

### Site for Gravel Pit on Ouachita Sought by El Dorado Man.

Special to the Gazette. 11-20-27  
Arkadelphia, Nov. 19.—A. D. Mason of El Dorado is negotiating for a site and a permit to put up a gravel plant on the west bank of the Ouachita river, half a mile below this city. Between \$25,000 and \$30,000 will be spent on the plant and the gravel will be taken from the bed of the stream under a permit from the state. As the gravel bed lies near the east side of the stream, the company will build a tower on the bank and construct a cable across the stream on which cars will run to the west side, where the screening and washing will be done. The plant will be put up on property owned by Graham Brown, the east side tower on ground owned by T. A. Sloan.

### Materials for Spring River Gravel Plant Arrive.

Special to the Gazette. 11-25-27  
Black Rock, Nov. 24.—Materials for the large gravel plant to be located on Spring river about a mile north of here have arrived. The plant will be built by the Lutesville Sand and Gravel Company of Cape Girardeau, Mo., at a cost of \$75,000 and will be completed within four months. It will have a capacity of 40 carloads of washed sand and gravel. The Arkansas Power and Light Company will extend its power line to the plant site. The Black Rock Chamber of Commerce, which will be affiliated with the Spring River Chamber of Commerce, was organized here recently with 40 members. The organization will seek to locate other industries in this section. Officers are: J. H. Townsend, president; J. E. Krone, vice president; L. B. Sharp, treasurer, and J. H. Myers, secretary.

### Shreveport Company to Build Gravel Plant Near Camden.

Special to the Gazette. 5/2/29  
Camden, May 1.—The Standard Gravel Company of Shreveport, La., one of the largest concerns of its kind in the South, has made preliminary arrangements for a plant here, it is understood. This company owns several thousand acres in Ouachita county and the tentative location for the plant is on the Hirsch property near the Ouachita river, east of the business section. It is said that Henry Hirsch, owner of this tract, has deeded the land to the company. Gravel and sand will be taken from the Ouachita river for use in road building, railroad, construction work and other purposes. Plans call for the building of a large gravel pit in which the reclaimed gravel will be stored. The company will employ many workmen. John W. Sanders of Shreveport represented his company in the negotiations. It is said many local business men are interested in the project. The Standard Gravel Company's plant is the first new industry in Camden for 1929.

### Work on Camden's New Gravel Plant Started.

Special to the Gazette. 5-30-29  
Camden, May 29.—Construction work has been started on Camden's first industry for 1929, the Gravel Company, Inc., an Arkansas organization capitalized at \$138,000. The plant will be built at the site of the old oar factory on the Ouachita river above Fort Lookout, north of Camden. J. W. Sanders of Shreveport, La., president and general manager of the company, is in charge of the construction of the plant. Seventy thousand dollars will be spent in Camden and 40 men will be employed in construction work. When the plant is in operation approximately 30 men will be employed. This represents an annual payroll of approximately \$40,000 a year. An order for 4,000 cross ties has been placed and work will start at once on building a railroad spur from the Missouri Pacific tracks. This spur will be one and one half miles long. It will be built on the site of the old track to the oar factory. The Chamber of Commerce secured the right of way for this track from J. D. Reynolds.

### Malvern Gravel Plant Begins Full Time Operation.

Special to the Gazette. 9/1/29  
Malvern, Sept. 1.—After four months of construction work, including several miles of standard railroad lines, switch tracks, offices, oil storage tanks, and a three-story rock crushing and washing plant, the Malvern Gravel Company began operations today. This is the largest plant of its kind in the state. It has a large contract with the railroads, which will necessitate operating night and day. As soon as the plant can be pushed to capacity it will ship 100 cars a day.

### \$75,000 Gravel Plant Begins Operation at Arkadelphia.

Special to the Gazette. 16.—A new \$75,000 gravel plant has been completed on the west bank of the Ouachita river, a quarter mile south of the Arkadelphia city limits. This plant is called the Arkansas Sand and Gravel Company and is a subsidiary of Tennessee-Arkansas Sand and Gravel Company, which has headquarters at Arkansas City. The new plant has replaced the Arkadelphia Gravel Company, using part of its equipment. C. C. Hawkins is president and C. E. Hawkins, manager. Manager C. E. Hawkins said that the company had found one of the largest and best deposits of gravel in the state, enough to last indefinitely, because high waters in the river will bring more gravel down. The plant has a daylight capacity of 30 cars.

### Low Grade Gold Ore Reported in Benton County.

Special to the Gazette. Fayetteville, Aug. 2.—Discovery along the banks of White river, about 20 miles east of Rogers, of gold bearing ledge that produces ore assaying \$70.35 a ton is reported here. Roy Fields and Lon Wright of Bentonville, both of whom have spent several years in the West and have considerable mining experience, were on a fishing trip a few weeks ago. Floating downstream, they saw an unusual formation along the bank. "If we were out West," said one of them, "I'd say that was gold." They examined the ledge. From 35 pounds of samples they sent away to be assayed they received back a small handful of nuggets, most of them tiny but some of greater size.

## Gravel Is Valuable

For years the great gravel beds of Crow creek, extending north and south alongside Crowley's Ridge, lay idle, save for an occasional wagonload excavated at irregular intervals. But with the extensive road building program in eastern Arkansas, came the realization that the beds were of inestimable value, that pits caused by excavations refilled quickly after rains, that because of the proximity of the gravel to construction work, expense of shipping would be materially lessened, and almost overnight, the plant sprang up.

Into a calm countryside, sputtering cranes broke the quietness, puffing engines blackened blue skies, railroad tracks laid low weeds and wild plants—the industry was begun.

Abundant yields came from these sand and gravel deposits in the bed of Crow creek, a tranquil stream, which suddenly turns into turbulent torrents after heavy rains. Beginning above New Castle, Crow creek extends for about eight miles, emptying into the St. Francis river below Madison.

While only a two-mile stretch of the creek bed is being excavated at present, the industry is one of the most important in St. Francis county, as it furnishes employment for 75 to 100 men, besides supplying sand and gravel for major construction projects.

As many as 24 carloads are shipped in a single day, although the plant has a shipping capacity of 30 or 40 cars per day by loading from the stock piles. With crews working day and night, between 15 and 20 cars a day are excavated, washed and graded.

All sand and gravel used on Highway No. 70 from West Memphis to Wheatley came from the Crow creek pits, as did all sand and gravel needed for paving the bridge construction from West Memphis to Brassfield, and for the \$1,000,000 bridge at Clarendon.

Dragline machines are used to excavate the gravel, which is then loaded on dump cars and transported to the gravel plant over an industrial narrow-gauge railroad. At the plant, a gigantic framework towering skyward, the gravel is hoisted to a bin on top of the structure. It then passes through various sizes of screens, is washed, and separated into three bins. In one bin is

placed gravel from three inches to an inch and a half in diameter; in another, gravel from one and one-half to three-fourths inch; and in a third, gravel ranging from three-fourths to one-fourth inch. Gravel smaller than one-fourth an inch in diameter is graded as sand. Mud and silt which have been washed out passes off as waste. The clean sand is stored separately, and the gravel is placed into three bins, depending on its size. Gravel is mixed according to specifications of the order when it is loaded.

A Diesel engine with 120 horsepower operates the plant. A well, 450 feet deep, furnishes water to wash the gravel at the rate of 900 gallons per minute. Three locomotive cranes are used for handling sand and gravel in the stock piles.

Two switch cars from the plant to the railroad mainline, a standard-gauge locomotive with several miles of track is used. Other equipment includes two narrow-gauge gasoline locomotives and one narrow-gauge steam locomotive to transport material from the creek bed to the plant.

Sometimes the gravel is under the top soil, although for the most part, the gravel lies on the surface. A total of 160 acres is owned or leased by the plant. The larger rocks are crushed into gravel.

All sort of queer things are found in the gravel. Dug up during one excavation was a petrified stump which weighed several tons. A petrified log was found as well as petrified wood in large and small pieces. Many pieces have been found which are in the process of petrifying. Petrified teeth, bird bills, and queer stones that can't be identified are among some of the finds. Resembling a mushroom, one of the petrified articles has a center stem showing a distinct difference in composition from the outer layer.

Bones, undoubtedly belonging to a prehistoric mastodon, have been found in the creek bed and are now in the possession of Dr. J. O. Rush. These include a femur, weighing 75 pounds; tibia, 25 pounds; a shoulder blade and several vertebrae. Tusks have also been found, but all trace of them has been lost.