

Asphalt Company Organized at El Dorado at \$10,000.

Special to the Gazette. *5/25/28*
El Dorado, May 24.—The Union Asphalt Company has been organized here with a capital stock of \$10,000, and will manufacture asphalt from by-products of the Lion Oil Refinery plant. Equipment is being set up this week. Incorporators are: J. K. Mahony, J. B. Sowell and H. L. Williford.

The Union Asphalt Company of El Dorado, capitalized at \$10,000, filed articles of incorporation. J. B. Sowell, H. L. Williford and J. K. Mahony are the incorporators. *5/25/28*

ASPHALT FACTORY IN NEVADA COUNTY

Industry Unique to Arkansas Is in Operation at Waterloo.

Gazette 9/1/29
An asphalt factory, an industry unique to Arkansas, is in operation at Waterloo, Nevada county, manufacturing large quantities of asphalt and bituminous materials which are said to be of the highest quality.

The factory is operated by the James B. Berry's Sons Company of Chicago, a chemist for which discovered about three years ago that Nevada county crude oil was the closest of any crude oil in the Southwest to Mexican crude, which is considered the finest oil for asphalt products.

The plant was constructed within the last 18 months and now is shipping asphalt to many parts of the country. The Nevada county materials are said to be already recognized as standard for roadbuilding and paving purposes in many states, especially in the Middle West.

Nevada county asphalt also is used extensively in the roofing trade in the manufacture of rolled roofing and shingles, and it is said that negotiations are under way to locate a roofing manufacturing plant, using this asphalt exclusively, in Arkansas.

It is said that the Nevada county oil deposit is one of the few in the country in which there is produced a uniform quality of oil with an asphaltic base. The major oil companies operating in the county are supplying the factory with crude oil.

The Berry refinery is said to be the only one of its kind built primarily for the production of asphalt from crude oil instead of the usual process of refining crude oil with asphalt as a by-product.

Waterloo has grown considerably since the plant was established, many new dwellings having been built. A postoffice recently was built and telephone and telegraph service installed. It is the terminal of the Reader-Waterloo railroad, which has received a large increase in business from the new plant.

J. W. Smith, graduate engineer of the University of Michigan, is superintendent of the refinery. C. E. Miller, vice president of the Berry company, is manager of the plant.

COUNTY'S ASPHALT PLANT SHUT DOWN

May Not Be Put in Operation Again, Road Commissioner Says.

12/1/29
The Pulaski county asphalt plant, purchased during the administration of C. P. Newton as county judge, has been closed down until next spring and possibly may not resume operations, County Road and Bridge Commissioner Glenn D. Douglass said yesterday.

He called attention to the recommendation of a Quorum Court committee, approved by the court, that county officials determine whether paving could not be done cheaper by dealing with private contractors rather than by the use of the county plant. The committee expressed the opinion that the paving should be done by contractors and not by the county.

Mr. Douglass will investigate and will submit his report to County Judge Sibeck before the fate of the county's plant definitely is decided. The machine was bought for approximately \$26,000, and has produced materials with which the Twelfth street pike, Mabelvale pike and other roads in the county have been partially paved.

Former Judge Newton entered into an arrangement for the county to pave the Twelfth street pike as far west as Fletcher creek, with the improvement district formed to finance the paving contributing approximately half the estimated cost. This project was inherited by the Sibeck administration and the work is proceeding.

An asphalt surface has been placed on the road as far as the macadam base extended, and the county road crews at present are preparing the re-

maining three miles for asphalt. This section of the road has been widened and a gravel base has been laid. With the completion of this work, the county will have carried out the contract for the paving. Three concrete bridges will be built on the pike by the county. A similar agreement was made by the county and the commissioners of the Mabelvale Road Improvement District, but Chancellor Dodge ruled that the contract was invalid. Conferences have been held for the several months past by property owners, commissioners, attorneys and county officials, but no announcement has been made.

\$250,000 ASPHALT PLANT BEING BUILT

Will Be Operated in Connection With El Dorado Refinery.

4-3-30
Special to the Gazette. El Dorado, April 2.—The Lion Oil Refining Company has begun work on a \$250,000 asphalt plant here and expects to have it in operation by May 15. The plant will have an initial capacity of 350 tons a day and will be run in connection with the company's refinery.

Superintendent of Refining Sylvester Dayson, says the plant will produce asphalt for hard surfacing highways, for roofing and other compositions. Smackover crude oil will be used. The first production has been contracted for by consumers in Ohio and Illinois.

Most of Country's Rock Asphalt Produced in South

Eighty-eight per cent of the 748,550 tons of rock asphalt sold in the United States and valued at \$4,071,173 during 1929 was produced in two Southern states, Kentucky and Texas. Minor amounts were produced in Alabama, Oklahoma, Utah and California. While the total tonnage was a decrease of 3.8 per cent from the quantity produced in 1928, it represented an increase of .3 per cent over the \$4,060,276 value of the 1928 production. The average value realized for each ton sold rose from \$5.35 in 1928 to \$5.44 in 1929.

In Kentucky the sales of rock asphalt, which aggregated 318,548 tons in 1928, increased 6.8 per cent to 340,346 tons in 1929. The value of this output in 1928 was \$2,757,547, in 1929 it was \$2,785,772, an increase of one per cent. Prices, however, were lower, as the average sales value dropped 5.4 per cent, or from \$8.68 per short ton in 1928 to \$8.19 a ton in 1929. Active producers in Kentucky numbered three as compared with the five in 1928.

Texas had three companies quarrying limestone rock asphalt, in Uvalde and Kinney counties, during 1929. Although the total output of 320,931 short tons

represented a .2 per cent decrease from the 321,505 tons produced in 1928, value of the tonnage rose from \$815,482 in 1928 to \$946,003 in 1929. Average sales value per short ton increased 16.2 per cent, or from \$2.54 to \$2.95 in 1929.

Refinery production of petroleum asphalt, influenced by an improved domestic demand, especially for roofing asphalt, increased from 3,548,527 tons in 1928 to 4,057,227 tons in 1929. Principal gains in output were made in the East Coast district which produced 1,691,653 tons in 1928 and 1,923,378 tons in 1929; in the Indiana-Illinois district, 418,681 tons in 1928 and 688,842 tons in 1929; in the California district, 620,080 tons in 1928 and 659,226 tons in 1929; and in the Gulf Coast district of Texas, which produced 207,700 tons in 1928 and 216,336 tons in 1929. Output of the refineries of coastal Louisiana, near New Orleans and Baton Rouge, decreased from 562,300 tons in 1928 to 459,149 tons in 1929.

Stocks of petroleum asphalt held at refineries during 1929 increased from 255,161 short tons on January 1 to 271,328 tons on December 31. Chief additions to storage were the 16.2 per cent

of Little Rock are partners. Mr. Ogden negotiated the sale of the plant to the county before Judge Sibeck assumed office, and warrants for the royalties were issued in his name.

It has been denied repeatedly that Dr. L. L. Marshall, generally acknowledged as Judge Sibeck's principal adviser, was interested in the Union Construction Company. However, county records show that before the company took over the county's asphalt plant the physician and Mr. Ogden were cooperating in collecting the royalties.

All county warrants for royalties on the asphalt plant's output were issued to O. O. Ogden, but Dr. Marshall or an employe signed the receipts in the county clerk's office for \$10,986 in such warrants in 1929. These represented seven warrants and Dr. Marshall personally signed receipts for five of them. Another royalty warrant issued in that year was signed for by Mr. DeCamp. Mr. Ogden was said to have arranged for others to receive the warrants because a judgment against him had been rendered in court here.

Plant Idle in 1930. No royalties were paid in 1930, as Commissioner Douglass did not operate the asphalt plant. It was recalled yesterday that he had recommended sale of the machinery previously. He was in charge of the paving of five miles of the Twelfth street pike, the cost of which, exclusive of royalties, was about \$8,000 a mile, in 1929.

The forthcoming appointment of a successor to Judge Sibeck is expected to have a direct bearing upon the unpaid claim of the Union Construction Company for about \$12,000. It already has received \$42,168 for approximately 3.5 miles of paving. Mr. Ogden and his companies have received from Pulaski county \$94,883.38 since he disposed of the asphalt plant. If the unpaid claim should be paid the total would be more than \$106,850.

TRANSPORT

increase in the East Coast district and the 16.7 per cent increase in the Indiana-Illinois district. Stocks in California decreased 12.2 per cent during the year, and in coastal Louisiana 9.3 per cent. Indicated domestic demand for petroleum and lake asphalt in 1929 exceeded the 1928 demand by 16.5 per cent and the 1927 demand by 3.4 per cent. Apparent consumption of petroleum and lake asphalt within the United States dropped to 3,161,153 tons in 1928 and rose to 3,682,675 tons in 1929.

Refinery sales of petroleum asphalt, exclusive of road oil, both in the United States and in foreign countries, increased 13.1 per cent, or from 3,572,274 tons in 1928 to 4,041,060 tons in 1929, valued at respectively \$46,268,546 and \$45,229,953. Although paving asphalt constituted 43.4 per cent of the total tonnage, exclusive of road oils, sold at refineries in 1928, and 38.8 per cent of the amount sold in 1929, roofing asphalt continued to gain in relative importance at the expense of the paving grade and formed 26.5 per cent of the asphalt sold in 1928 and 28.7 per cent of that sold in 1929. An increase from 1,549,354 short tons in 1928 to 1,569,858 tons in 1929 occurred in the sales of solid and semi-solid asphalt for paving, even though activity in road building and street paving in 1929, so far as available statistics would indicate, was less than in 1928. Refinery sales of roofing asphalt in 1928 were 945,573 tons, increasing in 1929 to 1,161,621, or 22.9 per cent.

Increased Use of Concrete Paving

Building of paved roads is proceeding faster than ever before, according to Wm. M. Kinney, general manager of the Portland Cement Association, Chicago. Although few streets and alleys are being paved as yet, the contracts awarded for concrete rural roads have been great enough to bring the total awards for all concrete pavement to more than 64,666,000 square yards for the first five months of the year, a gain of one-eighth over the same period in 1929.

The year of 1930 is likely to set a new world's record in hard surfacing road building. In 1928, when a high record was established, awards for concrete paving during the first five months totaled 64,289,500 square yards, or the equivalent of 6088 miles of 18-foot pavement. Awards so far this year are the equivalent of 6123 miles.

Since their appointment on the Grand Jury committee to inspect county roads, Harry A. Bowers, C. J. Klein and E. J. Gordon have accompanied Commissioner Douglass on three tours which have covered 450 miles. On their first trip the jurors saw the Twelfth street pike paving which had just been finished by the Union Construction Company.

The roads traversed yesterday are: East end of the Jacksonville-Cato, Dick Jetter, Galloway-Baucum, Slaughter, Steel Bend, Scott-England, East County Line, Wayne, Landreth School, Scott-Galloway, Fourche Dam, Frazier, Asher, Wrightsville, Farrell, Granite Mountain, Base Line and Mabelvale roads. The speedometer of the car in which the grand jurors were passengers registered 157 miles. The roads traveled yesterday are east, south and southwest of Little Rock.

LION ASPHALT ROOF COATING IN DEMAND

Sept 16, 1930
High Quality Gives It Great Acceptance Among Jobbers and Dealers.

Asphalt, a petroleum by-product, is becoming of greater importance among the products manufactured in Arkansas. For several years the Lion Oil Refining Company of El Dorado has shipped large quantities of asphalt throughout the United States for road building. Recently, the refinery has developed a wide market for both hot asphalt roofing and asphalt roof coating, a material which is shipped ready

EL DORADO PLANT DAMAGED BY FIRE

Union Asphalt Co. Loses Buildings and Materials Valued at \$10,000. *8-24-31*

El Dorado, Ark., Aug. 23.—(F)—Fire, spreading from a flareup as asphalt was being loaded into barrels, swept the Union Asphalt Company plant here today and caused damage estimated at \$10,000.

A large still and the plant proper were badly damaged. The loading dock, a large quantity of asphalt and three box cars were destroyed. The plant manufactured asphalt materials for highway construction.

NEW MEXICO USES ARKANSAS ASPHALT

Other Western States Also Constructing Roads With Product, Highway Officials Report.

Nov. 20, 1930
Asphalt manufactured at El Dorado is being used widely by New Mexico and other Western states for road construction, Roy W. Spence, secretary of the state Highway Commission, said yesterday following his return from Santa Fe, where he attended the annual convention of the American Association of Highway Officials.

W. W. Zass, chief engineer, and E. H. Flannery, office engineer, accompanied Mr. Spence.

The Arkansas asphalt seems to be well adapted for service in the thin, dry atmosphere of the Western states, Mr. Spence said.

Plans for state and federal road construction next year were discussed at the convention, and the Arkansas delegation extended an invitation for the officials to meet at Hot Springs next year. The convention place for 1935 will be selected in June, Mr. Spence said, but Arkansas's bid received favorable comment from the delegates.

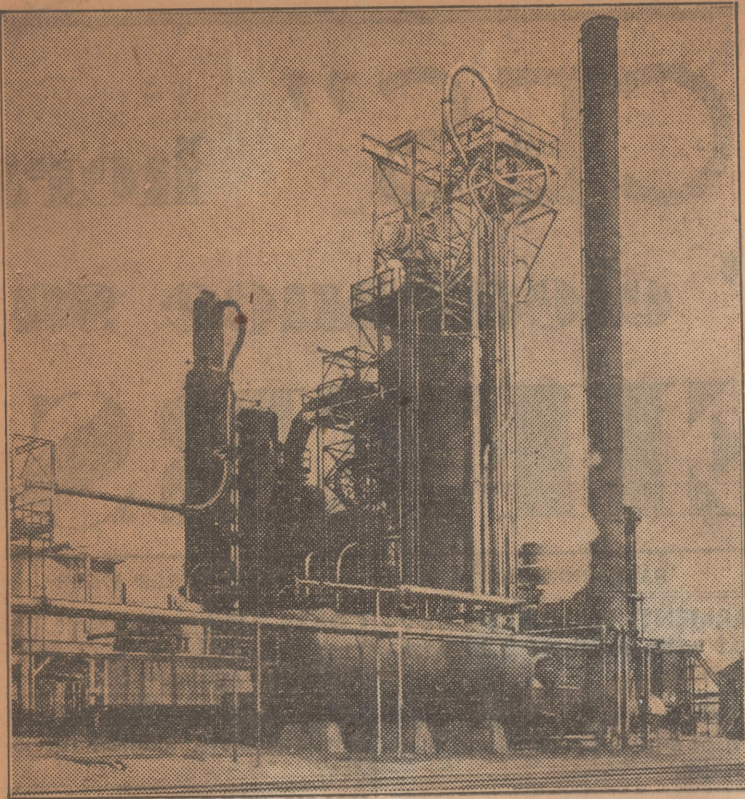
for use and can be applied cold. The high quality of Lion's Asphalt Roof Coating has given it a great acceptance among the jobbers and dealers who handle such material throughout the Southwest, officials said.

Distinguishing Qualities.
The qualities which distinguish Lion Asphalt Roof Coating are the absence of free carbon, the low ash content and its great ductility and pliability, company officials said. One of the chief

advantages of Lion Asphalt Roof Coating over the roofing asphalt which must be heated before it can be applied, is the saving in labor costs, as the material can be applied cold, and must faster. This new type of roof coating costs less per square covered and resists deterioration longer because it is made from a pure homogeneous asphalt free from inorganic salts and free carbon. The presence of salts and free carbon in roof coating has a tendency to hasten decomposition which causes the roof to crack and check. Lion Asphalt Roof Coating is manufactured from asphaltic crudes reduced under low temperature and low pressure, thus eliminating the possibility of burning. While asphalt reduced from crudes under high temperatures usually becomes burned and contains considerable free carbon, roof coatings made from asphalts produced by the latter method are more susceptible to oxidation and deteriorate more quickly, company officials said.

Lion's asphalt sales amount to 2,000 cars annually.

Lion Oil Company's Vacuum Still



This vacuum still of the Lion Oil Refining Company at El Dorado is one of the most modern used in the process of distillation.

ENORMOUS OUTPUT AT ASPHALT PLANT

Lion Oil Refining Company
Among Largest Producers
in U. S.

Jan 13, 1935

The Lion Oil Refining Company of El Dorado is one of the largest asphalt manufacturers in the United States. The refinery is situated in the heart of the Smackover field, from which is obtained the finest grade of crude for asphalt making purposes.

The modern vacuum unit used in the process of distillation is one of the largest in operation, and is said to produce an uncracked, uniform product of high ductility with unusual toughness and adhesive strength. Lion asphalt is as pure as asphalt can be made.

The Lion plant makes 100,000 tons of asphalt products and ships over 2,000 cars annually. This quantity would pave 1,000 miles of asphalt roads of average construction, would be sufficient to prepare 86.1 square miles of finished roof of average construction.

Col. T. H. Barton, president of the Lion Oil Refining Company, said yesterday: "We are rightfully proud of the fact that Lion is one of the largest producers of asphalt in the United States, and are extremely glad to have this opportunity to give Arkansas people this interesting information about one of their own home industries."

Big Increase in Demand For Asphalt Products.

Special to the Gazette.
El Dorado, March 18, 1937. The demand for asphalt products for reconstruction work in communities ravaged by the Ohio and Mississippi river floods has made it necessary for refineries to increase production, it is said by Col. T. H. Barton, president of Lion Oil Refining Company, the largest producer of asphalt from domestic crude oil east of the Rocky mountains. "Normally, the demand for asphalt products is at its lowest during the winter but the destruction caused by the floods has created an emergency that will expand production materially above the usual output at this time" Colonel Barton said. The Lion refinery, which produces approximately one-twentieth of all the asphalt manufactured from domestic crudes in the United States, enlarged its capacity by 25,000 tons last year.

Injured Asphalt Plant Worker Dies at Waterloo

Prescott — Injured in a fall late yesterday afternoon at the plant of the Berry Asphalt Company, in the oil field at Waterloo, south of here, Leroy Fairchild, aged 30, an employe, died shortly after.

Fairchild was tending a furnace at an asphalt distillery. A door of the distillery blew open and the blast caused Fairchild to fall 40 feet from a gallery around the top of the boiler. Both legs were broken and his skull fractured.

Fairchild lived at Rosston, near Waterloo, and is survived by his wife; his parents, Mr. and Mrs. Nathan Fairchild, and other relatives. A brother, Irwin Fairchild, was among about 50 persons injured the night of March 19, in a three-way bus and truck collision near Laneburg, but is recovering.

Funeral services for Leroy Fairchild were to be held at 4 o'clock this afternoon.