	91,084	13,053	.08

Table XIII (Continued).  
**Showing Financial Statistics of Road Improvement Districts Organized Prior to January 1, 1926**

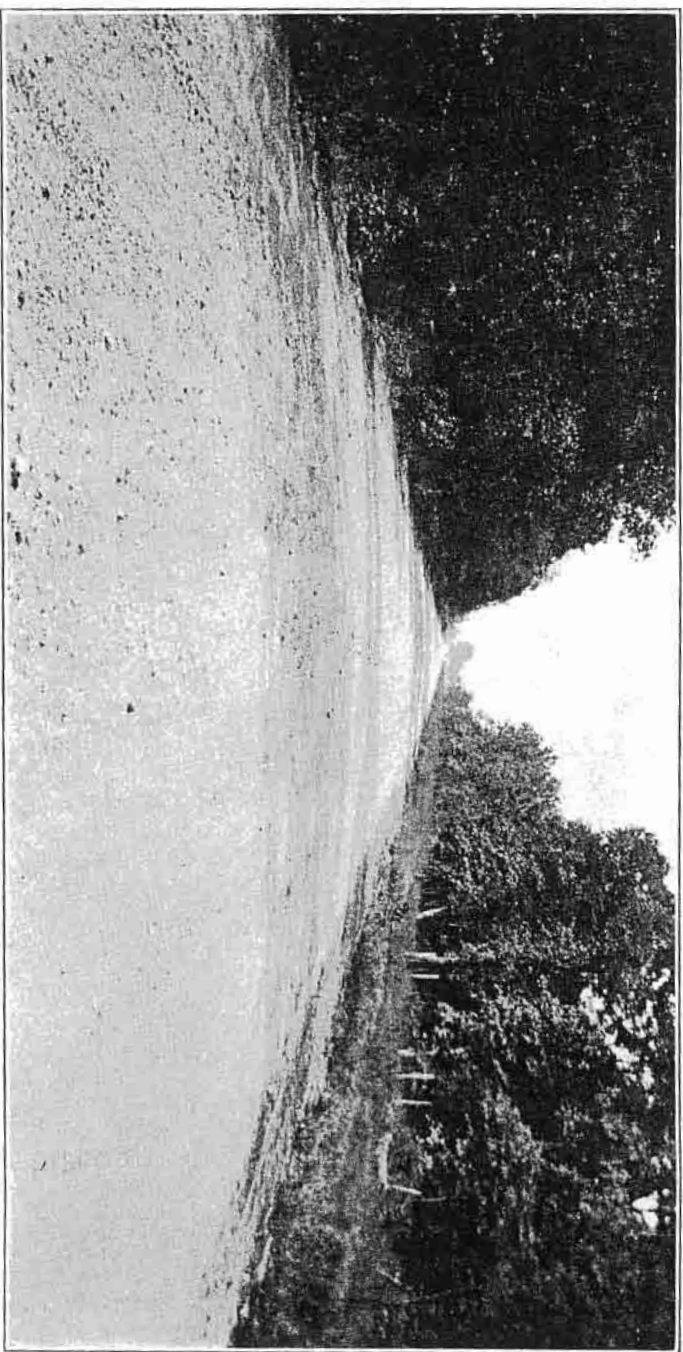
COUNTY	District Name or Number	Total Bonded Indebtedness	Total Interest Indebtedness	Total Bonds Paid	Total Interest Paid	Total Bonds Outstanding Jan. 1, 1926	Total Interest Outstanding Jan. 1, 1926	Average Annual Requirement for Interest and Bonds	Average Annual Tax Per Acre
Servier	No. 1	174,000	149,057	32,000	71,710	142,000	77,357	12,750	.11
	No. 2	165,000	100,410	24,000	38,125	141,000	62,285	14,000	.10
	No. 3	230,000	137,590	39,000	53,310	191,000	84,280	19,500	.50
	No. 4	230,500	161,777	42,000	67,800	188,500	93,977	19,500	.40
	No. 5	105,000	75,491	11,500	27,775	93,500	47,716	9,500	.23
	No. 7	118,000	83,820	18,000	36,905	100,000	46,915	10,500	.18
	No. 11	50,000	30,930	7,500	11,370	42,500	19,072	5,500	.10
	Howard-Sevier, No. 1	361,960	234,980	6,866	11,858	355,094	223,122	29,644	.70
	No. 1	44,000	24,039	12,000	10,704	32,000	13,355	3,150	None
	No. 1	419,000	339,232	67,500	139,232	351,500	200,000	32,474	.09
	St. Francis	No. 2	537,500	366,780	53,000	103,811	484,500	282,969	43,500
No. 3	585,000	399,152	106,500	161,696	478,500	237,456	49,500	.40	
No. 4	200,000	98,670	61,000	57,670	139,000	41,000	19,500	.32	
No. 5	290,000	169,285	63,000	73,307	227,000	95,978	27,750	1.50	
No. 12	75,000	50,755	4,000	8,140	71,000	42,625	6,250	.35	
No. 2	89,000	63,030	18,000	29,310	71,000	33,720	8,000	.01	
Van Buren	No. 1	114,000	69,135	20,000	29,342	94,000	39,793	10,250	.02
No. 2	120,000	99,585	16,500	34,484	103,500	65,101	9,000	.08	
No. 3	95,000	67,210	15,000	29,535	80,000	37,675	8,500	.25	
Marshall-Witt Springs	19,567	15,492	1,144	2,480	18,423	13,012	1,672	.01	
Washington	No. 1	180,500	124,970	25,500	45,051	155,000	79,928	15,250	.25
No. 2	550,000	375,380	91,500	146,430	458,500	228,950	50,000	.28	
No. 10	75,000	53,040	6,000	13,140	69,000	39,900	6,500	.12	

Table XIII (Continued).  
 Showing Financial Statistics of Road Improvement Districts Organized Prior to January 1, 1926

COUNTY	District Name or Number	Total Bond- ed Indebted- ness	Total Inter- est Indebted- ness	Total Bonds Paid	Total Interest Paid	Total Bonds Out- standing Jan. 1, 1926	Total Inter- est Out- standing Jan. 1, 1926	Average Annual Re- quirement for Interest and Bonds	Average Annual Re- tax Per Acre
White	No. 7	300,000	222,785	46,000	84,780	254,000	189,005	26,000	.26
	Beebe-Antioch & Lonoke	260,000	194,080	41,000	80,650	219,000	113,430	22,500	.40
	Judsonia, Kensett & Higginson	10,000	1,800	4,000	1,080	6,000	720	2,350	.15
	North Ark., No. 1	878,000	685,565	164,000	252,935	714,000	432,630	74,750	.40
	Northern, No. 1	30,000	22,710	13,500	17,970	16,500	4,740	2,650	.12
	Cotton Plant, No. 1	100,500	79,845	14,500	28,662	86,000	51,183	6,000	.17
	No. 3	150,000	100,550	30,000	45,650	120,000	54,900	12,000	.30
	Woodruff-Prairie, No. 6	261,386	179,860	7,590	14,893	253,796	164,967	21,764	.70
	No. 7	136,000	100,022	22,000	38,340	114,000	61,682	12,000	.90
	No. 12	585,000	400,910	60,000	138,690	525,000	262,220	50,250	.30
Woodruff	No. 1 4	85,000	43,860	22,500	22,980	62,500	20,380	8,500	.40
	No. 15	236,000	170,170	9,000	25,740	227,000	144,430	20,000	.22
	No. 16	213,000	134,750	12,000	23,100	201,000	111,650	18,000	.36
	No. 18	143,000	106,080	22,000	40,440	121,000	65,640	12,250	.35
	Woodruff, Monroe	13,672							
	No. 1	534,500	364,187	64,500	111,150	470,000	253,037	45,000	.15
	Dardanelle Dist.	4,000	Abolish'd						
	Mt. Nebo	None	None	None					

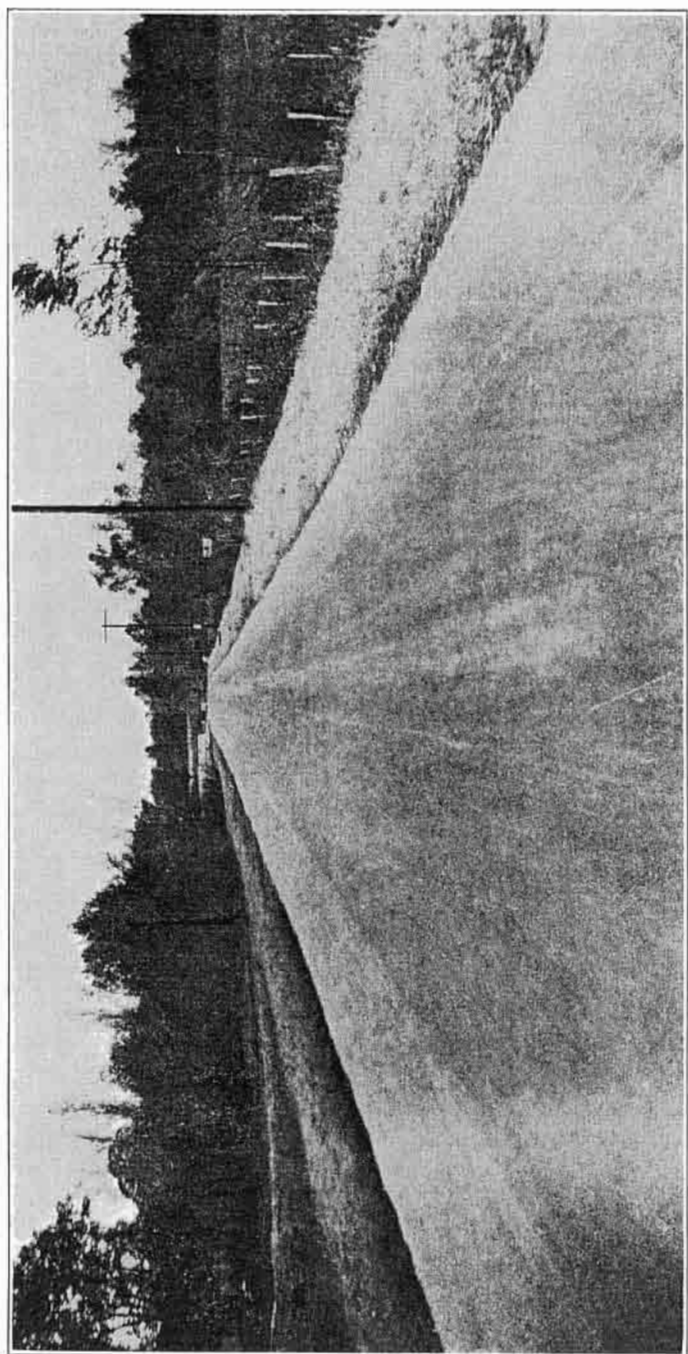
Table XIV.  
 Showing Physical and Financial Statistics of Road Improvement Districts Combined as to  
 the Counties of the State.

COUNTY	Area of County	Area in Districts	Mileage in State Highway System	Miles Proposed to be Built on System	Miles Proposed to be Built off System	Total Original Bonded Indebtedness to Jan. 1, 1926	Total Bonds Outstanding Jan. 1, 1926	Per Cent Tax Reduction Due to Payments by State
Arkansas	\$640,000	\$590,080	143.8	113.67	84.5	\$ 4,596,546	\$ 3,862,497	9.2
Astley	601,600	204,220	164.0	47.5	7	668,219	634,982	44
Baxter	375,040	126,080	79.4	34.5	0	197,000	181,000	92
Benton	560,640	622,720	214.5	178.	63.8	1,757,500	1,572,000	35.8
Boone	389,120	73,600	140.5	37.2	0	94,000	76,000	84
Bradley	421,760	---	88.6	---	---	---	---	---
Calhoun	402,560	---	67.5	---	---	---	---	---
Carroll	410,240	200,680	100.5	86.4	8.7	396,734	354,559	53
Chicot	388,480	432,098	104.3	81.5	17.8	1,930,684	1,668,286	22
Clark	564,480	357,120	149.7	98.5	53.5	695,000	601,500	56
Clay	418,560	---	99.3	---	---	---	---	---
Cleburne	381,440	---	86.5	---	---	---	---	---
Cleveland	385,920	138,200	100.7	40.9	0	459,500	426,500	14
Columbia	502,400	119,440	95.3	27.9	0	214,500	168,000	54
Conway	360,220	409,120	97.3	100.76	46.6	1,802,000	1,478,000	27
Craighead	439,680	146,560	102.7	44	5.2	990,000	872,500	49
Crawford	379,820	---	73.3	---	---	---	---	---
Crittenden	372,480	415,039	100.7	100.7	195.8	5,618,500	5,181,000	11
Cross	396,160	140,320	96.3	40.4	37.6	1,740,000	1,498,500	10.3
Dallas	434,560	426,240	117.5	93.2	130.1	735,000	670,000	43
Desha	478,080	168,320	101.4	45.8	5.5	921,818	765,735	32
Drew	542,080	56,320	115.1	7	0	379,738	250,853	37



A Wide Gravel Road between Little Rock and England on Route 30. This is a reconstructed section, the work having been done since 1924. The old road was a narrow, wornout macadam road built about 1915.





Near Red Gates in Pulaski County on the Little Rock-Hot Springs Highway. This view shows part of the asphalt section built in 1920.

Table XIV (Continued).  
 Showing Physical and Financial Statistics of Road Improvement Districts Combined as to  
 the Counties of the State.

COUNTY	Area of County	Area in Districts	Mileage in State High- way System	Miles Propos- ed to be Built on System	Miles Propos- ed to be Built off System	Total Original Bonds Indebted- ness to Jan. 1, 1926	Total Bonds Outstanding Jan. 1, 1926	Per Cent Tax Re- duction Due to Payments by State
Faulkner	416,640	184,960	109.0	58.5	---	1,260,000	1,068,000	21
Franklin	387,840	61,160	89.7	23.9	---	285,000	242,000	35
Fulton	400,000	266,240	88.9	29	---	425,000	365,000	68
Garland	403,840	80,000	87.7	12.7	---	563,090	495,750	24
Grant	407,680	511,040	115.2	102.5	38.4	1,288,173	1,066,023	16
Greene	359,040	23,040	92.8	7.8	---	70,000	70,000	---
Hempstead	465,380	197,500	149.8	70.6	15	943,659	783,759	18
Hot Springs	392,320	---	111.0	---	---	---	---	---
Howard	385,280	152,080	118.9	33.5	---	735,139	694,505	26.5
Independence	437,680	186,560	124.0	24.3	8.2	248,295	212,595	51
Izard	373,126	115,840	92.6	50.5	---	205,709	191,709	113
Jackson	405,760	217,200	124.0	46.8	42.6	785,000	636,000	46
Jefferson	577,920	---	154.4	99.7	88.6	1,423,305	1,113,546	62
Johnson	432,000	79,460	56.9	32.3	---	334,000	281,000	93
La Fayette	336,000	132,480	56.7	21.2	10.6	278,500	217,500	52
Lawrence	378,880	307,120	131.7	114.1	65.4	1,273,000	1,089,500	30
Lee	384,640	223,640	66.5	63.86	---	378,000	378,000	---
Lincoln	365,000	239,200	83.4	76.7	5.1	645,037	527,191	41
Little River	349,440	269,640	87.5	83.1	58.6	1,761,000	1,668,500	20
Logan	464,640	14,080	100.9	7.4	---	55,000	38,500	---
Lonoke	508,106	448,260	138.9	104.7	72.5	1,519,520	1,150,090	31
Madison	535,000	87,400	134.4	60	19.3	209,265	182,265	---
Marion	413,440	---	63.6	---	---	---	---	---

Table XIV (Continued).  
**Showing Physical and Financial Statistics of Road Improvement Districts Combined as to the Counties of the State.**

COUNTY	Area of County	Area in Districts	Mileage in State Highway System	Miles Proposed to be Built on System	Miles Proposed to be Built off System	Total Original Bonded Indebtedness to Jan. 1, 1926	Total Bonds Outstanding Jan. 1, 1926	Per Cent Tax Reduction Due to Payments by State
Miller	398,720	142,720	76.5	83	29.6	562,600	342,600	40
Mississippi	506,880	556,640	123.3	125.9	230.8	6,058,000	5,885,000	11
Monroe	385,920	226,840	111.2	44	8.5	806,899	719,099	38
Montgomery	570,240	133,760	99.8	30	1.5	90,000	84,000	56
Nevada	396,800	5,760	99.6	5.5	---	47,341	38,641	---
Newton	541,440	314,160	144.6	99.8	7.3	206,432	188,360	57
Ouachita	469,120	---	136.3	---	---	---	---	---
Perry	353,280	65,280	88.6	10	16.3	94,000	74,500	56
Phillips	442,880	444,200	123.6	108	6.8	3,428,000	3,213,000	28
Pike	384,610	---	103.7	---	---	---	---	---
Poinsett	461,440	294,388	97.0	61.8	64.9	1,577,000	1,438,500	26
Polk	541,440	319,680	111.4	64.5	---	815,000	735,000	24
Pope	528,920	385,480	149.9	72.8	22.3	951,556	855,760	47
Prairie	432,000	327,920	112.1	79.7	29.2	1,397,596	1,177,441	25
Pulaski	498,560	654,040	136.1	122.4	65.5	7,293,023	6,573,683	29
Randolph	418,560	394,240	106.4	19.4	5	276,500	215,500	22
Saline	496,000	163,840	74.3	37.2	10	216,359	187,169	70
Scott	620,800	---	104.8	---	---	---	---	---
Searcy	430,720	196,880	107.9	51.4	25.4	256,946	222,948	70
Sebastian	339,840	---	104.8	---	---	---	---	---
Sevier	366,080	367,400	100.6	93.15	45	1,434,460	1,252,594	26
Sharp	389,760	53,760	118.1	13.1	---	44,000	32,000	120
St. Francis	401,920	480,491	97.8	86.3	76	2,106,500	1,751,500	27

Table XIV (Concluded).  
 Showing Physical and Financial Statistics of Road Improvement Districts Combined as to  
 the Counties of the State.

COUNTY	Area of County	Area in Districts	Mileage in State High- way System	Miles Propos- ed to be Built on System	Miles Propos- ed to be Built off System	Total Original Bonds Indebted- ness to Jan. 1, 1926	Total Bonds Outstanding Jan. 1, 1926	Per Cent Tax Re- duction Due to Payments by State
Stone	391,040	71,660	98.2	25	---	89,000	71,000	94
Union	670,720	---	147.7	---	---	---	---	---
Van Buren	467,200	229,440	133.2	69.5	4.9	348,567	295,923	80
Washington	611,200	192,360	175.3	82.5	15.5	805,500	682,500	42
White	663,680	282,261	179.0	78	9.4	1,448,000	1,193,000	23
Woodruff	369,280	377,240	107.7	82.3	32.8	2,143,987	1,906,697	20
Yell	611,200	230,818	157.5	59.9	2.8	588,500	470,000	48
Totals	---	---	8344.4	3906.24	1780.90	\$70,918,197	\$62,334,760	86

The tables prepared and shown above as tables Numbers XII, XIII and XIV cover only those Road Improvement Districts which have been organized prior to January 1, 1926. During 1926 several old Road Improvement Districts have sold additional bonds and several new Road Improvement Districts have been organized and have sold bonds and the organization of several others has about been completed. These districts are shown below:

### DISTRICTS ORGANIZED AND BONDS SOLD DURING 1926

DISTRICT	COUNTY	AMOUNT
Arkansas-Louisiana	Ashley, Chicot, Desha Drew and Lincoln	\$100,000.00
Eudora-Kilbourne	Chicot	30,000.00
McGehee East & West	Desha	124,012.00
Hot Springs-Malvern	Garland	30,000.00
Number Two	Greene	32,000.00
Bridge District No. 1	Independence	170,000.00
Number Two	Jackson	145,000.00
Number Eight	Jackson	58,000.00
Bridge District No. 1	Lee	124,442.50
Osceola-Little River	Mississippi	750,000.00
Number Six	Monroe	45,000.00
Ozark Trail	Poinsett	125,000.00

### DISTRICT IN THE COURSE OF ORGANIZATION ABOUT READY TO ISSUE BONDS

District	County	Approximate Amount
Number Six	Garland	\$250,000.00
Highway & Bridge No. 1	Miller	110,000.00
Lexa	Phillips	35,000.00
Bridge District No. 1	Pope and Yell	300,000.00

Table XV.  
Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.

COUNTY	District	Returned July 1, 1925		Returned July 1, 1926	
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Arkansas	No. 1	\$ 228.42	---	\$ 228.42	---
	No. 5	17,646.28	---	17,646.28	---
	Northern	18,656.34	---	18,656.34	---
	Stuttgart & Western	207.46	---	207.46	---
	Roberts	44.50	---	44.50	---
			10,020.00	10,020.00	10,020.00
Ashley	Wilnot	22,048.71	---	22,048.71	---
	Jerome	572.64	---	572.64	---
	Arkansas-Louisiana	7,438.65	---	7,438.65	---
			4,372.50	4,372.50	4,372.50
Baxter	No. 1	12,456.38	---	12,456.38	---
	No. 2	661.12	---	661.12	---
Benton			6,207.00		6,207.00
	No. 1	349.70	---	349.70	---
	No. 2	23,037.90	---	23,037.90	---
	No. 3	11,135.73	---	11,135.73	---
	No. 4	4,727.13	---	4,727.13	---
	No. 5	10,620.12	---	10,620.12	---
Boone	No. 6	5,992.42	---	5,992.42	---
	No. 1	6,889.50	20,668.50	6,889.50	20,668.50
Bradley			27,342.00		27,342.00
	Calhoun		20,211.00		20,211.00

Table XV (Continued).  
 Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.

COUNTY	District	Returned July 1, 1925		Returned July 1, 1926	
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Carroll	No. 1	3,167.26	15,226.50	3,167.26	15,226.50
	No. 2	6,314.28		6,314.28	
	No. 3	2,375.49		2,375.49	
	No. 4	1,594.82		1,594.82	
	No. 5	994.90		994.90	
	Madison-Carroll	779.75		779.75	
Chicot	No. 2	6,355.44		6,355.44	
	Jerome	2,930.10		2,930.10	
	Gainess Landing	1,969.78		1,969.78	
	No. 5	1,607.11		1,607.11	
	Arkansas-Louisiana	24,373.57		24,373.57	
Clark	No. 1	32,535.16	10,971.00	32,535.16	10,971.00
	No. 2	377.84		377.84	
Clay			46,701.00		46,701.00
			21,738.00		21,738.00
Cleveland			10,495.50		10,495.50
Columbia	No. 1	4,089.15		4,089.15	
	No. 3	3,469.60		3,469.60	
	No. 4	2,936.75		2,936.75	
			26,056.80		26,056.80
	No. 1	10,173.74		10,173.74	
	No. 2	11,145.46		11,145.46	

Table XV (Continued).  
 Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.

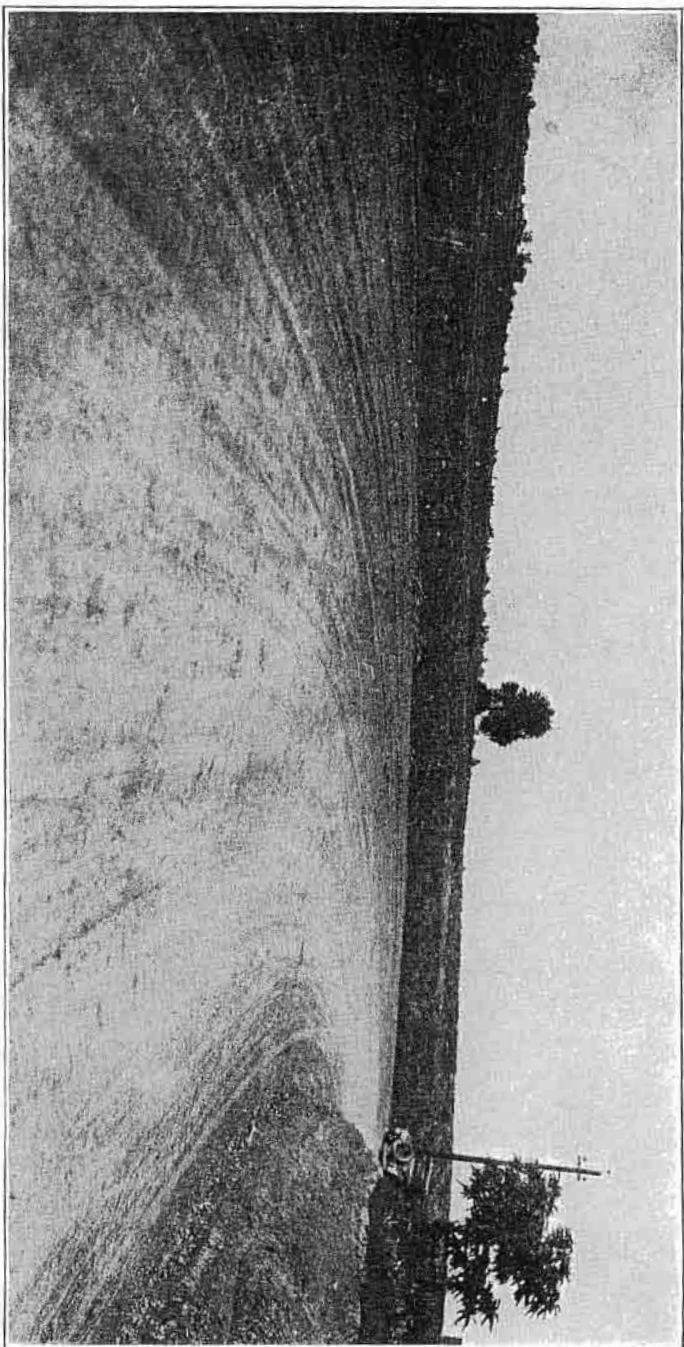
COUNTY	District	Returned July 1, 1925		Returned July 1, 1926	
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Conway	No. 1	8,241.76	-----	8,241.76	-----
	No. 2	8,710.23	-----	8,710.23	-----
	No. 3	3,114.58	-----	3,114.58	-----
	No. 4	12,685.59	-----	12,685.59	-----
	No. 5	5,899.84	-----	5,899.84	-----
			19,281.60		19,281.60
Craighead	No. 1	18,999.00	-----	18,999.00	-----
	No. 2	15,189.66	-----	15,189.66	-----
	No. 4	10,801.74	-----	10,801.74	-----
			44,067.00		44,067.00
Crawford Crittenden	No. 2	192.18	-----	192.18	-----
	No. 3	306.59	-----	306.59	-----
	No. 4	5,164.32	-----	5,164.32	-----
	No. 5	2,165.68	-----	2,165.68	-----
	No. 6	9,477.12	-----	9,477.12	-----
	No. 7	10,529.85	-----	10,529.85	-----
	No. 8	7,325.49	-----	7,325.49	-----
	No. 9	15,016.77	-----	15,016.77	-----
			15,904.50		15,904.50
Cross	No. 1	2,729.53	-----	2,729.53	-----
	No. 4	670.06	-----	670.06	-----
	Parkin South	8,159.17	-----	8,159.17	-----
	Tyroneza-St. Francis	4,345.74	-----	4,345.74	-----

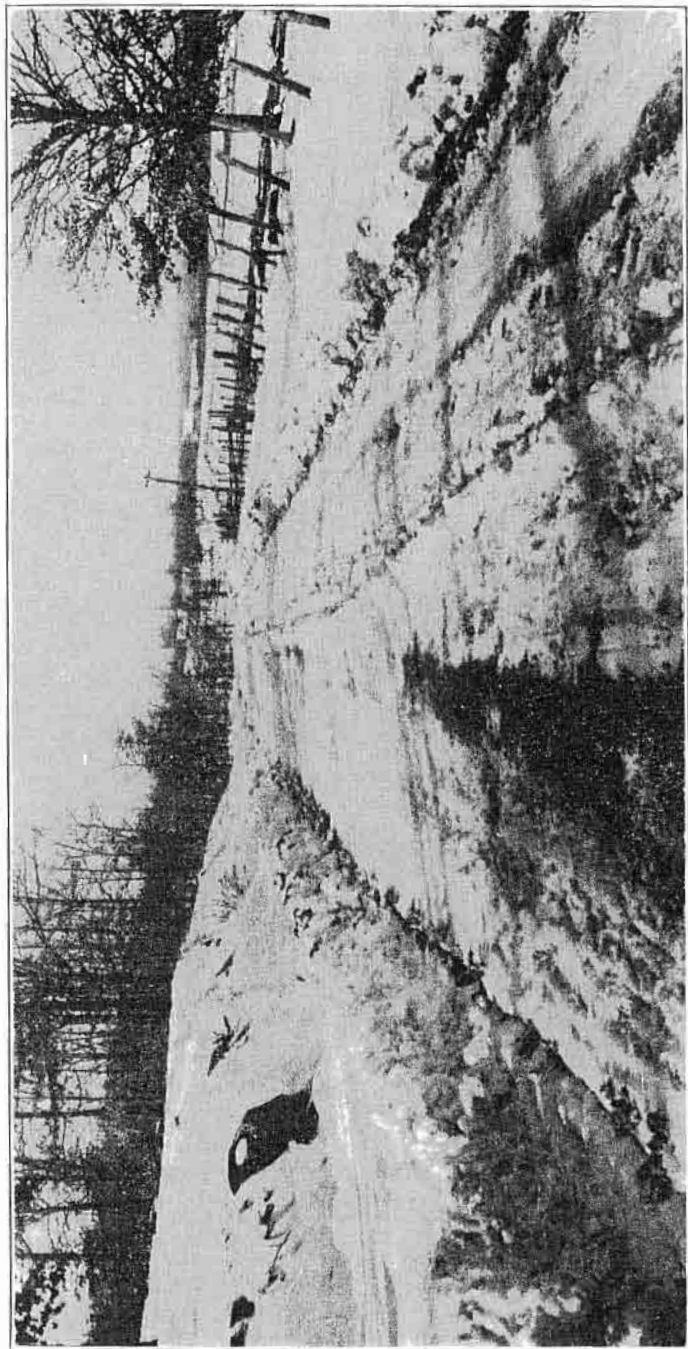


Table XV (Continued).  
 Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.

COUNTY	District	Returned July 1, 1925		Returned July 1, 1926	
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Dallas	No. 1	8,745.10	---	4,372.55	12,348.00
	No. 2	8,325.26	---	4,162.63	---
	No. 3	7,625.64	---	3,812.82	---
Desha	Arkansas-Louisiana	25,496.85	8,688.00	25,496.85	8,688.00
	Douglas-Gould-Star City	567.15	---	567.15	---
Drew	Arkansas-Louisiana	8,279.70	28,021.50	8,279.70	28,021.50
	Jerome	1,060.80	---	1,060.80	---
Faulkner	Conway-Damascus	14,965.01	11,848.50	14,965.01	11,848.50
	Conway-Vilonia	11,262.24	---	11,262.24	---
	Conway-Palarm	9,318.25	---	9,318.25	---
Franklin	No. 1	8,288.25	24,864.75	8,288.25	24,864.75
	North Ark. No. 2	11,487.60	7,658.40	11,487.60	7,658.40
Garland	Little Rock-Hot Springs	11,037.00	33,111.00	11,037.00	33,111.00

The curve above has been elevated and widened to take care of fast moving traffic. The picture was taken on Road No. 39, north of Paragould in Greene County.





A snow removal scene on the Springdale-Huntsville Road in Madison County. This is an unusual occurrence in Arkansas.

Table XV (Continued).  
 Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.

COUNTY	District	Returned July 1, 1925		Returned July 1, 1926	
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Grant	No. 1	2,325.09	3,000.00	2,779.92	
	No. 2	1,375.64		1,644.74	
	No. 3	893.01		1,067.70	
	No. 4	2,735.33		3,270.41	
	No. 5	1,641.26		1,962.32	
	No. 6	2,220.35		2,654.69	
	No. 7	1,995.21		2,385.51	
	No. 8	868.94		1,038.92	
	No. 9	1,086.10		1,298.56	
	Jefferson-Grant No. 1	87.57		104.70	
Little Rock-Spring Lake	107.50	128.53			
Greene	Hope-Fulton-Emmett	9,857.12	44,694.00	9,857.12	44,694.00
	Saragota-Fulton-McNab	4,831.30	27,052.50	4,831.30	27,052.50
	Cross Roads	3,242.52		3,242.52	
	Prescott-Blevins	2,474.50		2,474.50	
	Washington-Hope-Columbus	5,674.26		5,674.26	
	Hope District	972.80		972.80	
Hempstead					15,892.50
Hot Spring	No. 1	3,144.81		3,144.81	
	No. 7	7,939.26		7,939.26	
	Howard-Serier No. 1	4,808.43		4,808.43	
Howard					30,450.00
					15,892.50

Table XV (Continued).  
 Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.

COUNTY	District	Returned July 1, 1925		Returned July 1, 1926	
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Independence	No. 1	7,256.44	20,524.50	7,256.44	20,524.50
	North Ark. No. 2	13,268.06	---	13,268.06	---
Izard	No. 1	10,597.72	5,937.00	10,597.72	5,937.00
	North Ark. No. 2	7,213.28	---	7,213.28	---
Jackson	No. 1	3,774.30	4,356.60	3,774.30	4,356.60
	No. 2	16,449.91	---	16,449.91	---
	No. 4	14,759.99	---	14,759.99	---
	No. 7	4,225.20	---	4,225.20	---
	Jefferson-Grant No. 1	1,987.87	25,823.25	1,987.87	25,823.25
Jefferson	No. 4	6,491.97	---	6,491.97	---
	No. 5	4,810.10	---	4,810.10	---
	No. 7	4,002.09	---	4,002.09	---
	No. 10	356.36	---	356.36	---
	No. 13	874.63	---	874.63	---
	No. 15	21,660.54	---	21,660.54	---
	No. 19	5,382.60	---	5,382.60	---
	No. 21	2,489.88	---	2,489.88	---
	No. 22	8,611.54	---	8,611.54	---
	Roberts	3,965.67	---	3,965.67	---
	Little Rock-Spring Lake	17.04	---	17.04	---
	Plum Bayou	16,819.46	---	16,819.46	---

Table XV (Continued).  
 Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.

COUNTY	District	Returned July 1, 1925		Returned July 1, 1926	
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Johnson	No. 2	27,045.00	9,015.00	27,045.00	9,015.00
	No. 1	7,233.88	13,312.50	7,233.88	13,312.50
	No. 2	6,078.62		6,078.62	
Lawrence	No. 1	5,175.62	3,783.60	5,175.62	3,783.60
	No. 2	807.38		807.38	
	No. 4	3,633.05		3,633.05	
	No. 5	4,584.48		4,584.48	
	No. 6	2,277.77		2,277.77	
	No. 7	706.25		706.25	
	No. 8	1,672.31		1,672.31	
	Hoxie-Running Water (Eastern Section)	2,638.38		2,638.38	
Lee	Hoxie-Running Water Western Section	158.68		158.68	
	Western District	12,398.48		12,398.48	
			49,398.00		49,398.00
Lincoln			8,035.50		8,035.50
	No. 1	1,841.98		1,841.98	
	No. 2	4,222.25		4,222.25	
	No. 3	1,945.64		1,945.64	
Douglas-Gould-Star City	Grady & Ark. River	4,987.88		4,987.88	
		2,620.86		2,620.86	
	No. 4	1,904.17		1,904.17	
Arkansas-Louisiana			6,583.72		

Table XV (Continued).  
 Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.

COUNTY	District	Returned July 1, 1925		Returned July 1, 1926		
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund	
Little River	No. 1	888.07	---	888.07	---	
	No. 2	1,032.91	---	1,032.91	---	
	No. 5	1,341.03	---	1,341.03	---	
	No. 6	2,446.50	---	2,446.50	---	
	No. 7	18,122.71	---	18,122.71	---	
	No. 8	4,077.78	---	4,077.78	---	
			39,857.40	---	39,857.40	---
			14,295.75	---	14,295.75	---
Logan	No. 1	4,428.60	---	4,428.60	---	
Lonoke	No. 1	401.00	---	401.00	---	
	No. 2	2,605.83	---	2,605.83	---	
	No. 3	5,161.91	---	5,161.91	---	
	No. 4	3,909.17	---	3,909.17	---	
	No. 5	1,302.91	---	1,302.91	---	
	No. 6	147.10	---	147.10	---	
	No. 7	1,386.55	---	1,386.55	---	
	No. 8	858.60	---	858.60	---	
	No. 9	5,111.73	---	5,111.73	---	
	No. 10	5,796.64	---	5,479.64	---	
	No. 12	5,479.28	---	5,479.28	---	
	No. 13	2,505.90	---	2,505.90	---	
	No. 14	7,483.83	---	7,483.83	---	
	Pulaski No. 10	736.80	---	736.80	---	

Table XV (Continued).  
 Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.

COUNTY	District	Returned July 1, 1925		Returned July 1, 1926	
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Madison	Madison-Carroll	19,156.50	6,385.50	19,156.50	6,385.50
		-----	-----	-----	-----
Marion	No. 1	-----	17,385.00	-----	17,385.50
		-----	20,563.50	-----	20,563.50
Mississippi	No. 1	20,563.50	-----	20,563.50	-----
		-----	20,253.75	-----	20,253.75
		-----	-----	2,674.10	-----
		-----	-----	23,210.80	-----
		-----	-----	6,024.48	-----
		-----	-----	1,695.24	-----
		-----	-----	1,367.73	-----
		-----	-----	3,764.16	-----
		-----	-----	1,165.40	-----
		-----	-----	757.09	-----
Monroe	Burdette No. 3 Bassett-Wardell No. 3 Blytheville-Manila & Leachville	20,102.25	-----	20,102.25	-----
		-----	9,246.00	-----	9,246.00
		-----	-----	8,681.44	-----
		-----	-----	7,065.14	-----
		-----	-----	2,078.13	-----
		-----	-----	9,281.97	-----
	Woodruff-Monroe	631.32	-----	631.32	-----



Table XV (Continued).  
**Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.**

COUNTY	District	Returned July 1, 1925		Returned July 1, 1926	
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Montgomery	No. 5	4,756.50	14,269.50	4,756.50	14,269.50
Nevada	Prescott-Blevins No. 3	2,000.00	35,554.00	3,000.00	34,554.00
Newton	No. 1	1,383.82	9,586.50	1,383.82	9,586.50
	No. 2	2,573.50		2,573.50	
	No. 3	3,010.45		3,010.45	
	No. 6	2,087.93		2,087.93	
	Marshall-Witt Springs	530.80		530.80	
Quachita	No. 1	4,239.75	35,328.00	4,239.75	35,328.00
Perry			12,719.25		12,719.25
Phillips	Helena-Old town	9,626.70		9,626.70	
	West Helena-Marvell	19,825.95		19,825.95	
	Helena-Ferguson	43,447.84		43,447.84	
	No. 2	3,338.51		3,338.51	
Pike			21,225.00		21,225.00

Table XV (Continued).  
 Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.

COUNTY	District	Returned July 1, 1925		Returned July 1, 1926	
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Poinsett	No. 1	893.42	---	893.42	---
	No. 2	1,038.70	---	1,038.70	---
	No. 3	1,662.27	---	1,662.27	---
	No. 4	2,139.85	---	2,139.85	---
	No. 5	7,479.68	---	7,479.68	---
	No. 7	2,597.10	---	2,597.10	---
	Bay Road & St. Francis River Ozark Trails	6,201.83 13,681.15	---	7,024.50	13,681.15
Polk	No. 1	16,672.09	---	16,672.09	---
	No. 3	4,401.41	---	4,401.41	---
Pope	No. 1	25,067.55	---	25,067.55	---
	No. 2	14,639.11	---	14,639.11	---
	No. 4	244.76	---	244.76	---
	Marshall-Witt Springs	1,887.78	---	1,887.78	---
Prairie	No. 1	1,522.82	---	1,522.82	---
	No. 3	281.09	---	281.09	---
	No. 4	3,338.38	---	3,338.38	---
	No. 5	2,799.81	---	2,799.81	---
	Woodruff-Prairie No. 6	7,241.93	---	7,241.93	---

Table XV (Continued).  
 Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.

COUNTY	District	Returned July 1, 1925		Returned July 1, 1926	
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Pulaski	Des Arc-Hazen	2,319.48	---	2,319.48	---
	Hazen- La Grue-Slovak	5,482.22	---	5,482.22	---
	No. 9	1,147.94	---	1,147.94	---
	Stuttgart-Western	934.67	---	934.67	---
	No. 11	3,151.09	---	3,151.09	---
	No. 12	1,651.57	---	1,651.57	---
			18,741.60		18,741.60
	Little Rock-Spring Lake	13,790.81	---	13,790.81	---
	Little Rock-Hot Springs	34,298.25	---	34,298.25	---
	Arkansas-Missouri	25,297.78	---	25,297.78	---
	No. Little Rock-Galloway	17,631.54	---	17,631.54	---
	No. 10	58,020.62	---	58,020.62	---
No. 6	278.31	---	278.31	---	
No. 7	519.52	---	519.52	---	
Little Rock-No. Heights No. 1	118.07	---	118.07	---	
Little Rock-No. Heights No. 2	592.05	---	592.05	---	
Little Rock-No. Heights No. 3	713.49	---	713.49	---	
Little Rock-No. Heights No. 6	4,353.49	---	4,353.49	---	
Little Rock-L'y Pk. H. No. 4	2,902.89	---	2,902.89	---	
Little Rock-Westwood No. 5	4,353.49	---	4,353.49	---	
Little Rock-Northern No. 7	5,804.09	---	5,804.09	---	
		22,745.25		22,745.25	
Randolph	No. 1	178.40	---	178.40	---
	No. 3	3,166.52	---	3,166.52	---
	Western Randolph	4,236.83	---	4,236.83	---

Table XV (Continued).  
 Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.

COUNTY	District	Returned July 1, 1925		Returned July 1, 1926	
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
Saline	No. 4	3,143.60	14,365.50	3,143.60	14,365.50
	Little Rock-Hot Springs	9,518.87	---	9,518.87	---
	Little Rock-Spring Lake	1,703.03	---	1,703.03	---
Scott Searcy	---	---	22,653.00	---	22,653.00
	No. 1	2,643.80	6,245.25	2,643.80	6,245.25
	No. 3	4,354.56	---	4,354.56	---
	Marshall-Witt Springs	11,737.39	---	11,737.39	---
Sebastian Sevier	---	---	97,143.00	---	97,143.00
	No. 1	3,588.77	---	3,588.77	---
	No. 2	3,553.36	---	3,553.36	---
	No. 3	4,894.69	---	4,894.69	---
	No. 4	4,812.28	---	4,812.28	---
	No. 5	2,329.85	---	2,329.85	---
	No. 7	2,541.34	---	2,541.34	---
Howard-Sevier No. 1	8,517.60	---	8,517.60	---	
Sharp	No. 11	1,094.11	---	1,094.11	---
	No. 1	3,811.80	15,247.20	3,811.80	15,247.20

Table XV (Continued)  
 Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.

COUNTY	District	Returned July 1, 1926		Returned July 1, 1925	
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund
St. Francis	No. 1	9,579.55	---	9,579.55	---
	No. 2	13,156.02	---	13,156.02	---
	No. 3	13,309.11	---	13,309.11	---
	No. 4	4,112.53	---	4,112.53	---
	No. 5	6,526.98	---	6,526.98	---
	No. 12	1,915.81	---	1,915.81	---
Stone	No. 2	7,515.00	7,515.00	7,515.00	7,515.00
Union Van Buren			50,832.00		50,832.00
Washington	No. 1	7,553.02	---	7,553.02	---
	No. 2	8,102.85	---	8,102.85	---
	No. 3	6,306.43	---	6,306.43	---
	Marshall-Witt Springs	1,434.70	---	1,434.70	---
			30,363.00		30,363.00
White	No. 1	6,847.46	---	6,847.46	---
	No. 2	20,522.35	---	20,522.35	---
	No. 10	2,993.19	---	2,993.19	---
			29,622.00		29,622.00
White	North Ark No. 1	17,748.32	---	17,748.32	---
	No. 7	6,250.54	---	6,250.54	---
	Beebe, Antioch & Lonoke	5,395.05	---	5,395.05	---
	Judsonia-Kensett-Higginson	228.09	---	228.09	---

Table XV (Concluded).  
 Showing Amounts of State Funds Returned to Counties and Road Districts, 1925 and 1926.

COUNTY	District	Returned July 1, 1925		Returned July 1, 1926		
		Districts	Co. Hy. Fund	Districts	Co. Hy. Fund	
Woodruff	Northern No. 1	386.99		386.99		
	Cotton Plant No. 1	1,805.08		1,805.08		
	No. 3	2,598.60		2,598.60		
	Woodruff-Prairie No. 6	5,185.03		5,185.03		
	No. 7	2,459.89		2,459.89		
	No. 12	11,187.93		11,187.93		
	No. 14	1,438.38		1,438.38		
	No. 15	4,681.47		4,681.47		
	No. 16	4,225.13		4,225.13		
	No. 18	2,598.60		2,598.60		
	Woodruff-Monroe	323.90		323.90		
			21,961.50		21,961.50	
	Yell	No. 1	21,797.67		21,797.67	
		Dardanelle District	163.83		163.83	
	Totals		\$ 1,719,493.25	\$ 1,280,506.75	\$ 1,711,145.25	\$ 1,288,854.75

Table XVI.  
 Distribution of the Amounts Returned to the Various County Highway Funds and Road Improvement Districts Under the Provisions of the Present Highway Law.

COUNTIES	Classification Under Act No. 5 as Amended			Division of County Highway Fund by Quorum Court			1925 Amount Returned to County			Classification Under Act No. 6 as Amended			Division of County Highway Fund by Quorum Court			1926 Amount Returned to County					
	For Bond Retirement	County Highway Fund	0%	For Bond Retirement	County Highway Fund	0%	For Bond Retirement	County Highway Fund	0%	For Bond Retirement	County Highway Fund	0%	For Bond Retirement	County Highway Fund	0%	For Bond Retirement	County Highway Fund	0%			
																			100%	75%	25%
Arkansas	100%	0%		100%	0%		36,783.00	10,020.00	100%	0%		36,783.00	10,020.00	100%	0%		30,060.00	10,020.00	100%	0%	
Ashley	75%	25%		75%	25%		30,060.00	4,372.50	75%	25%		30,060.00	4,372.50	75%	25%		13,117.50	4,372.50	75%	25%	
Baxter	75%	25%		75%	25%		13,117.50	6,207.00	90%	10%		55,863.00	6,207.00	90%	10%		55,863.00	6,207.00	90%	10%	
Benton	90%	10%		90%	10%		55,863.00	20,668.50	25%	75%		6,889.50	20,668.50	25%	75%		6,889.50	20,668.50	25%	75%	
Boone	25%	75%		25%	75%		6,889.50	27,342.00	0%	100%		0%	27,342.00	0%	100%		0%	27,342.00	0%	100%	
Bradley	0%	100%		0%	100%		0%	20,211.00	0%	100%		0%	20,211.00	0%	100%		0%	20,211.00	0%	100%	
Calhoun	0%	100%		0%	100%		0%	15,226.50	0%	100%		0%	15,226.50	0%	100%		0%	15,226.50	0%	100%	
Carroll	50%	50%		50%	50%		15,226.50	37,236.00	100%	0%		37,236.00	15,226.50	100%	0%		37,236.00	15,226.50	100%	0%	
Chicot	100%	0%		100%	0%		37,236.00	10,971.00	75%	25%		32,913.00	10,971.00	75%	25%		32,913.00	10,971.00	75%	25%	
Clark	75%	25%		75%	25%		32,913.00	46,701.00	0%	100%		46,701.00	46,701.00	0%	100%		46,701.00	46,701.00	0%	100%	
Clay	0%	100%		0%	100%		0%	21,738.00	0%	100%		21,738.00	21,738.00	0%	100%		21,738.00	21,738.00	0%	100%	
Cleburne	0%	100%		0%	100%		0%	10,495.50	50%	50%		10,495.50	10,495.50	50%	50%		10,495.50	10,495.50	50%	50%	
Cleveland	45%	55%		45%	55%		21,319.20	26,056.80	45%	55%		26,056.80	26,056.80	45%	55%		21,319.20	26,056.80	45%	55%	
Columbia	50%	50%		50%	50%		10,495.50	38,652.00	100%	0%		38,652.00	38,652.00	100%	0%		38,652.00	38,652.00	100%	0%	
Conway	100%	0%		100%	0%		38,652.00	19,281.60	0%	100%		19,281.60	19,281.60	0%	100%		44,990.40	19,281.60	0%	100%	
Craighead	0%	100%		0%	100%		0%	44,990.40	0%	100%		44,990.40	44,990.40	0%	100%		50,178.00	44,990.40	0%	100%	
Crawford	0%	100%		0%	100%		0%	44,067.00	100%	0%		44,067.00	44,067.00	100%	0%		50,178.00	44,067.00	100%	0%	
Crittenden	100%	0%		100%	0%		50,178.00	15,904.50	50%	50%		15,904.50	15,904.50	50%	50%		15,904.50	15,904.50	50%	50%	
Cross	50%	50%		50%	50%		15,904.50	15,904.50	50%	50%		15,904.50	15,904.50	50%	50%		15,904.50	15,904.50	50%	50%	

Table XVI (Continued).  
 Distribution of the Amounts Returned to the Various County Highway Funds and Road Improvement Districts Under the Provisions of the Present Highway Law.

COUNTIES	Classification Under Act No. 5 as Amended			1925			Division of County Highway Fund by Quorum Court			1926		
	For Bond Retirement	For County Highway Fund	For Highway Fund	For Bond Retirement	For County Highway Fund	For Highway Fund	For Bond Retirement	For County Highway Fund	For Highway Fund	For Bond Retirement	For County Highway Fund	For Highway Fund
Dallas	0%	100%	100%	24,696.00								
Deshia	75%	25%		26,084.00	8,688.00					12,348.00		12,348.00
Drew	25%	75%		9,340.50	28,021.50					26,084.00		8,688.00
Faulkner	75%	25%		35,545.50	11,848.50					9,340.50		28,021.50
Franklin	25%	75%		8,288.25	24,864.75					35,545.50		11,848.50
Fulton	60%	40%		7,658.40	24,864.75					8,288.25		24,864.75
Garland	25%	75%		11,037.00	33,111.00					11,487.60		7,658.40
Grant	0%	100%	16%	3,000.00	3,000.00					11,037.00		33,111.00
Greene	0%	100%	0%	44,694.00	44,694.00					18,336.00		44,694.00
Hempstead	50%	50%	0%	27,052.50	27,052.50					27,052.50		27,052.50
Hot Spring	50%	50%	0%	30,450.00	30,450.00					30,450.00		30,450.00
Howard	50%	50%	0%	15,892.50	15,892.50					15,892.50		15,892.50
Independence	50%	50%	0%	20,524.50	20,524.50					20,524.50		20,524.50
Izard	75%	25%		17,811.00	5,937.00					17,811.00		5,937.00
Jackson	90%	10%		39,209.40	4,356.60					39,209.40		4,356.60
Jefferson	75%	25%		77,469.75	25,823.25					77,469.75		25,823.25
Johnson	75%	25%		27,045.00	9,015.00					27,045.00		9,015.00
Lafayette	50%	50%		13,312.50	13,312.50					13,312.50		13,312.50
Lawrence	90%	10%		34,052.40	3,783.60					34,052.40		3,783.60
Lee	0%	100%	0%	49,398.00	49,398.00					49,398.00		49,398.00



Table XVI (Continued).  
**Distribution of the Amounts Returned to the Various County Highway Funds and Road Improvement Districts Under the Provisions of the Present Highway Law.**

COUNTIES	1925				1926				1928			
	Classification Under Act No. 5 as Amended		Amount Returned to County		Classification Under Act No. 5 as Amended		Amount Returned to County		Division of County Highway Fund by Quorum Court		Amount Returned to County	
	For Bond Retirement	For County Highway Fund	For Bond Retirement	For County Highway Fund	For Bond Retirement	For County Highway Fund	For Bond Retirement	For County Highway Fund	For Bond Retirement	For County Highway Fund	For Bond Retirement	For County Highway Fund
Lincoln	75%	25%	24,106.50	8,035.50	75%	25%	24,106.50	8,035.50	0%	100%	24,106.50	8,035.50
Little River	100%	0%	27,909.00		100%	0%	27,909.00		0%	0%	27,909.00	
Logan	10%	90%	4,428.60	39,857.40	10%	90%	4,428.60	39,857.40	0%	0%	4,428.60	39,857.40
Lonoke	75%	25%	42,887.25	14,295.75	75%	25%	42,887.25	14,295.75	0%	0%	42,887.25	14,295.75
Madison	75%	25%	19,156.50	6,385.50	75%	25%	19,156.50	6,385.50	0%	0%	19,156.50	6,385.50
Marion	0%	100%		17,385.00	0%	100%		17,385.00	0%	100%		17,385.00
Miller	0%	100%	20,563.50		0%	100%	20,563.50		50%	50%	20,563.50	
Mississippi	75%	25%	60,761.25	20,253.75	75%	25%	60,761.25	20,253.75	0%	0%	60,761.25	20,253.75
Monroe	75%	25%	27,738.00	9,246.00	75%	25%	27,738.00	9,246.00	0%	0%	27,738.00	9,246.00
Montgomery	25%	75%	4,756.50	14,269.50	25%	75%	4,756.50	14,269.50	0%	0%	4,756.50	14,269.50
Nevada	0%	100%	2,000.00	35,554.00	0%	100%	2,000.00	35,554.00	8%	92%	3,000.00	34,554.00
Newton	50%	50%	9,586.50	9,586.50	50%	50%	9,586.50	9,586.50	0%	0%	9,586.50	
Ouachita	0%	100%		35,328.00	0%	100%		35,328.00	0%	0%		35,328.00
Perry	25%	75%	4,239.75	12,719.25	25%	75%	4,239.75	12,719.25	0%	0%	4,239.75	12,719.25
Phillips	100%	0%	76,239.00		100%	0%	76,239.00		0%	0%	76,239.00	
Pike	0%	100%		21,225.00	0%	100%		21,225.00	0%	0%		21,225.00
Poinsett	100%	0%	35,694.00		100%	0%	35,694.00		0%	0%	35,694.00	
Polk	75%	25%	21,073.50	7,024.50	75%	25%	21,073.50	7,024.50	0%	0%	21,073.50	7,024.50
Pope	90%	10%	41,839.20	4,648.80	90%	10%	41,839.20	4,648.80	0%	0%	41,839.20	4,648.80

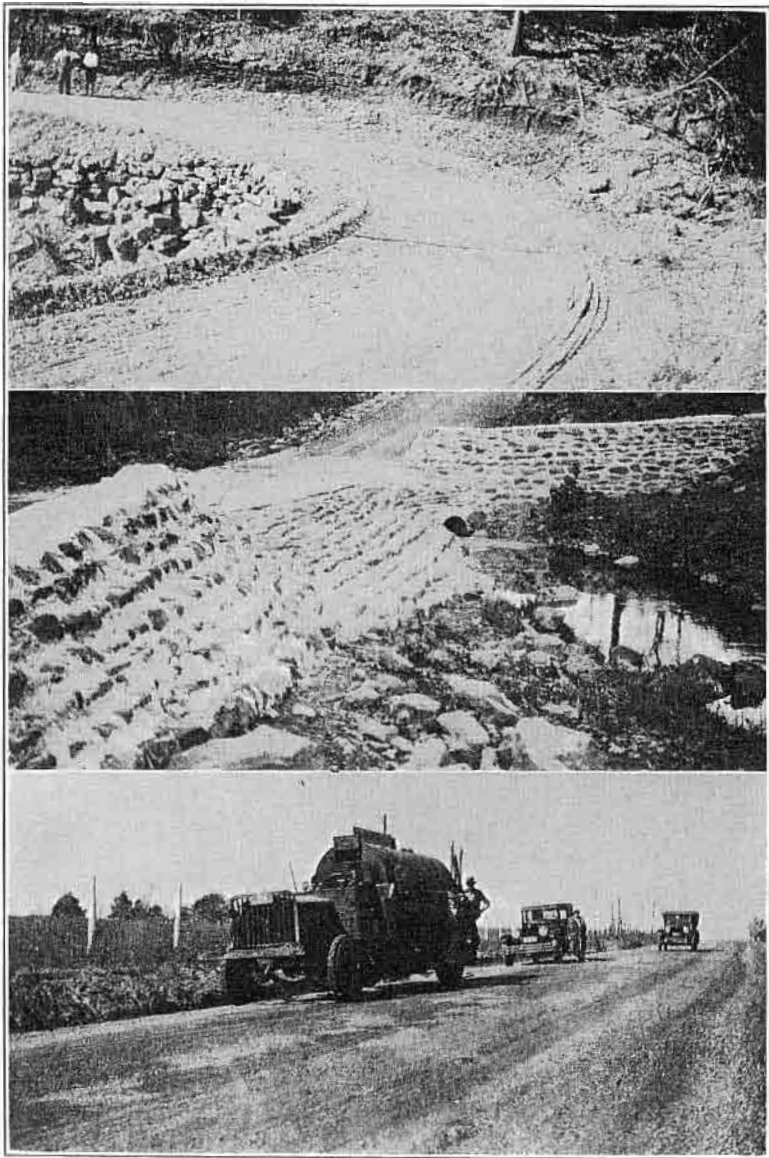


Table XVII.  
Showing Automobile License and Gasoline and Oil Tax Receipts by Counties for 1924.

COUNTY	No. Cars Licensed 1924	Motor Vehicle Tax 1924	Gasoline and Oil Tax Based on \$16.96 Per Car, 1924	Total Motor Vehicle Gas and Oil Tax, 1924	Returned to Coun- ties and Road Dis- tricts by State, 1924
Arkansas	3,218	\$ 55,372.03	\$ 54,577.28	\$ 109,949.31	\$ 24,520.00
Ashley	1,651	25,154.39	28,000.96	53,155.35	26,720.00
Baxter	498	7,939.37	8,446.08	16,385.45	11,660.00
Benton	4,015	68,604.41	68,094.41	136,698.81	41,380.00
Boone	1,035	16,404.58	17,553.60	33,958.18	18,360.00
Bradley	1,297	21,568.10	21,997.12	43,583.22	18,220.00
Calhoun	569	9,226.50	9,650.24	18,876.74	13,460.00
Carroll	1,158	22,094.26	19,639.68	41,733.94	20,300.00
Chicot	1,403	23,085.23	23,794.88	46,880.11	24,820.00
Clark	1,613	26,500.42	27,356.48	53,856.90	29,260.00
Clay	2,175	33,080.86	36,888.00	69,968.86	31,140.00
Cleburne	631	8,783.49	10,701.76	19,485.25	14,500.00
Cleveland	609	9,312.70	10,328.64	19,641.34	14,000.00
Columbia	1,814	30,342.08	30,765.44	61,107.52	31,580.00
Conway	1,153	18,557.96	19,554.88	38,112.84	25,760.00
Craighead	3,552	60,944.53	60,241.92	121,186.45	42,840.00
Crawford	1,845	29,709.80	31,291.20	61,001.00	29,380.00
Crittenden	1,503	29,237.90	25,490.88	54,728.78	33,440.00
Cross	1,104	17,674.26	18,723.84	36,398.10	21,200.00
Dallas	1,099	17,858.77	18,639.04	36,497.81	16,460.00
Desha	1,297	22,800.80	21,997.12	44,797.92	23,160.00
Drew	1,205	20,370.64	20,436.80	40,807.44	24,900.00
Faulkner	2,016	31,374.53	34,191.36	65,565.89	31,600.00
Franklin	1,477	23,634.13	25,049.92	48,684.05	22,100.00
Fulton	537	8,998.80	9,107.52	18,106.32	12,760.00



A Five-Ton Caterpillar Tractor, Two-Grader Maintenance Outfit at work on gravel roads on the Highway System in Crittenden County. This has been a very serviceable unit for maintenance work.



Above—At the headwaters of White River in Southern Madison County on the Pettigrew-Boston Road, State Highway No. 16.

Middle—An overflow crossing on Highway No. 9 in Perry County.

Below—An Asphalt Distributor belonging to the State Highway Department at work on the surface treatment of the Little Rock-Memphis Road No. 70 in Lonoke County.

Table XVII (Continued).  
Showing Automobile License and Gasoline and Oil Tax Receipts by Counties for 1924.

COUNTY	No. Cars Licensed 1924	Motor Vehicle Tax 1924	Gasoline and Oil Tax Based on \$16.96 Per Car, 1924	Total Motor Vehicle Gas and Oil Tax, 1924	Returned to Count- ties and Road Dis- tricts by State, 1924
Garland	3,895	79,858.18	66,059.20	145,917.38	29,440.00
Grant	803	13,872.94	13,618.88	27,491.82	12,220.00
Greene	1,623	26,869.11	27,526.08	54,395.19	29,800.00
Hempstead	1,662	27,959.88	28,187.52	56,147.40	36,060.00
Hot Springs	1,241	19,748.65	21,047.36	40,796.01	20,300.00
Howard	1,224	19,206.76	20,759.04	39,965.80	21,200.00
Independence	1,443	23,329.75	24,473.28	47,803.03	27,360.00
Izard	432	6,713.20	7,326.72	14,039.92	15,840.00
Jackson	1,643	28,621.72	27,950.08	56,571.80	29,040.00
Jefferson	5,082	93,933.53	86,190.72	180,124.25	68,860.00
Johnson	1,178	18,405.26	19,978.88	38,384.14	24,040.00
La Fayette	1,122	18,260.65	19,029.12	37,289.77	17,720.00
Lawrence	1,861	30,479.23	31,562.56	62,041.79	25,220.00
Lee	978	16,076.22	16,586.88	32,663.10	32,940.00
Lincoln	708	12,921.74	13,025.28	25,947.02	21,420.00
Little River	1,043	16,045.57	17,689.28	33,734.85	18,620.00
Logan	1,950	30,375.33	33,072.00	63,447.33	29,520.00
Lonoke	2,391	38,678.02	40,551.36	79,229.38	38,120.00
Madison	415	7,308.45	7,038.40	14,346.85	17,020.00
Marion	324	4,952.40	5,495.04	10,447.44	11,600.00
Miller	2,199	38,379.01	37,295.05	75,674.05	27,420.00
Mississippi	4,360	73,267.55	73,945.60	147,213.15	54,000.00
Monroe	994	16,054.96	16,858.24	32,913.20	24,660.00
Montgomery	721	14,057.39	12,228.16	26,285.55	12,680.00
Nevada	1,084	16,763.43	18,384.64	35,148.07	25,040.00
Newton	185	2,961.38	3,137.60	6,098.98	12,780.00
Ouachita	2,893	47,292.25	49,065.28	96,357.53	23,540.00
Perry	253	3,915.46	4,290.88	8,206.34	11,300.00
Phillips	2,976	56,028.99	50,472.96	106,501.95	50,820.00

Table XVII (Concluded).  
**Showing Automobile License and Gasoline and Oil Tax Receipts by Counties for 1924.**

COUNTY	No. Cars Licensed 1924	Motor Vehicle Tax 1924	Gasoline and Oil Tax Based on \$16.96 Per Car, 1924	Total Motor Gas and Oil Tax, 1924	Returned to Counties and Road Districts by State, 1924
Pike	641	10,046.69	10,871.36	20,918.05	14,160.00
Poinsett	1,477	24,267.93	25,049.92	49,317.85	23,800.00
Polk	937	15,397.40	15,891.52	31,288.92	18,740.00
Pope	2,094	34,157.95	35,514.24	69,672.19	31,000.00
Prairie	1,354	21,036.20	22,963.84	44,000.04	19,920.00
Pulaski	19,231	350,281.96	326,157.76	676,439.72	124,940.00
Randolph	1,208	18,863.88	20,487.68	39,351.56	20,220.00
Saline	1,495	26,321.66	25,355.20	52,176.86	19,160.00
Scott	515	7,191.10	8,734.40	15,925.50	15,100.00
Searcy	364	5,673.55	6,173.44	11,846.99	16,660.00
Sebastian	7,274	129,875.39	123,367.04	253,242.43	64,760.00
Sevier	1,354	22,375.32	22,963.84	45,339.16	20,880.00
Sharp	632	10,665.53	10,718.72	21,384.25	12,700.00
St. Francis	1,646	26,845.87	27,916.16	54,562.03	32,400.00
Stone	230	4,369.15	3,900.80	8,269.95	10,020.00
Union	7,110	116,053.27	120,585.60	236,638.87	33,880.00
Van Buren	404	6,083.30	6,851.84	12,935.14	15,600.00
Washington	3,769	68,011.19	63,922.24	131,933.43	40,480.00
White	2,650	42,758.76	44,944.00	87,702.76	39,500.00
Woodruff	1,235	19,522.38	20,945.60	40,467.98	24,600.00
Yell	1,534	24,158.66	26,016.64	50,175.30	29,280.00
Totals	142,376	\$2,425,424.60	\$2,414,696.96	\$4,840,121.65	\$1,999,900.00

Note: Total amount gasoline and oil tax collected 1924.

Less refunds on gasoline and oil not taxable.

-----  
 \$2,601,257.18  
 186,560.22

Net amount gasoline and oil tax for Highway Fund

-----  
 \$2,414,696.96

Figures shown are for calendar year 1924. Gasoline and oil tax per county are estimated figures based on an average collection of \$16.96 per automobile licensed.

Table XVIII.  
Showing Automobile License and Gasoline and Oil Tax Receipts by Counties for 1925.

COUNTIES	No. Cars Licensed 1925	1925 Motor Vehicle Tax Collected	1925 Gasoline and Oil Tax Based on \$18.70 Per Vehicle	Total Motor Vehicle and Gasoline and Oil Tax 1925	Returned to Coun- ties and Road Improvement Dis- tricts by State 1925
Arkansas	3,859	\$ 65,013.96	\$ 72,163.30	\$ 137,177.26	\$ 36,783.00
Ashley	1,825	28,123.43	34,127.50	62,250.93	40,080.00
Baxter	600	9,604.85	11,220.00	20,824.85	17,490.00
Benton	5,049	82,959.33	94,416.30	177,375.63	62,070.00
Boone	1,378	22,131.17	25,768.60	47,899.77	27,558.00
Bradley	1,553	25,369.57	29,041.10	54,410.67	27,342.00
Calhoun	725	10,980.25	13,557.75	24,537.75	20,211.00
Carroll	1,525	27,271.83	28,517.50	55,789.33	30,453.00
Chicot	1,782	29,877.56	33,323.40	63,200.96	37,236.00
Clark	2,174	34,604.24	40,653.80	75,258.04	43,884.00
Clay	2,720	43,548.72	50,864.00	94,412.72	46,701.00
Cleburne	900	14,352.85	16,830.00	31,182.85	21,738.00
Cleveland	800	12,486.43	14,960.00	27,446.43	20,991.00
Columbia	2,130	33,285.05	39,831.00	73,116.05	47,376.00
Conway	2,055	32,001.40	38,428.50	70,429.90	38,652.00
Craighead	4,567	77,181.23	85,402.90	162,584.13	64,272.00
Crawford	2,251	35,997.18	42,093.70	78,090.88	44,067.00
Crittenden	2,235	37,493.75	41,794.50	79,288.25	50,178.00
Cross	1,543	23,406.75	28,854.10	52,260.85	31,809.00
Dallas	1,279	21,012.54	23,917.30	44,929.84	24,696.00
Desha	1,621	26,955.60	30,312.70	57,268.30	34,752.00
Drew	1,287	20,991.53	24,066.90	45,058.43	37,362.00
Faulkner	2,695	43,672.93	50,396.50	94,069.43	47,394.00



Table XVIII (Continued).  
**Showing Automobile License and Gasoline and Oil Tax Receipts by Counties for 1925.**

COUNTIES	No. Cars Licensed 1925	1925 Motor Vehicle Tax Collected	1925 Gasoline and Oil Tax Based on \$18.70 Per Vehicle	Total Motor Vehicle and Gasoline and Oil Tax 1925	Returned to Counties and Road Improvement Districts by State 1925
Franklin	1,759	27,821.17	32,893.30	60,714.47	33,153.00
Fulton	832	13,313.08	15,558.40	28,871.48	19,146.00
Garland	4,623	88,469.23	86,450.10	174,919.33	44,148.00
Grant	983	15,755.61	18,382.10	34,137.71	18,336.00
Greene	2,118	35,342.91	39,606.60	74,949.51	44,694.00
Hempstead	2,128	34,374.36	39,793.60	74,167.96	54,105.00
Hot Springs	1,664	26,531.20	31,116.80	57,648.00	30,450.00
Howard	1,598	26,003.88	29,882.60	55,886.48	31,785.00
Independence	2,009	33,584.35	37,568.30	71,152.65	41,049.00
Izard	755	12,373.48	14,118.50	26,491.98	23,748.00
Jackson	2,241	37,120.60	41,906.70	79,027.30	43,566.00
Jefferson	6,003	105,827.35	112,256.10	218,083.45	103,293.00
Johnson	1,560	24,170.79	29,172.00	53,342.79	36,060.00
Lefayette	1,469	22,032.79	27,470.30	49,503.09	26,525.00
Lawrence	2,321	35,861.05	43,402.70	79,263.75	37,886.00
Lee	1,342	20,999.20	25,095.40	46,094.60	49,398.00
Lincoln	995	15,269.58	17,484.50	32,754.08	32,142.00
Little River	1,247	19,754.33	23,318.90	43,073.23	27,909.00
Logan	2,638	40,846.75	49,330.60	90,177.35	44,286.00
Loroke	3,261	53,137.58	60,980.70	114,118.28	57,183.00
Madison	618	10,450.14	11,556.60	22,006.74	25,542.00
Marion	439	6,843.70	8,209.30	15,053.00	17,385.00
Miller	3,194	58,619.23	59,727.80	118,347.03	41,127.00

Table XVIII (Continued).  
 Showing Automobile License and Gasoline and Oil Tax Receipts by Counties for 1925.

COUNTIES	No. Cars Licensed 1925	Motor Vehicle Tax Collected	1925 Gasoline and Oil Tax Based on \$18.70 Per Vehicle	Total Motor Vehicle and Gasoline and Oil Tax 1925	Returned to Counties and Road Improvement Districts by State 1925
Mississippi	6,471	103,155.03	121,007.70	224,162.73	81,015.00
Monroe	1,304	20,568.55	24,384.80	44,953.35	36,984.00
Montgomery	1,019	18,824.49	19,055.80	37,879.79	19,026.00
Nevada	1,556	23,169.14	29,097.20	52,266.34	37,554.00
Newton	331	5,907.70	6,189.70	12,097.40	19,173.00
Ouachita	4,111	66,248.59	76,875.70	143,124.29	35,328.00
Perry	404	6,658.46	7,554.80	14,213.26	16,959.00
Phillips	3,706	65,693.18	69,302.20	134,995.38	76,239.00
Pike	868	14,655.24	16,231.60	30,886.84	21,225.00
Poinsett	2,291	34,181.30	42,841.70	77,023.00	35,694.00
Polk	1,452	23,720.63	27,152.40	50,873.03	28,098.00
Pope	2,688	43,481.90	50,265.60	93,747.50	46,488.00
Prairie	1,623	25,349.80	30,350.10	55,699.90	29,871.00
Pulaski	22,925	402,361.50	428,697.50	831,059.00	187,416.00
Randolph	1,499	23,653.57	28,031.30	51,684.87	30,327.00
Saline	1,732	30,413.19	32,388.40	62,801.59	28,731.00
Scott	776	11,444.49	14,511.20	25,955.69	22,653.00
Searcy	523	8,728.74	9,780.10	18,508.84	24,981.00
Sebastian	8,413	143,992.64	157,323.10	301,315.74	97,143.00
Sevier	1,650	26,693.55	30,855.00	57,548.55	31,332.00
Sharp	888	14,555.44	16,605.60	31,161.04	19,059.00
St. Francis	1,933	30,601.34	36,147.10	66,748.44	48,600.00
Stone	329	5,628.00	6,152.30	11,780.30	15,030.00

Table XVIII (Concluded).  
**Showing Automobile License and Gasoline and Oil Tax Receipts by Counties for 1925.**

COUNTIES	No. Cars Licensed 1925	1925 Motor Vehicle Tax Collected	1925 Gasoline and Oil Tax Based on \$18.70 Per Vehicle	Total Motor Vehicle and Gasoline and Oil Tax 1925	Returned to Counties and Road Improvement Districts by State 1925
Union	11,207	184,451.46	209,570.90	394,022.36	50,832.00
Van Buren	680	11,573.22	12,716.00	24,289.22	23,397.00
Washington	4,924	84,987.18	92,078.80	177,015.98	60,726.00
White	3,726	56,330.07	69,676.20	126,006.27	59,244.00
Woodruff	1,671	26,722.96	31,247.70	57,970.66	36,891.00
Yell	2,262	35,028.69	42,289.40	77,328.09	43,323.00
Totals	185,252	\$3,071,554.56	\$3,464,212.40	\$6,535,766.96	\$3,000,000.00
Note:	Total amount gasoline and oil tax collected 1925-----				
	Less refunds on gasoline and oil not taxable-----				
	\$3,668,764.64				
	204,155.04				
	-----				
	Net amount gasoline and oil tax for Highway Fund -----				
	\$3,464,609.60				

Figures shown are for calendar year 1925. Gasoline and oil tax per county are estimated figures based on an average collection of \$18.70 per automobile licensed.

Table XIX.  
 Showing Collection of Revenues from All Sources, by Months, for the State Highway  
 Improvement Fund, July 1, 1924, to June 30, 1925, Inclusive.

1924	Motor Vehicle License Tax	Gasoline and Oil Tax	Commission- ers' Fees	Freight and Other Refunds	Interest and Mis- cellaneous
July	\$ 27,311.73	\$ 250,087.36	\$-----	\$ 98.54	\$ 5,823.90
August	82,164.08	256,481.59	478.00	-----	12,801.65
September	50,483.87	281,589.56	5,801.85	49.55	972.03
October	33,882.11	269,046.05	3,421.10	57.83	768.33
November	31,909.16	281,714.97	359.25	1.20	661.11
December	22,706.20	296,634.61	1,771.45	77.50	366.66
January, 1925	14,038.76	268,830.39	2,094.40	206.24	612.11
February	2,086,263.12	202,724.29	12,040.90	3,384.21	4,570.75
March	213,515.42	227,414.25	4,746.40	35.28	5,283.10
April	105,517.77	227,161.97	2,943.90	68.07	6.17
May	106,685.80	285,420.13	4,080.00	595.37	2.41
June	109,570.17	309,238.35	6,700.85	403.29	-----
Total	\$2,884,048.19	\$3,156,343.52	\$44,438.10	\$4,977.08	\$31,868.22

Table XIX (Concluded).  
**Showing Collection of Revenues from All Sources, by Months, for the State Highway Improvement Fund, July 1, 1925, to June 30, 1926, Inclusive.**

1925	Motor Vehicle License Tax	Gasoline and Oil Tax	Commissioners' Fees	Freight and Other Refunds	Interest and Miscellaneous
July	\$ 126,683.61	\$ 310,488.95	\$ 232.00	\$ 589.25	\$ 1.75
August	104,326.48	354,012.40	7,162.25	90.44	2,378.27
September	81,587.53	388,863.70	2,435.00	2,431.21	---
October	45,217.42	376,570.68	5,305.05	128.56	588.15
November	38,947.99	368,990.35	3,313.40	3,963.41	333.19
December	2,409.32	297,186.64	1,081.35	732.50	1,207.57
January, 1926	88,766.46	320,692.93	4,248.50	7,139.59	237.25
February	1,890,301.03	250,461.04	15,625.00	2,496.94	3,572.40
March	704,509.64	320,531.74	4,776.80	3,797.97	449.85
April	212,779.27	297,191.44	4,312.05	1,691.07	878.95
May	126,991.16	354,339.88	5,715.80	1,273.22	2,295.02
June	104,057.36	377,845.60	3,097.70	2,396.43	75.00
Total	\$3,526,577.27	\$4,017,175.35	\$57,304.90	\$26,730.59	\$12,017.40

**Summary of Highway Improvement Funds Collected for the Biennial Period July 1, 1924, to June 30, 1926, Inclusive.**

Motor Vehicle License Tax	-----	\$ 6,410,625.46
Gasoline and Oil Tax	-----	7,173,518.87
Commissioners' Fees	-----	101,743.00
Freight and Other Refunds	-----	31,707.67
Interest and Miscellaneous	-----	43,885.62
Total	-----	\$13,761,480.62

Because of the fact that the Legislature will be called upon to solve some problems relative to the Highway situation, an effort has been made to forecast available revenues from motor vehicles for the next few years. To arrive at conservative figures certain assumptions have been made as follows:

1. Existing automobile license taxes.
2. Existing gasoline and oil taxes.
3. A numerical increase in automobiles licensed in 1926 over 1925 of thirty thousand.
4. A numerical increase in automobiles licensed in 1927, 1928, 1929 and 1930 over the preceding year of 25,000.
5. That the increase in revenues is directly proportional to the increase in automobiles licensed.

The table shown below gives the results of these computations. It is seen that the probable available funds for the biennial period 1927-1928 is \$20,699,000.00 and for the biennial period 1929-1930 is \$24,992,000.00. In considering additional bond relief and additional funds for road construction and maintenance, it is believed the figures shown can be taken as a guide.

Table XX.

**Showing Probable Increase in Automobiles Licensed and Revenues Obtained Therefrom and from the Gasoline and Oil Taxes for the Period Ending June 30, 1931—Based on Existing Tax Rates.**

Year	Automobiles Licensed	Percentage Increase
1925	185,000 Actual	
1926	215,000 Estimate	16.21
1927	240,000 Estimate	11.62
1928	265,000 Estimate	10.41
1929	290,000 Estimate	9.43
1930	315,000 Estimate	8.62
	Revenues	
	Amount	Percentage Increase
1925-1926	\$ 7,600,000	
1926-1927	8,832,000	16.21
1927-1928	9,858,000	11.62
1928-1929	10,884,000	10.41
1929-1930	11,910,000	9.43
1930-1931	12,937,000	8.62

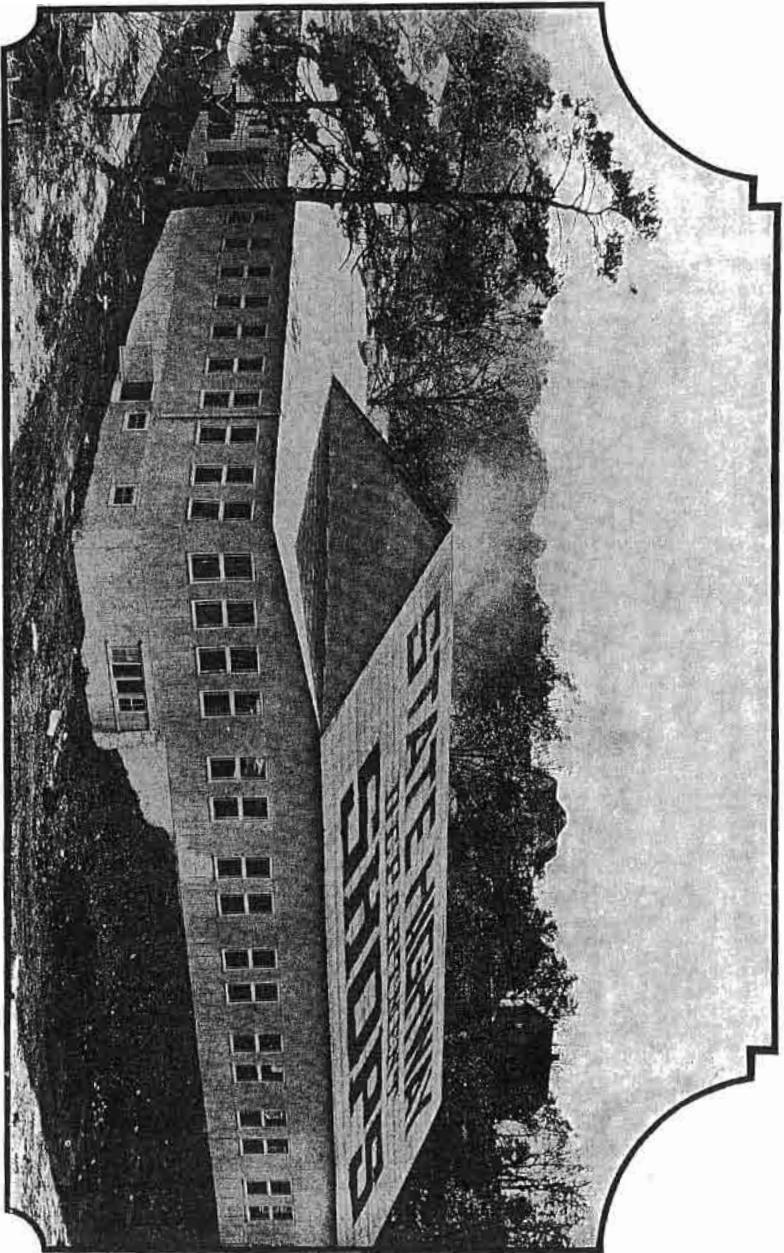
## SHOP AND EQUIPMENT DIVISION

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**History** It is thought advisable to give a short history of the original War Equipment Division before taking up in detail the work of the Shop and Equipment Division as now organized to form an integral part of the enlarged Highway Department.

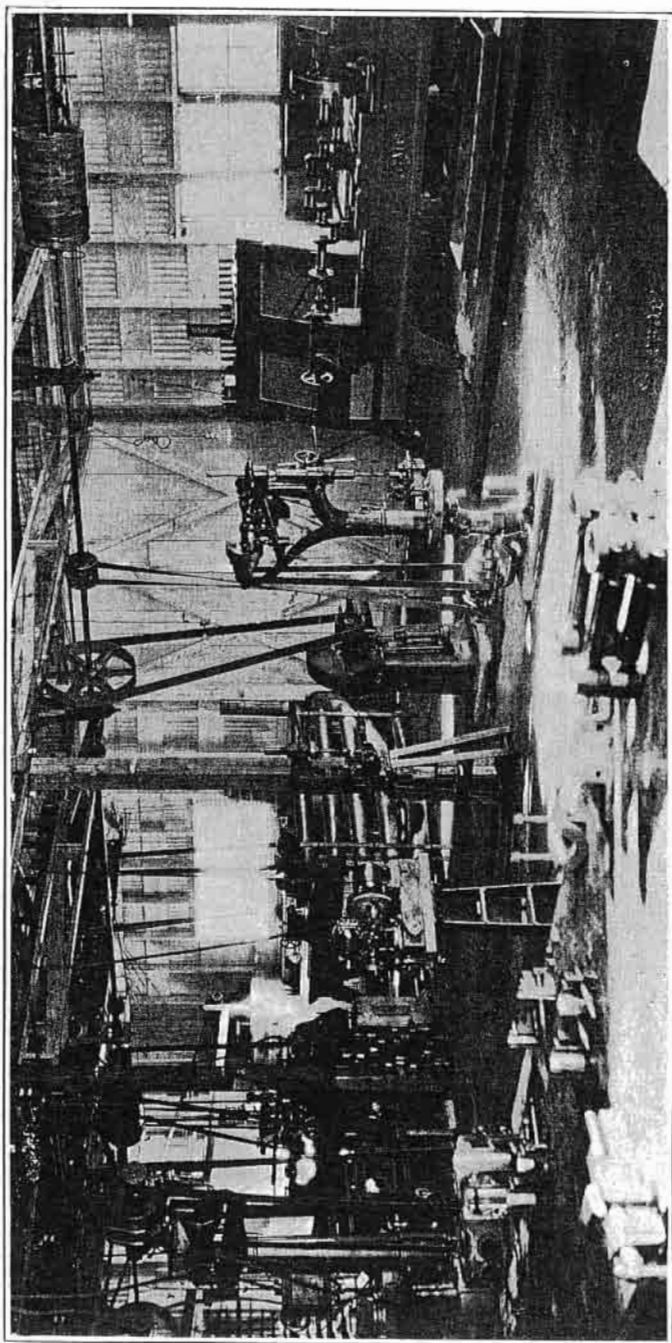
At the close of the World War the Federal Government had on hand large quantities of machinery and supplies which, under Acts of Congress, were distributed to the several States for use in constructing and maintaining roads. The State of Arkansas received its pro rata share which consisted of trucks, tractors and repair parts for same, shovels, picks, shop machinery and an endless list of miscellaneous supplies and material. The Department, not being financially able to defray the freight and handling charge, arranged with the Counties to meet this expense for most of the major equipment and a considerable amount of the minor equipment, with the understanding that the Counties were to have the use of it. Some of the major equipment was rented to road contractors and large amounts of the minor expendable equipment were sold to them.

**Original Facilities** Receiving, assembling and re-shipping such an enormous amount of freight necessitated a warehouse and shop along with the required mechanical and clerical force, and this organization was termed the War Equipment Division. After the first two years, distribution by the Government decreased and consequently the War Equipment Division of the State Department decreased in about the same proportion. At the time of the passage of the new highway law, this Division consisted of a small warehouse, a shop in the warehouse, two clerks and one or two mechanics. The distribution of war equipment, with some reshipments from other State Highway Departments has continued in a constantly decreasing ratio until recently, when notices were sent



The Repair Shop of the State Highway Department Located at Little Rock





A View of the Machine Shop of the Highway Department. Practically all of this Equipment was Secured from the Federal Government at Only Nominal Cost.

out by the Agricultural Department that the distribution was completed. The majority of such supplies during the past year has consisted of small tools and miscellaneous items of inferior quality. Unless Congress authorizes the distribution of additional equipment, it is thought that hardly any more items can be secured by the State from Government sources.

**Shop and Equipment Division** The passing of the new road law created a demand for an enormous amount of road building equipment to carry out its provisions. It was realized that a special division of the Highway Department was necessary in order to efficiently meet this demand. The present Shop and Equipment Division was created in December, 1923, and in it was centered the procuring, assembling, disposition, maintenance and accounting of all equipment and supplies necessary in the work of maintaining and constructing the State highways. This division absorbed the old War Equipment Division, whose facilities were inadequate to take care of the increased demands. However, operations were started with these facilities and expansion into the present organization was begun.

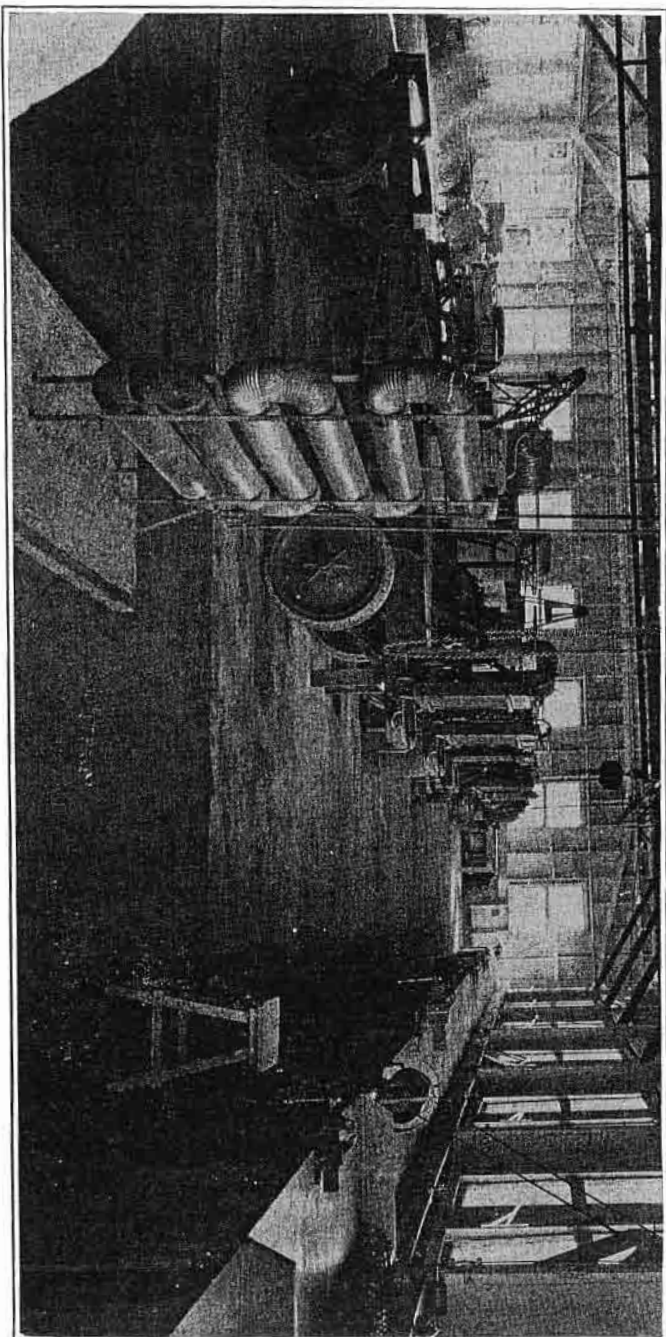
All war equipment donated to the counties and leased to contractors was recalled to State possession. This equipment, especially the trucks and tractors, was in a deplorable state of repair, having been operated two or three years without proper care, held in open storage and subjected to vandalism. The equipment had deteriorated to such an extent that many items had to be junked; a large part of the remainder had to have a thorough re-conditioning before it could be used. As the equipment received from the Government did not include graders, plows, scrapers, etcetera, a large quantity of these items had to be purchased.

The demand for motive power and small tools by the field forces in the beginning of the department operations was so great and urgent that every effort of the then small organization was concentrated in supplying it. Notwithstanding these conditions, at no

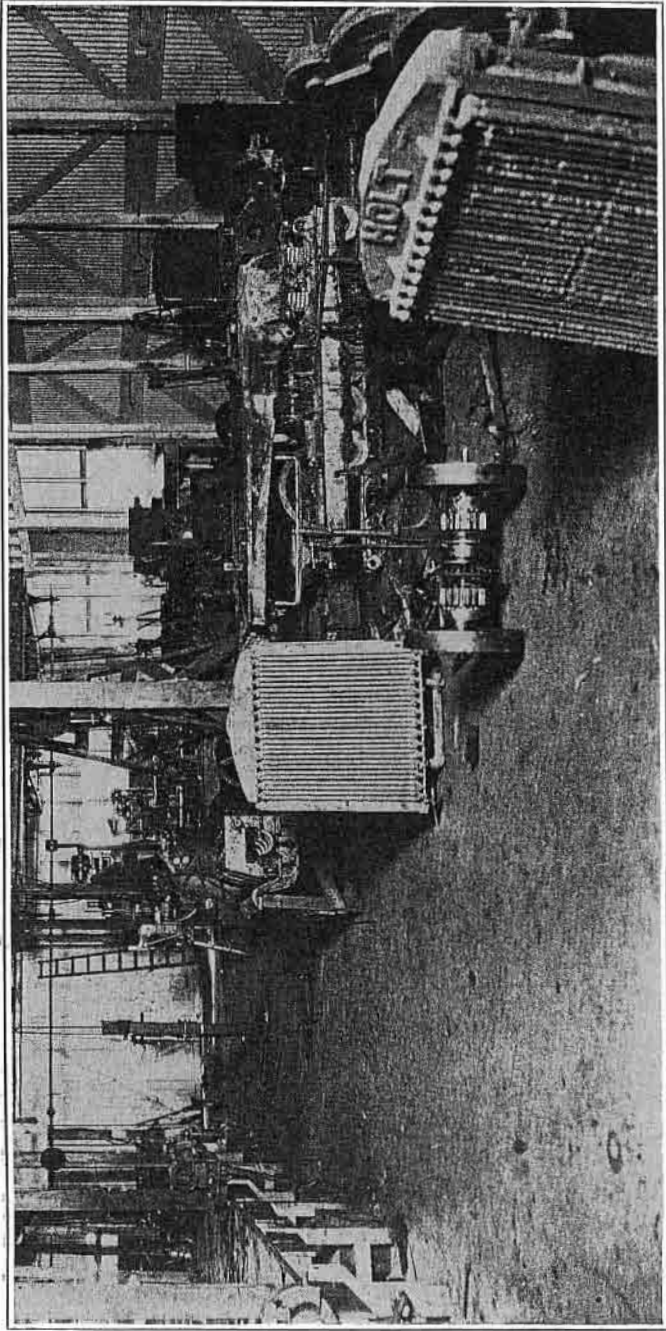
time was a systematic and efficient organization lost sight of. Plans for the future were always in mind, and out of the turmoil of activities, from time to time as the opportunity and means presented themselves, steps toward expansion were taken. The present organization is the outcome of these efforts.

**Shops at Little Rock** The Equipment Division plant, warehouse and offices are located in Little Rock on the State House grounds. In the construction of this plant, which was done by men in the shops in conjunction with their other work, the State has had to make a considerable investment, notwithstanding the fact that one of the buildings was taken over from the National Guard and the machinery and small tools taken from the surplus war equipment. The benefits derived from the Equipment operation have, in the opinion of the Commission, more than justified the investment required.

The facilities now consist of two large corrugated iron buildings and a small frame structure to house the clerical force. The original building is one hundred feet long by fifty feet wide and to this building has been added a shed along its length and twenty-five feet wide. Considerable altering was necessary to convert this building into a suitable shop. Doors were made along one of the sides, the roof was reinforced by a longitudinal truss, shelves, bins, partitions, work benches and a concrete floor were added; gas, water and power lines were installed. Immediately after this structure was completed, the shop forces were increased and operations in the new building were begun, and at the same time, the construction of another corrugated iron building adjoining and at right angle to the first was started. This building is one hundred feet long and fifty feet wide. The roof is supported by trusses designed to carry an overhead track for moving heavy equipment from place to place. The walls of the building are pierced by numerous windows which furnish ample light to the work bench just underneath and along the north side of the building. Under



A View of the Truck Repair Section of the Highway Department Shop



A Portion of the Tractor Section of the Department's Repair Shop at Little Rock. Note the Ten-Ton Holt Tractor Dismantled and in Process of Rebuilding.

the east end of this building, which was constructed on a steep hillside, there is space enough for a wash room and an air compressor outfit. The office is a small frame structure built a short distance from the plant. A corrugated iron warehouse twenty-two by seventy-six feet fronting the main building has been added for storing heavy material and supplies not used in the shops. From it are shipped to the various other field forces, shovels, picks, axes, tents and an endless variety of other equipment that may be requisitioned.

**District Garages** At each District Headquarters, sites and buildings have been acquired either through lease or purchase for storing supplies and material and for use as a shop for repairing equipment. A few necessary bench, blacksmith and mechanics tools, together with a restricted stock of emergency repair parts are part of the equipment at these District Garages, and an expert field mechanic, who is rated as a District Mechanic, is in charge and responsible to the District Engineer. The District Mechanic constantly inspects and directs the care of the equipment in his district and personally makes or directs field or emergency repairs on brakedowns.

**Little Rock Shop** The plant at Little Rock is divided into various units such as the machine shop, blacksmith shop, truck floor, tractor floor, sheet metal body department, woodwork and sign department, parts room, tool room, electrical department, and storage warehouse. The plant is electrically operated and contains lathes, a Heald cylinder grinder, milling machines, drill presses, emery stands, power hack saw, forges, burning-in stands for large and small motors, acetylene welding equipment and an air compressor which supplies air to all parts of the plant for operating air drills, hammers and riveters. A small steam plant for cleaning parts has also been installed. A large part of this machinery was obtained as surplus war equipment. This plant will handle the present requirements of the State, which now consists of rebuilding tractors and trucks, repairing and

making parts, and the manufacture of signs, bodies, drags, and special maintenance equipment.

**Stock** The stock or parts room of the plant, which contains approximately \$75,000.00 worth of parts, a great part of which were obtained as surplus war equipment, supplies the repair parts, not only for the shop, but for the field equipment as well. The Department is operating about fifteen different makes of motive equipment, a great deal of which was obtained from the War Department and is no longer manufactured. A well supplied parts room, therefore is essential to expedite repairs and avoid delays due to the slowness of delivery from factory. In connection with the stock room, and centrally located in the plant, is the tool room. Valuable shop tools are kept in this room and checked in and out to mechanics as used.

**Shop Personnel** The Personnel of the Division, originally consisting of the head of the Division, the Maintenance and Equipment Engineer, and two or three mechanics, has gradually grown, along with the plant, into an organization consisting of one Superintendent, one bookkeeper, one clerk, one combination clerk and stenographer, one shipping clerk, one stockroom man, one painter, nine mechanics, five mechanic helpers, one electrician, two machinists, one blacksmith, one sheet metal worker, two watchmen and three laborers. The plant superintendent is in charge of all employees, except the clerical force, and reports direct to the head of the Division.

The clerical force not only takes care of the details of accounting for the shops but for the entire equipment division as well. When the division was created and for some time thereafter all efforts were directed toward supplying the field demands, and only those records, necessary at a later date to make up an accurate accounting system, were kept.

**Accounting System** A record of parts and material in the stock room is kept by means of a card system, which shows the receipts, issues, prices, and number on hand. Reports are made when

major equipment is received at the shop through purchase or for re-building, and other reports are made when such equipment is shipped or delivered to the Districts. Issues from the stock room are made only on approved requisitions from the District Engineers, or on shop orders by the Superintendent. Requisitions for parts must show the State equipment number, and the road section on which the machinery is being operated. Shipping tickets are made in triplicate on all shipments from shop, one going to the District Engineer, one to the party receiving the goods, and one retained at the shops. These tickets are signed when goods are received and one receipted copy is returned to the shops and filed with the original requisition. Record is kept of each unit of major equipment by cards and ledger. On these is shown the cost, as reported weekly by the operators and monthly by the District Engineer, of fuel, lubricants, tires and repairs used by each unit operating, also the hours worked and miles traveled. The object of this record is to enable one to tell after a period of time the make of equipment that is proving to be the most economical and the operator that is giving the best service. The accuracy of this data depends on the co-operation of the field forces.

**Purchases** Requisitions are made by the District Engineers for major equipment as well as for repair parts and supplies. The purchase of all major equipment is made by the Highway Commission. If repair parts and supplies requisitioned are not on hand at the warehouse, they are secured by the Department's Purchasing Agent. Purchases are made on purchase orders, made out in triplicate and two copies are sent to the party selling the goods and one is retained by the office. One of the two copies sent out is returned with the invoice for the goods.

**Appraisal of Equipment** When a truck or tractor is being considered for re-conditioning it is first surveyed to determine whether or not the cost of such work will be justified. If the estimated



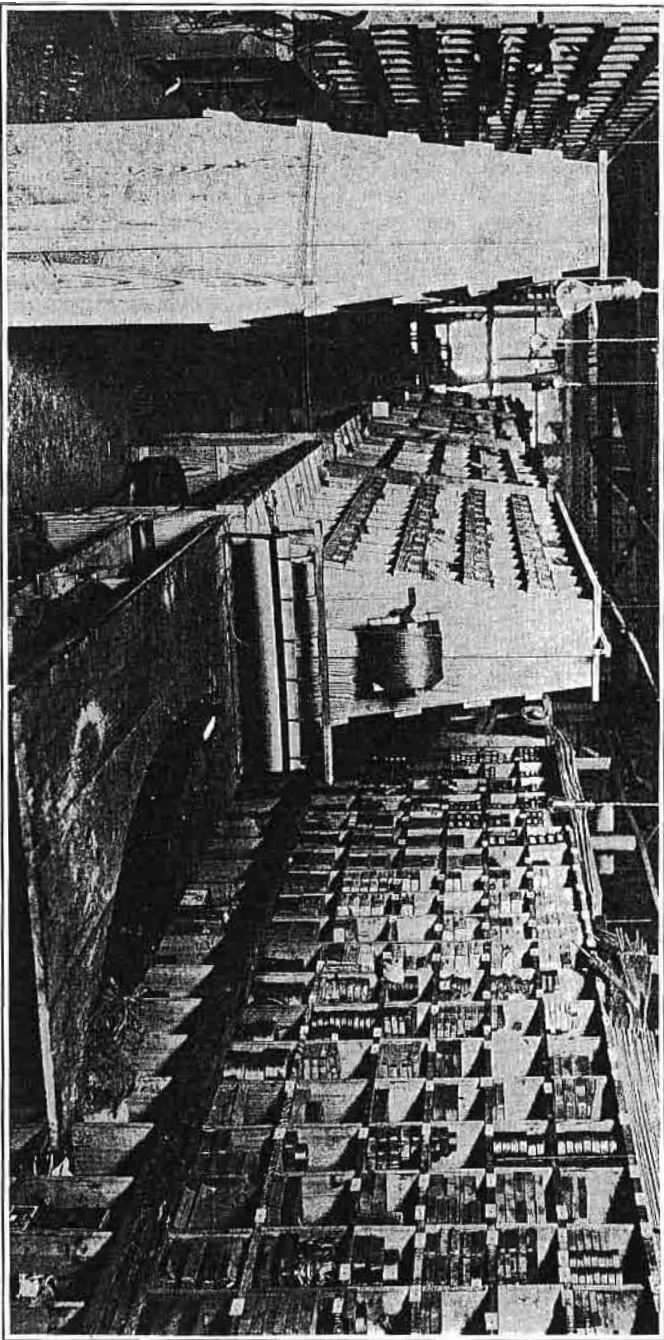
cost exceeds 35 percent of its original value, and the machine was originally obtained through the War Department, a report to this effect, together with a description of the machine is sent to the Bureau of Public Roads, and when released by the Bureau, the machine is junked and the good parts removed and placed in stock. In reconditioning a piece of equipment, it is first entirely torn down and each part cleaned and examined to determine its condition; worn or broken parts are replaced with new parts, cylinders re-ground and pistons and valves fitted, a steel body attached instead of the old wooden army body, and the whole given several coats of standard gray paint and the Department lettering and number. An overhaul of this kind enables the machine to remain in field service from twelve to eighteen months, and several units have given over two years service before becoming again un-serviceable.

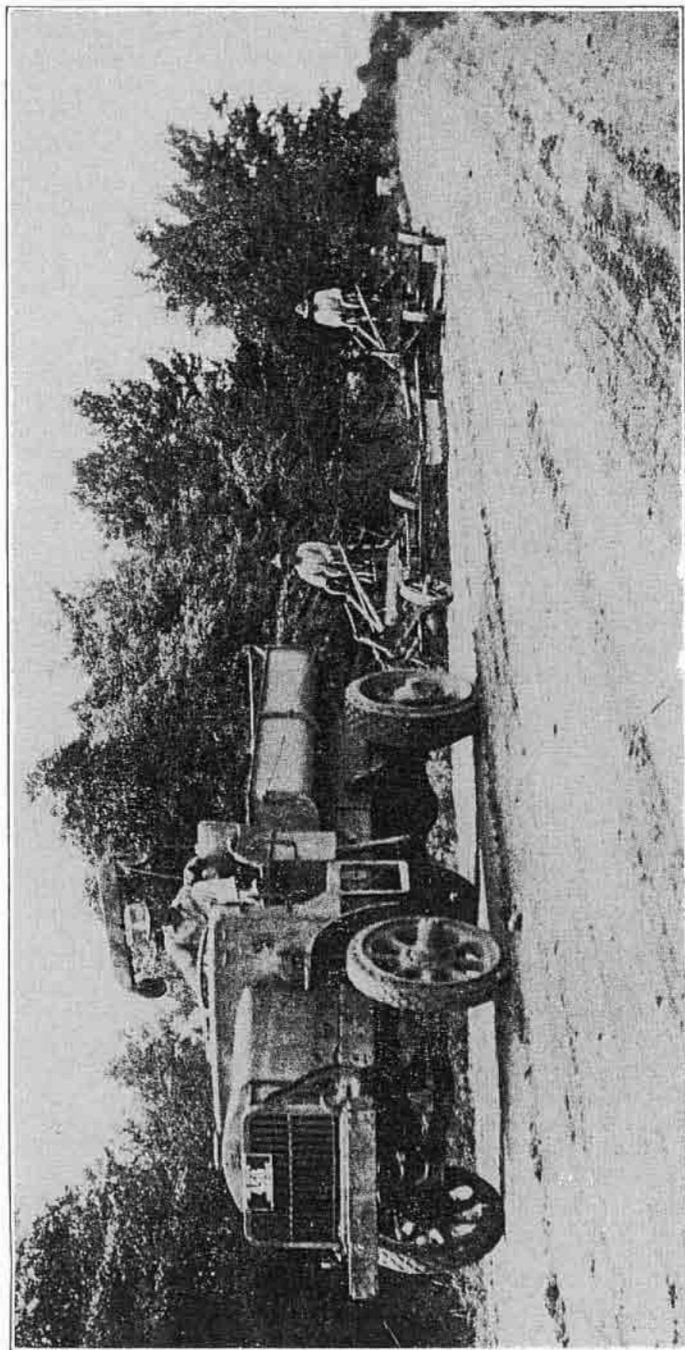
Reconditioning or overhauling of the old War Equipment has been quite an item in plant operation, but due to the fact that so much equipment is now operating, the item of maintenance repairs is fast gaining ground. The new equipment bought by the Commission and which has been in operation over a year, is contributing to this increase along with the first of the equipment to pass through the shops.

Following there is shown several tables which will give some idea of the equipment being operated, cost of fuel and lubricants for the different classes of machines, and the hours worked and miles traveled:

Caterpillar Tractors, 10 ton.....	69
Caterpillar Tractors, 5 ton.....	3
Fordson Tractors .....	211
War Equipment Trucks .....	131
Ford Trucks .....	205
Construction Graders, Heavy .....	83
Maintenance Graders, Light .....	323
Cadillac Touring Car, 7 passenger .....	1
Cadillac Touring Car, old, 5 passenger .....	1
Buick Touring Car, 5 passenger .....	1

The Parts Room of the Department's Repair Shop. Over \$100,000 Worth of Repair Parts are Stored in these and Similar Bins.





A State Highway Department Maintenance Outfit at work on Road No. 70 in Crittenden County. This outfit, consisting of a heavy truck pulling two graders, is an excellent and economical one and similar to many others being used by the State for maintenance work.

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Dodge Roadsters, 2 passenger -----	13
Ford Touring Cars, 5 passenger -----	8
Ford Roadsters, 2 passenger -----	24

Miscellaneous equipment, including portable air compressors, rock crushers, a small asphalt plant, several rollers, dump wagons, trailers, mowing machines, etc.

Table XXI.  
**Showing Fuel and Lubricant Operating Costs on State Equipment Covering Period From  
 January 1, 1926, to July 1, 1926.**

Equipment	No. of Units	Hours Operated	Miles Traveled	Cost of Fuel	Cost of Lubricant	Total Cost Fuel and Lubricant	Cost Per Hour	Cost Per Mile	Avg. Mile Per 10 Hr. Day for 12 Mos.
Holt Tractors	68-10 Ton 4-5 Ton	45568	40533	25450.65	5248.40	30699.05	0.673	0.757	8.9
War Equipment Trucks	112 Reptd	62611	241000	17620.44	3129.33	20749.77	0.320	0.080	38.5
Fordsons	170 Reptd	85867	148550	20377.22	4103.12	24480.34	0.285	0.165	17.3
Ford Trucks	174 Reptd	91989	617246	13152.75	3043.64	16196.39	0.176	0.026	67.1

## ACCOUNTING AND AUDITING

Act. No. 196 of the General Assembly of 1925, amendatory to Act No. 5 of the Special Session of the General Assembly of 1923, made it necessary to make some changes in the Department's Accounting system. The principal provision relating thereto requires that all Federal aid and State Highway funds shall be disbursed upon warrants of the State Auditor issued only on vouchers executed as therein provided, each voucher showing on its face the expense for which it is issued and the real party or parties to receive the money therefor, and for the purpose of meeting pay rolls of laborers who are to receive their pay oftener than once a month, the Engineer or other agent of the State Highway Commission in charge of work for the Commission may pay laborers for their road work by delivering to them vouchers on the Auditor showing upon the face thereof the name of the laborers to whom such payments are made, the number of hours of work performed by each, wage per hour, and the date or dates such work was performed. As provided in the amendatory act, all bills for materials, equipment, and miscellaneous items, used in maintenance, construction, and reconstruction of state highways are paid by voucher on the Auditor issued by the Chairman and Secretary of the Highway Commission, countersigned by the State Highway Engineer and approved for payment by the State Highway Commission. All labor bills are paid by the District Engineers by voucher on the State Auditor.

**Districts** The state has been divided into ten districts, each of which is in charge of a District Engineer, with assistants and office help, accountable to the State Highway Commission and supervised by the State Highway Engineer and assistants in the main office at Little Rock, each District Engineer's office being located at a central point in the district.

**Allotments and Expenditures District Engineers** Each month the Highway Commission makes an allotment of funds to each District Engineer to cover his anticipated pay rolls for labor for the succeeding month. At the end of each month the District Engineers make to the Commission reports of their expenditures for the month covering all vouchers issued on the State Auditor for labor.

These reports contain semi-monthly Time Sheets, showing District No., period of time covered, name of each employee, kind of service, section on which such laborer worked, county, hours worked, rate of pay, and total amount paid each laborer, and whether such labor was performed on construction or maintenance work.

Schedule No. 1 attached to the report is a summary of labor cost on each section for the month on construction work in the district.

Schedule No. 2 attached to the report is a summary of labor cost on each section for the month on maintenance work in the district.

Schedules No. 3 and 4 attached to the report show the numbers and amounts of all vouchers drawn by the District Engineer on the State Auditor, during the month for labor on Road Construction and Road Maintenance respectively. The total expenditures shown by schedules 3 and 4 enable the Commission to determine whether or not each district Engineer has kept his expenditures within his allotment. The report furnishes all the data necessary for compiling figures to determine the labor expenditures on the State Highway System by months and by years.

**Emergency Purchases By District Engineer** Purchases of items of equipment, supplies, and materials are made by the District Engineer in cases where it is impracticable to issue requisitions for same through the Little Rock office and wait for the usual routine incident thereto.

**Purchase Orders** All emergency purchases by the District Engineers and their authorized agents, are made by use of purchase order forms issued in duplicate, the original of which is delivered to the seller and the duplicate immediately forwarded to the District Office, the purchase order showing the date of purchase, name and address of seller, quantity, articles, unit price and amount. The form also shows the road section to which items thereon are to be charged and the equipment number (if any) on which they are incurred. The purchase order forms are numbered serially and delivered to the authorized agents in books of one hundred each and charged to the authorized agents and for which they are accountable to the District Engineer.

All claimants at the end of the month are required to render detailed statements of their accounts in duplicate to the District Engineer, with original purchase orders attached. No bills are paid without the original purchase orders.

**District Engineers Monthly Report of Purchases** On the 10th of each month the District Engineer arranges all accrued bills which he has received from claimants for the previous month, in alphabetical order, listing them on his monthly Report of Purchases on which is shown Bill No., claimant's name, section to which the bill is to be charged, period which the bill covers, whether chargeable to Materials, Equipment, or Miscellaneous items and the total amount of the bill. To the report the District Engineer attaches his certificate certifying that the bills listed thereon were incurred for materials, equipment and miscellaneous items used in maintenance, construction, and reconstruction of state highways in his district and that none of same have been paid by him or previously approved for payment.

This report is forwarded to the office of the State Highway Commission in Little Rock where the bills are audited and vouchers prepared in time for the meeting of the Commission on the last day of the



month when the vouchers are presented to the Commission for approval.

**Time Roll, Material Report, Tool Report, Distribution Of Labor** At the beginning of each month the District Engineer furnishes each Foreman or Patrolman of the Maintenance sections in the district with a Time Roll, Material Report, Tool Report and Distribution of Labor form. The Time Roll is kept by the Foreman or Patrolman to show the name of each employee, title, number of hours worked each day, total time for each half month by hours, rate of pay per hour and the total amount due each employee.

The labor shown on the Time Roll is distributed on the Semi-monthly Distribution of Labor form to show the maintenance section and county where the work was performed, the date, and is classified under the following heads:

- Maintenance:** Dragging  
Grading  
Patching joints  
Cleaning ditches and culverts  
Cutting brush and weeds  
Building shoulders filling washouts  
Repairing bridges and culverts
- Betterment:** Guard rails, signs and mile posts  
Rip rap and revetment  
Additional bridges, culverts and head walls  
Planting slopes, paving gutters
- Construction:** Clearing and grubbing  
Grading  
Drainage Structures  
Surfacing

**District General:**

The Material Report of the Foreman or Patrolman shows articles on hand at beginning of the month, articles used during month and balance on hand at end of the month.

The Tool Report of the Foreman or Patrolman shows itemized list of tools on hand at first of month, tools received during month, tools used, worn out or broken in the month, tools transferred to other foremen or patrolmen and tools on hand at the end of the month.

At the end of each fifteen day period the Foremen or Patrolmen send to the District Engineer's office the Time Roll, Material Report, Tool Report and Distribution of Labor form.

**Daily Report Of Work Done** The Foreman or Patrolman at the close of each day is required to make a daily report of work done to the District Engineer. This daily report is checked with the semi-monthly report to see that there are no discrepancies.

**Semi-Monthly Time Distribution Report** From the Foreman's semi-monthly Labor Distribution reports the District Engineer makes a recapitulation of the labor performed on all the maintenance sections in the district, as hereinbefore classified which is used in keeping a classified record of labor expenditures on each section.

Labor is designated as all items on the pay rolls, such as the time of Superintendents, Foreman, Patrolmen, Operators, Laborers, Teams, and Equipment hired.

Materials are those items which are used in maintenance, construction, and reconstruction of State Highways, and remain a part thereof, such as lumber, gravel, cement, etc.

Equipment are those items such as small tools, and items for repair of major equipment that are purchased and charged to the maintenance sections.

Miscellaneous items are those items such as gasoline, oil, dynamite, etc., that are consumed and do not remain a part of the roads.

**Section Accounts** A ledger is provided in the department in which an account with each section of the state Highway system is kept. This ledger shows the amounts expended for labor under the various classifications, shown on the District Engineer's Semi-monthly Distribution of Labor, amounts for materials, equipment and miscellaneous items purchased and charged to each section.

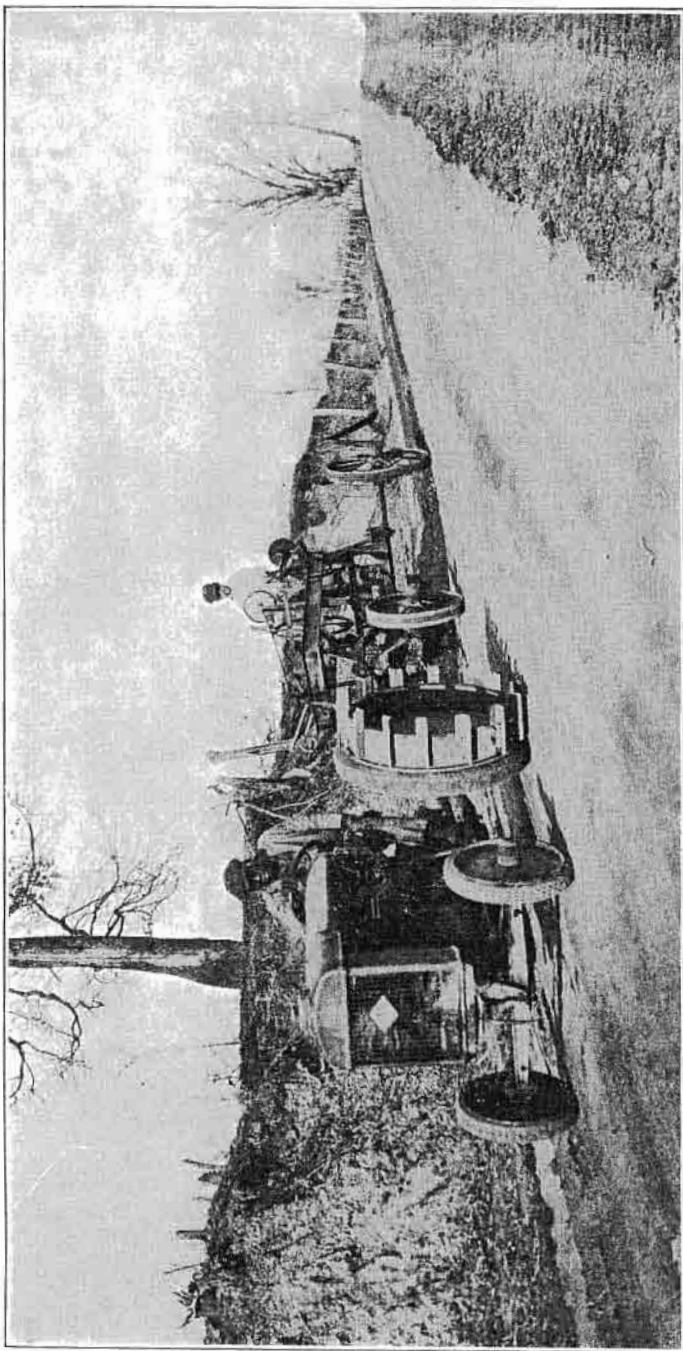
**Traffic Section** The extensive construction program of the Commission, the thousands of tons of freight being transported necessitating the expenditure of an annual amount of approximately \$500,000.00 in transportation charges and the desire to safeguard such expenditures in every possible way caused the State Highway Commission to install a Traffic Section as an adjunct to the Accounting Division on October 1, 1925. An experienced traffic man, with knowledge of shipping activities, traffic rules, rates and regulations and commerce law was placed in charge of this section. The functioning of this section has more than fulfilled the expectations of the Commission and has amply justified the expense involved.

The specific duties devolving upon the Section are to route, rate, classify and trace, with a view to expediting all movements and obtaining the lowest transportation charges on freight consigned to or by the Commission. The head of this Department approves all bills for transportation charges before payment, and if errors are detected, revises to correct basis; prepares and files all claims for overcharge, loss and damage; represents the Commission before Railroad Freight Committees, State and Federal regulatory bodies with a view to preserving rate structures pertaining to the commodities in which the Commission is interested and preventing discrimination, prejudices or burden by reason of improper classification and rating in tariff publications.

This Section prepared exhibits and appeared for the Commission in Ex Parte 87, in January of the present year, a proceeding before the Interstate Commerce



Another View of State Highway Department Equipment at Work on the Maintenance of Gravel Roads. This view was taken on the Van Buren-Alma Road in Crawford County.



The ordinary Fordson Tractor with seven-foot blade grader maintenance outfit at work on Highway No. 16 in Cross County. This unit is typical of many of the Highway Department maintenance outfits.

Commission in which the carriers sought to increase the rates on sand, gravel and crushed stone. The I. C. C. decided the case adversely to the petition of the carriers which will result in a net saving per annum to the State Highway Commission of approximately \$75,000.00.

In addition the Traffic Section, through revision and claim channels, has effected a saving to the Commission in excess of \$43,000.00 during the fifteen months of its existence.

This Section now has pending before the Interstate Commerce Commission a case in which the State rates applicable to sand and gravel are sought to be reduced and in which a strong showing of discrimination, prejudice and unfairness to Arkansas interests has been made out. If this Section is successful in maintaining its position and receives a favorable order from the I. C. C. in this case, an additional saving of \$100,000.00 per annum will accrue.

The Commission recommends the retention of this Section as being essential to the efficient functioning of the State Highway Commission and would suggest an adequate appropriation strengthening same for additional activities and broader endeavors.

The following tabulation shows the general classification of disbursements of the Department for the period from July 1, 1924 to June 30, 1926.

**Classification of Expenditures from Road Maintenance  
and Road Construction Appropriations for Bien-  
nial Period, July 1, 1924 to June 30, 1926.**

**Appropriations Available**

Balances as per last report:

State Highways—Construction and Reconstruction .....	\$1,348,120.17
Aid—Construction of State Highways .....	2,500,000.00
Appropriations by General Assembly 1925:	
Road Maintenance .....	1,250,000.00
Road Maintenance Additional .....	750,000.00
Road Construction .....	1,500,000.00
	<hr/>
	\$7,348,120.17

**Classified Distribution of Expenditures**

Transferred to Office Maintenance Appropriation .....	\$ 20,000.00
Transferred to Auto Badges, Tags, etc. Appropriation .....	10,000.00
Transferred to Salaries—Engrs., Dftsmn., Clks., and Stenos. ....	25,000.00
Labor for Maintenance .....	1,614,210.36
Labor for Betterment .....	46,836.02
Labor for Construction .....	1,652,196.78
Materials, Equipment and Miscellaneous Items .....	2,224,697.20
Major or General Equipment .....	832,473.09
Payments to State Aid Projects .....	106,512.44
State General .....	68,245.97
Aid—Construction State Highways Re- verted June 30, 1925 .....	744,873.09
Maintenance, Construction and Recon- struction Reverted 6-30-25 .....	43.21
Road Maintenance Additional Reverted June 30, 1926 .....	49.05
Road Construction Reverted June 30, 1926 .....	2,982.96
	<hr/>
	\$7,348,120.17

## REVISIONS OF EXISTING LAWS AND ADDITIONAL LEGISLATION NEEDED

During the past three years the State Highway Department has been operating under the provisions of the New Highway Law as contained in Act 5 of the Extraordinary Session of the Legislature of 1923, and as amended in 1925. It is believed by the State Highway Commission that this Act constitutes the most satisfactory piece of road legislation enacted during recent years and that the Act as a whole has met with general satisfaction. It is also believed by the Commission that the work of the Highway Department has been efficient and effective and that it has received the endorsement of the general public. It is the recommendation of the Commission that the law as enacted be allowed to stand without major changes and that the plans adopted under this Act be allowed to work out during the next several years.

The following improvements in the Act as written may be suggested for consideration:

1. Certain changes in classification of counties may be desirable and necessary because of changed conditions in the past two years. These changes can best be made by the Legislative representatives of the respective counties. It is suggested that in those counties where large mileages of unimproved roads still exist and a large amount of State funds are returned to these counties, some provision be made to expend a portion of these funds on the State Highways until these highways within the respective counties are completed.

2. It is the recommendation of the Commission that the traffic rules and regulations be enacted by Statute and that the State Highway Commission be given ample authority and appropriations to enforce effectively these rules and regulations. It is also recommended that a separate appropriation be made for the opera-



tion of the license inspection of the department rather than to take care of these expenses out of the regular highway maintenance appropriations.

3. It is recommended that as much additional revenue as possible be provided for the maintenance and construction of State roads so that the work of the department can be pushed forward more rapidly both on the maintenance of heavy traffic roads and construction of additional improvements. It is also recommended that the present mileage of the State Highway System be not increased or decreased, but that all funds available be provided for the rapid development of this system.

**APPROPRIATIONS**

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The following is a true and correct statement at close of business June 30, 1926, of the several appropriations made by the General Assembly of 1925 for the support and operation of this Department.

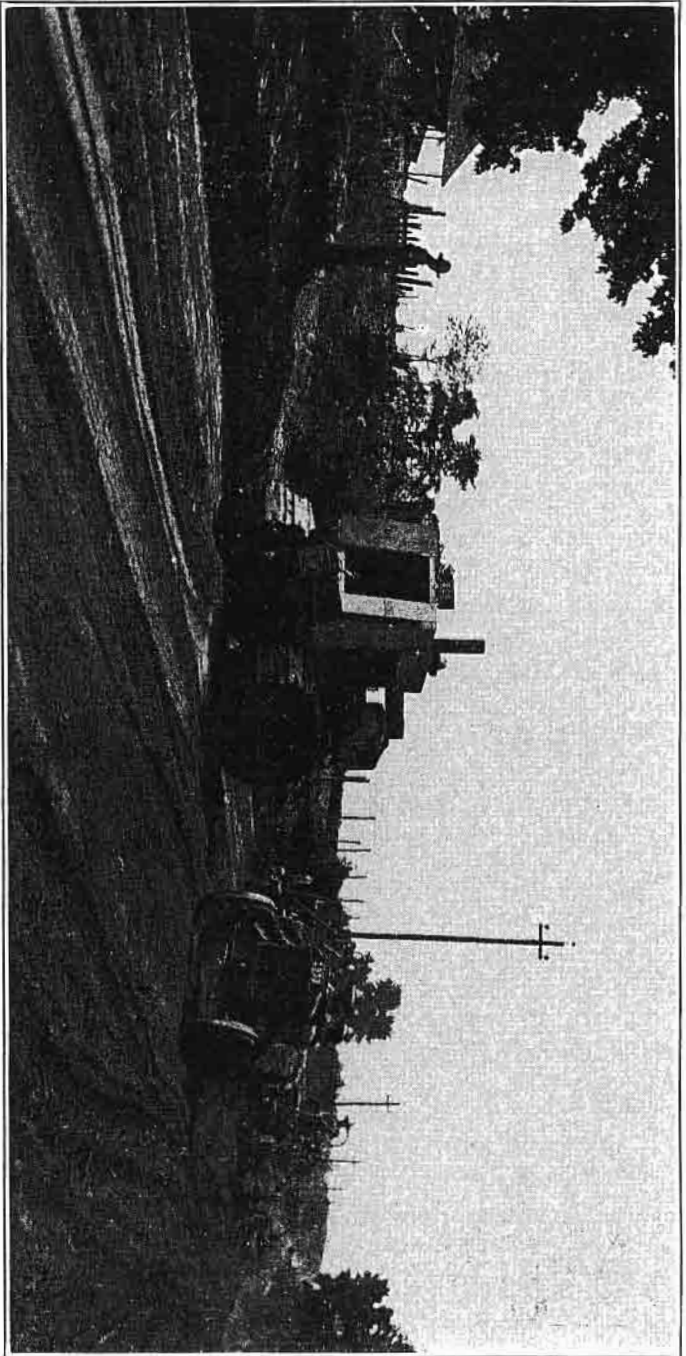
## SEVENTH BIENNIAL REPORT

Total of Appropriation	Appropriation Amount	Transferred from Additional Road Maintenance and Road Construction	Transferred to Auto Tags, Badges, Sal., Eng., Clks., Dfns. and Steno.	Amount Available	Amount Expended	Amount Reverted
1 Commissioner	\$ 3,250.00	---	\$ ---	\$ 3,250.00	\$ 3,250.00	\$ 0.00
1 State Highway Engineer	5,000.00	---	---	5,000.00	5,000.00	0.00
1 Secretary	2,700.00	---	---	2,700.00	2,700.00	0.00
1 Land Secretary	2,400.00	---	---	2,400.00	2,400.00	0.00
3 Land Clerks	5,400.00	---	---	5,400.00	5,400.00	0.00
1 Land Stenographer	1,500.00	---	---	1,500.00	1,500.00	0.00
1 Auto Deputy	2,400.00	---	---	2,400.00	2,400.00	0.00
2 Auto Clerks	3,600.00	---	---	3,600.00	3,600.00	0.00
Extra Auto Clerks Rush Period	2,500.00	---	---	2,500.00	2,473.80	26.20
Class and Reg's Fees	750.00	---	---	750.00	176.65	573.35
Auto Tags, Barges and Etc.	50,000.00	10,000.00	---	60,000.00	59,965.45	34.55
Office Equipment	3,000.00	---	---	3,000.00	2,313.35	686.65
Commissions Expense	2,500.00	---	---	2,500.00	1,868.42	631.58
Maintenance Office	30,000.00	---	---	30,000.00	29,980.45	19.55
Salaries, Eng., Dfts. Clerks and Stenos.	135,000.00	---	---	160,000.00	158,019.09	1,980.91
Road Maintenance	1,250,000.00	25,000.00	---	1,250,000.00	1,250,000.00	0.00
County and Bond Allotment	3,000,000.00	---	---	3,000,000.00	3,000,000.00	0.00
Additional Road Maintenance	750,000.00	---	10,000.00	740,000.00	739,950.95	49.05
Road Construction	1,500,000.00	---	25,000.00	1,475,000.00	1,472,017.04	2,982.96
Federal Aid Construction	3,000,000.00	---	---	3,000,000.00	1,708,058.72	1,291,941.28
Totals	\$9,750,000.00	\$35,000.00	\$35,000.00	\$9,750,000.00	\$8,451,073.92	\$1,298,926.08

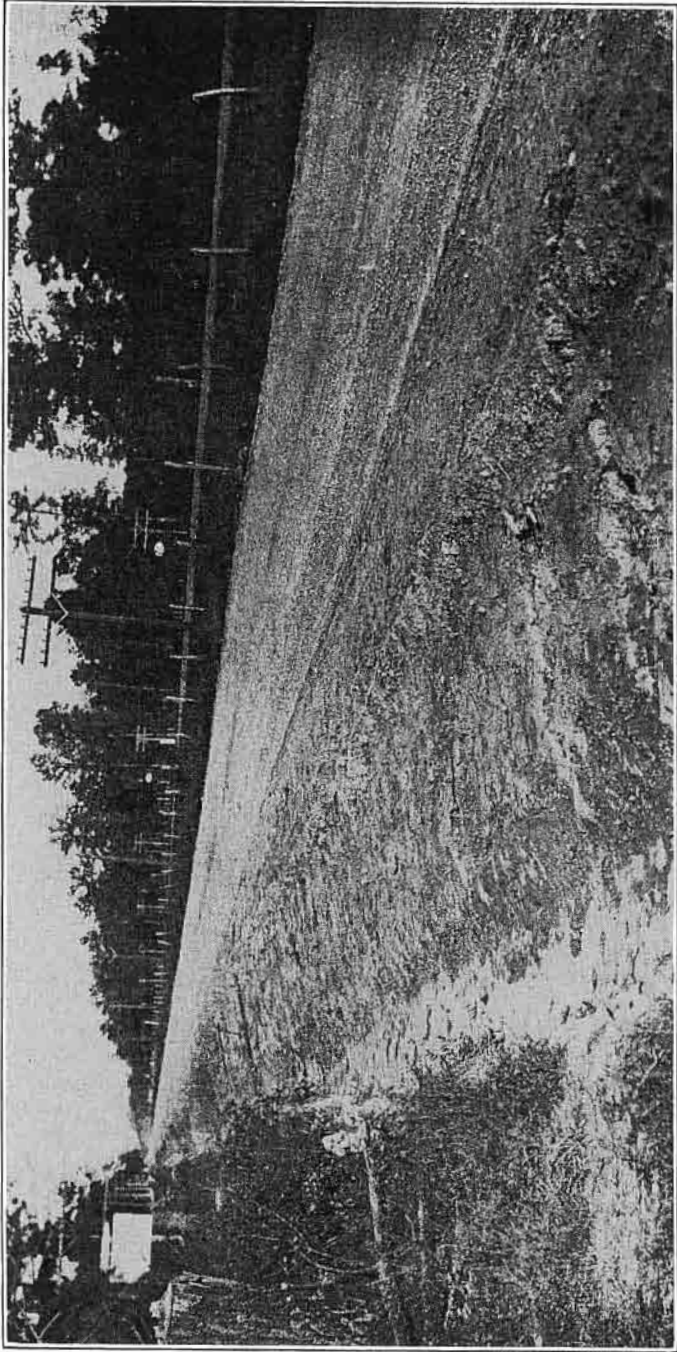
The following is a true and correct statement at close of business June 30, 1925, of the several appropriations made by the General Assembly of 1923 for the support and operation of this Department.

## SEVENTH BIENNIAL REPORT

Title of Appropriation	Balance last Report	Transferred from Aid, Construction of State Highways	Transferred to Maintenance, Reconstruction and to Hwy. Dept. Maintenance	Amounts Available	Amounts Expended	Amounts Reverted
	\$	\$	\$	\$	\$	\$
Land Division						
Salaries as provid'd by law						
1 Commissioner	2,500.00	---	---	2,500.00	2,500.00	0.00
1 Deputy Commissioner	2,400.00	---	---	2,400.00	2,400.00	0.00
3 Clerks	5,407.50	---	---	5,407.50	5,400.00	7.50
1 Clerk and Stenographer	1,550.00	---	---	1,550.00	1,550.00	0.00
Maintenance	2,514.93	---	---	2,514.93	2,364.45	150.48
Automobile Division						
Salaries provided by law						
1 Deputy Commissioner	2,400.00	---	---	2,400.00	2,400.00	0.00
2 Clerks	3,600.00	---	---	3,600.00	3,600.00	0.00
Extra clerks, rush period	2,462.23	---	---	2,462.23	2,449.83	12.40
Maintenance	60,100.26	---	---	60,100.26	60,066.60	33.66
Highway Division						
Salaries as provided by law						
1 Chairman	750.00	---	---	750.00	750.00	0.00
1 State Highway Eng.	5,000.00	---	---	5,000.00	5,000.00	0.00
2 Assistant Eng.	6,000.10	---	---	6,000.10	6,000.10	0.00
1 Secretary	2,700.00	---	---	2,700.00	2,700.00	0.00
1 Accountant	2,700.00	---	---	2,700.00	2,700.00	0.00
2 Stenographers	3,000.00	---	---	3,000.00	3,000.00	0.00
1 Chief Clerk	1,800.00	---	---	1,800.00	1,800.00	0.00



State Construction Forces on the Paragould-Piggott Road, Greene County. This picture shows some of the Standard Equipment in use.



A recently completed Section of State Highway No. 167 in Ouachita County, between Fordyce and Camden. This work was done by State forces.

Title of Appropriation	Balance last Report	Transferred from Aid, Construction of State Highways	Transferred to Maintenance, Construction Reconstruction and to Hwy. Dept. Maintenance	Amounts Available	Amounts Expended	Amount Reverted
3 Draftsman	5,417.50			5,417.50	5,417.50	000
Maintenance Office	40,022.85	20,000.00		60,022.85	59,923.15	99.70
State Highways-Maintenance Construction and Reconstruction	1,348,120.17	100,000.00		1,448,120.17	1,448,076.96	43.21
Aid Construction of State Highways	2,500,000.00		120,000.00	2,380,000.00	1,635,126.91	744,873.09
Federal Aid	4,960,714.77			4,960,714.77	1,835,978.92	3,124,735.85
Distribution to Counties and Road Improvement Districts	4,000,100.00			4,000,100.00	3,000,000.00	1,000,100.00
Salaries—Extra Clerks—States Treasurer's Office	3,050.00			3,050.00		3,050.00
Examination of Gasoline and Oil Records	9,585.81			9,585.81	9,408.41	177.40
Salaries-Assistant Attorney General and Stenographer	3,900.00			3,900.00	3,600.00	300.00
Totals	\$12,975,796.12	\$120,000.00	\$120,000.00	\$12,975,796.12	\$8,102,212.83	\$4,873,583.29