

ARKANSAS HIGHWAYS



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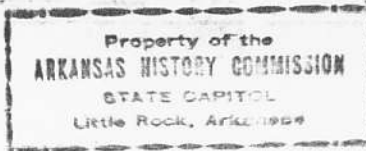
FOR the real lover of Arkansas, our cover design this month will contain much genuine inspiration, revealing as it does one of the countless natural beauty spots of the Ozark region.

But it will do more than that, for the picture, taken along Spring River, near Williford, in Sharp county, shows one day's output of crushed Arkansas limestone from the Greenville Stone and Gravel Company's quarry, ready to be transported to Mississippi county for use in the construction of one of the splendid permanent concrete highways that are rapidly lifting the delta section of the State out of the mud, and bringing new wealth and prosperity to its people.

Thus we have, in this beautiful cover design, not only a glimpse of the grandeur of Arkansas scenery, but a striking exemplification of the way in which Arkansas products are being used with Arkansas money and Arkansas labor to build the new and lasting base for future Arkansas prosperity—permanent, state-wide highways, constructed and maintained for all time to come.

For those not so familiar with the geography and topography of the Ozark section, it may be said that Spring River has its source a few miles above the scene of the cover picture, in the celebrated Mammoth Spring, largest fresh water spring in the world, which belches from underground caverns a limpid torrent sufficient to provide power for several hydro-electric plants before pursuing its course through the little Fulton county city and on through the valley.

Under road projects now in contemplation by the Ozark Trails Association and the State Highway Department, a permanent highway soon will parallel the Frisco railroad at this point, running from Springfield, Mo., to Memphis, Tenn., without a single unimproved section in its entire length.



ARKANSAS HIGHWAYS

"Roads That Go Somewhere"

Official Monthly Bulletin of the State Highway Commission

PAUL GRABIEL, Editor

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

VOL. I.

JANUARY, 1924.

NO. 1

Arkansas Road Progress in 1923

By R. C. Limerick, State Highway Engineer

In spite of many unusual difficulties and handicaps, Arkansas has made notable road progress in 1923, not alone in the enactment of the state's first really comprehensive highway program in the Harrelson Act, but in the actual construction of new road units, according to preliminary compilations made by the State Highway Department.

Quite naturally, the withdrawal of Federal aid from the state, and the failure of the regular session of the General Assembly to enact an adequate and satisfactory road law, retarded a large part of the contemplated new construction, but regardless of these facts many of the older and more advanced projects have moved forward during the year.

The figures compiled show that construction expenditures during 1923 will total approximately \$7,250,000, or only about 15 per cent less than in 1922, and that 767 miles of roads of all types have been built as compared with 955 miles in 1922.

The tabulation given below indicates the actual road progress that has been made:

Yearly Progress Arkansas Road Work.

Type	Miles Completed to Dec. 1, 1920	Miles Completed During 1921	Miles Completed During 1922	Miles Completed During 1923	Total Miles Completed
Graded	180.0	386.16	204.45	225.0	995.61
Gravel	273.0	1,349.92	633.18	400.0	2,656.10
Macadam	47.0	159.11	14.99	10.0	231.10
Surface Treated					
Gravel	10.0	12.70	22.70
Surface Treated					
Macadam	20.0	22.20	3.69	45.89
Asphaltic Macadam..	48.0	44.68	56.23	40.0	188.91
Asphaltic Concrete....	17.0	207.69	19.70	50.0	294.39
Cement Concrete.....	20.0	63.57	22.70	42.0	148.27
TOTALS	615.0	2,246.03	954.94	767.0	4,582.97

A tabulation of expenditures for this work is as follows:

Total amount expended to Dec. 1, 1920.....	\$30,688,080.03
Total amount expended during 1921.....	21,368,137.30
Total amount expended during 1922.....	8,354,696.83
Total amount expended during 1923.....	7,250,000.00
GRAND TOTAL	\$67,660,914.66

Road District Bonds.

A great deal of interest has been manifested in the bonds sold by road improvement districts in the state and many times there has been a demand for accurate statistics in regard to the matter. Until the passage of the Harrelson Act, however, there was no agency provided for the collection and compilation of such data.

Under the new law, Commissioner Herbert R. Wilson, with the co-operation of circuit clerks and road district officials of the state, has been able to collect and compile accurate and comprehensive information on the subject, which will be used in the distribution of state relief for bonded districts, and may also be of use to the general public for other purposes.

This relief for bonded districts is one of the outstanding features of the new law that have won universal approval as being fair and timely. The Harrelson law provides for the appropriation of \$3,000,000 annually from the revenue derived from automobile licenses and gasoline and motor oil taxes, this amount to be distributed among the several counties of the state in proportion to population.

In order to meet the requirements of the different counties, and provide proportionate aid to those which had not bonded themselves, several different classifications were provided, and the legislative representatives of each county were given the opportunity to make such classification of their counties as would best suit local conditions. In cases where legislators did not care to assume this responsibility, it was left to the quorum courts.

Under the law the first payment of funds to the respective counties must be made by the state on July 1, 1924, and because the taxing provisions of the measure did not become effective until January 1, 1924, the amount to be distributed in the first payment is estimated conservatively at \$2,000,000 for the six months' period. There is no question but that the provisions of the law will supply ample revenue to return the full \$3,000,000 on the first day of July of each year after 1924.

The following tables, compiled by Commissioner Wilson, show the counties as they are separated into their various classifications, the total outstanding bonded indebtedness of each, the approximate annual road district taxes of each, the amount returned to each county by the state to assist in the payment of annual interest and principal, and the approximate percentage of tax reduction for the first year of the operation of the Harrelson Act.

Particular attention should be called to the fact that the tax reduction percentages are based on the \$2,000,000 to be returned to the counties on July 1, 1924. For every succeeding year this reduction will be increased by 50 per cent of the amount shown in the tables on the following page.

Arkansas' Highway Commission Under the Harrelson Act**HERBERT R. WILSON, Chairman**

Herbert R. Wilson, elective head of the new State Highway Commission, which is charged under the Harrelson Act with the administration of the first comprehensive system of road construction and road maintenance ever adopted in Arkansas, is a native of Arkansas.

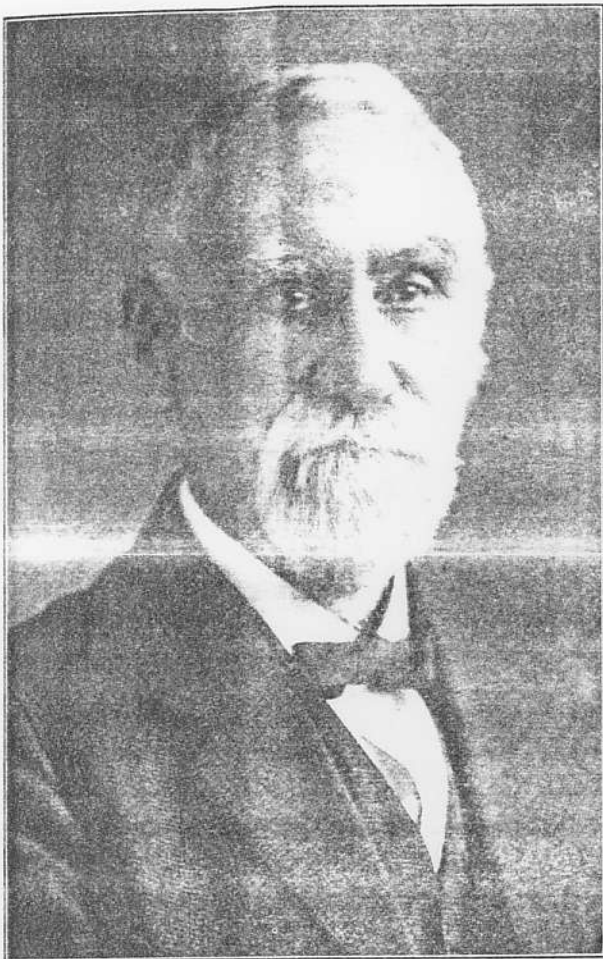
Commissioner Wilson was born in Columbus, Hempstead county, on July 25, 1887, the son of Thomas Cobb and Julia (Martin) Wilson, both of whom are deceased. Mr. Wilson's parents were natives of Alabama, removing to Arkansas, and settling on a small farm at Columbus, shortly before his birth. Prior to his death, the elder Wilson served two terms as sheriff of Hempstead county, and was a political factor in Southwest Arkansas known throughout the state. He died on July 7, 1915.

Commissioner Wilson was educated in the public schools of Hempstead county, in Arkansas College at Batesville, in Ouachita College at Arkadelphia, and in the Tyler Commercial College at Tyler, Texas.

Handicapped from the age of 11 years by the loss of both legs, which were amputated following an attack of tuberculosis of the bone, one at the hip and the other at the knee, Mr. Wilson was forced to make his way through application to business and clerical work of a nature suited to his infirmities. He accordingly qualified as an expert stenographer and became official stenographer of the Eighth Judicial Circuit of Arkansas under Judge J. M. Carter. In 1915 he was named as secretary of the Arkansas Railroad Commission, in which position he remained until his election, by an overwhelming majority, to membership on the commission from the southern district, in 1916. In this capacity he served from January 1, 1917, to January 1, 1921.

At that time he took office as Commissioner of State Lands, Highways and Improvements, having carried 73 out of the 75 counties of the state in his race against William B. Owen, former commissioner, in 1920. He was re-elected to the position in 1922

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THEODORE MAXFIELD.

Theodore Maxfield of Batesville, chosen by Governor McRae to represent the First Agricultural District on the State Highway Commission, created by the Harrelson Act, is the oldest member of the body, having been born in Batesville July 9, 1844, the son of Uriah and Leah Scarborough Maxfield, who moved to this state from Baltimore in 1841.

Mr. Maxfield was educated in Solesbury Institute, leaving school before the age of 18 to enlist in the Confederate army. He was mustered into the service by Capt. George W. Rutherford, and continued with his company, a unit of the First Arkansas Cavalry, until the end of the war.

This regiment, commanded by Col. Dobbins, was composed of 1,200 stalwart young Arkansas men, most of them from the farm, Mr. Maxfield having the distinction of being the youngest member of the organization. This regiment took part in almost every engagement fought west of the Mississippi river, notably the battles of Helena, Little Rock, Pilot Knob, Jefferson City, Kansas City and many others fought by General Price while on his raid to Missouri. After the surrender young Maxfield cleared and planted ten acres of river bottom land and made a fine crop of corn.

He then joined his father in a small mercantile business, occupying the building that his father owned and had done business in before the Civil war. His father died in 1868. He continued this business alone until his brothers Edward, Charles, Fred and Harry were old enough to join him. This firm prospered greatly. In addition to the mercantile business they engaged in manufacturing, building the Arkansas woolen mills, the Batesville compress and roller mill, and they also engaged in farming and transportation. In connection with Captain Woodbury they built and operated four steamboats on White and Black rivers. This business was very prosperous.

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J. S. TURNER.

J. S. Turner of Ozark, Governor McRae's selection for highway commissioner from the Second District, is the oldest member of the commission in point of service and experience in road matters, having been first appointed by Governor Charles H. Brough five years ago, during the administration of W. B. Owen as elected state highway commissioner.

Governor McRae, during his first term as governor, continued Mr. Turner as a member of the old commission, and after the passage of the Harrelson Act last October, named him as the commissioner from the Second District. In the drawing for place, held at the first informal meeting of the commission in Governor McRae's office, Mr. Turner picked the "short term," expiring February 1, 1925.

Mr. Turner is a native of Arkansas, having been born at Warren, March 9, 1871, the son of Samuel H. Turner and Martha Ann (Reaves) Turner, the former a native of Tennessee, and the latter of Alabama. Both parents are now deceased. He was educated in the public schools of Warren, later securing a thorough business education at Leddin's College, Memphis.

At the age of 20 he accepted employment with the Missouri Pacific Railroad company, serving successively as clerk, operator, relief agent, accountant and agent. In April, 1901, he formed a connection with the Arkansas Valley Bank of Ozark, remaining with that institution until the fall of 1904, when he resigned to assist in the organization of the Peoples Bank, which opened for business in January, 1905. Mr. Turner was actively in charge of this institution until March, 1913, when he severed active connection with the bank to devote his entire time to extensive personal interests.

On October 10, 1894, Mr. Turner was married to Miss Bessie Fleeman, daughter of Capt. M. F. and Mrs. Sula (Carter) Fleeman of Ozark. Mr. and Mrs. Turner are members of the Presby-

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W. Y. FOSTER, SR.

W. Y. Foster, Sr., of Hope, Governor McRae's choice as honorary highway commissioner from the Third District, who will serve on the commission in the administration of the Harrelson Act until February, 1925, has been actively identified with the business growth and progress of Southwestern Arkansas for virtually half a century.

He is one of the honored pioneers in the history of Hope, to which place he came from his birthplace near Magnolia, in search of a job in August, 1873, when the Iron Mountain railroad was completing the laying of its tracks and the erection of its depot there. It is related that he was unsuccessful in his first venture and returned to his home, but with typical perseverance came back in December, and failing to find work, made some for himself by opening a little general store. After trading in cotton and agricultural products for three years, shipping to other markets, Mr. Foster sold his store at a handsome profit and opened the first exclusive hardware store in the city.

A recent issue of the "Hope Herald" continues the story of Mr. Foster's life, as follows:

"In 1880 he opened a private bank in part of this store, which later was taken over in the organization of the Hempstead County Bank, in 1882, the first bank in Hope to be organized under the state banking laws. In 1903, he organized the Bank of Hope, also under the state banking laws. Capt. J. T. West became president of this bank and W. Y. Foster, Sr., vice president."

"In his younger days Mr. Foster was active in bringing industries here and organized many concerns that have brought prosperity to the town. It is notable that nearly every company he organized grew and became an influential and profitable industry. Among the concerns he took a leading part in organizing, were: The Eagle Foundry and Machine Company, organized

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ROBERT H. WOLFE.

Robert H. Wolfe of Tillar, named by Governor McRae as honorary commissioner from the Fourth District, is a business man of wide acquaintance in Arkansas and Texas, by reason of his efficient management of the Tillar estate, and associated interests in both states.

In the drawing for place, at the first meeting of the commission, Mr. Wolfe secured the "long term," expiring in February, 1927.

Mr. Wolfe is a native of Arkansas, and was born at Tyro, Lincoln county, on May 1, 1867, the son of James M. and Elizabeth (Hagood) Wolfe. His father was a native of Hopkinsville, Ky., and his mother of Granada, Miss. Mr. Wolfe's parents were married in 1857, coming to Arkansas from the Bayou state two years later to settle on a farm in Lincoln county. At the outbreak of the Civil war, Mr. Wolfe's father enlisted and served until the close of hostilities. He died in 1876, his wife later becoming the wife of J. T. Wilkins.

Herndon's Centennial History of Arkansas gives the following sketch of Mr. Wolfe: "Industry has been the key which has unlocked for Robert H. Wolfe the portals of success. Starting out in life for himself when 15 years of age, he has steadily advanced through the force of his personality and his indomitable perseverance until he now ranks with the foremost citizens of Tillar and the leading business men of southeastern Arkansas. * * *

"In the acquirement of an education Robert H. Wolfe attended the public schools of Lincoln county, Arkansas, and later completed a commercial course in the University of Kentucky at Lexington. At the early age of 15 years he became a wage earner and has since provided for his own support, his first position being that of a farm hand. He received a salary of ten

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R. C. LIMERICK,
State Highway Engineer.

R. C. Limerick, State Highway Engineer, who is charged with the general supervision of the construction and maintenance of Arkansas' primary and secondary road system of some 6,700 miles under the Harrelson law, was appointed by Commissioner Herbert R. Wilson at the first meeting of the new commission in October, and the appointment was unanimously approved by the four members of the body named by Governor McRae.

Mr. Limerick is an engineer of the highest qualifications and attainments, recognized throughout the United States as taking first rank in his profession. He has commanded the respect and admiration of both the friends and the enemies of the State Highway Department by his ability, integrity and courage, and his fidelity to the highest ideals of the engineering service.

Mr. Limerick was born at Natchez, Miss., on February 15, 1892, the son of John A. and Jane (Conner) Limerick. He graduated from the University of Mississippi in 1913, spending the year following in road work in his native state. For a year he was with the Santa Fe railroad in the West, later forming a connection with a Birmingham engineering firm handling paving, water works and sewers. At the outbreak of the World War he enlisted in the service and was sent overseas with the 312th Engineers. In France he was attached to the chief engineer's office of the A. E. F., doing important work in 1918 at Chaumont, Paris and Tours.

On his return in April, 1918, he accepted a minor engineering position with the State Highway Department, which he held until raised to the position of State Highway Engineer by Herbert R. Wilson shortly after his election as state highway commissioner, succeeding William B. Owen in 1921.

Mr. Limerick married Miss Martha Feltus of Leland, Miss. They have two children, and reside at 723 North Jackson street, Pulaski Heights.



JOE A. BAILEY,
Secretary.

Joe A. Bailey of Prescott, secretary of the State Highway Commission, was born near old Rosston, in Nevada county, on July 10, 1882, the son of Z. W. and Josephine (Bradley) Bailey.

Mr. Bailey was educated in the public schools of his county, in the Bodcaw High School and at the old Arkansas Cumberland College, now the College of the Ozarks, at Clarksville. He served as county and circuit clerk of Nevada county, prior to his entrance into business at Prescott, the county seat.

Mr. Bailey was appointed by Commissioner Wilson as deputy in charge of the land department in 1921, which position he held until his recent promotion to the office of secretary to the commission, succeeding Guy A. Freeling, resigned.

Mr. Bailey married Miss Lyda Marsh of Nevada county. They have two children.

GOOD ROADS.

Every man, woman and child in the United States has a personal interest in good roads.

The farmer and the motorist have the most immediate and practical interest, but the interest of others is no less vital and it expresses an indirect relation.

The farmer wants good roads because he can make more money with good roads than with poor roads. If the farmer can make more money, he spends more, which means greater prosperity for the whole nation. And if he can do with less money, good roads enable him to sell his products for less and still make as much as at present; that means lower prices for food.

Everyone who lives in a rural or suburban location is interested in good roads, because they decrease the time distance which separates the rural or suburban home from the city. Every rural or suburban dweller needs to get to the city some time; the less the time distance the less it costs.

Everyone who lives in the city wants at times to get into the country. The good road is the means. If there are no good roads, there is a sharp line drawn between the city and country, which makes for the good of neither.—"Georgia Highways."

There seems to be some criticism of the new road law, mostly by men who have an abiding faith in "things as they used to be."—Berryville (Ark.) Democrat.

As the Editor Sees It

"ARKANSAS HIGHWAYS"

In making its bow to the public, "*Arkansas Highways*" submits briefly its "reasons for being"; its plans, its purposes, and its hopes for the future.

Provided for under the Harrelson Act with a view to the information and guidance of the taxpayer as to the disposition of his automobile and gasoline tax money, the progress of highway construction in the State and the methods by which he and his particular section may derive the maximum benefits from all the various phases of so comprehensive a measure, "*Arkansas Highways*" has before it a most vital and important task.

If the Harrelson Act is to become a living thing in the minds and hearts of the people; if its benefits are to be fully realized in their lives; ~~it must be understood, it~~ must be operated, it must be strengthened and built to from year to year as its minor omissions and imperfections are disclosed.

Honest and complete information, brought home to the rank and file of the taxpayers of the state, is the only basis for that realization, that understanding, that operation, that strengthening and that improvement. It is such information, by word and by picture, that "*Arkansas Highways*" hopes to disseminate throughout the state.

If it is disseminated, if it is brought home to the people, never again will they listen to the siren voice of the radical and the repudiationist, as they listened, with such nearly disastrous results, during the regular legislative session of 1923. Never again will Arkansas be brought face to face with chaos as she was during the months that preceded the special or Extraordinary Session of the Assembly.

For the people, once they understand, once they begin to see and feel the benefits of the new law, in its bond retirement features, its maintenance and its reconstruction provisions, in its state-wide road system, and its safeguards against the old evils of special districts formed by legislative act, will never listen to those who would repeal the law and go back to the old system under which Arkansas suffered so severely.

Instead, they will insist on further progress, further improvement, through the machinery provided by this constructive legislation.

These are the "reasons for being" of this monthly bulletin of the new highway commission. These are its plans, its purposes and its hopes.

In their realization it hopes to have the heartiest co-operation of all those who love Arkansas, who desire to have a share in the glorious shaping of her destiny as a commonwealth, and who know how vital a part her highway program must play in the achievement of that destiny.

BACK TO GEORGIA.

Those who have carefully analyzed the motives behind the organized opposition to the enactment of a comprehensive state highway measure report that they have found but two mainsprings of activity. One was short-sighted politics designed to hamper and discredit, even at state expense, the administration of Herbert R. Wilson as highway commissioner. The other was a cleverly laid plan to work out the eventual repudiation of all Arkansas' road bonds.

As to the first, we may only observe that it was costly "politics," paralyzing all constructive road activity in the state during an entire summer, and depriving the people of the services of a necessary department, which they had



PAUL GRABIELL,
Editor.

Paul Grabiell, selected by the State Highway Commission to edit "*Arkansas Highways*," the monthly publication of the department, issued under authority of the Harrelson Act for the information of the people of the State, is a Little Rock newspaper man, formerly editorial writer for the "*Arkansas Democrat*."

In addition to his editorial duties, Mr. Grabiell has been in charge of the series of educational meetings arranged by Commissioner Wilson in connection with his inspection of Arkansas road work, at which the operation of the Harrelson law has been explained by highway officials with particular reference to the effect of the law upon local projects and improvements.

Mr. Grabiell is a member of the Arkansas Senate, having been elected in 1922 from the Tenth District (Pulaski and Perry counties). He was one of the Senate leaders in the fight which finally resulted in the enactment of the Harrelson law in the Extraordinary Session of the General Assembly in October.

elected by their votes, and paid for with their tax money. And in the reaction that has followed the resort to such tactics, the highway department, as at present constituted, would seem to be in even better favor with the people.

As to the second, we may suggest that if he insists on it, Arkansas folks will have no objection to the repudiation of road bonds by Mr. Charles S. Barrett of Georgia, provided he goes back home to do it.

THE NEW LAW AND ITS ADMINISTRATION

Much space is given in this first issue of "*Arkansas Highways*" to the personnel of the new commission and the leaders responsible for the administration of the new law.

This space, we believe, is justified, by way of acquainting the people of the state with the personal equation which must enter into the operation of the Harrelson law.

No statute can become operative in and of itself. It must be administered by human beings, and if the public is to co-operate with and have confidence in its administration to the fullest extent, there must be the warm interest and feeling that comes only from acquaintance and understanding and friendship.

Commissioner Wilson and his four honorary advisers are charged with the working out of the first comprehensive state road policy Arkansas has ever had. They are the administrators of the largest single fund ever created in the state. To them the people must look for the salvation of Arkansas' highway system from the chaos of mismanagement, neglect and deterioration into which it was fast falling prior to the enactment of the new law.

It is only right that the people should know them, and those who are assisting them. This issue of "*Arkansas Highways*" should go far toward contributing to that necessary acquaintance.

THE ENGINEERS WHO SERVE YOU

For administrative purposes, Commissioner Wilson and Engineer Limerick, with the advice and consent of the honorary commission, have divided the state into six districts, each with approximately 1,100 miles of road.

For the First district, headquarters have been established at Forrest City, with A. W. Buford as engineer, and R. A. Kern as assistant.

In the Second district, Pine Bluff will be headquarters, with Elbert B. Reynolds as engineer, and M. F. Hill as assistant.

Other districts, with their headquarters and engineers, are as follows: Third district, Hope, Richardson Ayres, engineer; J. F. Rightmire, assistant. Fourth district, Fort Smith, W. W. Mitchell, engineer; H. C. Sellers, assistant. Fifth district, Batesville, D. B. Cutler, engineer; E. E. Bonnowitz, assistant. Sixth district, Little Rock, G. Hunter Sykes, engineer; C. W. Holderbaum, assistant.

Other engineers include O. L. Hemphill, office engineer; N. B. Garver, bridge engineer; Frank Gerig, materials and testing engineer; Frank Wittenberg, lands and surveys engineer, and Fred L. Hargett, maintenance and equipment engineer.

THE TOURIST CAMP

With the advent of a comprehensive system of state highways, crossing Arkansas in every direction, the importance of the tourist camp will be felt more and more during the coming spring and summer. Tourists must carry away with them a pleasant impression of the state and her hospitality, and in making such an impression nothing is so vital a factor as well-equipped camps.

In the organization of tourist camps in the state, no agency is doing more effective work than the Arkansas-Louisiana Automobile Association, of which E. S. Lockett, Sr., is president. Mr. Lockett has visited and held community meetings in more than 40 towns and cities, and plans to cover the state in the immediate future. It is to be hoped that every city or town on the state primary and secondary system will respond to his appeals for the establishment of a tourist camp, through which the community and the state may be advertised to the motor touring public as both progressive and hospitable.

JUDGE J. S. ABERCROMBIE.

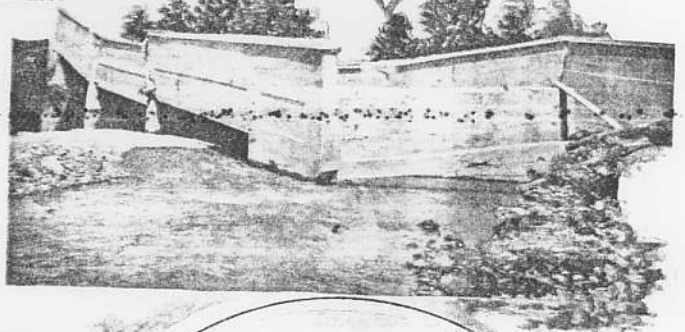
"*Arkansas Highways*" desires to congratulate Attorney General J. S. Utley upon his selection of Judge Abercrombie as his assistant in charge of highway matters. Mr. Abercrombie, by reason of his experience, is peculiarly qualified to co-operate to the fullest extent in the great task of setting the machinery of the Harrelson Act in operation and smoothing out the legal problems incident thereto. In order that the people of the State may become acquainted with the man in charge of this important work, a photograph and biography of Judge Abercrombie will appear in the February issue of this bulletin.



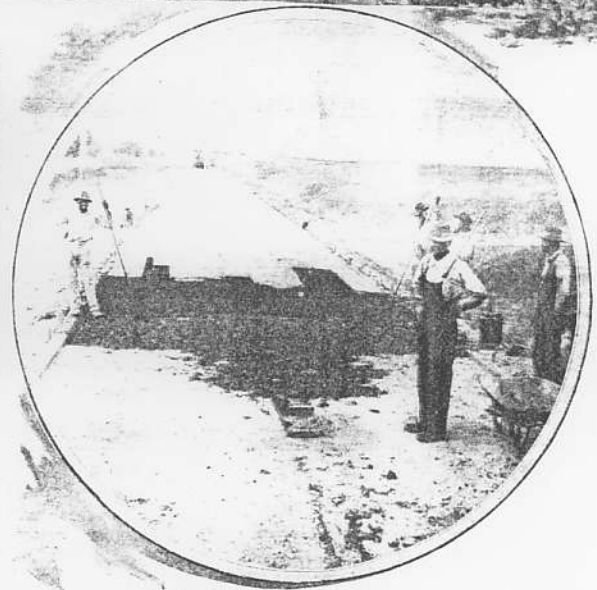
In these two snap-shots may be found evidence of the necessity for comprehensive engineering survey of the water shed through which a good road may be built. In one of these structures in Garland county an effort was made by the local authorities to economize both in engineering and in material, with the result that the first heavy rain, coming two months after completion, totally demolished the structure. A proper engineering design, recommended by the Insiders for a better construction, would have saved the total investment.

In the picture at the right, that of a concrete bridge on the lower end of the Little Rock Hot Springs Highway, failure to excavate sufficiently for the foundation was responsible for a disaster attending the first heavy rain. Bridges, no more than houses, can be built upon the sand without costly and tragic results when the "rains come and beat upon them." It is false economy to try it.

As the Camera Tells It



A section of the Arkansas-Louisiana Highway, north of Grady in Lincoln county, showing deterioration resulting from a faulty sub-grade on gumbo soil. This section is being re-constructed under the provisions of the Harrelson Act, a base of hard clay and sand being substituted for the gumbo and attention given to proper drainage with the constant maintenance patrol of the road, under the future operation of the Harrelson Act. No further deterioration will be allowed to reach such a stage as that shown in the picture.



One of Arkansas county's splendid highways traversing the rice country. The picture above shows the final work of laying the "Warrenite" pavement on a broken stone base. With proper maintenance, guaranteed under the new highway law, the taxpayers of Arkansas county are assured of the permanence of their investment. In addition a very substantial part of their bonded burden will be paid by the State during the next ten years from gasoline taxes paid by those who use the roads.



A practice very harmful to good roads and one which will be prohibited under the operation of the new Highway Law, is that shown in the accompanying picture taken in Grant county. Loggers have piled their logs on either side of the road leaving only enough space in the center for the passage of a single vehicle and have used the road as a loading yard with resulting wear and tear on the surface. The piles of logs on either side of the road have obstructed drainage, resulting in a soaking and washing process which has made the road unfit to carry the heavy loads to which it was subjected. Under State regulations such unfair diversion of public improvements for private uses will be prevented.

Before You, Citizens of the "Wonder State," Are Your "Arkansas Highways!"



Readers of "Arkansas Highways" should preserve this map for reference in intelligently visualizing the tremendous tasks of the State Highway Department in carrying out the policies inaugurated and made possible under the Harrelson Act. From month to month, in subsequent issues, there will be given "condition" maps, showing the condition of roads on the State system, and the work that has been completed, either in construction, reconstruction or maintenance, during the previous month.

At present the system shown on the above map has many gaps which in unusually rainy weather become difficult for travel. Under the Harrelson law that part of the automobile and gasoline tax not devoted to the retirement of bonded burdens of the land owners of Arkansas goes to the closing up of these gaps, and the reconstruction and maintenance of the remainder of the State system.

During the coming spring, more than 600 road crews under the personal direction of Commissioner Herbert R. Wilson and Engineer R. C. Limerick, will put every mile of the State system in condition for comfortable travel, and under the operation of the law, within from 18 to 24 months, the entire system will be a matter of pride to every citizen of the "Wonder State."

And all this will be accomplished while the land owner, previously staggering under an unjust burden of special taxes, is being relieved of a material part of the burden by the automobile user and the tourist who has previously escaped paying his proper share toward construction and maintenance.

In the face of these considerations, are there intelligent citizens of Arkansas who would seriously ask for the repeal of the Harrelson Act? We surely do not believe so!

FEDERAL AID RESTORED.

Sunday morning's Democrat carried a gratifying announcement that Secretary of Agriculture Wallace had decided to immediately restore Federal aid to Arkansas highways. The announcement meant that the efforts of the state to right, insofar as possible, wrongs of the past; to enact legislation to relieve overburdened farm lands of part of their road taxes, and to provide for adequate maintenance of improved roads, had not been in vain. It further meant that C. S. Barrett of Georgia had ceased to be the dictator of Arkansas affairs.

It may have been fortunate for the state that Mr. Barrett took the step he did, that of going to President Coolidge with his misrepresentations, for it forced the Arkansas road situation to a head. President Coolidge swallowed Mr. Barrett's assertions, without investigation, and summarily instructed Secretary Wallace to make an investigation. Had the president conferred with Mr. Wallace first, the "investigation" order would not have been issued. When the president learned he had been imposed upon, Mr. Barrett's strength began to recede.

Loyal Arkansans should feel gratified over the outcome of the Washington situation. They should feel grateful to Senators Robinson and Caraway for forcing the matter to a decision. The federal officials had no course to pursue other than approval of the Harrelson law and restoration of federal aid, for the state had done exactly what the Bureau of Roads had asked in its steps to correct conditions. The Democrat believes that the road situation is getting on an equitable basis, one assuring fairness and also progress.—*Arkansas Democrat*.

HOW NORTHWEST ARKANSAS FEELS.

All of western Arkansas greets with cheers the announcement that construction work is actually started on the road over the Winslow mountain, with state aid matching, dollar for dollar, the local contributions toward the highway.

Fort Smith realizes the vast importance of this road in the development of this section of the state. Witness the \$12,000 voluntary contribution made by the citizens of this city last spring in the campaign put on by the United Commercial Travelers. Witness also the many hundreds that have been spent in small sums in years gone by and the tremendous amount of effort that has been put forth from time to time in a fruitless effort to get a road built.

Crawford county recognizes its importance, and is to be commended most heartily on its recent efforts in that direction. Crawford county on its own initiative has built a road to Chester Hill, at a cost of more than \$35,000 and is making a substantial contribution to the last nine-mile stretch.

Now the state matches the amount available from the two counties, and the work starts with the district highway engineer of the State Highway Department in charge of construction.

Let us not forget that the state aid is made possible by the Harrelson bill—that we now see in a road that means much to us, definite results of the higher tax on gasoline and the higher automobile license fees we will pay next January.

A good road across the Winslow mountain will not only benefit Crawford and Sebastian counties. It will open the way to the Ozark country from a vast territory to the south, which has heretofore been forced to make a long detour to get into the playgrounds of America by automobile. It materially shortens the distance from all points in southwestern Arkansas and southeastern Oklahoma to the great country to the north.

The early completion of the Le Flore county highway system, the construction of Fort Smith's connection with that road at Arkoma, the building of the Fort Smith to Greenwood road, and the work on the Winslow road are real accomplishments that put western Arkansas and eastern Oklahoma a long way on the route to better motor transportation and consequently greater prosperity.—*Fort Smith Southwest American*.

NOTHING "MYTHICAL" ABOUT THIS RELIEF!

We reprint this dispatch here on account of its interest and importance in connection with the Arkansas highway matter, which has recently been brought anew to public attention:

Magnolia, Dec. 19.—A reduction of road taxes for 1924, for this district has been made possible by the grant made under the Harrelson road law to be paid by July 1, 1923, according to W. R. Cross, secretary of the Magnolia-McNeil Improvement District. This reduction has been filed with the County Court by the commissioners, who say that it amounts to nearly one-third the total taxes to be collected. The commissioners already have turned the road of this district over to the Highway Department.

Charles S. Barrett of Union City, Ga., president of the National Farmers' Union, told President Coolidge that relief for improvement district taxpayers under the Harrelson law is "largely mythical." The taxpayers in this Columbia county road improvement district are going to find that relief under the Harrelson law is real and substantial to the amount of nearly one-third of their taxes; and, of course, taxpayers in districts all over the state are going to find their taxes have been reduced by aid from the state fund.

Moreover, the money that will reduce road improvement district taxes in 1924 was raised by the motor car license and gasoline tax in effect in the past. On January 1 the license rate and the gasoline tax will be increased and the state will begin to collect a tax on lubricating oil. With this increase and with the steady and rapid increase in the number of motor vehicles in Arkansas road improvement district taxpayers should receive still greater reductions in their taxes in 1925 and thereafter.—*Arkansas Gazette*.

THEY'RE LEARNING IN ARKANSAS!

Ours will be a happier world when the radicals learn to smile.—*Chicago Daily News*.

ARKANSAS ROAD PROGRESS IN 1923.

(Continued from Page 3)

In the recent Extraordinary Session of the General Assembly, a law was enacted which very admirably provides for maintenance of state highways. This law, the Harrelson Act, designates a state highway system, and requires that the maintenance of this system be entirely under the supervision and control of the state highway commission and be carried on and paid for at state expense. The appropriation made for this purpose amounts to \$1,250,000 annually.

Complying with the provisions of the law, the State Highway Department has already organized to proceed with the work. The state has been divided into six districts and an engineer and an assistant engineer have been appointed in each, under whom the entire work of maintenance is to be carried on. The state highway mileage has been divided into maintenance sections. The plans decided upon by the State Highway Commission provide for patrol or gang maintenance on each of these sections as rapidly as it is possible to assemble equipment and employ suitable men.

In spite of the very unfavorable weather conditions, work is being placed under way very rapidly, and at this time approximately one-third of the state mileage has been taken over by the department and actual work begun. Some work is under way in every county, and when weather conditions permit, this work will be expanded to cover all the mileage in the system.

Because of the very bad condition of many miles of road, and the fact that the new law was enacted so late in the year, it is hoped that the people will realize that some time will be necessary to get the majority of the mileage in proper repair, resting assured that the necessary work will be carried forward as rapidly as possible. It is confidently predicted that by early spring all state roads will be in excellent condition for comfortable travel.

NEW ROAD LAW IN MONTGOMERY COUNTY.

Womble, Dec. 17.—About 96 miles of the principal roads of Montgomery county have been taken over by the state and one maintenance crew is at work. There is little sentiment here against the Harrelson act.

The Harrelson act is going to be judged by results. If the people who use the main roads of the state, which bear the overwhelming amount of traffic, see the highways kept in good condition by the regular and systematic work of maintenance crews there will be no lack of appreciation of the value of the new state highway measure.

Almost every part of Montgomery county is reached by a state road and the dispatch from which we have quoted said further that County Judge Ellington is making plans to co-operate with the state in the improvement of highways in his county.

Whole-hearted co-operation between the state and the various counties will mean vastly better highways in Arkansas.—*Arkansas Gazette*.

We trust that Senator Grabiell, erstwhile editor of the *Arkansas Democrat*, got back to Little Rock without being sand-bagged by the "reds" and "Bolsheviks" who infest the jungles of the commonwealth of Benton county. Bet he couldn't have found one with a fine-tooth comb.—*Gravette (Ark.) News-Herald*.

HERBERT R. WILSON.

(Continued from Page 4)

over Roy V. Leonard of Paragould, his present term continuing until 1925.

Mr. Wilson is married, and has one son, Herbert R. Wilson, Jr., aged 5. Mrs. Wilson was Miss Exar Bowen, who was born May 30, 1894, at Homer, La., the daughter of the late Charles Bowen of that city. They reside at 410 Fairfax avenue, Pulaski Heights. The Wilsons are members of the Second Presbyterian church of Little Rock.

Despite the fact that Mr. Wilson has been a "stormy petrel" in Arkansas political life for several years, both his friends and foes unite in commending his business administration of his office, which is admitted to be one of the most efficiently operated in the entire state government, prompt in rendering the technical and involved service required of it, both in highway administration and handling of state lands.

Commissioner Wilson joined forces with Governor McRae during the summer of 1923 in fighting for the return of Federal aid and the enactment of a comprehensive state highway law. In spite of several provisions which his friends felt were designed to rob him of power conferred upon him by the votes of the people of Arkansas, Mr. Wilson gave whole-hearted support to the Harrelson Act as finally passed in October, urging his supporters in the Senate and House to forget his own interests for those of the taxpayers, whom he declared entitled to the relief given under the bond retirement features of the bill.

Since the approval of the Harrelson Act October 10, Commissioner Wilson has given as much of his time as could be spared from the arduous reorganization duties of his office in tours of inspection and a series of educational meetings in various sections of the State, in which sentiment has been moulded for a thorough try-out of the Harrelson Act, and a patient effort to iron out its minor imperfections as they are discovered, rather than a return to the chaos of radical thought which earlier in the year threatened to engulf the entire state.

ACKNOWLEDGMENT.

Thanks are extended to H. G. Thompson, manager of the stone crushing plant of the Greenville Stone and Gravel Company near Williford, for the use of the photograph from which our January cover page was made, and for other courtesies extended Commissioner Herbert R. Wilson's party during a recent inspection trip.

COMMISSIONER MAXFIELD.

(Continued from Page 5)

On account of the death of the two eldest of the brothers and the failure of the health of the youngest, who removed to California, the business was crippled considerably and it became necessary to add the services of Allen and Sidney, two sons of Mr. Maxfield, although these boys were not yet 18 years of age. They were made of age by the courts.

After operating several more years in Batesville the mercantile business in Batesville was sold and a wholesale dry goods business was established in Oklahoma City, which was operated successfully until the commencement of the World war. Mr. Maxfield remained in Batesville in order to attend to the interests of the firm that still lay in Arkansas.

He was one of the founders and directors and afterwards president of the Peoples Savings Bank, now the First National Bank of Batesville.

He has been a trustee in Arkansas College for some 50 years. He is now past 79 years old but is strong and healthy and delights to work. He is now serving as a member of the State Highway Commission and hopes to be useful to his native state for some time to come.

He has the unique experience of having been associated at different times, with his father, his brothers, and his sons, in a mercantile business.

Mr. Maxfield has been an active member of the Methodist Episcopal Church South for more than 58 years.

COMMISSIONER TURNER.

(Continued from Page 5)

terian church, U. S. A., of Ozark, in which Mr. Turner is an elder. He has been secretary of the Sunday school of his church for the past 17 years.

Mr. Turner's public-spirited activities in his community have led to service in Ozark and Franklin county as alderman, school director, mayor, chairman Democratic county central committee, and member county board of education. He is at present chairman of the county board.

By reason of his long record of disinterested public service and his experience in state highway matters, Mr. Turner is regarded by his associates as the nestor of the new honorary commission, and his advice and counsel is being looked to for guidance in many of the matters of policy confronting the body in the unfoldment and administration of the Harrelson law.

With Herbert R. Wilson, elected chairman of the highway commission, R. C. Limerick, state highway engineer, and Paul Grabiell, editor of "Arkansas Highways," he attended the recent national conference of state highway officials at New Orleans, at which Thomas H. McDonald, chief of the Federal Bureau of Public Roads, and many national experts on road building were present, and many of the latest ideas in highway building, maintenance and administration were secured. Efforts will be made by Mr. Turner to see that the state profits from the experience of other states of the Union, as explained at the New Orleans meeting.

Some interesting figures on the ownership of automobiles in Arkansas have been compiled by state distributors of the automobiles. There is an automobile in every town under 1,000 population, including residents of farmers, for 20 people out of each 1,000. For every 1,000 persons in Arkansas cities of 1,000 or over there are 129 owning automobiles. There are eight people for every automobile in cities of 1,000 or over and 51 for every rural car. Arkansas ranks thirtieth in the ownership of cars in cities of 1,000 or over; forty-fifth in country owned vehicles, Mississippi alone having less cars on the farm per 1,000 population than Arkansas. In the whole United States there are 70 motor cars per thousand persons in the country and 127 per thousand in the cities. These figures would indicate that there is more room for automobile development in the country than in the cities.—*Huntsville (Ark.) Record*.

PRESS COMMENTS

Hon. Herbert R. Wilson, Highway Commissioner of Arkansas, sends out the good news this week that the federal government has accepted the road legislation by this state, and that federal aid has already, or soon will be, restored to Arkansas. This means a saving of multiplied millions of dollars to the taxpayers—and, it also means that Arkansas is to build and maintain a really creditable system of public highways. And, one of these fine days the people will cease to regard Herbert Wilson as being the "big bear" that some folks say he is.—*Okolona (Ark.) Messenger.*

The State Highway Commission consists of the Commissioner of State Lands, Highways and Improvements, who is chairman, and four honorary commissioners appointed by the governor, all of whom are well qualified for the great task intrusted to them. Hon. Herbert R. Wilson, Commissioner of State Lands, is not second to any state officer in efficiency, and his marked executive ability and comprehensive knowledge of highway construction are a sufficient guaranty of a satisfactory execution of the law on the part of the state.—*Fayetteville (Ark.) Democrat.*

Whether all of the Benton county opponents of the new state highway law would have changed their opinion of its merits had they heard the explanations of the working of the same by State Highway Commissioner Herbert Wilson and State Senator Paul Grabel of Little Rock here Friday afternoon, we do not know of course, but they did make a lot of new friends for the new legislation, who are now anxious to see it functioning. *Rogers (Ark.) Democrat.*

COMMISSIONER FOSTER.

(Continued from Page 6)

30 years ago; The Oil Mills, organized in 1900; the Ivory Handle Co., organized in 1901, and the Hope Fertilizer Company in 1908. He took an active interest in the Oil Mills, until the fertilizer business assumed such proportions that it required most of his time to push it. Selling out his interests in the Oil Mills, he took over the fertilizer business in 1919, and has been its active head ever since.

"Mr. Foster was instrumental in having the Louisiana and Arkansas railroad and the Frisco system to extend their track into Hope. He spent freely of his time and money getting these roads to come here, and when he was successful, felt that he had done his share for the welfare of Hope and that with favorable conditions its natural resources and agricultural possibilities should develop and make it a prosperous business center.

"W. Y. Foster was elected on the first body of officials after the town was incorporated and is the only one alive today of the seven men who first served Hope in that capacity. He served the town several years and was chairman of the committee that secured water and lights for Hope. He has held many public offices, from alderman to school commissioner, and has been an aid to the advancement of Hope. At present he is a commissioner on the Sewer and Water Board, the Paving District and the State Highway Commission and a trustee of the Arkansas College, at Batesville. Mr. Foster is as active as ever in business or anything that pertains to the advancement of his community and despite his many years of hard work is well preserved and as strong as ever."

COMMISSIONER WOLFE.

(Continued from Page 6)

dollars per month, being also provided with board and lodging, and from his earnings saved as much as possible, attending school while working. He was thus occupied until 1886, when he went to Pine Bluff, Arkansas, and entered the employ of McCain, Atkinson & Houston, retail grocers, receiving from the firm a compensation of twenty-five dollars per month, out of which he paid fifteen dollars for board. He continued in their service until the first of January, 1889, when he came to Desha county and in association with a cousin, E. T. Hagood, purchased a farm near Winchester. He remained active in the operation of that place for four years, or until January 1, 1893, when he sold his interest in the property and in February of that year removed to Little Rock, Arkansas, where he resided until September, 1893. He then went to Winchester, where he entered mercantile circles as a partner with Major J. T. W. Tillar, their interests being conducted under the firm style of R. H. Wolfe & Company. In addition to their mercantile activities they also operated extensively in farm lands and in March, 1895, their interests were consolidated with the mercantile and farming business of Tillar & Company. The business was then removed to Tillar, Arkansas, and was operated under that style until May, 1909, when it was reorganized and incorporated under the firm name of the Tillar Mercantile Company, since which time Mr. Wolfe has been manager of the enterprise. The other two stockholders in the company were T. F. Tillar and A. C. Stanley, all being equal partners in the concern, which operates lands belonging to the J. T. W. and T. F. Tillar estates, in addition to the lands owned by the members of the company, and the organization as a whole, aggregating between nine and ten thousand acres. About the first of the year, 1913, Mr. Wolfe bought the mercantile stock of Dr. A. C. Stanley and sold it to W. S. Wood, E. S. Terral, B. C. Prewitt, Lawrence Wolfe and M. R. Davidson, all young men who still hold their stock in the company. T. F. Tillar died January 11, 1911, but his family retains his interest in the company. Mr. Wolfe is administrator of the T. F. Tillar estate and he also has charge of the J. T. W. and Antoinette Tillar estate in Arkansas, and is president of the Tillar Fidelity Co. of Fort Worth, Texas. He is an exceptionally capable business man whose enterprising spirit and administrative powers have enabled him to develop one of the largest mercantile concerns in this part of the state, and he also has become well known as a financier, being vice president of the Citizens Bank and Trust Company of Tillar and until recently was president of the Citizens State Bank of McGehee, Arkansas.

"On the 2nd of February, 1893, Mr. Wolfe was united in marriage to Miss Susie A. Bowles of Tyro, Arkansas, and they have become the parents of three children: Lorena, the eldest, married V. C. Harrell of the firm of R. W. Harrell & Sons, leading merchants of Tillar, and they have two children, Robert W. and Ann; Lawrence, married Miss Frances Bear of Roswell, New Mexico, and is now associated with his father in business; Marnette is the wife of Wiley McGehee, a member of a pioneer family of this part of the state, in whose honor the town of McGehee was named.

"Mr. Wolfe is a member of the Christian church, while his wife is a Baptist. Fraternally he is identified with the Knights of Pythias, while he also is connected with the Masonic order, belonging to Bronson Lodge, No. 113, F. & A. M. His plans are carefully formulated and promptly executed and in the conduct of his business affairs he displays that progressive spirit which works for individual success and also constitutes a factor in public prosperity. What he has accomplished represents the fit utilization of his time, talents and opportunities and he stands today with those self-made men whose energy and determination have justified their success and whose activity and integrity in business affairs constitute an example well worthy of emulation."

Northwest Arkansas Tour a Success

Commissioner Wilson Holds Series of Educational Meetings on Provisions of Harrelson Act.

As a preliminary to the inauguration of the new policy of the State Highway Department, under the operation of the Harrelson Highway Act, a series of tours of inspection of the roads of the state was arranged in November, by Commissioner Herbert R. Wilson. Because of the hostility aroused against the new law by Representative DeWitt of Benton county, northwestern Arkansas was selected for the first tour and a series of educational meetings was held in connection with the tour. Among the points visited, at which public meetings were held, were Russellville, on the night of November 19; Dover on the morning of the 20th, Jasper on the night of the 20th, Harrison on the afternoon of the 21st, Berryville on the afternoon of the 22nd, Eureka Springs at night, two meetings at Rogers, at noon and at 2 o'clock on the 23rd, Bentonville at night, Centerton and Hiwasee on Saturday morning, and Gravette, Sulphur Springs, Decatur and Gentry Saturday afternoon, concluding with a big meeting at Siloam Springs Saturday night.

At each of the meetings the provisions of the Harrelson law were explained by Commissioner Wilson and Paul Grabiell, editor of "Arkansas Highways," and local problems of road building as affected by the new law, were freely discussed. At the Russellville meeting Reese Caudle, a member of the House of Representatives and one of the leaders in the final draft of the Harrelson bill as enacted into law, acted as the presiding officer. Tribute to Mr. Caudle's unselfish work in the passing of the act and to the legislative activities of J. A. Hurley of Hector, Pope county, the other representative and Senator Bob Bailey, were made both by Mr. Wilson and Mr. Grabiell, who congratulated the citizens of the county on their representation in both Houses of the General Assembly.

At the meeting at Dover, which was held in the public school, Representative Hurley acted as chairman. Following the meeting at Dover, Commissioner Wilson's party spent the day in inspecting the roads through the Ozark National Forest, reaching Jasper in time for a night meeting at which former Senator W. L. Clark acted as chairman. Ben E. McFerrin, former president pro tem of the Senate, a resident of Harrison, met the party in Jasper and made an address supplementing those of Commissioner Wilson and Senator Grabiell, in telling of the great benefit which the Harrelson law had assured for the mountain section. Senator McFerrin accompanied the party the following morning on a tour of inspection of Newton and Boone county roads, which ended in the public meeting at the Harrison courthouse, Wednesday afternoon at which Judge John I. Worthington acted as chairman.

At the Berryville meeting Judge Tom J. Walden was chairman and in addition to the talks of Commissioner Wilson and Mr. Grabiell, interesting addresses were made by Claude A. Fuller of Eureka Springs and Judge J. S. Maples. Judge Maples' talk, which was cast in a humorous vein, kept the audience in an uproar by his many shafts of wit. The jurist concluded his address with a tribute to the framers of the Harrelson Act and an expression of the belief that the people of northwestern Arkansas were well pleased with its provisions and with the benefit which they would receive, both in the reducing of special road tax and the maintenance of the primary and secondary roads, without further cost to the land owners.

At Eureka Springs, Mr. Fuller acted as chairman and supplementary talks were made by W. W. Mitchell and H. C. Sellers, engineers of District No. 4, who joined the party at this point.

At Rogers, Mr. Wilson and his party were entertained at a noon luncheon of business men at which W. T. Maxwell discussed

local problems arising under the Harrelson law and voiced the approval of Rogers business men of the new road law. During the afternoon a public meeting was held at the Rogers Opera House at which Senator W. H. Austin presided. Following the meeting a tour of inspection of adjacent roads was made. The party visited the celebrated Nellette Ranch of Mr. and Mrs. Charlie Clouston, near Monte Ne, one of the show places of northwestern Arkansas.

At the Bentonville meeting Friday night, which was held in the courthouse, Senator Austin presided.

Following the Decatur meeting the party was met by a committee of Siloam Springs citizens headed by W. D. J. McCarter, C. C. Elrod and Henderson Carl, and conducted over the remainder of the trip to Siloam Springs. The Business Men's Club entertained Mr. Wilson and party at dinner, after which a public meeting was held at the Masonic hall, which was packed with an interested and appreciative audience, eager to learn of the way in which Siloam Springs will benefit from the new law. Addresses were made by Mayor Stockburger, Mr. McCarter and E. B. Guthrie of Tulsa, Okla. Following the meeting the Wilson party returned to Bentonville to spend the night and the trip back to Little Rock, which occupied two days, because of rain which delayed the party, was resumed the next morning.

Press reports from all sections visited indicate general satisfaction with the provisions of the new law as explained by highway officials.

In some places it was found a misunderstanding was prevalent, as a result of ignorance or misrepresentation. There was, however, a notable absence of hostility to the measure, such as had been anticipated as a result of the activities of leaders of the opposition in the extra session, which was evidence that the political capital which the opponents of the bill had expected to make out of their own opposition, had not materialized.

Representative DeWitt, who with other opponents of the measure had been invited to attend all the Benton county meetings, was not present at any of them, even at the meeting in Gentry, his home town, at which the opera house was crowded and at which Mayor W. B. Pitkin presided. Citizens of Gentry who interviewed Commissioner Wilson following the meeting, declared opposition to the law had virtually disappeared and that general satisfaction was being experienced throughout the community.

Supplementing the northwestern Arkansas tour, meetings have already been held at Williford and at Hardy, Sharp county, where much enthusiasm was evidenced. Other tours throughout the remainder of the state are planned by Commissioner Wilson and will be made as rapidly as conditions in the office, incident to the reorganization of the department, will permit.

ROAD TAX LOWERED HALF.

The commissioners of Madison-Carroll road improvement district met at Huntsville Saturday to make the levy for the tax to be collected next year on real estate in the district under the law creating the district; and, in contemplation of the money to be received from the State Highway Department under the new Harrelson road law, the levy made is just one-half of what it was this year.

If the new law provides as much money annually as is estimated there will not be any more highway tax to pay in Madison county after next year.—*Madison County (Ark.) Record.*

MR. WILSON AT SILOAM.

The highway commissioner, Herbert Wilson, and his party arrived on scheduled time Saturday night and were entertained at a banquet by the Chamber of Commerce, at which there were over fifty present.

Among the distinguished visitors present, who have been and are now interested in good roads, were John P. Logan, T. A. Trusty and E. Bee Guthrey of Tulsa. The latter is president of the White River Trails Association.

After the supper and a few short talks, the crowd went to the Masonic hall, where the speaking was to be held and which had been extensively advertised, and the big hall was comfortably filled.

Mr. Wilson was called on to explain the new Harrelson law and just how he expected to proceed under it. In very plain language he went over the points that would interest the audience and the taxpayer, explaining his reasons for some of the provisions of the law. He stated that, with the co-operation of the public, he was sure the law would work out for the benefit of everyone in not only keeping the state roads in good shape at no cost to the land owner, but after this year the road taxes would be reduced one-third, at least. He stated that he intended to get to active work in Benton county within 30 days with five or six gangs and probably would be on the job in two weeks. It was his intention to carry out the provisions of the law to the best of his ability.

Then Senator Paul Grabel took the floor and went into detail about the measure, explaining the points that Mr. Wilson overlooked, and being a fluent speaker, he was listened to with interest. He told about the passage of the law in the last session of the legislature and the fight that was made on it. He said the people of Arkansas would be praising the law as soon as they thoroughly understood it and saw the great benefits that would accrue from it. He plainly illustrated the justness of the gasoline buyer paying the expenses of the road work and went into detail of figures to show that, with good roads and the increase of travel in the state, the income from the law would not only maintain the roads as they should be, but would go a long way toward paying the whole of the bonded road indebtedness.

He was followed by E. Bee Guthrie, president of the White River Trails Association, from Tulsa, and a man who has been actively engaged in road building for years. He explained the working of the federal aid part of the deal and how the government required the roads to connect with roads throughout the nation.

Senator Austin was called on and he said he had been responsible in getting the commissioner to come to Benton county to personally inspect and go over the roads in person, so he could get first hand the needs of this section. He had been with them for two days and they had been traveling pretty fast, this meeting being the fourth held that day. He secured again the promise of the commissioner to commence work in this part of the state within 30 days. Mr. Austin was given quite an ovation for his interest and work for his county.

If all the promises are carried out, and we believe they will be, there will be much activity on the roads of Benton county soon, and the working of the new bill will be a reality in all parts of the state.—*Silouam Springs (Ark.) Herald.*

YES, THEY DO NOT!

That \$18,620 that Little River county is going to get from the highway fund ought to help some at that. If Henry's plant up at Detroit keeps going strong, it ought to be more next year, and still there are some people who do not seem to think that the traffic ought to bear a part of the highway expense, or do they think?—*Ashdown (Ark.) Little River News.*

HOWARD COUNTY REJOICES.

The Harrelson road law has begun to function in Howard county, and there is much jubilation in this division of the commonwealth of old Howard because of this good news.

The north part of Howard county has begged and worked for better roads; we have offered up sacrifices from the plains, prayed from the house tops, and waited in patience with a fortitude that would challenge such prophets and patriarchs as Abraham and Job—but the reward, it seems is not to be denied us longer.

Following a visit of a Dierks delegation to Hope Monday, Richardson Ayers, chief engineer for this district, came to Dierks Tuesday to confer with our citizens and explain the workings of our new road law, with which a large part of our people are unfamiliar.

Mr. Ayers, in discussing the roads which are a part of the state system, over which he will have supervision, stated that the pro rata of funds for this county would be about \$18,000.00 per annum. Howard county has about 90 miles of roads which have been designated as state roads and which will receive the above sum, or \$200 per mile for maintenance purposes each year.

The roads in this part of the county which are classed under the Harrelson law as state roads, and which will receive state and federal aid, are Dierks to Center Point, Dierks to Sevier county line or Saline river, Dierks to New Hope and Dierks to Umpire and Baker Springs. The road to New Hope and to Umpire will, of course, travel the same route to the point of separation at the top of Long Hollow.

The City of Dierks, through Mayor Baird, and the Dierks Lumber & Coal Company, by Manager Peters, offered to cooperate with the highway department to the fullest extent and tendered to Engineer Ayers any equipment for road working that is here, to be used until such time as state-owned equipment can be gotten here.

Mr. Ayers went over the roads from Dierks to Center Point and Dierks to Sevier county line, and then employed Messrs. V. T. Cothren and C. C. Holman to begin the work of maintenance on the sections at once. They will enter upon their duties next Monday morning.

An assistant will be sent here by Mr. Ayers, who will locate a permanent route where a road can be maintained through Long Hollow. This road will go out north Main street and follow the ridge in place of the creek, to a point where the Burg and Umpire roads now interest.

Mr. Ayers said the bridge would be replaced at Star of the West on Little Missouri river, and our dreams of a hard surfaced road to Hot Springs are about to materialize. The engineer inspected the different gravel pits about Dierks and pronounced the gravel on North Main street to be the best. This will be used in repairing the road to Saline river.

Our citizens were impressed by the sincere manner and strict business policy of Engineer Ayers. He is determined that we shall get value received for the money spent in his district.—*Dierks (Ark.) Banner.*

MAN FROM GEORGIA, SCAT!

Even granting that all that Charles Barrett of Georgia told President Coolidge about the Arkansas highway law is true, yet it is inconceivable that a letter from the Georgian to the president of the United States would have the remarkable result of holding up federal aid for Arkansas roads, in view of the fact that federal highway officials had approved the project and there had been no clamor in Arkansas against it. Germany has many dictators and Russia quite a few, but the new Arkansas dictator hails from Georgia. Scat!—*Jonesboro Tribune.*

The Land of Beginning Again

I wish there were some wonderful place,
Called the Land of Beginning Again,
Where all our mistakes, and all our heart-aches,
And all of our selfish griefs,
Could be dropped like a shabby coat at the door,
And never be put on again.

I wish we might come on it all unawares,
Like the hunter who finds a lost trail,
And I wish that the one whom our blindness had done
~~The greatest injustice of all~~
Might be at the gates, like an old friend that waits,
For the comrade he's gladdest to meet.

We would find all the things we intended to do,
But forgot, or remembered too late,
Little praises unspoken, little promises broken,
And all the thousand and one
Little duties neglected, that might have perfected
The day for one less fortunate.

It wouldn't be possible not to be kind,
In this Land of Beginning Again,
For the ones we misjudged, and the ones whom we grudged,
Their moments of victory here,
Would find in the grasp of our loving hand-clasp,
More than penitent lips could explain.

And what had been hardest we'd find had been best
And what had seemed loss would be gain,
For there isn't a sting, that will not take wing,
When we've faced it, and laughed it away,
And I think it's the laughter, that's most what we're after,
In this Land of Beginning Again.

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We do not know the author of this beautiful poem, but we believe it contains a sentiment that may well be applied, not only to our personal and domestic relationships, but to our public and political relationships as well. And we believe we have found throughout the state, rallying around the constructive road program of the Harrelson Act, a general disposition to apply it to our attitude toward public problems, in a forgetting and a forgiving of the mistakes of the past, and a turning toward a newer and a better day in which petty bitterness and hatred will give place to thorough understanding and co-operation in the building of the commonwealth.

Let us eliminate the partisan and the petty from Arkansas public life! Let us banish from our politics the mud-slingers, the axe-wielders, the grudge-nursers! Let us in future award political honors only to those who serve their state in a constructive, whole-hearted and patriotic way! Let us lift Arkansas "out of the mud," not only as to her roads, but as to her politics!

Let us make the "Wonder State," our great commonwealth, now so fast a-building, into a real, for-sure "Land of Beginning Again!"

—EDITOR.

“Everyone Is Anxious for Good Highways.”

---President Coolidge.

In his first message to the Congress, President Coolidge said in part:

~~“Highways and reforestation should continue to have the interest and support~~
of the Government. Everyone is anxious for good highways. I have made a liberal proposal in the budget for the continuing payment to the states by the Federal Government of its share for this necessary public improvement. No expenditure of public money contributes so much to the national wealth as for building good roads.”

It is a pleasure for “Arkansas Highways” to announce that following out the request of Commissioner Herbert R. Wilson, Senators Robinson and Caraway have been able to raise a big enough “fuss” at the Senate end of the national capitol to attract the attention of the President to the injustice that had been done Arkansas through the misrepresentations of Charles S. Barrett of Georgia, and to secure a modification of his previous executive order. Under the new order Federal Aid has been restored to the State.

Mr. Coolidge was undoubtedly imposed upon by the Georgia agitator, but was prompt to see that the error was corrected, when it was pointed out to him. Credit should be given to Col. H. L. Rimmel, Arkansas Republican leader, for the assistance rendered through a personal appeal to the President.

As President Coolidge declared in his message, everyone is anxious for good highways, and the “everyone” includes Arkansas. Under his new order, Arkansas will get her proportionate share of the tax money devoted to the construction of highways. It is a great day for the State.