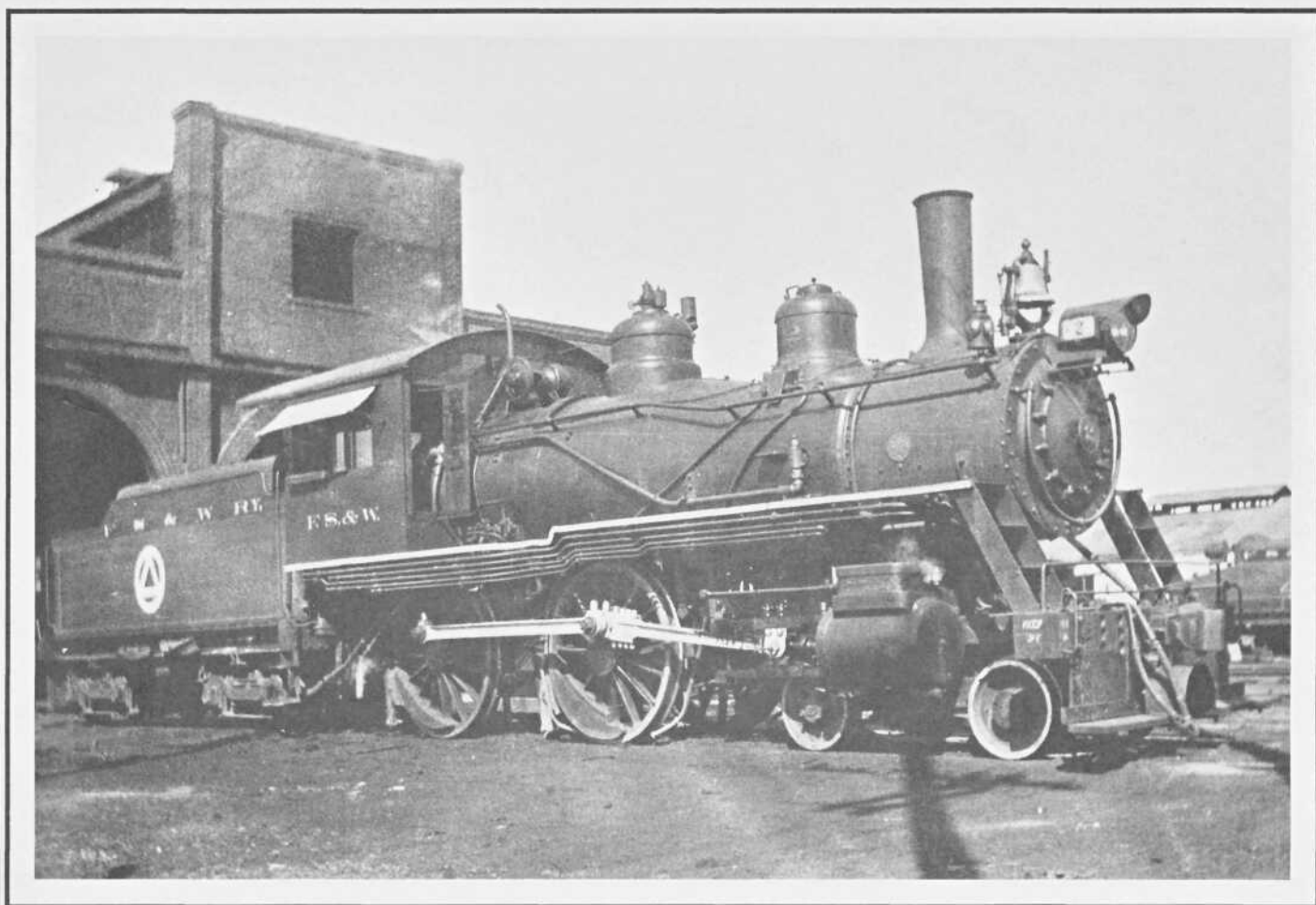


The JOURNAL



Vol. 16, No. 1, April, 1992

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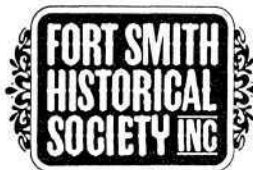
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The JOURNAL

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COVER: Fort Smith & Western Locomotive No. 2, American Standard Type, Baldwin Locomotive Company, S/N 39652, 1914. Was used for passenger service. Emblem on side of tender was handpainted gilt, red and turquoise. Joseph Lavelle photo.

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Editor's Notes

An interesting program, featuring Jan Eddleman as speaker, has been planned for the 1992 annual meeting of the Fort Smith Historical Society.

Time: 7:00 p.m., Tuesday, April 21

Place: Fort Smith Public Library Community Room

Come and bring your friends — everyone is welcome.

In response to reader suggestions, the history of the Fort Smith & Western Railway is featured in this issue of *The Journal*. Also, beginning with this issue, *The Journal* will be printed in new larger type size for easier reading.

The Fort Smith & Western Railway article is written by Charles Winters who also authored the prize winning articles, *Streetcars of Fort Smith* and *Fort Smith Cadet Band* for *The Journal*. Winters is also preparing a book length manuscript of the history of the Fort Smith & Western Railway.

Companion stories are the biography of Oscar Landon Miles, attorney for some of the railroads, written by his grandson, Franklin Wilder, and the first part of *The Barber Bridges*, the story of the E.E. Barber family, builders of railroad and other bridges, written by Mr. Barber's granddaughter, Teri Barber Sharum. Part 2 of this story will be in the September, 1992 issue of *The Journal*.

The biography of Henry Kuper, Jr., researched and written by Joanne Swafford, is also featured. Mr. Kuper was mayor of Fort Smith in 1903-1906, which was during the time the Fort Smith & Western was operating.

Poets spotlighted in this issue are May Gray and Christina Alter. Also included are our regular features.

1992 marks the 150th anniversary of the incorporation of Fort Smith. A year-long celebration of this historic event is in progress. See "News and Opportunities" for more details on this. As a part of the celebration, the September issue of *The Journal* will be a special commemorative issue.

Your editors appreciate our writers, and also you, the members of the Fort Smith Historical Society. Without all of you and your support, there would be no Society and no *Journal*.

Amelia Martin, Editor

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The Fort Smith & Western Railway

Charles E. Winters

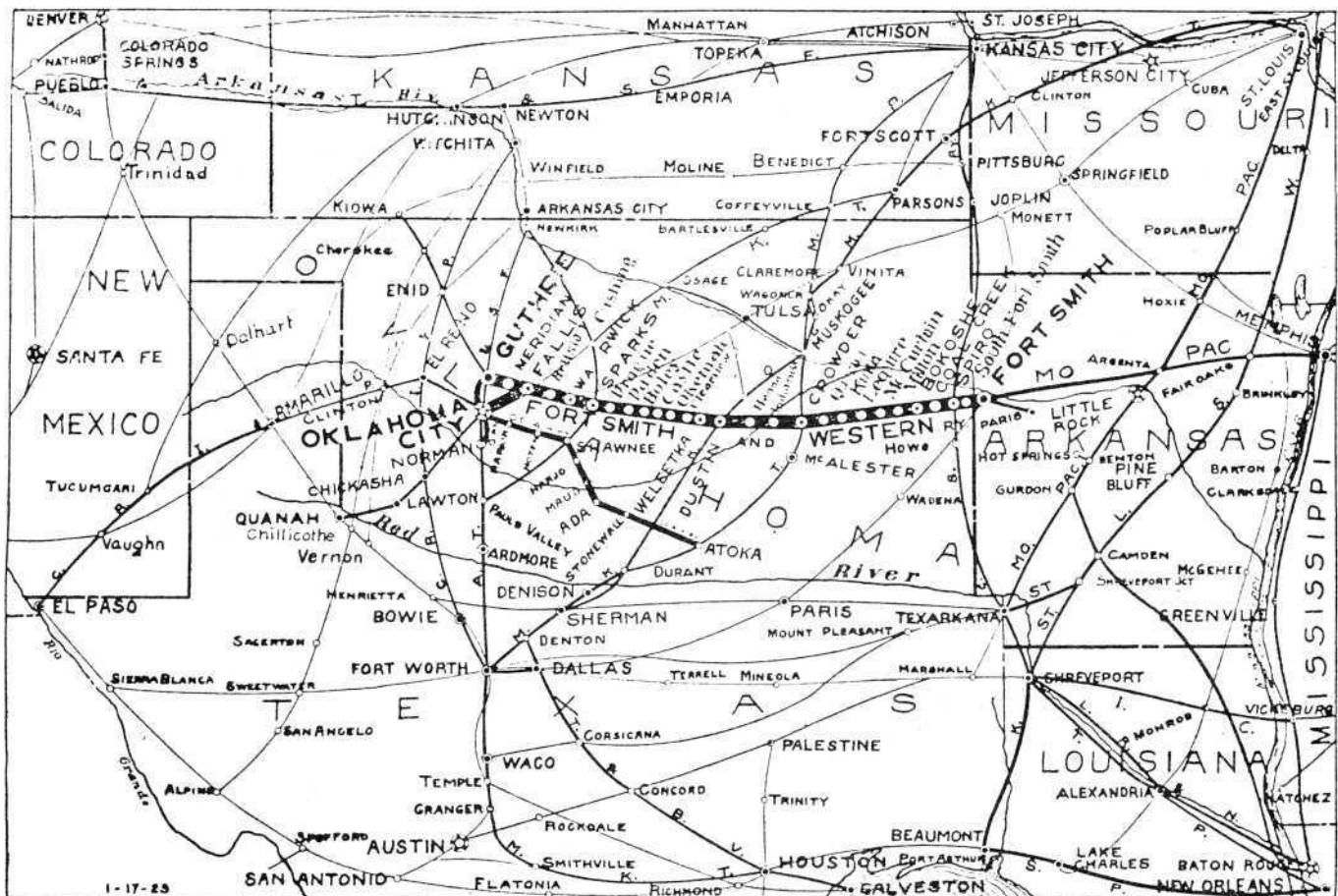
(Editor's note: Charles E. Winters is the author of other articles published in *The Journal of the Fort Smith Historical Society* and other publications. He is presently preparing for publication a book length history of the Fort Smith & Western Railway. His other articles for this journal were: *The Streetcars of Fort Smith*, Volume III, Number 2, and *Fort Smith Cadet Band*, Volume VII, Number 2.)

As a Fort Smith native born March 8, 1927, some of my earliest childhood memories are associated with the hard times that came with an era we now refer to as The Great Depression.

Showing an early interest in trains, I became a railway buff and train watcher, keeping tabs on railroad activity with a genuine concern. With a doting Grandpa Winters in retirement who was willing and pleased to squire his young ward to various points in the city for a close inspection of railway activity, this train buff realized early on that the so-called "Foot Sore & Weary" was Fort Smith's very own railroad.

The Fort Smith and Western Railway (hereafter referred to as F.S. & W.), which was granted a charter on January 25, 1899, according to Clifton Hull in his book, *Shortline Railroads of Arkansas*, had its managerial, supervisory, administrative, mechanical, operating and clerical headquarters located in Fort Smith, which was the eastern terminal. Guthrie, Oklahoma, was the western terminal. At these terminals and other points along the route, connections were made with other railroads to provide service coast to coast.

One of the more active railroad scenes to be observed in Fort Smith was the daily activity taking place on the F.S. & W.



Route map from a Fort Smith & Western Timetable of the 1915-1931 era, when the railway offered deluxe parlor car accommodations on day trains and a sleeping car with buffet service on the night trains.

FORT SMITH AND WESTERN RAILWAY COMPANY

West Bound PASSENGER TRAIN SCHEDULE East Bound			
Subject to Change Without Notice			
Read Down		STATIONS	Read Up
No. 1 AM	No. 3 PM		No. 2 PM No. 4 AM
LV 7:20	LV 9:00	(1) Fort Smith, Ark.	AR 6:50
F 7:45	F 9:20	Braden, Okla.	F 7:45
8:00	9:35	(2) Spiro, Okla.	F 8:15
8:15	9:50	(2) Coal Creek, Okla.	5:57
8:30	10:05	(3) Bokoshe, Okla.	5:41
8:40	F 10:15	(5) Milton, Okla.	5:30
8:55	10:30	* McCurtain, Okla.	5:16
9:14	F 10:45	* Panther, Okla.	5:10
9:29	10:59	* LeQuire, Okla.	4:54
9:46	11:16	* Kinta, Okla.	4:37
10:03	F 11:33	* Quinston, Okla.	4:21
10:11	F 11:41	* Featherston, Okla.	4:04
F 10:19	F 11:49	* Blocker, Okla.	3:55
AR 10:33	AR 11:59	* Massey, Okla.	3:46
LV 10:33	LV 11:59	(4) Crowder, Okla.	3:35
10:50	12:17	(1) Indianola, Okla.	3:05
F 11:04	F 12:30	* South Canadian, Okla.	2:51
11:08	12:34	* Hanna, Okla.	2:47
11:12	F 12:38	* Vernon, Okla.	2:43
11:30	12:55	* (6) Dustin, Okla.	2:37
AR 11:50	AR 1:15	(6) Weleetka, Okla.	2:05
LV 12:10	LV 1:35	(6) Weleetka, Okla.	1:45
12:23	F 1:47	* Clearview, Okla.	1:32
12:40	2:10	* Okemah, Okla.	1:15
12:55	2:30	* Castle, Okla.	1:05
1:14	2:48	* Daley, Okla.	12:37
1:31	3:04	* Paden, Okla.	12:21
F 2:05	F 3:40	* Prague, Okla.	12:05
2:22	3:56	* Wilzetta, Okla.	F 11:45
F 2:39	F 4:11	(7) Sparks, Okla.	11:28
2:56	4:26	* Midlothian, Okla.	F 11:12
3:05	F 4:34	(6) Warwick, Okla.	10:56
AR 3:20	F 4:50	(6) Wellston, Okla.	10:47
	F 5:02	(4) Fallis, Okla.	10:35
	F 5:15	Luther, Okla.	F 11:45
	F 5:27	Aradia, Okla.	F 11:31
	AR 6:00	Witcher, Okla.	F 11:22
		(8) Oklahoma City, Okla.	LV 11:00
LV 3:25	AM	(4) Fallis, Okla.	AR 10:31
F 3:33	200	Shiloh, Okla.	F 10:23
3:46	205	Meridian, Okla.	10:12
AR 4:20	217	(9) Guthrie, Okla.	LV 9:40
PM			AM

EQUIPMENT

Trains Nos. 1 and 2—Coaches between Fort Smith and Guthrie.
Trains Nos. 3 and 4—Drawing Room Sleepers and Coaches between Fort Smith and Oklahoma City.

Passenger schedule from a two-page Fort Smith & Western Timetable of the 1915-1931 era.

While I was still a preschooler, my mother occasionally escorted me to South 21st and "R" Streets, where, carrying two lunch pails, I boarded the streetcar for a ride to Towson Avenue and South "C" Street. One lunch pail was for my Dad at 312 Towson Avenue, the other for my Grandpa Winters at the General Body Works, located at South "C" and Eleventh Streets. (General Body Works constructed school bus bodies on new motor truck chassis to provide student transportation in rural consolidated school districts, part of a new and innovative Federal aid to education.) Once the lunches were delivered, I was free to check on F.S. & W. activity before boarding the Park Hill streetcar for a return home to South "R" Street.

CONDENSED SCHEDULE SHOWING DAILY THROUGH FREIGHT SERVICE BETWEEN FORT SMITH, ARKANSAS, OKLAHOMA CITY AND GUTHRIE, OKLAHOMA, AND IMPORTANT IN- TERMEDIATE POINTS

West Bound FREIGHT TRAIN SCHEDULE East Bound			
Read Down		STATIONS	Read Up
No. 15 PM	Mis.		No. 16 AM
LV 9:20	(1)	Fort Smith, Ark.	AR 3:25
10:40	(2)	Coal Creek, Okla.	1:50
11:15	(3)	Bokoshe, Okla.	1:20
3:10	(4)	Crowder, Okla.	8:30
5:10	(5)	Dustin, Okla.	6:36
AR 6:01	(6)	Weleetka, Okla.	6:01
LV 9:15	(6)	Weleetka, Okla.	AR 4:10
10:45	(7)	Okemah, Okla.	3:25
12:45	(7)	Prague, Okla.	1:05
1:38	(8)	Sparks, Okla.	10:47
2:35	(9)	Warwick, Okla.	10:05
2:46	(10)	Wellston, Okla.	9:55
AR 3:03	(4)	Fallis, Okla.	LV 9:40
AR 4:30	(8)	Oklahoma City, Okla.	LV 8:05
PM			AM
No. 93 PM			No. 94 PM
LV 3:30	(4)	Fallis, Okla.	AR 2:30
AR 4:30	(9)	Guthrie, Okla.	LV 1:30

CONSOLIDATED CONDENSED FREIGHT SCHEDULES

Kansas City, Mo., to Oklahoma City, Okla., second evening delivery via Kansas City Southern Ry., Coal Creek, Oklahoma, Fort Smith and Western Railway.

Lv Kansas City, Mo. 8:30 pm
Ar Coal Creek, Okla. 5:15 pm First Evening
Lv Coal Creek, Okla. 10:40 pm First Evening
Ar Oklahoma City, Okla. 4:30 pm Second Evening

St. Louis, Mo., and Duplo, Ill., to Oklahoma City, Okla., third evening delivery via Missouri Pacific R. R., Fort Smith, Arkansas, Fort Smith and Western Railway.

Lv St. Louis, Mo. 11:30 pm
Lv Duplo, Ill. 11:30 pm
Ar Fort Smith, Ark. 4:30 pm Second Evening
Lv Fort Smith, Ark. 9:20 pm Second Evening
Ar Oklahoma City, Okla. 4:30 pm Third Evening

Memphis, Tenn., to Oklahoma City, Okla., second evening delivery via Missouri Pacific R. R., Fort Smith, Arkansas, Fort Smith and Western Railway.

Lv Memphis, Tenn. 10:45 am
Ar Fort Smith, Ark. 3:45 pm First Evening
Lv Fort Smith, Ark. 9:20 pm First Evening
Ar Oklahoma City, Okla. 4:30 pm Second Evening

Joint Terminal facilities at Oklahoma City, Oklahoma, with the Oklahoma City-Ada-Atoka Railway and Missouri-Kansas-Texas Railroad.

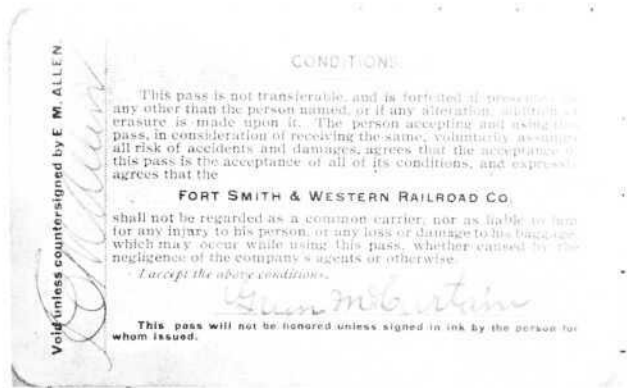
CONNECTIONS

- (1) Missouri Pacific, Frisco, Midland Valley, Kansas City Southern.
- (2) Kansas City Southern.
- (3) Midland Valley.
- (4) Missouri-Kansas-Texas.
- (5) Kansas, Oklahoma & Gulf.
- (6) Frisco.
- (7) Santa Fe.
- (8) Oklahoma Railway, Santa Fe, Frisco, Rock Island, Oklahoma City-Ada-Atoka, M.-K.-T.
- (9) Oklahoma Railway, Santa Fe.

Freight schedule from a two-page Fort Smith & Western Timetable of the 1915-1931 era.



A Fort Smith & Western Railway pass for 1934-1935 issued to the late George W. Sisk, railway historian.



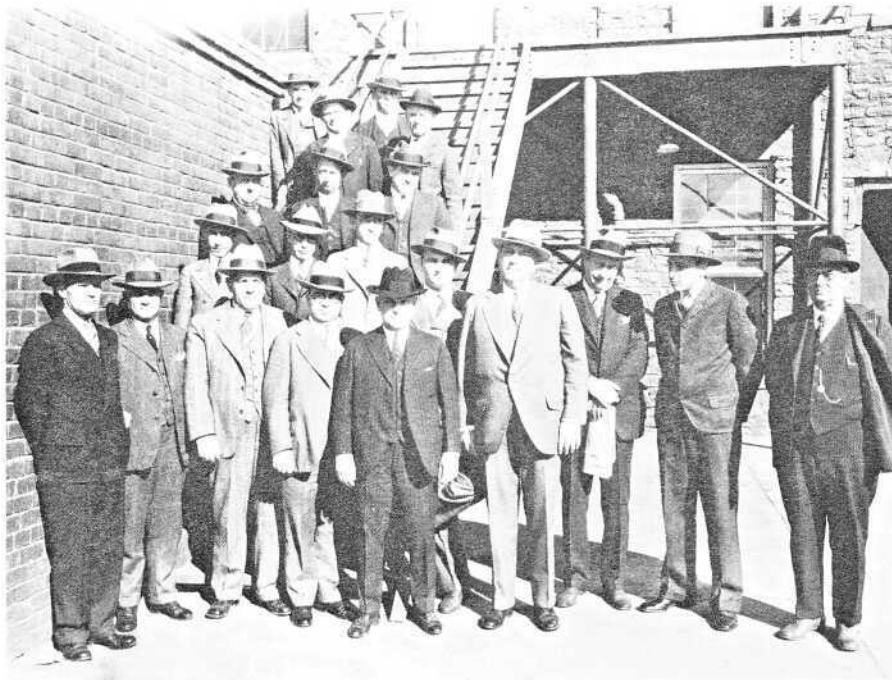
Two sides of F.S. & W. pass issued 1906 to Choctaw Principal Chief Green McCurtain, for whom McCurtain, Oklahoma, is named.



F.S. & W. artifacts at Oklahoma Historical Society. Hand lantern on left is a mate to one on display at the Fort Smith Trolley Museum. Partly assembled lantern on right is duplicate of one purchased in 1990 by Charles Winters.



Looking northward into rear of F.S. & W. passenger depot at Tenth Street and Garrison Avenue in Fort Smith. F.S. & W. official car Sans Bois is parked at the extreme left. Daly's Marble Works in background. John B. Fink Collection, University of Oklahoma.



Fort Smith traffic agents standing on stairway at rear of depot, 1000 Garrison Avenue, 1928.

Left to right, bottom row: J.E. Wilkinson, L.B. Barry, Jr., S.E. Golderman, J.A. Rice, J.D. Phelps, Martine Harper, H.W. Stigler, E.D. Forde, John Danner, A.C. Hixon.

Second Row: F.E. Wall, W.H. Simpson, Vernon Gaston.

Third Row: C.T. O'Neal, H.T. Worthley, M.L. Schultz.

Fourth Row: L.L. Moore, B.F. Beckman.

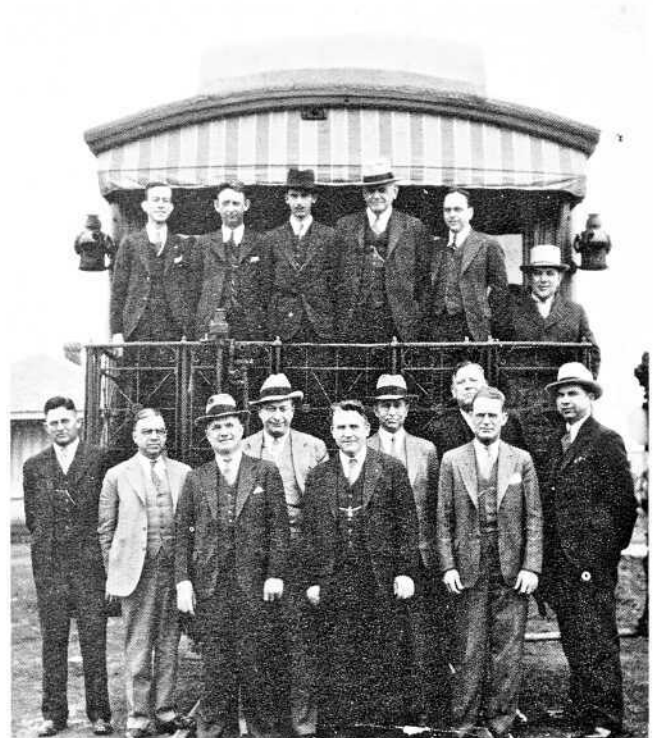
Fifth Row: E.F. Gutensohn, R.R. Story.

Photo by Arthor Hansard.

The first F.S. & W. passenger depot was at Tenth Street and Garrison Avenue. Passengers arriving on the train could board a streetcar there for city transportation. A new brick depot was built at South "A" and South Eleventh Streets in 1932 at the rear of the freight depot on South "B" Street. The engine house was located between South "C" and South "D" Streets and the motive power offices were on the corner of South Eleventh and "C" Streets.

The sights, sounds and movements of the trains fascinated me. I watched and dreamed of someday working with the trains — picturing myself as maybe even an engineer with my hand on the throttle driving one. Some dreams do come true — my vocation for forty-five years has been railroading with the Wabash, Norfolk & Western, and Norfolk Southern Railroad (same railroad, but it underwent name changes through the years). No, not as an engineer, but as a switchman who enjoyed his work.

As F.S. & W.'s needs changed through the years, so did the inventory of its rolling stock and other equipment.



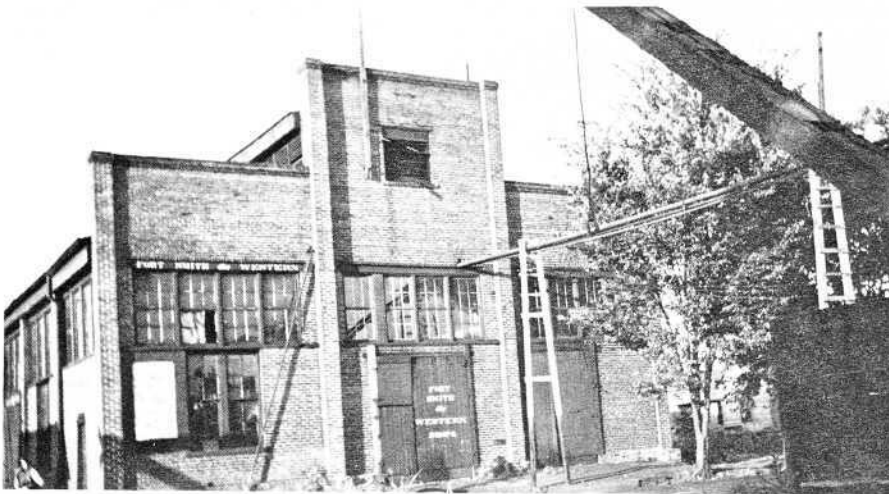
Fort Smith & Western Official Car 99 and Traffic Representatives, January 27, 1931.

Front row, left to right: Unknown, J.A. Rice, L.B. Barry, Jr., E.D. Forde, unknown, unknown, unknown, unknown, J.J. Ehing.

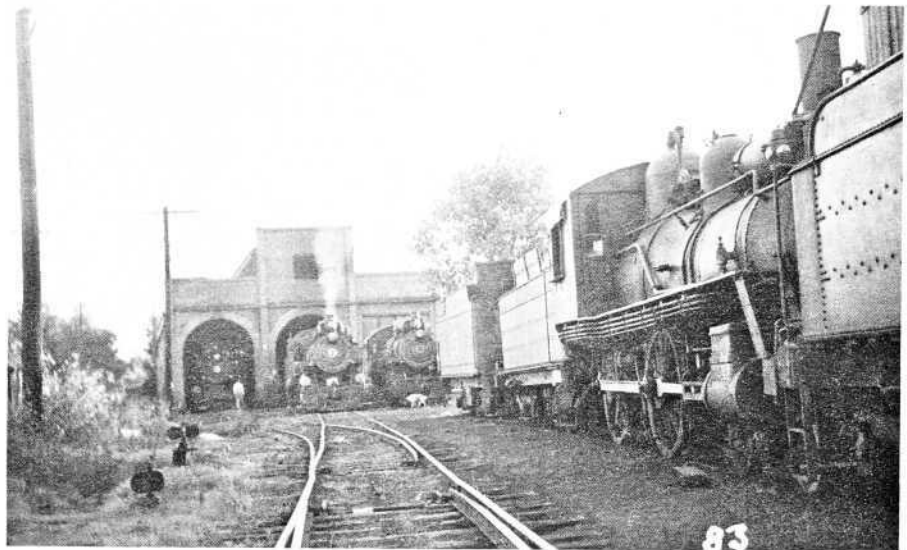
Top row: F.E. Wall, H.T. Worthley, unknown, H.W. Stigler, unknown, Shelby E. Golderman.

Courtesy Mrs. Louis Barry.

F.S. & W. engine house, as seen across South "C" Street looking south, March 22, 1939.

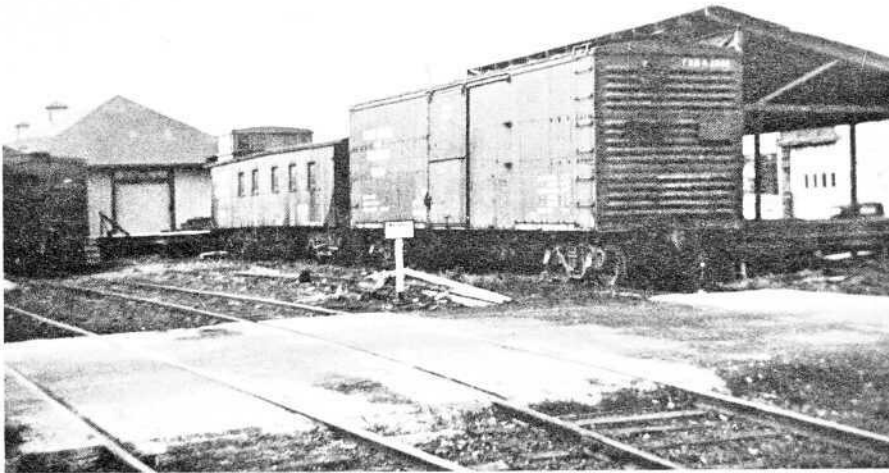


F.S. & W. engine house, South "D" Street, 1939. One of the Mikado type engines (#23-28) in left stall. Smoke comes from #23.



F.S. & W. Passenger Depot 1932-1939. John B. Fink Collection, University of Oklahoma.





F.S. & W. Freight Depot. South "B" Street in foreground. Boxcar 2001 was one of the more modern in regular service as scheduled *package car* service between New York, Chicago, St. Louis, Fort Smith and Oklahoma City, enabling merchants to purchase stock at origin of manufacture for fast movement to market.

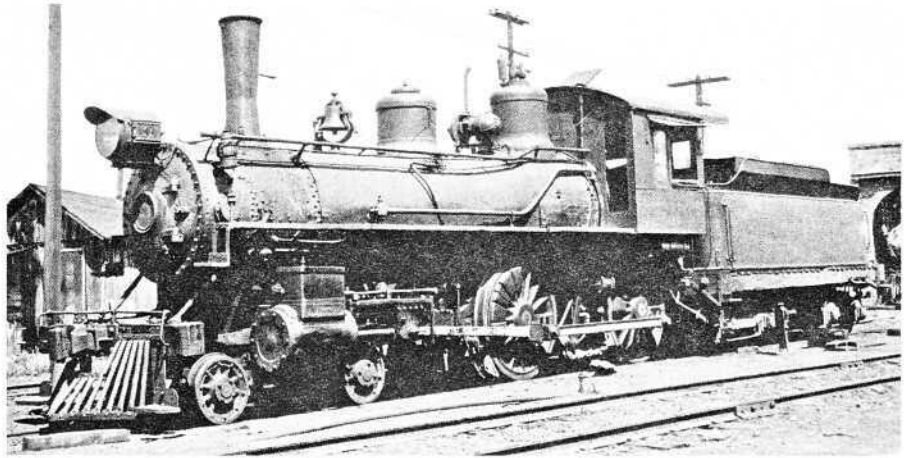
Frame and stucco boiler shop erected about 1916, one block south of "D" Street, with tools and equipment to permit boiler repairs, fabrication and installation of new fireboxes to F.S. & W. locomotives. The tall object in the center was the sand tower and the steel tower to the right was a hoist to draw cinders out of a pit up the inclined rail to dump them into a gondola car. J.B. Fink Collection, University of Oklahoma.



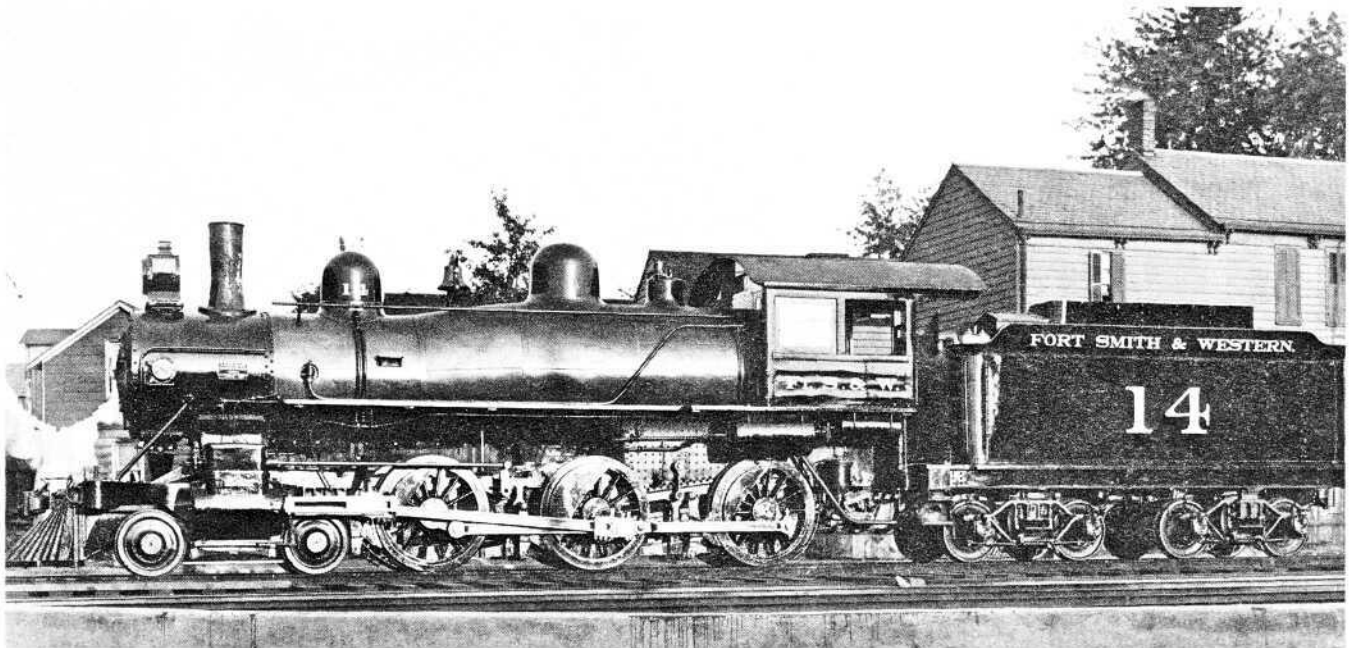
F.S. & W. motive powers offices, corner of South Eleventh and "C" Streets. J.B. Fink Collection, University of Oklahoma.



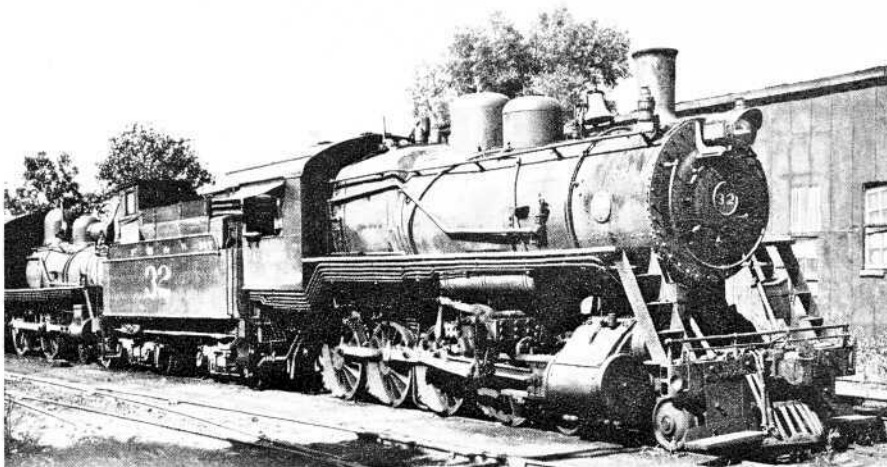
Also, my interest in railroads in general, and the F.S. & W. in particular, continued to grow and grow, as did my collection of F.S. & W. photographs, artifacts and memorabilia. Space here permits printing only a very small portion of the now voluminous collection of photographs, but the following photos show some of the different types of locomotives and cars used on the F.S. & W.



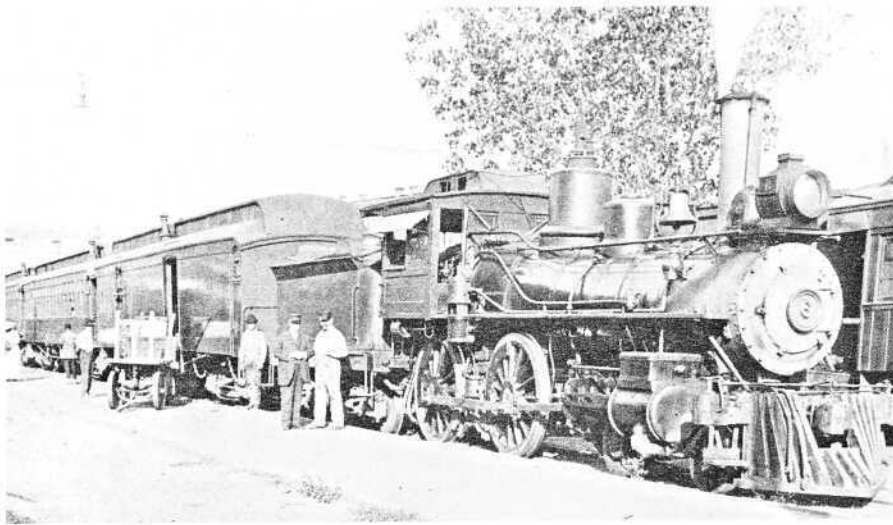
Engine #3 was one of two engines used in construction of the road. Built in 1880's for Union Pacific. Rebuilt in late 1890's, but were found to be too small and were sold to short line railroads. Charles Westbay photo.



Engine No. 14, a ten-wheeler type, was one of twelve engines of this type purchased new as the original F.S. & W. freight engine power.

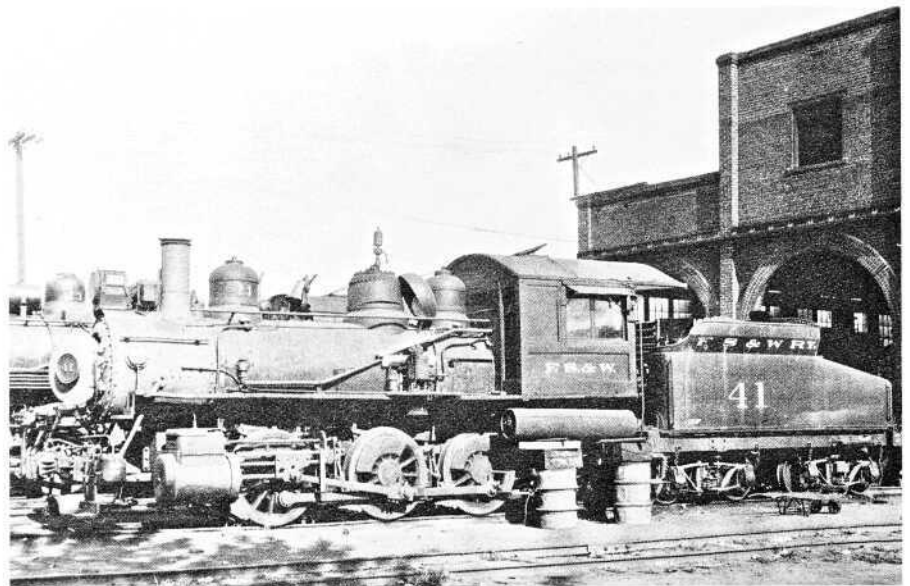


Engine No. 32 was built at the Brooks Locomotive Works, Dunkirk, N.Y., in 1900 for the Buffalo Rochester & Pittsburgh. With wartime prices for new locomotives tripled by 1918, the F.S. & W. purchased six of these B.R. & P. freight engines and installed new fireboxes fabricated in their recently constructed boiler shop. Photo by Jack Avery.



Engine No. 6 and train in F.S. & W. passenger depot, 1000 Garrison circa 1915, one of five Nickel Plate Road engines brought to Fort Smith in 1902-1905. These engines were replaced by 1920 with more powerful engines.

Engine No. 41, 0-6-0 switcher type. Built in 1893 for Union Stockyards & Transit Co., Chicago, Illinois. Came to F.S. & W. in 1910.



F.S. & W. car No. 151. Used primarily as a shop tool. Metal was black, wood was boxcar red with white lettering. J.B. Fink Collection.

FORT SMITH & WESTERN'S STRUGGLE FOR SURVIVAL

In general, the nation's railways were corporate victims of hard times in the 1930's, along with many individual wage earners from most callings in life. Impacts from the Great Depression were especially severe along the F.S. & W. route, when curtailment of commercial activity on a national scale reduced carload freight shipments over the railroad. Agricultural traffic to and from F.S. & W. territory was further diminished by a disastrous and lingering drought that, beginning in 1930, created what came to be known as "The Dust Bowl Era."¹ On washdays many Fort Smith housewives hung their freshly laundered bed sheets on clothes lines to dry, later to find them imbedded with a brown dust, topsoil that was blown into the city from Oklahoma.

As the drought continued, Fort Smith clergymen summoned their congregations to special services, praying to the Almighty for rain and relief from the extreme conditions prevailing over the entire region.

From the time the F.S. & W. initiated service into Oklahoma City in 1915, the railway had accepted and delivered carloads of interline carload freight traffic at all interchange points. At Fort Smith, a substantial portion of the F.S. & W.'s revenue was related to interchange traffic made with the Missouri Pacific (hereafter referred to as the M.P.). One of the F.S. & W.'s strongest sources of traffic lay in its function as an extension of M.P. service into Oklahoma City. F.S. & W. traffic agents at off-line cities that were sources for shipments to and from Oklahoma City, called upon shippers, solicited routings over the F.S. & W., and received commissions for their efforts. Much of the railway's interline traffic was destined for Oklahoma City's wholesale warehouse and industrial district, which also included a major stockyards and meat packing house plants. A substantial volume of eastbound traffic which came from Oklahoma City came for interchange with the M.P. at Fort Smith, but additional carloads were picked up for the same destination at other junction points along the route.

Roadbed conditions on the F.S. & W. during the early 1930's had deteriorated. During the

prosperous 1920's decade, management declared dividends to stockholders, but they failed to sufficiently maintain the roadbed conditions that would provide for future efficient operation.²

As drought and erosion continued into 1935, the roadbed was in a dangerous condition, with only scant amounts of rock ballast in place. Wooden crossties had deteriorated and were due for immediate replacement at many points along the line.

With stringent economies instituted during 1933, and on receipt of an emergency loan made available through the Reconstruction Finance Corporation's Railroad Division (hereafter referred to as the R.F.C.), work on track improvements began.³ Traffic volume began to slowly increase in 1934 and 1935, and during 1936 there was a complete roadbed rehabilitation, with application of crushed rock ballast and installation of 175,000 new crossties, to provide conditions for efficient operation of manifest freight trains at speeds approaching an average of forty-five miles per hour.⁴

During the depressed conditions prevailing in 1933, General Manager (and Court appointed receiver in bankruptcy), Louis B. Barry, Jr., secured agreements with all union represented non-operating employees, reducing their regular work week from six days to five. In further expense reductions, Barry secured informal verbal agreements with the same employees, who began working their regular five day week for wages equal to only four days wages.⁵

Meanwhile, Chief Engineer Bernard F. Beckman supervised the installation of new seasoned white oak crossties and crushed rock ballast, to put the roadbed and track in the best condition known since construction of the road during 1901-1903.⁶

Operating income from 1936 exceeded operating expenses despite large expenditures for new crossties and track ballast. While there was no distribution of net profits as dividends for investors, the railway was still operating under direction of U.S. Court. Bankruptcy and emergency loans from the R.F.C. were conditions prevailing on most railways at this time. In 1937 with installation of still more crossties and rock ballast, there was further track improvement.⁷

It appeared that the F.S. & W. had survived The Great Depression, and there was optimism for continued improvements in income. However, some of the increases in freight traffic in 1936 were reflections of large cattle shipments related to a government sponsored emergency livestock removal program from several drought stricken points along the route. The railway could not expect further livestock shipments from these points in the immediate future.⁸

Near the end of 1937, signs of national economic recovery declined, and Barry's application for an additional R.F.C. loan was denied.⁹ Barry's physical health also declined.

Meanwhile, journalist-industrialist John S. Parks prepared to retire as head of the *Fort Smith Times Record* and the *Southwest American*. Parks accepted a court-appointed post from U.S. District Court for Western Arkansas, Judge Heartsill Ragon. Barry and Parks would act as co-receivers in management of the railway's affairs.¹⁰

Veteran civil engineer Beckman was busy with flood conditions along the South Canadian River between Indianola and Hanna, Oklahoma, where the river cut into a high and curved embankment approaching the bridge. Under Beckman's direction, the ridge gang erected a long curved wooden trestle, to replace the embankment approach to the bridge.¹¹

In mid-1938 co-receivers Parks and Barry restored regular passenger trains to operate on night schedules. One train in each direction moved between Fort Smith and Oklahoma City.¹² The new trains provided connections with an existing Missouri Pacific service between Memphis and Fort Smith and were to form a continuous Oklahoma City-Memphis through route. Improved accommodations on the new F.S. & W. trains came with lease of two M.P. air conditioned coaches. The real reason for the restored F.S. & W. passenger service was to permit submission of bids for joint operation

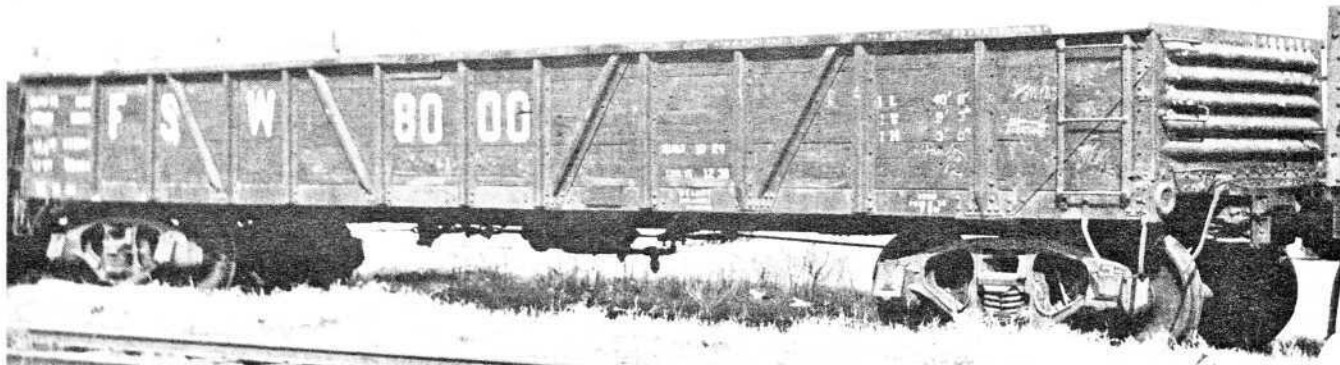
of a new railway post office service connecting Memphis and Oklahoma City.¹³ Unfortunately for Fort Smith and the F.S. & W., when postal authorities finally chose a route for the new railway post office service, they selected Rock Island Line, which missed Fort Smith by some thirty-three miles. New F.S. & W. passenger service lasted only four months in 1938.¹⁴ From that time forward, the railway offered only carload freight service. During late 1938, with further deterioration of Barry's health, he resigned as co-receiver.¹⁵

With a heavy snowfall followed by a sudden thaw, a second washout destroyed the temporary curved trestle approach to the South Canadian River bridge, again disrupting service, creating expenses involving detour charges and payment of overtime rates to operating crews. Workmen under Beckman's direction erected a second curved trestle approach at the bridge. Further flood control measures included placement of obsolete F.S. & W. freight cars along the banks, and installation of woven mats made from green saplings, to stabilize the channel of the unruly stream.¹⁶

In the I.C.C. Railroad Consolidation Plan of December 2, 1929, the F.S. & W. was designated to become a part of a proposed Missouri Pacific System.¹⁷ But another railroad, the Kansas City Southern (hereafter referred to as the K.C.S.) had conducted an engineering survey of the F.S. & W. in 1928, concluding it would be prudent to acquire the road as a branch line in order to tap the coal traffic at McCurtain, but recommending scrapping of the line west from that point.¹⁸ In 1938, a second K.C.S. survey came to the same conclusions, but provided that if the I.C.C. demanded operation of the entire route as a condition to the purchase, the K.C.S. should do so, providing that some public authority might pledge a guarantee to cover one-half of any operating deficits for a period of at least ten years.¹⁹



The troublesome South Canadian River is only a trickle in this view of the bridge. The trestle that replaced a washout of the high curved embankment is visible on the right. J.B. Fink Collection.



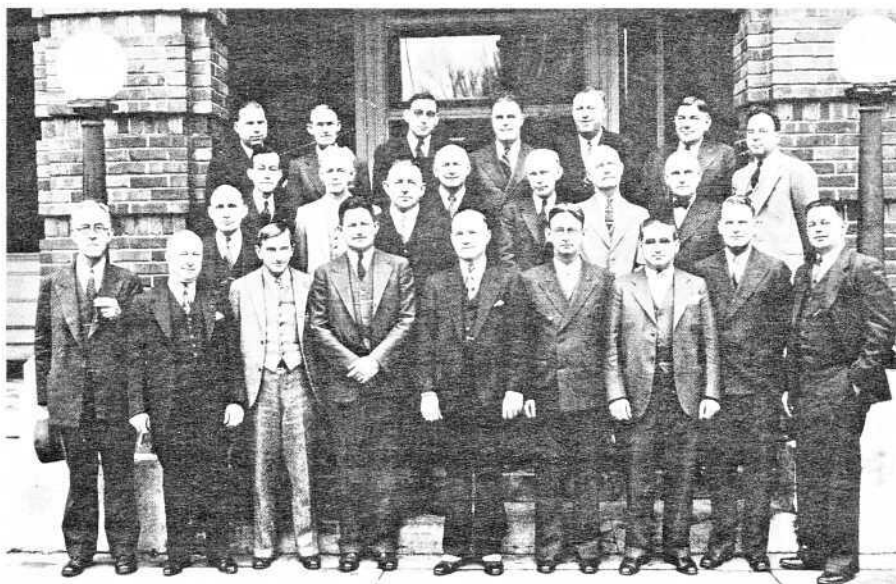
F.S. & W. car #8000, built by F.S. & W. from a foreign line boxcar and converted for coal traffic to relieve shortage of steel underframe gondola cars. J.B. Fink Collection.

Late in 1938, the F.S. & W. began falling behind in joint trackage rental payments due the K.C.S. for movement between Fort Smith and Coal Creek, a distance of 19.4 miles. Additional charges due the K.C.S. came with their supply of empty foreign line gondola cars to the F.S. & W., for use in coal shipments originating at Bokoshe and McCurtain. With the F.S. & W.'s inadequate supply of suitable gondola cars needed for use in McCurtain coal shipments, the K.C.S. was pleased to supply empty foreign cars at per diem rates, further decreasing net income for coal shipments originating on the F.S. & W.²⁰

Still another engineering survey was conducted by the R.F.C., in response to application for an additional loan, to be approved only on condition that the F.S. & W. be placed under management of one of its interline connections, presumably the M.P.²¹ (The M.P., along with

most railways connecting with the F.S. & W., also was in bankruptcy; all were recipients of R.F.C. loans and most of them had secured extensions to permit repayments at some future date.)²² The R.F.C. found the F.S. & W. operated at surprisingly low operating expense, but was burdened with excessive supervisory expenses. The R.F.C. survey outlined measures for reductions in supervisory expenses, eliminating some officers, consolidating the duties of others, and proposing to transfer some work performed by F.S. & W. officers to supervisors of a road taking over control.²³

Parks proposed elimination of some supervisory positions as outlined by the R.F.C., but learned that local F.S. & W. supervisors maintained close ties to the railway's corporate executives in Cleveland, Ohio. He found that he was not free to reduce supervisory expenses through elimination of jobs, and could not force the retirement of the road's veteran managers.



F.S. & W. Traffic meeting, Goldman Hotel, Fort Smith, January 21, 1937.

Front row, left to right: M.E. Ward, E.F. Gutensohn, L.L. Moore, Louis B. Barry, Jr., H.H. Worthley, Charles Matlin, Ed Wilkinson, Lee Powell.

Second row: F.R. Spurgin, F.E. Wall, W.E. Welch, C.P. Wilson, B.F. Beckman, W.H. Simpson, J.I. Mailer, J.D. Phelps, C.J. Crafton.

Third row: J.J. Ehing, Harry Brower, John Danner, George (Lee? illegible), Henry Stigler, S.E. Golderman.

Sums due the K.C.S. for joint trackage rental and hire of foreign line gondola cars for coal shipments steadily mounted. Similar charges due the Missouri-Kansas-Texas (hereafter noted as the Katy) for use of some thirty-four miles of joint trackage between Fallis and Oklahoma City, also began to mount.²⁴

Parks made an official inspection trip over the line with use of a locomotive and official car 102, proposed discontinuance of the Katy joint trackage, and institution of Oklahoma City service through use of existing F.S. & W. tracks to Guthrie, with further movement over Oklahoma Railway's electric interurban tracks into the Capitol City. K.C.S. vice president William N. Deramus was Parks' guest on the inspection special eastbound, and they called on coal mine operators at McCurtain and Bokoshe to assure them that regardless of what might be the future of the F.S. & W., continuous railway service for coal shipments would be available, just as it had always been in the past.²⁵

Parks petitioned U.S. District Judge Heartsill Ragon in January of 1939, advising him the Katy had revoked the Joint Trackage Agreement, and further F.S. & W. operation into Oklahoma City was no longer possible.²⁶ Ragon's immediate response was to issue a court order suspending all F.S. & W. operation at midnight that same night. Next morning the public and F.S. & W. employees found notices posted at all entrances to offices and facilities. Public entrances at all points were nailed shut and padlocked. A newspaper heading proclaimed: "Road to quit operation in obedience to order issued by Federal Judge..., Discontinuance of service into Oklahoma City is made necessary by refusal of the M.K. & T. (Katy) railroad to permit use of its tracks by the Fort Smith & Western..."²⁷ Substantial amounts due the K.C.S. for joint trackage rental had grown to a much greater sum, due to additional expenses for the hire of foreign line gondola cars used in coal loading, but in the newspapers the blame for closing of the F.S. & W. was placed on Katy management.²⁸

Telegrams went to all off-line traffic agents, ordering an embargo on all future shipments and a cessation of all traffic solicitation, announcing closing of all offices and abolishment of all jobs.²⁹

Restless workers assembled in front of the offices at 1000 Garrison Avenue, and uneasy supervisors addressed them: "We expect suspension of service to leave us out of jobs just as much as other workers."³⁰

Cessation of operations on the 247 mile F.S. & W. in early 1939 constituted the second largest complete railway abandonment in the United States railway history. The largest railway abandonment in the U.S. had been in closing of the 310.4 mile route of the Colorado Midland in 1920.³¹

Events leading up to U.S. District Judge Ragon's court order for closing the railway are not completely a matter of public record, nor are his relations with Receiver Parks. As court appointed receiver, Parks' inexperienced management of the railway also falls short of conforming with what can be considered to have been in the best interests of the F.S. & W.

Operation of any railway in bankruptcy under U.S. Court direction is indeed continued only at discretion of the judge. His decisions are not subject to review by any higher authority. Once Judge Ragon issued his order to close the railway, the future held nothing further, except for a flurry of legal activity related to disposition of the road's assets; and classification and partial disposition of its indebtedness. At conclusion of litigation extending over several years, involving court orders, decrees, memorandums of opinion and appeals, the proceedings finally ended with a declaration to mark a completion of the process.

Temporary carload freight service on the F.S. & W. continued for carload shipments already in movement, with use of the Oklahoma Ry. between Oklahoma City and Guthrie. Ragon's order provided for continuance of coal mine service between McCurtain and Fort Smith. All employees not required for operation of the curtailed service were immediately dismissed. In his twenty page decree, Ragon pointed to the railway's insolvency, its inability to meet current obligations and bonded indebtedness: "Its property should be ... sold in such a manner as to best realize ... (the) highest price obtainable. Continued operation cannot produce sufficient (revenue) to pay debts ... No advantage will accrue ... through a continuance of operations. On the contrary, ... (the) public interest will be furthered by ... a speedy sale of the property.

Discontinuance of operation is in the interests of minimizing (a) waste of assets."³² Buried in a paragraph near the middle of his order were terms outlining a public sale of the railway with a provision that the purchaser might satisfy all or any portion of his purchase with presentation of a bona fide F.S. & W. security at face value. Ragon failed to identify or designate just what might constitute a bona fide security. Sale was scheduled as a public auction, to be held without appraisal, 120 days from issuance of his order.³³ With compliance to this order, a prior Interstate Commerce Commission hearing and decision would be impossible. Interested parties having claims against the railway were advised to present them to the Court. Young John Brizzolara, (a descendant of Judge Isaac Parker's Court Clerk) was appointed Special Master, to receive all claims and bills against the corpus of the railway.³⁴

Meanwhile, Oklahoma businessmen joined state and national legislators who responded to appeals from towns and counties along the line, to meet and make plans for attempts to save the railway.

Employees formed a protective committee in an effort to reorganize the railway through stock sales to parties interested in continuing operations. Former F.S. & W. chief clerk, Charles W. Dameron, headed the group and introduced a plan submitted by John I. Cox of Decatur, Illinois.³⁵ Parties opposing court liquidation of the railway, feared the almost certain reduction of the road to scrap metal, and were quick to accuse Ragon and Parks of executing a plan for disposition of the railway in such a manner as to completely circumvent any action by state and national regulatory bodies.

It has long been a legal premise that a railway operating in a receivership bankruptcy under the direction of U.S. District Court can be sustained only through discretion of the judge, who may order cessation of operations at any time, thus permitting abandonment and liquidation to follow as a consequence. I.C.C. and other regulatory bodies traditionally follow the will of the court in a manner to automatically make formal the already accomplished fact.

Claims against the railway came from many quarters. Special Master Brizzolara ruled to

place claims into seven classifications for priority of payments as follows:

- 1) Judicial and court expenses
- 2) Taxes due the United States
- 3) Taxes due the state, counties, and subdivisions
- 4) Railway Operating Expenses
- 5) Receiver's certificates of indebtedness
- 6) Bonded indebtedness
- 7) Debts incurred prior to receivership June 1, 1931

At this time, the court made no provision for settlement of the railway's debt to the R.F.C., loans amounting to \$227,434 secured by a direct lien against all the road's assets. No provision was made for satisfaction of the so-called Mellon note of 1923, amounting to an unpaid balance of \$140,000. Rulings on these debts were reserved for some future date.³⁶

A total of five hundred sixty-five claims, many of them presented more than once, some based on the most tenuous of circumstances, appear in Brizzolara's first report. A striking figure appears as a total for claims related to the regular monthly settlement of interline freight bills. At the moment operations ceased under court order, interline billing for amounts due other railways were on hand for payment out of the road's depleted working capital. For some unexplained reason, the F.S. & W.'s bills for sums payable to the railway had not been mailed and were still on hand. Depletion of the railway's operating capital had been reduced to an abnormally low and reportedly insufficient amount, as reported in newspaper accounts describing closure of the railway. Upon distribution of the F.S. & W.'s regular monthly interline billing, a reported \$113,864.18 balance due amounted to only \$15,395.66.³⁷

A Fort Smith wholesale grocery firm's warehouse at Weleetka, Oklahoma, situated on land owned by the railway, now claimed the F.S. & W. was liable for value of the structure, even though the building had been unoccupied for some years.³⁸ A Fort Smith plumber claimed an amount far exceeding the value of his work, and subsequent reports established his theft of tools and materials valued far in excess of his claim.³⁹

Ragon ruled that F.S. & W. employees would receive no termination notices or allowances, obligations that were clearly defined under terms of national railway labor agreements. Non-operating workers filed claims for differences between regular wage rates and the reduced amount they had accepted through verbal agreements with Barry. Shopmen and clerks had worked for some years under this arrangement, accepting four days pay for five days work. Other claims came from depot and telegraph agents who were parties to special wage reductions that permitted them to work on a stand-by or part time schedule in order to keep marginally profitable stations open for service. Still other station agents filed claims for sums due them on Railway Express Agency and Western Union commissions, payments that were on hand at Fort Smith, that Parks had diverted for other uses.⁴⁰

Barry filed two claims: (1) For personal funds he had expended to meet certain operating expenses for the railway; (2) Payment for the difference between his original salary and the reduced amount he had accepted in order to qualify the railway for lower interest rates on the R.F.C. loans.

Unusual terms appear in contracts between Barry and workmen who were victims of personal injuries. Locomotive engineer Jesse O. "Boomer" Swenson presented the Court with a contract, obligating the railway to provide him an artificial limb for life as partial settlement for loss of a leg in an accident on a locomotive at Oklahoma City. Former brakeman Roy Eubanks lost both legs in an accident at Bokoshe, and made a settlement for \$15,000 to be paid in monthly installments, and the railway still owed him \$11,644.

Some wage claims appear as spurious and of questionable validity, but many of them reflect the indignation of loyal workmen who performed their tasks at reduced wages, and who now resented summary dismissal. Most workers filing claims had been employed by the road for many years, since younger workers had been furloughed during force reductions made in 1930.

Freight movements on the F.S. & W. was comprised of a substantial amount of carload interchange traffic received from, or else delivered to, other roads. Such traffic required

employment of a full complement of clerical forces at Fort Smith in order to expedite billing for shipments moving in competition with other roads. Clerical forces, besides performing five days work for four days wages, regularly worked a couple of hours on Saturday and Sunday mornings in order to provide billing for carload shipments as conditions required. Some clerks continued to respond to their duties even after Ragon's order had closed the road, in order to provide for movement of coal shipments bound for northern and eastern cities. Through January, February and March of 1939, a substantial coal traffic from McCurtain continued over the truncated F.S. & W., under terms of Ragon's decree.

Total claims against the railway amounted to \$991,828.37, but elimination of duplicate and questionable items reduced this amount considerably.⁴¹

Petitions were circulated in efforts to prevent abandonment. Businessmen at towns along the route promoted all efforts to save the railway. Oklahoma state executives and Corporation Commission members intervened. National legislators appealed to regulatory bodies in Washington. Nevertheless, Parks made application for abandonment to the I.C.C. on March 30th, sixty days prior to the scheduled sale.⁴²

Oklahoma state and county leaders sought postponement of the sale in order to permit efforts toward purchase of the road as a going concern. Efforts appeared promising to friends and supporters of efforts to save the railway. Evans Products Company conducted a preliminary survey and made efforts to secure capital for purchase of the road, providing an extension for date of the sale was granted. Ragon postponed date for sale of the railway until July 1st.⁴³

I.C.C. Hearing for F.S. & W. Abandonment was scheduled for June 12th at Tulsa, Oklahoma, a city not situated on the railway. It was held in a hotel room crowded with I.C.C. personnel, stenographers, newspaper reporters, railway managers, prospective buyers, and delegations from towns along the route. Employee groups with their representatives waited in a hallway at the Mayo Hotel most of the day, while I.C.C. Examiner Thomas G. Sullivan heard testimony.

Once the opening formalities were complete, there was a motion for adjournment, with an argument that abandonment would destroy the F.S. & W.'s competitive freight rates. Sullivan provided an order that F.S. & W. freight rates would remain in effect and subject to extension for forty days. Oklahoma Corporation Commission rate expert C.B. Bee requested postponement of the hearing, pointing out that sale of the road was scheduled for a date prior to time the I.C.C. could render its decision. Bee also was overruled.

The hearing progressed slowly, as Auditor W.H. Simpson presented a mass of statistics pointing to increased operating expenses and decreased revenue. Traffic Manager L.L. Moore pointed to losses having reduced annual income to less than one million dollars, with declining passenger revenue, and loss of local less-than-carload freight traffic due to highway truck and bus competition. Moore's testimony failed to include comments related to carload interline freight traffic, the significant revenue traffic income produced by operation of the F.S. & W.

Superintendent B.F. Beckman testified on recent flood conditions attending ravages of the South Canadian River, estimating it would require expenditure of at least \$200,000 to provide permanent protection from the shifting river channel.

Following a lunch recess, John S. Parks related details of his inability to secure additional R.F.C. loans, and to effect a traffic agreement for interchange with the Oklahoma Ry. at Guthrie in order to provide for continued service into Oklahoma City. Parks further described efforts to interest K.C.S. management in operation of the F.S. & W., but he avoided reference to the R.F.C. survey for operation of the F.S. & W. under auspices of the M.P.⁴⁴ Reciting statistics covering F.S. & W. operation during 1934 through 1938, Parks pointed to the railway's inability to make interest payments on bonded indebtedness, but he failed to point to annual operating income figures, which had exceeded annual operating expenses during every year except 1938.⁴⁵

Statements from protestants are partially recorded. R.F.C. Special Examiner T.A. Hamilton, a veteran Frisco official, was skeptical regarding future use of Evans Autorailer Company's gasoline powered equipment. Oklahoma Assistant Attorney General Fred Hanson challenged him in a heated exchange.

Every community along the railway sent a delegation to protest abandonment of the railway except for McCurtain and Bokeshe, where Parks and Deramus had advised coal shippers that service would not be curtailed. Chambers of Commerce sent delegations from Fort Smith, Okemah and Oklahoma City. Oklahoma counties testified as to their dependence on the railway for taxes, to fund operation of public schools.

Public sale took place under terms dictated by the court, in front of the freight depot, at ten o'clock on July 1, 1939, under a blistering sun. Attended by a large number of buyers, former employees and their families, sale of the company providing Fort Smith's largest payroll produced bids from parties interested only in the value of scrap metal and the real estate of the property.

Eight firms had posted deposits with the court for permission to bid in the sale. Each bidder was free to call for bids on all or any portion of the road, with or without rolling stock and buildings. The court reserved right to use its discretion in awarding purchases in such a manner as to produce a highest possible total price for sale of the railway and its assets. High bidders on various parcels, the number of bids placed, and terms including and excluding rolling stock amounted to:

- 1) The F.S. & W. in its entirety with equipment. \$426,000. I. Chenman, 60 bids.
- 2) Coal Creek to Guthrie including rolling stock and equipment, excluding Fort Smith terminal. \$345,000. Schiavone-Bonomo Corp. 25 bids.
- *3) Fort Smith terminal excluding rolling stock. \$85,000. Missouri Pacific Railroad Co. 1 bid.
- 4) Coal Creek to McCurtain excluding rolling stock and equipment. \$79,000. Hyman-Michaels Corp. 19 bids.
- 5) McCurtain to Guthrie, including rolling stock. \$267,000. I. Chenman. 17 bids.
- *6) Meridian to Guthrie, excluding rolling stock. \$14,500. Commercial Metals Co. J. Feldman. 17 bids.
- *7) Coal Creek to Meridian, including rolling stock. \$345,000. Schiavone-Bonomo Corp. 3 bids.

The court combined parcels 3, 6, and 7, marked with (*) to produce \$444,500 total for the sale.⁴⁶

Two young K.C.S. attorneys coached Richard V. Bonomo to call for bids on the railway from Coal Creek to Meridian. This clever ploy confused other bidders, who weren't eager to bid for a railroad extending for an unknown distance to an obscure community called Meridian.⁴⁷

The *Times Record* boasted: "... (The) Much talked of financial interest which had been represented as planning to bid on the railroad with a view to continuing its operation, was silent."⁴⁸ Parks continued supervision of the defunct railway under orders from Judge Ragon. Last minute efforts to secure additional capital had failed. Exchanges between Evans Products Co. and Oklahoma Governor Phillips attested to assets of the company and promoters, requesting delay in dismemberment of the railway. Ragon was not moved, and denied all attempts to prevent immediate liquidation of the railway.⁴⁹

T.W.M. Boone filed an intervention with the court to challenge disposal of the F.S. & W.'s assets. As a survivor and chairman of the Committee of Citizens which raised a bonus and donated real estate for the railway's terminal and headquarters at Fort Smith, Boone produced documents amounting to an incumbrance to the deeds for F.S. & W. terminal grounds. A covenant to the deeds stipulated: "Either the purchase price of \$26,835 or else the real estate itself must be returned to the Committee if at any time, the land ceases to be used for operation of an independent railway, with shops and main offices maintained at Fort Smith."⁵⁰

All parties with large claims against the railway (the R.F.C., Katy, and K.C.S.) protested Boone's action, since it would further reduce the amount of funds available for payment of their claims. Others protesting Boone's action were the M.P., purchaser of the real estate, and the Schiavone-Bonomo Corporation which was conducting salvage operations at the Fort Smith terminal.

Ragon dismissed Boone's intervention, releasing a memo opinion, containing some rather unguarded comments, equating the F.S. & W. with: "... (a) relic of the past, having staggered through the bankruptcy courts for more than twenty years."⁵¹

Special Master Brizzolara submitted an accounting of F.S. & W. assets based on total sale price of \$444,500, which fails to take in account the Mellon Note, submitted at face value by Bonomo as a bona fide security for partial payment of the \$345,000 due the Court. Court documents record deposit of the Mellon Note, but fail to include it as a portion of the \$345,000 amount allegedly received from Bonomo.⁵²

All claims were classified according to court designated priority, and each class was due to be paid in full, prior to taking up a subsequent priority. It became apparent very quickly, that not all creditors would receive full amounts due them.

FIRST PRIORITY: Court costs, salaries, reimbursement of Louis B. Barry, Jr. for personal funds used in operation of the road, allowance due K.C.S. for joint trackage rental during operation following court ordered closing of the road. \$27,484.89

SECOND PRIORITY: Taxes due United States for use in unemployment compensation, and sums due to the U.S. Internal Revenue Service. \$27,181.84

THIRD PRIORITY: Taxes due states and subdivisions amounted to \$102,906.59. Subsequent appeal by Roy Eubanks moved his claim to full settlement of \$11,644 in this priority.
Total funds disbursed \$114,550.59

FOURTH PRIORITY: Amounts due other railways including joint trackage rentals unpaid prior to closure of the road, bills for interline balances, supplies, and wage claims which moved to this priority following Appeal.
Total awarded: (\$380,775.16)
Funds remaining for payment
in Fourth Priority: \$275,282.68
Claimants received 72.295335
per cent of each award.

Total amount disbursed, First, Second, Third and Fourth Priorities. (The sum allegedly accepted as received for sale of the railway.) \$444,500.00

Two claims against the railway were moved to U.S. Circuit Court of Appeals at St. Louis, where Ragon's decision for the R.F.C. Loans were sustained for payment in the Fourth Priority at the reduced rate of 72.295335%. The Roy Eubanks personal injury claim was moved to the Third Priority for full payment.⁵³

No funds remained for payment of Receiver's Certificates placed in the Fifth Priority of payment, but the R.F.C. loans formerly placed in this priority were moved to the Fourth Priority percentage of payment.

Debts due to bondholders amounted to \$7,653,813.77 and this amount was placed in the Sixth Priority, with no funds available for payment.

A debt from a prior receivership amounting to \$1,888.42 in dispute since 1923 was placed in a Seventh Priority, with no funds for payment.⁵⁴

The I.C.C. provided a certificate for Missouri Pacific operation of F.S. & W. tracks in Fort Smith, and service began on September 30, 1939.⁵⁵

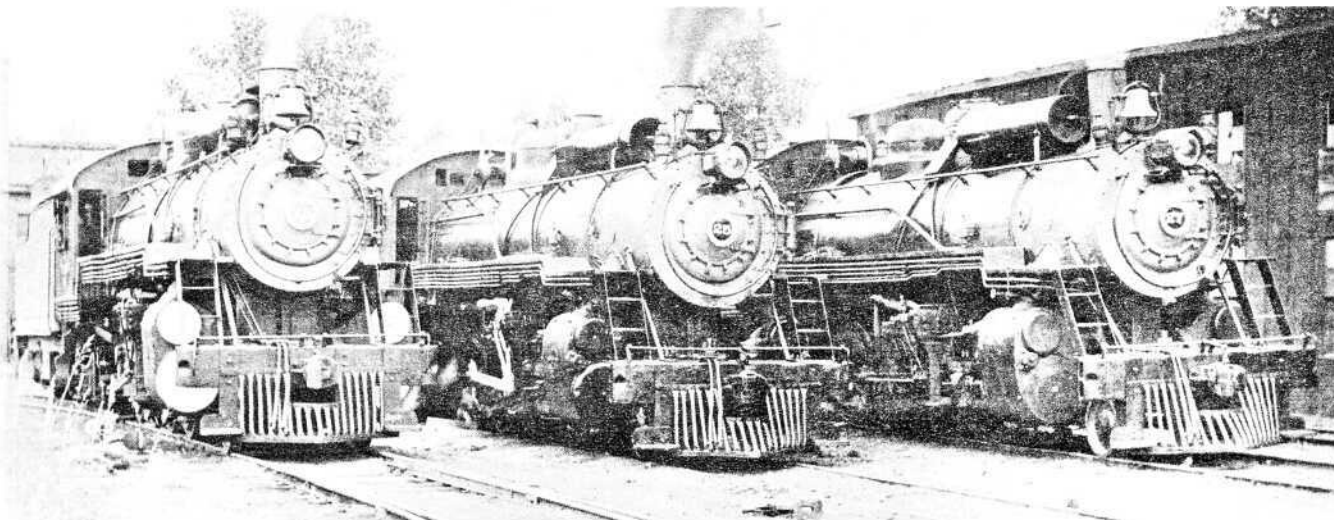
The K.C.S. expanded its Fort Smith & Van Buren subsidiary property at Fort Smith to include the former F.S. & W. Coal Creek to McCurtain trackage it purchased for \$230,000 from the Schiavone-Bonomo Corporation.⁵⁶ Terms for the purchase were for real estate and tracks only, but included Sansbois Lake and the F.S. & W. Official Car 102, which was converted for use on wrecker train service equipment as dinner car 0102.⁵⁷ The Fort Smith & Van Buren Board of Directors grew from five members to nine, and now included Parks. Parks also was a director on another K.C.S. subsidiary, the Arkansas Western road. K.C.S. operation as a branch line between Coal Creek and Panther began at once.⁵⁸

Track removal by Commercial Metal Co. began between Meridian and Guthrie. Eastward from Meridian, salvage work progressed with workmen employed by the Kansas City

Contracting Co. under hire to Schiavone-Bonomo. The new ties installed by the F.S. & W. between 1935 and 1938 were salvaged for creosote treatment at Panama, Okla. and future use on the K.C.S. Former F.S. & W. equipment with a temporarily employed crew moved trainloads of scrap steel to McCurtain for sorting, loading and shipment in K.C.S. gondola cars moving to gulf ports for export. Described as one of the largest salvage operations on record, the scrap rail brought a total of \$900,000 f.o.b. at Port Arthur.⁵⁹

F.S. & W. locomotives 23 through 28, of modern design and in excellent mechanical condition, were sold to the Columbus & Greenville Ry. for \$30,000.⁶⁰ Thoroughly inspected and tested at the defunct railway's shops by temporarily employed machinists and boilermakers, finished in bright new paint, and proudly bearing Fort Smith & Western emblazonry, they left the city coupled in a Missouri Pacific freight train.

Many of the senior F.S. & W. employees had been recruited from Winona, Minnesota as construction began in 1901. John J. Mahoney came to Fort Smith as General Manager following a career in management of the Winona & Southwestern R.R. The Winona veterans were eligible for retirement under the recently enacted U.S. Railroad Retirement Act, and a number of them returned to Minnesota. Younger F.S. & W. railroaders were not so fortunate, but secured employment on other railways, some at such distant points as Florida and California.



Three Mikado type engines, No. 28, No. 25 and No. 27, pose for a publicity shot by Arthur Hansard. This view appeared in a special edition of the *Times Record* in 1938.

With K.C.S. operation of former F.S. & W. trackage between Coal Creek and Panther, several crewmen were able to resume work as K.C.S. employees, under terms dictated by a labor statute known as the Washington Job Agreement.⁶¹

F.S. & W. enginemen, trainmen, machinists and boilermakers were well known for their skills, and most of them found work at their various crafts at distant points. Some retained ownership of their Fort Smith homes, went to distant cities to work until retirement age, then moved back to Fort Smith to live out their years.

Sudden cessation of F.S. & W. operation came as a shock to most employees, most of whom owned homes throughout the city. With union contracted pay rates, F.S. & W. workers enjoyed an income that far exceeded those of most industrial workers of the city.

In 1939, retail merchants missed the lost trade they had realized from F.S. & W. employees. Grocers depended on trade from the railroad families. Gurisco's Grocery, Deden's Market, Chaddick's Drug Store, the barber shops, shoe shops, Tankersley's White Dairy, and other establishments along Towson Avenue missed their trade with the affluent railroaders. Garrison Avenue retail merchants and professional people also missed the trade that formerly came from the F.S. & W. wage earners.

In 1992, usually it is common to think of The Great Depression as an era extending from the stock market crash of 1929 to improved conditions that began in 1940. However, a closer examination reveals conditions that are obscured by the passing of time. With economic conditions improving in 1936, it was assumed that America had recovered from the hard times of The Depression. A closer examination of the period reveals some conditions that are not immediately apparent. Economic conditions in America declined in 1937 through 1939, a period that we now call the mini-depression. Depressed economic conditions lingered through 1938, and improvements did not take place until international events in 1940 stimulated the economy. Wartime economy gradually spread to include Fort Smith, and partially eased the city's loss of the F.S. & W. payroll.

Conclusions as to how Fort Smith lost the F.S. & W. Ry. require a long look at the bulk of documents that comprise U.S. District Court

Case 545. There are questions regarding sources of the Mellon Note and its significance to F.S. & W. liquidation.

With presentation of the Mellon Note as a bona fide security by the salvage company purchasing most of the railway's assets, it is noted that Receiver Parks makes reference to this debt in a May 19, 1939 communication to Judge Ragon. Bonomo paid \$140,000 of his \$345,000 bid with submission of the Mellon Note to the court.

Andrew W. Mellon expired at age 92 years, on August 28, 1937. The Mellon Note came to Fort Smith in the hands of Deramus and Bonomo, apparently purchased from Mellon's sister-in-law, Mrs. Richard B. Mellon. No court document explains why the Mellon Note should represent \$140,000 of Bonomo's alleged \$344,500 purchase. Yet the Court accepted the Mellon Note as a bona fide F.S. & W. security at face value for payment of \$140,000 of Bonomo's \$345,000 bid, then accounted for disbursement of \$345,000 cash.

The exact amount of cash received from Bonomo as payment for the railway between Coal Creek and Meridian remains a question. Why should the court accept \$140,000 for the Mellon Note as a bona fide security, and still account for disbursement of \$345,000?

The passing of another important F.S. & W. figure must also be noted. Alton C. Dustin, active in corporate affairs and President of the F.S. & W. for many years, passed away in Cleveland, Ohio at age 79 years on November 19, 1938.

It was Dustin who worked with Judge Frank A. Youmans to rebuild and re-equip the railway during the earlier receivership that extended from 1915 into early 1923. Dustin and Judge Youmans, with their constructive and cooperative efforts to improve the railway, extended service into Oklahoma City, and their management is in marked contrast to the deliberate and unrelenting efforts for closure of the road in 1939.

In Fort Smith, little evidence remains of the F.S. & W., save for two buildings near South "C" and 11th streets. A few tracks are in place in the same area, under ownership of the former Missouri Pacific, now the Union Pacific. With passage of fifty-three years, few, if any, former employees remain.

The F.S. & W. construction during 1901-1903 represents the city's final effort to assert herself as an important point on the ideal route of a National Pacific Railway located along the thirty-fifth Parallel. Even with the burden of expensive construction at high engineering standards, in order to reach what later proved to be an unsatisfactory western terminal at Guthrie, failed to prove to be an insurmountable problem. On conclusion of a receivership bankruptcy extending from 1915 into early 1923, the F.S. & W. emerged to offer an efficient and competitive service for an Oklahoma City related traffic, that was secured through

employment of traffic agents based in distant cities. The interline traffic generated by operation of the road as a Missouri Pacific extension into Oklahoma City under direction of its veteran managers, provided sufficient revenues to sustain service and rehabilitate the road during a time that extended almost all of the way through the years of The Great Depression.

Today's railways no longer function as the primary source of transportation in America, but during the lifetime of the *Fort Smith's Own Railroad*, certainly the Fort Smith & Western operation was an efficient and competitive part of the national railway system.

Footnotes

1. John Steinbeck, *Grapes of Wrath*. Sallisaw is 30 miles from McCurtain, Oklahoma, and times were hard in Oklahoma of the 1930's.
2. District Court of the U.S. for Western Arkansas, Fort Smith Division, Case 545 In Equity, hereafter noted as Case 545.
3. R.F.C. Survey, 1934.
4. K.C.S. Engineering Report, May 16, 1928.
5. Case 545.
6. R.F.C. Survey, 1936.
7. Ibid.
8. Ibid.
9. Ibid.
10. Case 545.
11. Ibid.
12. F.S. & W. Timetable, July 1, 1938.
13. F.S. & W. Bulletin, July 1, 1938.
14. Case 545.
15. Ibid.
16. John B. Fink interview with B.F. Beckman.
17. R.F.C. Survey.
18. K.C.S. Survey, May 16, 1928.
19. K.C.S. Survey, July 6, 1938.
20. R.F.C. Survey.
21. R.F.C. Survey.
22. *Railway Age*, Statistical issue, January 2, 1937.
23. R.F.C. Survey.
24. Case 545.
25. John B. Fink interview with Track Foreman Emery Steele.
26. Case 545. Decree, February 2, 1939.
27. *Southwest American* Fort Smith, Arkansas, January 20, 1939.
28. *Times Record*, Fort Smith, Arkansas.
29. Ibid.
30. Ibid.
31. *Colorado Midland*, Morris Cafky.
32. Case 545. Decree of Foreclosure and Sale.
33. Ibid.
34. Ibid.
35. *The Tribune*, Fort Smith, Arkansas, May 15, 1939.
36. Case 545.
37. Ibid.
38. Ibid.
39. Ibid.
40. Ibid.
41. Ibid.
42. Ibid.
43. Ibid.
44. R.F.C. Survey.
45. I.C.C. Abandonment Hearing.
46. Case 545. Special Master's Report On Sale.
47. Richard V. Bonomo, *The Story of the Schiavone-Bonomo Corp.*, privately published, p. 170.
48. *Times Record*, Fort Smith, Arkansas, February, 1939.
49. Case 545. Report of the Special Master.
50. Ibid., Petition.
51. Ibid., Memo Opinion.
52. Ibid., Supplementary and Final Report.
53. U.S. Court of Appeals, St. Louis, Missouri.
54. Ibid.
55. I.C.C., Finance Docket No. 12495.
56. Ibid., Finance Docket No. 12475.
57. K.C.S., Authority For Expenditure, (A.F.E.).
58. I.C.C., Certificate of Convenience and Necessity.
59. *The Journal of Commerce*, July 22, 1939; Bonomo, op. cit.
60. Locomotives 23-28 had been overhauled and equipped with new fireboxes at Fort Smith Shops 1935-1938. Louis R. Saillard, *The Delta Route*.
61. Case 545. Washington Job Agreement.

Barber Bridges:

E.E. Barber Construction Company

1933-1970

Teri Barber Sharum, Granddaughter of E.E. Barber

(Part 1 of 2 parts. See Volume 16, No. 2 of *The Journal* for Part 2.)

"I don't think there's too much in a name, anyway," E.E. Barber said. "What counts is to get up earlier, work harder, think deeper, and stay a little longer."

But in doing what counts, Barber made sure his name lived on, preserved in the concrete and steel of his bridges and in the lives and work of his sons.

E.E. Barber was born on April 8, 1891, in the Polk County community of Rocky, Arkansas. His parents, A.J. and Leda Barber, were rural people who lived off the land, unable to provide much more than a bare subsistence for their nine children.

Walking barefoot to church one Sunday morning, Barber remembered the railroad workers he had seen earlier in the week. They wore boots. Impressed by the fact that they had shoes for working in, when he had none to wear even to church, he determined to go to work for the railroads.

Work was a priority in the Barber household; education was not. Barber received no more than fourteen months of formal schooling in his lifetime. In later years, he explained without apology, "It was a long way from our house to the schoolhouse, and we had to hoe corn and pick cotton after school. We didn't have too much time for studying."

The hard work didn't bother him, but the poverty did. So at the age of sixteen (some say fourteen), he left home to work as a laborer for the bridge department of the Frisco Railway. He spent the next ten or twelve years, earning those shoes he coveted, with the Frisco and Missouri Pacific Railways.

During World War I, Barber found the opportunity to further his education and to pursue his love of building when he became a part of the original railway construction unit of the Twelfth Engineers of the U.S. Army, which was mobilized at St. Louis in June of 1917. He participated in construction projects in France and began in earnest a life-long career of bridge construction.



The Barber Family in 1945
From left: Larry, mother Madge, Stanley, Elmer, Jr.,
Margaret, father E.E., and Barbara Ann.

In 1919, home from the war, he went to work for the List & Weatherly Construction Company of Kansas City, continuing his work on railroad bridges. Within a year, he became a supervisor, and he later became general construction superintendent. He stayed with the company for fourteen years.

In 1921, he married Madge Stanley from Cherry Valley (near Mena), and for a time, they and their first two children, Margaret and Elmer, Jr., made their home in railroad boxcars on the job sites. The boxcar life was just a cut above his impoverished childhood, but the family looked toward a brighter future. Barber was making a living, doing what he loved to do, and — above all — keeping his own children in shoes.

Though Barber continued to work out of Kansas City, the family eventually settled in Fort Smith, where three more children, Stanley, Larry, and Barbara Ann, were born.

During the Depression, the construction industry came to a standstill, and Barber decided the only way he could make it was to strike out on his own. In October of 1933, with

\$1500 borrowed from his friend and fellow contractor, Stanley E. Evans, he formed E.E. Barber Construction Company (EEBCC), starting out with four employees, a payroll of \$1000 per month, and building contracts of less than \$60,000 per year.

His tangible assets were few, but he went into the business with more valuable ones: a thorough knowledge of bridge-building, and personal friendships with several railroad officials. He knew Col. F.G. Jonah, chief engineer of the Frisco Railroad, from his stint with the Twelfth Engineers. He asked Col. Jonah and other railroad bridge engineers to place his name on their bidding lists. Within a few days, he got his first job: a steel bridge repair at Gasconade, Missouri.

Before he finished that job, he bid on five more, at Col. Jonah's request, and got all five.

By 1931, Barber had three sons, and by the time he went into business for himself, he had dreams of all three of them following in his footsteps. Family was important to Barber, and EEBCC was going to be a family business. One of the first employees he "hired" was his son, Elmer, Jr. At the age of eight, Elmer was put to work carrying water. Stanley took over the water-carrying job at the age of thirteen. Larry, too, worked for the company for a while, but eventually moved on to become a pharmacist.

Barber's first problem with the company was not in getting jobs, but in paying his men to get the jobs done. He managed to find the money when it was needed; an advance from the railroad company or an extension from his creditors would see him through. His men stayed on, and as the jobs poured in, the company achieved economic stability and continued to grow. He later hired his niece, Newrany Lambert, to take care of the payroll; she was his secretary-treasurer, running the office while the men were out in the field.

At first, Barber specialized in railroad bridges and worked in twelve states. Among his early works were the superstructure of the Atchafalaya River Bridge at Simmesport, Louisiana, completed in 1938, and the erection of 6½ million pounds of steel for a bridge carrying the Frisco Railroad over the Texahoma Reservoir near Denison, Texas, completed in 1943.

Barber loved a challenge and didn't hesitate to take on any job in order to increase his knowledge and experience in construction. Early in his career, he went to Illinois to build a bridge spanning the B&O and C&A Railroads between Joliet and Gardener. He went "that far away," he said, "because it was the first tied-arch truss I ever erected."

Eventually, he narrowed his range to Arkansas, Oklahoma and Texas, but the challenges continued. After World War II, he began building all types of bridges, and articles written about his jobs were soon peppered with superlatives: "the largest prestressed concrete bridge in Oklahoma," "the first," "The most extensive..."

Descriptions of Barber, too, were filled with superlatives. He began to develop a reputation as one of the finest bridge-builders in the area, and by the 1950's, was surely one of the busiest.

In the 1950's, the big news in Oklahoma was the development of the turnpike system, and EEBCC was right in the middle of it. Barber had projects on the Turner, the Tulsa-Joplin, and later, the Southeast Turnpikes.

In July of 1957, EEBCC completed twin bridges on the Will Rogers Turnpike spanning the Verdigris River near Catoosa. The contract was for \$1,212,998 — compared to \$60,000 in total *yearly* contracts when Barber first went into business for himself.

Back in Arkansas, EEBCC continued to be involved in big projects. In 1956, Elmer, Jr. moved his family to West Memphis, Arkansas, to supervise construction of the Harahan Viaduct Bridge Widening Project. The \$989,265-project, on Highway 70 between West Memphis and the Mississippi River, was the largest job of its type to be undertaken in Arkansas, and one of the most extensive in the South at that time.

The smaller of the two bridges was 850 feet; the larger was 3500 feet, with piers up to 58 feet high, spanning the Rock Island Railroad tracks. Five U.S. highways (61, 63, 64, 70 and 79) were routed over the road, and at times, only one lane from the West Memphis side was open during construction, though efforts were made to maintain traffic in three of the four lanes.

The job was to be completed in 360 working days, but Mother Nature didn't know that. In January of 1957, it rained twenty days out of thirty-one; by the end of the year, records showed that in the eighty-five years of Memphis meteorological record-keeping, only one had been wetter than 1957. The area received 76.85 inches of rain that year — 187 days of rainfall out of 365.

Barber and his sons weren't men who would let the weather get the best of them. Barber wanted control of everything he did — and he took control to the extent that he could. To the extent that he couldn't, he raged — and taught his sons to do the same. It was said that if Elmer's wrath alone could have stopped the rain, eastern Arkansas would have become a desert.

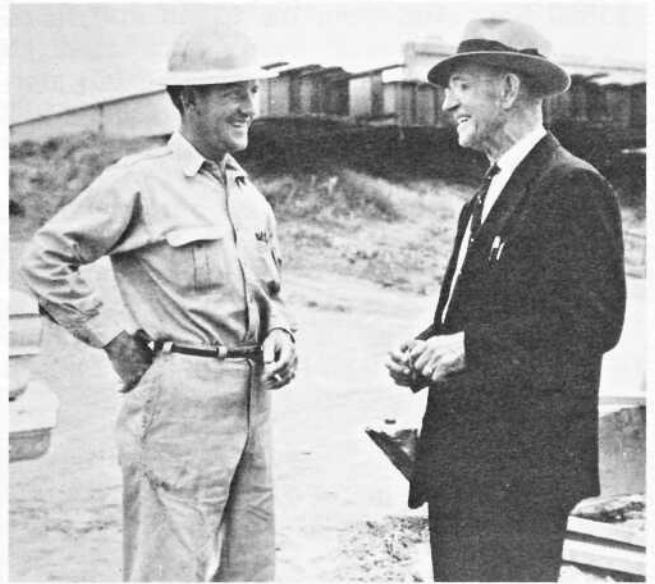
One of the ways Barber maintained control was spending time in the field. Virtually all of his time was spent on the job; a motel room was his home while he figured bids, but a muddy riverbank was where he wanted to be once the work was started. He claimed to have driven rivets with a hammer on every steel erection job he was involved in since 1912, and he continued the practice long after he had the crews to do it for him.

His men, though they respected him, didn't always look forward to his job-site visits. They dreaded his reaction to the problems that were inevitable on any job. But Dewey Stanley, his young brother-in-law, remained calm, and the other men wanted to know why. "He never stays long," Dewey said, "and I figure I could fight a bear for thirty minutes." Dewey felt that arguing with Barber was like fighting a bear, but he knew it wouldn't last — and most of Barber's men, after working with him for years, were almost as tough as he was.

Their fear of him was countered by their respect for him. Many of them were convinced he really could control everything. On one particularly troublesome job, a problem arose that no one wanted to deal with. A pier was threatening to give out after days of rain. "I'll wait for Barber to get here before I drive out to check it," the superintendent said. "God wouldn't dare let that bridge fall down while he's on it." In his men's eyes, neither God nor the devil himself was any tougher than E.E. Barber.

The West Memphis project was probably one of the roughest Barber undertook. Fighting the deadline, the rains and dangerous working conditions, both Elmer, Jr. and Stanley were involved in the supervision of the project. But work generally ran ahead of schedule; the project was completed on time in late 1957.

During the 1950's, while Oklahoma worked on its turnpike system, Arkansas was leading the way in the construction of the new federal



Father and son: Barber and son Stanley are happy the Oklahoma jobs are going well (1965).

interstate system. Excitement was high as work on Interstate 55, from Memphis to St. Louis, progressed. In spite of continued record rainfall, EEBCC stayed on in eastern Arkansas to work on a number of the I-55 projects and on other interstate jobs.

In 1958, EEBCC built the cellular structures for the bridge abutments on the six-lane interstate bridge over the Arkansas River from Little Rock to North Little Rock. It was one of the first jobs to be started after the passing of the Federal-Aid Highway Act of 1956.

By the time this work on the interstate system was being done, EEBCC consisted of eighty regular employees, with a payroll of \$260,000 to \$320,000 a year and \$5 million worth of work under contract.

Barber's reputation as a bridge-builder continued to grow. He was known for his ability to submit the low bid on a job while still leaving room for a profit. He had developed techniques



Interstate bridge over the Arkansas River at Little Rock to North Little Rock (1961).



Work in progress at one of the jobs in the Liittle Rock area (1961).

to speed the progress of his work so that his projects were completed on time or ahead of schedule. With his practical style of management, he had learned to cut waste, in terms of manpower as well as in terms of bridge-building technique.

In March of 1957, Barber spoke at the Second Annual Highway Short Course at the University of Arkansas at Fayetteville on the "Construction of Long-Span Steel Bridges". The humility in his opening words was countered by his confidence in his bridge-building ability, and his speech reflected many of the philosophies that helped make him successful.

"This being the first time in my life to stand up before a group of people and talk," he said, "I ask you to be patient if I get tangled up. However, it should not be difficult for me to talk to these folks here today as I have put in fifty-one years of my life in bridge building. So after working with engineers for that long, I feel like here and now is a good time to begin." He went on to admit to the group his own lack of education, but he emphasized that formal learning was not the only way to achieve knowledge.

He said to the young graduating engineers, "Please remember you have only learned a part of your trade. The real know-how still has to be learned... In Engineering and Construction,

you will always be in school studying and learning, for in each generation we find improvement over the preceding generation."

The main body of his speech concerned the finishing of concrete to improve its appearance; he considered the practice wasteful, saying, "I don't believe in doctoring concrete unless it is sick." He felt that if the job were done right in the first place, the work wouldn't need to be covered up to make it look nice. Simplicity was the key — not at the expense of, but to enhance, the integrity of the structure as well as its beauty.

Covering up was not part of Barber's life. He was honest almost to a fault, and he made many enemies as well as friends. Outspoken and independent, he went his own way in his life, his work, his politics, and his play.

Bridge-building was his work and his life, but not his only involvement. A member of the Chamber of Commerce board of directors, he worked to promote the economic growth and development of Fort Smith, and didn't hesitate to become embroiled in disputes with the city commission or any other political body. His politics were staunchly conservative, but non-partisan; he supported those whose beliefs were right, in his eyes, regardless of party affiliation and regardless of the trouble his support might cause him.

Nor did he hesitate to express any disagreement he had with those whose beliefs were wrong, in his eyes. He once spent \$149 to send a telegram to the President of the United States. He sent copies of the telegram, written in what he called "pool hall language", to all the senators and congressmen. As a result of the telegram, Barber received a visit from government officials — the IRS audited him and raised his income tax. But he never regretted sending the telegram.

His involvement with his work included active membership in the Arkansas Chapter of the Associated General Contractors. Through the AGC, he shared his bridge-building expertise with his fellow contractors throughout the state.

Job safety was one of his areas of expertise. He received an award from the AGC in 1954 for his excellent safety record for the preceding five years. In fact, during the twenty-one years he had been in business at that time, he had not had a fatal accident on any job. (It would be another four years before his first on-the-job fatality occurred.)

Barber created his own safety program, which was adopted by the U.S. Army Corps of Engineers after he asked the Corps if he could substitute his for the one they expected him to follow.

In selecting his foremen and superintendents, Barber looked at their workmanship, their safety on the job, and their ability to produce work at a profit.

And profit the company did, as Barber took on bigger and better jobs.

In the 1960's, with the Oklahoma turnpike and the federal interstate systems well under way, the big news centered around the Arkansas River navigation system. A total of fifty-six projects (twenty-seven in Arkansas, twenty-nine in Oklahoma) were to be completed along a 450-mile route over the lower White, Arkansas, and Verdigris Rivers. They were a part of a \$1.2



Barber was proud of his safety record (1958).

billion project to be paid for by the Corps of Engineers.

The Clarence F. Byrns Memorial Bridge on I-540 across the Arkansas River between Fort Smith and Van Buren was the second of twenty-five new bridges to be built as a part of this navigation project. The largest single highway construction project undertaken in Arkansas, it was built by E.E. Barber Construction Company.

Groundbreaking ceremonies for the \$4.3 million project were held in March of 1965, with the bridge to be completed in two years. Work started just two weeks after the work order was issued; EEBCC, under the direction of Elmer, Jr., had already gathered most of the on-site materials since the bridge was let in late 1964.

The four-lane structure was 3500 feet long; the piers ranged from 40 to 93.5 feet tall. The John F. Beasley Construction Company of Muskogee, Oklahoma, erected the 4,350 tons of structural steel in four months. Steel girders were fabricated by the Kansas City Structural Steel's bridge shop in Kansas City, Missouri, and Fort Smith Structural Steel provided the 1600 tons of reinforcing steel used in the deck.

In spite of frequent high water problems and icy winter weather, Barber finished the bridge one hundred days ahead of schedule, in order to keep a promise he had made to his friend Orval Faubus.



Work in progress on the Clarence F. Byrns (I-540) Bridge across the Arkansas River, Fort Smith to Van Buren. Barbers built all three of the bridges across the Arkansas at Fort Smith — Stanley built the Garrison Avenue-U.S. 64 bridge, and Elmer, Jr. built the U.S. 64-71 bridge (1966).

Barber's first job with his new construction company was to build the Barber Park Rest Area on Highway 71 at Highway 23. He donated six acres of his land, then built the park with federal funds from Lady Bird Johnson's Beautification Program. Across the highway from the park, he kept a small herd of buffalo, for the amusement of travelers who used the park as much as for his own amusement.

Barber died on October 1, 1970, while throwing rocks at unruly cattle on his beloved ranch at Parks. He was taken to the Waldron Hospital and ended up in a room that bore his name, in honor of the contributions he had made to the hospital.

"For those of you who are willing to take the bitter with the sweet," he said in his speech to the engineering graduates, "and have willpower and determination, there is a bright future. For in America, men and women can reach success if they are willing to give as much as they take."

Barber was a man of willpower and determination, walking out of a life of poverty to follow his dream of owning a simple pair of shoes. His \$1500 bridge-building business, at its peak, had \$12 million worth of work under contract, and Barber had more shoes than he knew what to do with.

A PARTIAL LISTING OF E.E. BARBER CONSTRUCTION COMPANY BRIDGES AND OTHER PROJECTS

Vermillion River for Wabash Railroad at Danville, Illinois

1938: Superstructure of the Atchafalaya River Bridge at Simmesport, Louisiana

Old River in Louisiana

Osage River in Missouri below the Bagnell Dam
Santa Fe Railroad Relocation in connection with the Martin Dam at Cadola, Colorado

Highway 66, spanning the B&O and C&A railroads between Joliet and Gardener, Illinois — his first tied-arch truss

Steel erection for the Corps of Engineers on the Frisco Relocation at the Denison Dam and Reservoir across Texoma Lake

1943: Steel erection (6½ million pounds) for bridge carrying the Frisco Railroad over the Texoma Reservoir near Denison, Texas

Arkansas River on Highway 18 at Ralston, OK, for the Oklahoma Highway Department

Washita River at Lindsay, OK

Series of bridges carrying the Cotton Belt and the St. Louis & Southwestern railroads across the Texarkana Reservoir near Texarkana, AR

1950's: Oklahoma turnpike system — Turner Turnpike: Wildhorse Creek (1952), Warwick Overpass (fall of 1952), Luther Overpass (1952), Depew Bridge (1952)

Oklahoma Turnpike jobs in March of 1953 — Elmer, Jr. supervised.

Tulsa-Joplin Turnpike: Verdigris River (February, 1957)

Will Rogers Turnpike (Northeast toll road): twin bridges in Rogers County, OK — spanned the Verdigris River near Catoosa (July 1957) — Stan supervised.

1954: Southeast of Parsons, Kansas (January)
Five bridges near Manila on State Highway 77 in Little River bottoms — Elmer supervised (September 1954)

1955: National Guard Hangar at Fort Smith Airport

1956: Iron Fork bridge over the Ouachita River near Mena

1956: Harahan Viaduct Bridge Widening Project in West Memphis — overpasses on Highway 70 between West Memphis and the Mississippi River

1950's: Federal interstate system — work on Interstate 55, from Memphis to St. Louis

Overpass widening projects on West Memphis bypass along Highway 61 from West Memphis to the Missouri line

Underpass for the Frisco Railroad at Lake David, intersection of I-55 and Highway 63

I-55 interchange at Marion

Interchange on West Memphis bypass at Ingram Boulevard

Twin overpasses at Marion

Four-lane railroad underpass near Turrell, AR

1958: Six lane interstate bridge over the Arkansas River to North Little Rock (Third Bridge) — EEBCC built the cellular structures for the bridge abutments

Levy Overpass over Missouri Pacific lines (August, 1958). (EEBCC's first fatal accident occurred on this job.)

1960's: Arkansas River Navigation system
Clarence F. Byrns Memorial Bridge on I-540 across the Arkansas River between Fort Smith and Van Buren

With McClellan Construction Company of Fort Smith, built the highway carrying traffic from the Van Buren side of the bridge to the I-40 interchange on the north side of Van Buren

1960: River piers at the Eleven Point River in Springdale

Though highway approaches were unfinished and the bridge was not yet open to the public, the Clarence F. Byrns Memorial Bridge was dedicated on December 29, 1966 — just days before Governor Faubus left office. Barber had promised the Governor the bridge would be completed in time for him to make the dedication address, and in his address, Mr. Faubus told the audience, "I wasn't sure we'd make it."

The I-540 bridge, along with the I-30 bridge across the Red River at Texarkana, Arkansas, were among EEBCC's last big projects. Early in 1966, Barber had begun to wind down. Elmer and Stanley split off from EEBCC to form companies of their own — Barber Bridge Builders and Stanley Barber Construction — though Elmer continued to run EEBCC until after his father's death in 1970.

Though Barber slowed down, he never stopped. In March of 1966, at the age of seventy-five, he formed a new company. While continuing his involvement in EEBCC as chairman of the board, he opened Waldron Construction Company, with offices in both Waldron and Fort Smith.

Barber had not forgotten his rural roots, and one of his favorite activities in his semi-retired years was visiting his ranches in the Scott County area. He was a member of the National Cattlemen's Association, which meant as much to him as did his membership in the Associated General Contractors.

Waldron, Mena, Parks — these towns were like second homes to him, and he barrelled into his involvements there as he barrelled into everything. He took control, making both enemies and friends in the area while he did good things for the communities. He built cattleguards (without permission) on county



Barber shows off his catch of the day.

roads, angering local farmers and politicians — then he hired their young sons to help bale hay during their summers off from school. He built bridges going nowhere, connected to nothing, just to keep his laborers busy — then he convinced state legislators to move highways to fit his free-standing bridges. In this way, county roads were improved, highways were paved, and both his company and his much-loved communities benefited.



Fish fry at the ranch at Parks: Barber (seated at table, center), with sons Stanley and Elmer to his left, is surrounded by friends as he enjoys a weekend off from bridge-building (1961).

Piers five miles downstream from Fort Smith for the OG&E extra-high voltage lines across the Arkansas River (June 1960)

Freeway construction project in North Little Rock — Washington Avenue between Cypress and Locust Streets (November 1960)

From Third in Little Rock to Arkansas Avenue in North Little Rock (completed spring of 1961)

1965: Southeast Turnpike from Henryetta to McAlester — 1200-foot structure across the North Canadian River south of Henryetta

1966: Barber Park rest area at Highways 71 and 23 in Scott County (Waldron Construction Company)

1967: MoPac underpass at Texarkana reconstructed and widened to four lanes

I-30 bridge across Red River northeast of Texarkana at Fulton, AR (among EEBCC's last bridges)

E.E. Barber Construction Company and Waldron Construction Company remained in business until their work was completed, but the closing of these companies did not mark the end of Barber bridges. Barber left footprints — not bare, but clad in hundred-dollar work boots — for his sons to follow, and there is another story to be told of the continuation of the Barber name in the bridge-building industry.

(To be continued in Volume 16, No. 2, September 1992.)

Inquiries and Letters

(Inquiries and Letters are published as space allows.)

STRANBURG. Looking for information about my half-sister, Goldean STRANBURG, who was co-principal of high school of Hackett, AR in 1912. She married Luther ?, an Episcopal minister. Her wedding picture has "Ft. Smith" on the cardboard frame. Mamie Ruth (STRANBURG) Abernathy, 702 Sixth St., Hot Springs, AR 71913.

DOUGLAS. 1870 census, Sebastian Co., AR: Robert DOUGLAS age 60, Tennessee, wife Sarah age 50, Missouri, Alonzo (believe George Alonzo), 13, Ark., Joseph 10 (actually 9 that year), Ark., Alonzo 40, Missouri and Elizabeth 13, Missouri. Need ancestry, siblings, children of Robert and Sarah.

SORRELLS. Also Sebastian Co, AR 1870, William C. SORRELLS, 26, Missouri; Margaret (believe Nancy Margaret, 22 - actual birth 12 March 1846), MO; and their two children. Believe Nancy Margaret SORREL(L)S to be the mother of Joseph DOUGLAS(S) in the Robert DOUGLAS(S) household. Need proof, further information. SORREL(S) family lived Ark. (1870), Idaho (1882), Oregon (1888-1890), LeFlore Co., OK (1900), Pittsburg Co., OK (1910).

DOUGLAS, DOUGLAS(S). b. 4 Feb. 1861 Ark., d. 20 Dec. 1918, Pittsburg Co., OK, m. ca 1879, Melissa Jane ?, b. 25 March 1856, Ark. Children: Laura J., Sarah M., Bettie, and William "Burt". Census records show that Melissa Jane's mother was born in Missouri and her father was born in Texas. Who were they? Kay Roberts Martin, Rt. 4, Box 440-1, Oak Grove, MO 64075.

WILKINS, RICHISON/RICHARDSON, BAR/BARROW, BAKER. I would like to correspond with descendants of the following who lived in Crawford and Sebastian Counties, AR: John WILKINS (1838) & Mary Richison (1846), George W. RICHISON/RICHARDSON (1822) & Sarah BAR/BARROW (1828), Elisha Baker (1850) & Elizabeth "Lizzie Beth" (1861 - her later married names were ORNDORFF/ORNDOFF and FARRIS). Susan M. (Oliver) Lugar.

CAPPS. Would like to exchange information on CAPPS family who lived in Crawford Co. from 1850-1900. Trying to prove that James Calloway CAPPS is the son of Willis CAPPS. Paulajo Menke Trammell, 4401 Marraco Dr., San Diego, CA 92115.

CLEVELAND. Any descendant of Alexander and Milly Presley Cleveland please contact me. Vicky Lyn Cleveland, 328 Vincent, Salem, IL 62881.

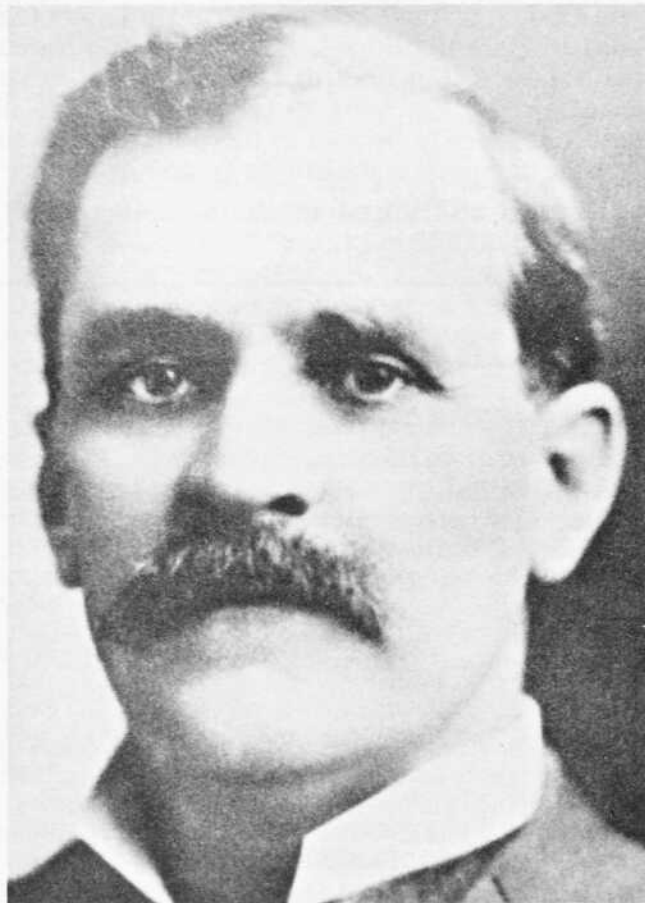
MILLER. I am trying to locate a picture of the steamboat "T.N. Miller" which, after serving in the Evansville & Wabash River Trade, served as a ferry at Memphis, Fort Smith and Little Rock circa 1878. Can anyone help? Susan Pounds, 510 Walnut St., Rockport, Indiana 47635.

RECTOR, QUESENBERRY. *The Journal* and your RECTOR/DUVAL file has helped me greatly. My mother Mary RECTOR MINGER was the dau. of Col. Elias RECTOR and Anna HUNTON RECTOR. Elias was "Lidy", the youngest child of Major Elias RECTOR and Catherine J. DUVAL RECTOR mentioned in the diary in the December 1977 and April 1978 issues. My mother left me the family records which include a letter from William QUESENBERRY dated October 6, 1878 to Major RECTOR. Can anyone tell me more about William QUESENBERRY? Patricia Minger Vorenberg.

Col. Oscar Landon Miles

Attorney for Railroads

Franklin Wilder



Col. Oscar Landon Miles

Oscar Landon Miles, my grandfather, was born October 16, 1854, in Granger County, Tennessee, and graduated from Emory and Henry University. His parents were George Washington Miles and Rebecca Austin Miles. He had studied engineering, but also was a teacher. He moved to Booneville, Arkansas, in 1877 to teach at a Methodist school (which also served as a high school for the area). The man in charge was Rev. John T. McLaughlin, who had moved to Booneville from Newton County, Georgia, where he had previously served as a soldier for the Confederacy in the Civil War.

Miles taught mathematics in the school at Booneville at the age of twenty-two. He fell in love with Mary Lee McLaughlin, daughter of the principal. (She was born November 9, 1862, in

Newton County, Georgia.) She was 14 years old in 1877, and was a student of Miles! When her parents found out about this, she was withdrawn from school, and not allowed out of the house without a chaperone. (Besides teaching school, Miles was also busy studying law at night to become a lawyer.)

With the help of certain friends in Booneville, Miles made arrangements to get his sweetheart out of her house one night, to drive to Fort Smith in a buggy. This was on or about June 26, 1878. They couldn't get a license for her (too young in Arkansas without her parents' consent), so they were married in Oklahoma, by a minister there. Their first night of marriage was spent in the home of Col. Elias Rector who lived on North 41st Street in Fort Smith, in the house which later became known as the C.A. Lick home. A few months later, Rev. McLaughlin and his family returned to Georgia, and Mr. and Mrs. Miles returned to Booneville, Arkansas. By that time, Miles had obtained his license to practice law.

Mr. and Mrs. Miles had eleven children born of their union: Junius L., Kennelin (Kenny), Garland, Lucile, Cleo Rebecca, Mary Elizabeth, Oscar L. Jr., George Fielding, Fanning Cockrill (named after Judge Cockrill of the Arkansas Supreme Court), Merriam Lee and Charlotte Helen. Four of the sons died while in their youth: Junius, Kenny, Garland and George. The daughter Cleo died when she was 19 years old.

The oldest daughter, Lucile, married Judge J.S. Holt, who later served as Associate Justice of the Arkansas Supreme Court for twenty years. Lucile was a leader in various women's clubs in Fort Smith, and was instrumental in setting up the Y.W.C.A. here in Fort Smith in the early twenties. Both she and her husband were leaders in the First Methodist Church of Fort Smith. (O.L. Miles believed in Virginia schools for his daughters, and saw that both Lucile and Mary attended Randolph-Macon College. Both belonged to Zeta Tau Alpha sorority; and in later years, Lucile was elected as Province President of the Zetas for an area which covered five states.)

Mary married Solon F. Wilder, son of Dr. and Mrs. A.W. Wilder. Mary and Solon were both active workers in the First Methodist Church in Fort Smith. They had four children: Franklin, William Miles, Mary Frances and Lucile. William is a Methodist preacher and is now District Superintendent of the Forrest City area in Arkansas. Mary Frances married Joseph Borengasser, and Lucile, who never married, is employed by a newspaper in Madison, Wisconsin. She also graduated from Randolph Macon, and was editor of the college newspaper while there. Franklin, Mary's oldest son, is a practicing attorney in Fort Smith (over 50 years) with LL.B. and J.D. degrees. He is a former Special Agent of the FBI (during World War II), and former Chancery and Probate Judge for the Fort Smith area. The youngest daughter of O.L. Miles, Charlotte, lives in Seattle, Washington. She began Teaching school in Fort Smith and later moved to Seattle, where she taught many years. She is now retired.

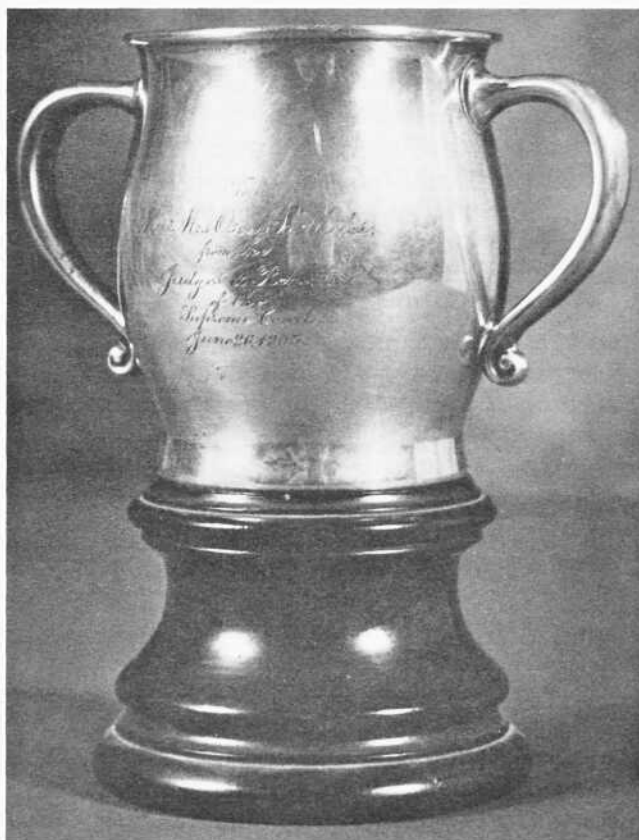
After 1900 the Miles family had their home at the corner of North "C" Street on North 14th Street in Fort Smith. Lucile and Mary both graduated from Fort Smith High School.

After their father's death, the surviving sons and the youngest daughter, Charlotte, moved to Booneville with Mrs. Miles. The three sons all saw service for this country in World War I. After the war, Oscar Jr. moved to Louisiana, married and had two sons. Merriam married and had two daughters. Fanning married and had two children. His son, Dr. F.C. Miles, practices medicine, is married, and resides in Oklahoma City. All three sons of Oscar L. Miles are now deceased.

It is interesting to note that on June 26, 1903, the judges and clerks of the Arkansas Supreme Court presented a silver loving cup to Mr. and Mrs. O.L. Miles on their silver wedding anniversary. We know of no other attorney in Arkansas receiving such an award or present for their wedding anniversary! (I have the cup in my possession.)

Miles became a successful trial attorney, and later served as Prosecuting Attorney for the District of Van Buren, Ozark and Booneville. At this time (before 1900), he lived at Van Buren, Arkansas on North 13th Street, where later Judge J.O. Kincannon lived while he was Circuit Judge. (Incidentally, Judge Kincannon told me his middle name was Oscar and that he was named after Oscar Miles.)

Miles also became the General Attorney at Fort Smith (this part of the state) for the railroad that later was known as the Missouri Pacific RR. Also, he was appointed as General Attorney for the Rock Island RR in this area, while that



Silver Loving Cup, anniversary gift to Mr. & Mrs. O.L. Miles

railroad was very popular in the 1890's. When he retired he was about fifty years old, and turned the railroad practice over to his brother, Lovick P. Miles, who he had brought here from Memphis, Tennessee, and his nephew, Vincent M. Miles (later Democratic National Committeeman from Arkansas for 17 years, who helped write President F.D. Roosevelt's platform he was elected on in 1932, and was appointed to the original Social Security Board in 1935 — Cousin Vint was the only attorney on the three-man Board, who wrote said law). Also, Mr. Tom P. Pryor was an assistant to Miles for the Mo. Pac. RR, and helped take over the railroad practice when Miles retired.

Harry Kelley told me personally one time of Col. Miles employing him to get all the land right-of-ways on which to build the Suburban Railroad in Fort Smith as a spur for the Mo. Pac. RR. Miles called Kelley into his office, told him what he wanted. He didn't ask the price or cost. He just told Kelley to buy the land. Kelley did, and later brought the deeds and his bill to Miles. Miles had a check made out to him at once for payment in full. (They do business differently now!)

After Miles retired as a railroad defense attorney, he still had his law office open in Fort Smith (in the former office building which the Fort Smith Chamber of Commerce recently

vacated). One day in 1909, G.C. Hardin came to Fort Smith, wanting to practice law here. He went to a number of lawyers here. They all told him to go somewhere else, Fort Smith was in bad shape! That evening, he was walking down Garrison Avenue and met my Dad, Solon Wilder. Both had attended school at Hendrix in Conway. Dad took Hardin to supper, and later to the home of Rev. E.M. Steele, pastor of the Central Methodist Church (father of Dr. Marshall Steele, later President of Hendrix College).

The next morning, Rev. Steele took Hardin to the office of Miles. Miles looked him over, and then asked him if he could use a typewriter. (Mr. Hardin told me about this personally.) "Yes, Sir, Colonel, I sure can," replied Hardin. At that time, typewriters were a new invention on the market (kinda' like computers today). "All right, I have an extra desk in the front office. Go on out there and go to work. You'll be with my son-in-law, Seabolt, but don't let that bother you!" Two weeks later, Miles referred a case against the railroad to Hardin, Hardin settled it promptly, and earned a \$2,500.00 fee. In 1909, that was pretty good money, Mr. Hardin said!

Miles represented old Major Scott, who operated the ferry between Fort Smith and Van Buren. His boat was named "Caroline" after his daughter. So long as Miles lived, he kept a free bridge from being built from Fort Smith to Van Buren. Miles died in August, 1910, and in February, 1911, a bill was introduced in the Arkansas Legislature to build a bridge under the "Sebastian Bridge District Act". To help Major Scott, Miles had the Mo. Pac. build their line through Van Buren, rather than build a bridge at Van Buren. The railroad was built through Greenwood Junction, and on around to cross the river at the foot of Rogers Avenue in Fort Smith.

In this connection, it is interesting to note that in the 1890's, Miles was instrumental in getting the Mo. Pac. RR to build the Arkansas Central RR to Paris, Arkansas, to help his friends out. On the day of the opening of the railroad, the people of Paris presented him with a gold-headed walking cane as a gift of appreciation.

Miles was quite a trial lawyer in his day. One time he and Judge Jephtha Evans (a close friend), were riding horseback, going home from court. They figured up how many fights each had been involved in, in the courtroom. Evans had been in ten fights, and Miles had been in fourteen.

One day in 1959, Harry P. Daily, a very scholarly attorney, who was attorney for two of the banks in Fort Smith, came to my office while I was the Chancery Judge. (Mr. Daily and I were



Gold Head Walking Cane presented to O.L. Miles at opening of Arkansas Central Railroad.

good friends.) He said, "When I was a young lawyer in 1909, I went to Clarksville, to get the Circuit Judge to sign an order for me. When I got in court, I found your grandfather involved in a murder case. He was representing the defendant, a well-known pharmacist there who shot a man when he found him in bed with his wife. The man he shot was of a prominent family and they hired two leading attorneys as special prosecutors to try and convict this defendant. One was Webb Covington, a fine trial lawyer, and the other was U.S. Senator Jeff Davis, also a good trial attorney.

"Your grandpa had found out that, the day before, they had taken a man on the jury who made the statement that he had 'come out of the hills to convict the S.O.B.' Miles filed a motion to disqualify this juror, and also said one of the special prosecutors knew about this fraud before they took the man on the jury.

"Covington said, 'Colonel, I didn't know anything about this.' Miles said, 'Webb, I'm not talking to you, you stay out of this. But I am talking about that y— S.O.B. that calls himself the Junior United States Senator from Arkansas.' Jeff Davis said, 'Colonel, if you're talking about me, it's a damned lie.' Miles replied (Mind you, this is Mr. Daily talking to me!), 'It's a damned lie, is it, well, just for that, I'm going to cut your head off.' With that he pulled out a big hunting knife, and went after him.

"The aisles were full of people. They were all watching for the fight. Davis couldn't get down the aisle. So he began climbing over the backs of the benches, heading for the courtroom door. Miles was right behind him, with his knife. Davis got out the door, ran down the stairs, across the street, and hid under a table in a local dry goods store there. Miles got out in the street, and fell down. He had a stroke of apoplexy. He did recover, and during the next year, he got his client acquitted in the murder case!"

One reason for Miles retiring from the railroad practice is because he had been raising Hereford cattle for many years. He had a large farm just outside Booneville, named "Point Comfort". He had many prized cattle and bulls. He was awarded hundreds of medals for excellent cattle at the St. Louis and Chicago World's fairs in 1898 and 1900, or thereabouts.

Miles was building a beautiful home at Booneville, on his farm in August, 1910. (Later it was sold and used as a local country club in that town.) One day he was helping the men in the field, cutting trees, etc., when he had a second stroke of apoplexy, and died at the age of 56 years. His widow, Mrs. Mary Lee Miles, died in 1947. They were both buried in Oak Cemetery, here in Fort Smith.

The name of Oscar Landon Miles is still alive today. His grandson, Oscar Landon Miles III, is alive and well, and resides in Monroe, Louisiana, where he is associated with a major construction and engineering firm. His son, Michael Landon Miles, is a realtor with Century 21 at Pensacola, Florida. The other son of Oscar Landon Miles, Jr. is Leo William Miles, who is president of Mil-Bat Hydrostatic Testing Co. of Shreveport, Louisiana.

Thus the family of O.L. Miles has survived through the many years since June 26, 1878—for the past 112 years! (There are many great-grandchildren alive today building for the future!) Strange how a love affair between a 14 year-old school girl and her teacher blossomed through the years!

OTHER MEMBERS OF THE MILES FAMILY

George W. Miles, a brother, was president and founder of St. Albans' School for boys at Radford, Virginia, in 1892.

His son was Vincent M. Miles, who came to Fort Smith to join the law firm of his uncle, O.L. Miles. Vincent was Democratic National Committeeman from Arkansas for 17 years. After he served on the charter board of U.S. Social Security in 1935-36, he was appointed Special Assistant U.S. Attorney General, and served in this capacity until his death.

Lovick P. Miles, another brother of Oscar, worked as a reporter for the *Commercial Appeal* in Memphis, during the Spanish-American War. Then he came to Fort Smith to practice law with O.L. Miles. He gave the dedicatory speech when a local ladies' club, the Fortnightly Club, obtained the Carnegie Library for Fort Smith on North 13th Street (site of the former home of Judge Isaac Parker). He married Kate Crawford, daughter of Col. Crawford, who owned the *Commercial Appeal*. After the death of O.L. Miles, Lovick moved his

law practice to Memphis, representing the Rock Island Railroad for many years there. Later he was elected as president of the Tennessee Bar Association in the early 1950's.

When O.L. Miles retired from the railroad law practice, Lovick, Vincent and Mr. Tom Pryor had a firm in Fort Smith, representing the Missouri Pacific Railroad, Rock Island Railroad and other clients. Later, Vincent Miles formed a law firm of his own with Fred Armstrong and Bob Young, Jr.

ADDENDUM

In 1885, O.L. Miles lived at Booneville, Arkansas, and owned land in and about that territory. According to the *Southwest Times Record* dated October 23, 1988, thousands of people were swindled in a pretended "Gold Rush" scam in Logan County, Arkansas, in 1885. It appears that John Redman owned some land in a small rural area six miles southeast of Booneville. He thought he discovered "gold". He notified his son in Colorado, who came to Booneville with some gold dust he panned in Colorado, and salted the area where his father lived. Then, Dr. Guy Lewis, who lived in the area, bought up all the land he could in that area, to hold it at a high price. Apparently, O.L. Miles discovered there might be gold in that area, and he bought some land too. Later he was offered \$250,000 for his land and refused the offer! A short time later, the people found they had been hoodwinked and defrauded. They had a lynching mob looking for the Redmans, etc., who ran off from the area, and have not been heard from since. The area where the gold was supposed to be was called "Golden City". They established three churches and a public school building there. Only the public school building is left standing today. Each year, apparently, people still meet in "Golden City"... descendants of the thousands who were swindled.

O.L. Miles? According to the news item quoted above, "Among those wiped out by the big bamboozle, no one was more disappointed than Oscar L. Miles, who had turned down the \$250,000 offer of the New York businessmen. He left the town with worthless claims no one would buy at any price." One of the departing victims was more philosophical. As he left, he sang the ballad as a belated warning for himself and the other victims of the scam:

Look down, look down
That lonesome road
Before you travel on.
Look down, look down
That lonesome road
Before all hope is gone.

Henry Kuper, Jr.

Mayor of Fort Smith

1903-1906

Joanne Swafford



Henry Kuper, Jr. Courtesy Mrs. Henry Upchurch.

Henry Kuper, Jr., who served as mayor of Fort Smith 1903-1906, was a tailor and business man. He was associated with his father in the tailoring and mercantile business until the father's death in 1896. He continued that business for several years, and later in life he served as president of Peoples Federal Savings & Loan Company. At the end of his term as mayor, he continued his interest in the city government, serving in various positions, and

with the change in city government, he served a term as Commissioner #2. Among other services to his community, he served as city alderman, deputy county clerk, assessor for the Free Bridge Commission, as a member of the Board of Public Affairs, and was a member of the local Frontier Guards.

On March 16, 1903, he resigned from the city council to enter the race for mayor. His resignation speech is recorded as follows:

To The Honorable Mayor and City Council
Gentlemen, having received the nomination of the Democratic party as the candidate for Mayor, I herewith tender my resignation to be effective after this date. Thanking you one and all for the courtesies extended to me on various times, I remain
Respectfully, Henry Kuper, Jr.

On April 13, 1903, in the Council Chambers of the City Hall, the oath of office was administered to Mayor-Elect Henry Kuper, Jr. by the Hon. W.A. Falconer, County and Probate Judge of Sebastian County, Arkansas. The Judge then administered the oath of office to the following Aldermen: John Grober, First Ward; Fagan Bourland, Second Ward; August Hander, Third Ward; Frank Read, Third Ward; P.A. McLaughlin, Fourth Ward; and M.E. Futral, Fifth Ward.

The following is a copy of the Mayor's Message taken from the official city council minutes:

Gentlemen of the City Council — In assuming the office of Mayor, to which the people of Fort Smith have so kindly elected me, I would be other than human were I not grateful, and that gratitude shall be expressed by an earnest endeavor on my

part to serve the city to the best of my ability. Not only as Mayor, but as a citizen as well, to further the interest of our city in every legitimate way.

Just as this particular era in the history of Fort Smith, more probably than of any other time, is the city in need of a wise and conservative, yet at the same time a progressive and enterprising administration of its affairs, and I feel deeply the responsibilities and cares that will fall in a measure upon me as your mayor and I would shrink from the duties imposed were it not for the knowledge and assurance that I will have to council and aide me and to prevent mistakes and to correct my errors, such an able and intelligent body of men as has been chosen by the people as their legislators and the guardians of their interest.

In the beginning, let me express the wish that our intercourse may be free and candid, cordial and fair, for by the exercise of such traits may we hope to accomplish more for the good of those we represent. I assure you that I shall endeavor to be courteous and fair with each member of this council, and I ask not so much on my behalf, but in the name of the city which has so highly honored me, that you freely and frankly discuss with me the affairs of this city, and advise and counsel me about the affairs pertaining especially to my office.

We all realize that Fort Smith has a very bright future and that today she is reaching out in all directions and if not retarded, is destined to soon become a city of no small size and of vast importance as a manufacturing and commercial center. In serving the city as Mayor, I shall endeavor to be in the ranks of those who advance rather than with those who retard.

It might be appropriate, and I would be glad if the time permitted, to go into detail

and discuss the different departments of the city; especially such as its financial condition, its Fire Department, its Revenues, its Public Buildings and Grounds, and last, but no means less important, its streets, their conditions and prospects of improving them, but I feel that probably you are as familiar with the conditions as they now exist as I am, or if not, that you may gain more from observation and from the examination of the various reports covering these subjects on file with the City Clerk than from anything I might say.

I feel that in the last few months Fort Smith has taken on new life and has entered a period of growth and advancement which will present to you new conditions and requirements, and I feel happy to add that I do not believe this city could place her interest in better or more capable hands than yours. In conclusion, let me say that it is my earnest decision and shall be my constant effort to cooperate with you in every thing tending to the advancement and prosperity of the city I have seen grow from a village to this presently magnificent proportions.

Yours Respectfully,
Henry Kuper, Jr., Mayor

Mayor Kuper's term of office was as he predicted — very busy and one that saw great changes in the city. He also had to deal with some problems that still remain today.

Some of the ordinances passed were: The Kansas City Southern Railroad was allowed to construct additional lines into the city. Then the St. Louis and San Francisco Railroad was allowed to extend its lines in other parts of the city. W. Kidd and John E. Goss were allowed to erect, maintain and operate a system of pipes for the conveyance of Natural Gas for heating, lighting and to furnish power for manufacturing and other purposes for public and private use in the City of Fort Smith (February 7, 1905).

At this time a large number of fire hydrants were erected and the water supply for the city was the subject of many meetings. Many of the City Council's meetings were about "which" corner of the City needed a street light the most.

Other ordinances were passed to require fire escapes on buildings two stories high and to choose which streets were to be hard-surfaced. Many meetings with lots of flag waving speeches were held on surfacing North 6th Street from Garrison to the National Cemetery. On the lighter side was an ordinance to prohibit the use of any billiard or pool table, except on Garrison Avenue and one block to either side. Another was to prohibit minors visiting places of gambling and playing slot machines.

Henry Kuper, Jr. was born September 14, 1857 in Waterloo, New York, and died in Fort Smith May 23, 1944. At age 24 he was married in Fort Smith to Miss Elizabeth Theuer who was 21 years old. She was a belle of Fort Smith social circles and their marriage was a brilliant social event of that time. The marriage was solemnized at High Mass at the Church of the Immaculate Conception by the Rev. Father Smythe, and was followed by a large reception at the home of the bride. The week was filled with entertainments in their honor. Mr. and Mrs. Kuper resided at 220 North 12th Street until his death at the age of 87. They were the parents of six children: Henry, Martine, George, Gertrude Madden, Elizabeth Upchurch, and Lena Price. At the time of Mr. Kuper's death, his survivors included nine grandchildren and three great-grandchildren. One grandson, Henry Kuper "Heine" Upchurch, still resides in Fort Smith, and possibly other family members reside in this area.

Mayor Kuper's father was Henry Kuper, Sr., who was born October 8, 1832, the son of B.H. and Mary Ann Kuper. B.H. and Mary Ann were the parents of three children, but Henry, who came to America in 1854, was the only one who crossed the ocean to America.

Henry was educated in the schools of his Fatherland and learned the tailor's trade. He

was forced into the army under the first Napoleon. After his Russian campaign, he joined the regular army and fought against Napoleon at the Battle of Waterloo.

When he came to America in 1854, he settled first in Waterloo, New York, where in 1855 he married Miss Gertrude Ermann, the daughter of Kasper Ermann, a stone mason and contractor, and his wife Gertrude. In 1859 they came by steamboat to Fort Smith where he established his tailoring and mercantile business. She died in Fort Smith in 1906.

Gertrude and Henry Kuper, Sr. had eight children, seven of whom grew to maturity. They were: Mary, wife of Henry Limberg; Henry, Jr.; Lizzie, wife of Antone Kasberg; Anne, wife of B. Upton; Theresa, wife of Paul Guenzel; Agnes (Edelman) and Clara (Hammer). By 1911 Anne was deceased, and a girl, Gertrude, died in infancy.

Mr. Kuper and his family were members of the Roman Catholic Church.

Henry Kuper, Sr. was a member of the Fort Smith Rifles, and during the Civil War, with that organization, he was mustered into the Confederate service. The unit became Company A of the Third Arkansas Regiment, which was assigned to Cabell's brigade, in the Trans-Mississippi department. He took part in many engagements, including the battle of Wilson's Creek, or Oak Hill as it is also known.

Family history says he also made uniforms for Confederate Army officers.

SOURCES

Historical Review of Arkansas by Fay Hemstead, Volume 3

City of Fort Smith Records of City Council Meetings, 1901 Volume (contains records for 1901-1905)

Putman Funeral Home Records, 1945

Mrs. Henry Upchurch, undated newspaper clippings

The Goodspeed Biographical and Historical Memoirs of Northwest Arkansas

Poets and Poetry

MAY HARRIS GRAY

May Gray was born in Canton, Kentucky, and was educated in Kentucky, Illinois and Louisiana. A graduate of business college, she also taught school and music in Louisiana before her marriage to Thomas Virgil Gray (now deceased). They had three children — Jean Peer, Dorothy Edwards (deceased) and Thomas Virgil Gray, Jr.

From early years she has loved, read, memorized, studied and written poetry. She is a Life Member of the Poetry Society of America, a member of the National League of American Pen Women, the Kentucky State Poetry Society, and the Poets' Roundtable of Arkansas. This organization named her "Poet of the Present" and presented her the C.C. Allard Cup as "Poet of the Year." She was co-founder, with Eloise Barksdale, of the Fort Smith Branch of the Poets' Roundtable of Arkansas.

May Gray's numerous awards include "The Book Award" sponsored by the National League of American Pen Women, the Poetry Society of America "Dylan Thomas Award," and "The Grand Prix," sponsored by the Kentucky State Poetry Society in 1988.

The poetry of May Gray has been published in magazines, literary quarterlies, church literature, newspapers and anthologies, namely: "Our Christian Home and Family," published by Harper and Row; "Kentucky in American Letters;" "Poets of the Midwest;" and the "Poets' Roundtable" among others. She has judged poems for state competitions in several states.

Mrs. Gray is the author of six books of poetry and one of poetry and prose. She is listed in Marquis' "Who's Who of American Women," "Arkansas Lives," and "Who's Who in Poetry, England."

May Gray has been an active member of the First Baptist Church and has served as Sunday School teacher, a member of the WMU and the



May Harris Gray

choir. Her community interests include presidency of the Parent-Teachers Association of several schools, the Eastwood Garden Club, Sparks Hospital Womens Board, DAR and Chapter J, P.E.O. Her hobbies include painting and collecting rare coins and antiques.

SKY LINES ABOVE THE BLUE AEGEAN SEA

LIGHT,
And the sky is bending,
Bending near and new —
Almost as if my hand could reach
And touch the blue.

NIGHT,
And the nearness still
Falls close upon the land —
Almost as if a star could lean
And touch my hand.

Permission: *The Christian Science Monitor*

CHRISTINA ALTER



Christina Alter

Christina Alter, daughter of C.W.D. and Emma (Eaton) Pultz, grew up in Hale, MO, where her father was a pharmacist. She attended public schools there and continued her education, receiving her B.S.E. from Northeast Missouri State University (Kirksville) and her M.E. from the University of Arkansas, Fayetteville. Her graduate work includes Kent State University (OH); Western Illinois State University (Macomb); Wisconsin State University (LaCrosse); and East Carolina University (Greenville, SC).

She married Harold Alter (now deceased). He was business manager of Sparks Hospital, Fort Smith; and Division Manager of Truax-Traer Coal Co., Chicago, IL. The couple have no children.

Alter taught school in Missouri and in Ramsey and Darby Junior High Schools in Fort Smith. Her English classes included creative writing with emphasis on poetry, and projects in creative haiku were particularly rewarding.

Her geography classes covered many countries and each summer she set out to visit the places about which she was teaching — Australia, New Guinea, Africa, India, Soviet Union, Europe, etc.

Her poetry has been widely published in newspapers including the *Kansas City Star*; *Portland Oregonian*; *Denver Post*; *Springfield (MO) Daily News*; *Hot Springs (AR) Sentinel Record*; *Fort Smith Southwest Times Record*; *Arkansas Gazette*; *Kansas City Journal Post*; *Christian Science Monitor* and the magazine, *Ozarks Mountaineer*. She has also been widely published in church school publications.

Journals and anthologies include *Reflections*, Hardwicke, NY; *Creative Review*, OR; and the Roundtable Poets of Arkansas.

HORIZONS

We could count from our front porch
The street lights in our town —
A light for every block, four up,
And there were four down.

And two to east and three to west.
They ringed familiar ways
of kin and friends and neighbor folk,
The circle of our days.

We're pushing back horizons now.
Concentric lamp lights glow
Beyond our smug circumference
From homes of friend and foe.

And what of love and what of hate
On the outer rim?
All of life we've found without
We knew before within.

From: "A Place for Poets," *Southwest Times Record*

News and Opportunities

FORT SMITH HISTORICAL SOCIETY ANNUAL MEETING

Tuesday, April 21, 7:00 p.m.

Fort Smith Public Library Community Room
Public Invited!

FORT SMITH CELEBRATES 150TH BIRTHDAY

1992 marks the 150th anniversary of the founding of the city of Fort Smith, the 175th anniversary of the establishment of the first fort here, and the 25th anniversary of the local City Administrator form of city government.

The 150th celebration, which will include many events to occur throughout the year, officially began on Saturday, February 8, with a reception at the Old Fort Museum opening joint exhibits, *Fort Smith Celebrates Black History, Culture and Arts* and *Arkansas Treasures: Looking Forward, Looking Back*. *Arkansas Treasures* was on display through March 29th, but *Fort Smith Celebrates* will continue through April 26th.

The joint exhibits, which include photographs, memorabilia, folk and contemporary art, are being presented in recognition of February as national Black History month. *Fort Smith Celebrates* focuses on the Black experience in Fort Smith, as related to specific areas such as education, churches, clubs and organizations, sports, music, healthcare, and the workplace. Important historic figures like U.S. Deputy Marshal Bass Reeves and jazz musician Alphonso Trent are recognized. Paintings, drawings, and sculpture by contemporary Fort Smith artists Robert L. Bell, Geoffrey (note this is the correct spelling) Bell, Sylvia Bell, Ophelia Cox, Liz Robinson and Vircy Williams are presented. Folk arts, including quilts by Florene Wesley and Erma Page, and crafts by the Y branch of the Home Extension club are also shown.

Arkansas Treasures is a traveling exhibit, originally organized by the Arkansas State University Museum, Jonesboro. Twenty outstanding Black Arkansans, including author Maya Angelou, athlete Al Joyner, and opera star Barbara Hendricks, are presented in striking photographic portraits.

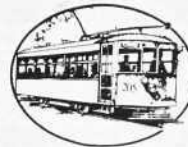
Fort Smith Celebrates is based on research and interviews with many members of the Black community, in cooperation with the Fort Smith Mallalieu Community Center. Victoria Taylor Hawkins, Curator of Collections at the Old Fort Museum and coordinator of the exhibit,

observes that "the show reflects recollections of changing times in Fort Smith. I have been made welcome in many homes and enjoyed conversations which have revealed a great variety in points of view and experiences."

Also, two other events connected with the exhibit were presented, one in February and the other in March. An evening of jazz by Matlock and Co. and a poetry reading by the Dream Keepers was presented February 16. Dr. Henry Rinne, instructor in Humanities at Westark Community College, spoke on the life and music of Alphonso Trent, and the Jazz Lab Ensemble performed his arrangements at the museum on March 5th.

Members of the 150th Anniversary Committee, appointed by Mayor Ray Baker and chaired by J. Fred Patton, are:

Mr. J. Fred Patton	Mrs. Loretta Parker
Dr. Art Martin	Mr. Paul Guiffre
Mrs. Amelia Martin	Mrs. Mary Lou Jacobsen
Mrs. Corene Wiggins	Mr. Ried Schultz
Mr. Jimmie Barry	Mr. Larry Meador
Mrs. Ann Johnston	Mrs. Susan Haines
Mr. LeRoy Fry	Ms. Antoinette Beland
Mrs. Polly Crews	Mrs. Mary Jane Daily
Ms. Suzanne Kenagy	Mr. Carl Manuel
Mrs. Evelyn Kendrick	Mrs. Nancy Vernon
Reverend Lorenzo Lee	Mrs. Janie Glover
Mr. Dee Carroll	Reverend Bill Cheyne
Mr. Fadjo Cravens	Mr. Bill Black



FORT SMITH TROLLEY MUSEUM

Beginning May 1, the trolley will be running on summer schedule, 10:00 a.m. to 4:00 p.m. Monday thru Saturday and 1:00 p.m. to 4:00 p.m. Sunday. Fare: Adults \$1.00, Children 50 cents. Tokens are available at Old Fort Museum.

Since May 19, 1991, more than 12,000 passengers have ridden the car.

BOYS CLUB HALL OF FAME

Three men, Okla Homer Smith, Bob Kuykendall and Clarence Higgins, who have touched the lives of thousands of young men, were honored on January 14, 1992, as the first inductees into the Fort Smith Boys Club Alumni Association's newly formed Hall of Fame.

Smith, who founded the Okla Homer Smith Furniture Manufacturing Company in 1941, has

been a Fort Smith Boys Club board member for 51 years. He has been instrumental in the development of the FSBC's memorial fund. Smith's son, Okla Bennett Smith, is on the FSBC board of directors and is the current president and CEO of Okla Homer Smith Manufacturing.

Kuykendall was the FSBC's first full-time director when the club opened its doors in 1928. He served as executive director for 17 years, founded many FSBC programs and opened the Wheeler Boys Club building in 1941. Kuykendall also served on the committee to construct Hunt's Park in the 1940s.

Higgins served as the FSBC executive director for 26 years, and under his leadership, the Evans and Jeffrey units were opened. He is a member of the Babe Ruth Baseball Hall of Fame in Trenton, N.J.

* * * * *

WESTARK COMMUNITY COLLEGE

STEVE ALLEN TO PERFORM WITH WESTARK JAZZ BAND

Due to a change of schedule for Westark Community College's Season of Entertainment Eleven, Steve Allen will be featured instead of Al Hirt on April 14. Al Hirt has had to cancel his appearance as a part of the Season schedule, but we are pleased to announce that Steve Allen has accepted an invitation to perform with the Westark Jazz Band on that date.

The multi-talented Allen is a comedian, writer, composer, lyricist, actor, concert artist and lecturer. He has written 35 books, with topics ranging from poetry to humor to politics. He is listed in the 1985 edition of the Guinness Book of World Records as the most prolific composer of modern times. To date, he has written more than 4,000 songs and has 30 albums to his credit.

Allen will perform with the Westark Jazz Band in its April 14 concert at the Fort Smith Civic Center. Admission is by Season Ticket, or individual tickets for the 7:30 p.m. concert are \$15 and \$13 and are available in advance from the Westark Box Office, located in Fullerton Union at the college.



NEW COMPUTER LAB IN HEALTH OCCUPATIONS DIVISION

A new computer lab in the Health Occupations Division at Westark Community College is now operational, bringing Westark's registered nursing program to an even higher level of

excellence. Westark's nursing graduates usually score 100 percent on the national exams and are heavily recruited because of Westark's reputation for producing top-notch nurses. Westark is Arkansas' largest provider of registered nurses among two-and four-year public institutions and graduates an average of 120 registered nursing students each year.

"The implications for computers in nursing practice are vast," said Mary Jane Keel, Acting Division Chair. "From charting on patients, to speedy recovery of data, to computerized care planning, computers are an important part of providing patient care. Computer literacy has become a must for nursing students because they must use computers to check laboratory test results on a patient, verify dosages of medication, and much more."

By 1993, graduates of Westark's nursing program will be able to sit at a computer and take the national exam to become licensed. Having prepared themselves at Westark on a computer-assisted instruction package, called the RN Computer Challenge, will be a plus for the students when they take the national exam.

These nursing students practice in the nursing computer lab at Westark Community College. From foreground, Genia Hill of Van Buren, Renee Rogers of Fort Smith, Jane White of Van Buren, and Marlin Biazio of Huntington use instructional software packages to brush up on needed skills.



Equipment for the Computer Lab was bought with the \$35,000 grant received in July from the Helene Fuld Trust, a nationally-known Foundation which has assisted numerous nursing programs across the country.

PRESIDENT'S LEADERSHIP CLASS

Fifteen Westark Community College student leaders have been selected to participate in a leadership training program known as the President's Leadership Class. This is the first year for this program. Participants, selected by the program's selection committee based on self-submission and written application or referral and written application, will, through a variety of activities, receive training to become effective leaders in college and community activities.

Participants include Heather Askew, Terri Bergenstock, Hadley Carson, Joey Lynn Cole, Tony Fuhrman, Lisa Grosvold, Helen Harper, Son Ngoc Tran, and William Wycough, all of Fort Smith; Lori Sarah Koch, Greenwood; Lori J. Walker, Hartford; Rodney Holiman, Muldrow; Dina Treece, Van Buren; and Cynthia Janelle Elmore and Judi Evans, both of Waldron.

Conducting the various sessions will be Larry Loux, Southside High School instructor; Andrea Bruton, part-time English instructor at Westark; Linda Schmidt, a member of the Westark Board of Trustees and owner of Southern Cigar and Candy Co.; Roger Young, director of counseling at Westark; Dr. Amy Jordan of Fort Smith, who has a doctoral degree in organizational behavior; Beverlee McClure, assistant to the vice president for student services and University Center operations; Dr. Sandi Sanders, vice president for student services and University Center operations; and George Lieux, a Southside High School instructor.

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Michael D. Jones, director of the Arkansas Center for Quality and Productivity of the Business and Industrial Institute at Westark Community College, has been named an examiner for 1992 for the Malcolm Baldrige National Quality Award by the director of the National Institute of Standards and Technology (NIST), the award management organization.

The Malcolm Baldrige Quality Award is the highest level of national recognition for quality that a U.S. company can receive.

The Board of Examiners consists of approximately 200 leading quality experts from business and industry, trade and professional associations, universities, government agencies, and not-for-profit organizations. Jones was the only examiner in Arkansas in 1991 and this is his second time to be selected.

Jones has been at Westark since May, 1989.

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FORT SMITH ART CENTER SCHEDULE OF EVENTS

April 5-26: Main Gallery, Bay Window Gallery, Gallery One — Fort Smith Art Center 42nd Annual Competition

April 3: Art Center Auxiliary Style Show 11:30 a.m.

April 14: Art Center Tour — Tulsa, Gilcrease & Philbrook

May 3-31: Main Gallery — Jeanne Walker Rorex, Oktaha, OK, mixed media

Bay Window Gallery — Jacquelyn Kaucher, Little Rock, watercolor

Gallery One — tentatively scheduled

May 1: Art Center Tour — Spring War Eagle Arts & Crafts Fair

June 7-28: Main Gallery — Lee Smith, Fayetteville, AR, mixed media

Bay Window Gallery — Connie Burns, Paragould, AR, oil

Gallery I — Marjorie Anderson, Tulsa, OK, watercolor

June 8-9: Art Center Tour — Memphis, Splendors of the Ottoman Sultans & The Etruscans

July 5-26: Main Gallery — Barry Thomas, Little Rock, oils

Bay Window Gallery — Beverly Austin, Searcy, AR, watercolor

Gallery One — Lynn Smith, Steve Holmes, Fort Smith, mixed media

August 2-30: Main Gallery — Charlotte Glover, El Dorado, AR, watercolor

Bay Window — Julie Mayser, Wister, OK, pastel

Gallery One — Kenny Thompson, Greenwood, AR, Civil War Theme

September 6-27: Main Gallery — Johnny Tiger, Jr., Muskogee, OK, watercolor

Bay Window Gallery — Margaret Walker, Hot Springs, watercolor

Gallery One — Shirley Miller, Fayetteville, AR, pottery

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FORT SMITH NATIONAL HISTORIC SITE

William N. Black began work as the Superintendent of Fort Smith National Historic Site, December 30.

This is Black's first assignment as a superintendent. He joined the National Park Service in 1974, and was most recently the assistant superintendent and administrative officer at Isle Royale National Park in Michigan.

Black, who worked at Chickasaw National Recreation Area near Sulphur, Oklahoma from 1987-1989, said he was glad to return to this part of the country.

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"American Indian Realism," the photographic exhibit, which was shown at Fort Smith National Historic Site January 1-22, 1992, was a success. Visitation at the fort was 2,004 for the period of the exhibit as compared to 594 visitors for the same date in 1991. The photographs were a part of Exhibits USA, a National Division of Mid-America Arts Alliance.

Another exhibit on Westward Expansion is being planned for the month of June.

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Lisa Garvin, a Park Ranger at the National Historic Site, was selected to be a participant in Fort Smith Rotary's Foreign Exchange Program. Miss Garvin will be in Brazil for five weeks beginning April 25th.

In Loving Memory

GLORIA WHITE

Gloria White, 55, of Fort Smith died Tuesday, September 10, 1991. She was founder and president of Project Compassion, Inc., and her dream was that no one would live or die alone in a nursing home. It was in 1972 when White started a concept to assign volunteers with love and compassion to make weekly visits to nursing home residents to relieve that loneliness, and today that concept is called Project Compassion. For her work with Project Compassion, she was the recipient of the 1976 Volunteer Activist Award by Governor Pryor, the 1978 National Public Service Award of the American College of Nursing Home Administrators, the 1978 Salvation Army Others Award, the 1980 Arkansas Volunteer of the Year Award, the 1981 Arkansas Community Service Award, the 1989 Martin Luther King Award, and the 1991 Mayor's Angel Award. She was the *Southwest Times Record's* Woman Achiever for the year 1972 and one of the ten most influential people of 1979.

She is survived by her husband, Dr. J. Earle White; two daughters, Lisa Bell of Evansville, Indiana, and Julie Dinius of Redding, California; and a brother, Daniel Meyer of New Jersey.

Memorial contributions may be made to Project Compassion, P.O. Box 3489, Fort Smith, AR 72913.

VELMA BARBER

Velma Barber, 89, died Friday, February 14, 1992. She was formerly a member of the board of the Fort Smith Historical Society and was retired after 25 years as bookkeeper for Lindquist Chiropractic Clinic. She was a charter member of Southside Baptist Church where she has taught Sunday school and was a member of the Lydia Sunday School class.

She was the widow of J. Mayne Barber, and is survived by a son, Dr. Donald L. Barber; a sister, Frieda Myers of Houston, Texas; a brother, John Gabbert of Sallisaw, Oklahoma, two grandchildren and five great-grandchildren.

Memorial contributions may be made to Southside Baptist Church, 2400 Dodson Avenue, Fort Smith, AR 72901, or to the charity of the donor's choice.

DIMPLE GILLEY

Dimple Gilley, 70, of Fort Smith died Monday, October 7, 1991. She was a retired principal and teacher for the Fort Smith Public Schools, a contributing member and proofreader for the Fort Smith Historical Society, and a member of the West-Ark Church of Christ. A member and officer

of many professional organizations, she was a recipient of the Golden Apple Award from the Fort Smith Classroom Teachers Association and helped develop a math guide sponsored by the State Department of Education.

She is survived by her husband, Glenn; a son, Glenn Jr. of Bella Vista; two sisters, Edith Tanner of Flint, Mich., and Octava Alexander of Danville; a brother, W.J. Green of Ola; and one grandson, Ian of Bella Vista.

Memorial contributions may be made to West-Ark Church of Christ missions program, Southern Christian Home of Morrilton, or Families Responding in Essential Nephrology Decision Sensibly in care of Holt Krock Clinic Dialysis Department.

BOB KUYKENDALL

Bob Kuykendall, 85, of Fort Smith, died Friday, January 31, 1992. He was the first director of the Fort Smith Boys Club from 1928 to 1944. He was active in real estate, received the Golden Deeds Award in 1982 and was named to the Boys Club Hall of Fame in 1992. He was a lifetime member of the Kiwanis Club and a member of First United Methodist Church in Fort Smith.

He is survived by his wife, Emmadean; a daughter, Ann Parker of Nashville, TN; a son, Robert Allen of Fort Smith; and two grandchildren, Carolyn and Rob Parker of Memphis, TN.

Memorial contributions may be made to the Fort Smith Boys Club and First United Methodist Church.

DR. ROBERT SHERMAN

Dr. Robert Sherman, 66, died January 4, 1992. He had practiced medicine in Fort Smith since 1955, limiting his practice to obstetrics and gynecology. Immediately prior to that he served as chief of the Obstetrical and Gynecological Department at Camp Chaffee after serving with the 161st Evac Hospital Unit in Korea. He graduated from Yale University at age 16 and received his doctorate of medicine at age 21 from the New York Medical College. A member of many professional associations, he was an associate professor at the University of Arkansas Medical School, past president of the Child Family Guidance Center in Fort Smith, and a member of the First Presbyterian Church.

He is survived by his wife, Patrece; two daughters, Janet Looney and Nancy Sherman, both of Little Rock; two sons, Scott of Corpus Christi, TX, and Tony of Little Rock; one brother, Lee of Scarsdale, NY; and four grandchildren.

PAUL WILLIAMS, JR.

Paul Williams, Jr., 66, of Fort Smith died Saturday, February 22, 1992, in his home. He was a certified public accountant, a member of Westminster Presbyterian Church, and a Marine veteran of World War II.

He is survived by his wife, Dorothy; four daughters, Judy Moir of Fort Smith, Patti Williams of Bentonville, Michele Johnson of Hinsdale, IL, and Dottie Cooper of Germantown, TN; a son, Paul C. III of Midland; two sisters, Marjorie Miles of Salt Lake City and Isabelle Meadows of Albuquerque, NM; and nine grandchildren.

Memorial contributions may be made to Westminster Presbyterian Church, 4400 North N Street, Fort Smith, AR 72904.

MITTIE VINEYARD

Mittie E. Vineyard, 100, of Fort Smith died Thursday, January 23, 1992. She was an art teacher in the Fort Smith public schools and a member of the First Baptist Church in Fort Smith. The story of her 100th birthday, which includes her photograph, was featured on page 37 of Volume 15, No. 2 of *The Journal*.

She is survived by two sisters, Lela of Fort Smith and Reba Shaw of Oklahoma City; and several nieces and nephews.

AUGUSTA ROEDENBECK

Augusta Roedenbeck, 102, of Fort Smith died Thursday, January 23, 1992. She was a retired nurse and a member of the First Lutheran Church.

She is survived by a daughter-in-law, Wilma of Fort Smith; four grandchildren, Gail Bethea of Claremore, OK, and Mike of Yorktown, VA, Betty Rathburn of Hot Springs Village and Bill Roedenbeck of Stillwell, OK; and nine great-grandchildren.

HAZEL MONTGOMERY

Hazel Montgomery, 80, member of the Fort Smith Historical Society, died Thursday, January 2, 1992. She was a retired nurse and a member of the Methodist Church.

She is survived by her husband, Fred, and two daughters, Karen Gross of Corvallis, OR, and Mary Newman of Branch, AR.

COL. DALE BROWN, SR.

Col. Dale Brown, Sr., 83, of Fort Smith died Friday, December 13, 1991. He was a member of the Fort Smith Historical Society, a retired auctioneer for Dale Brown and Associates, the founder of the Fort Smith Auction School and a former member of the Oklahoma legislature.

He is survived by one daughter, Marilyne Brooks of Montrose, CO; one son, Dale G. of Fort Smith; and four grandchildren.

MEANS WILKINSON

Means Wilkinson, former state representative from Sebastian County and Speaker of the House, died November 11, 1991, in his home in Greenwood. Wilkinson, 83, was chairman of the board at Farmers Bank of Greenwood, served in the Navy during World War II, was a member of the Arkansas and Sebastian County Bar, had served as an elder in the Presbyterian Church since 1935 and was publisher of the *Greenwood Democrat* from 1935 to 1939. He was a member of the Masonic Lodge and Fort Smith Shrine Club, and a member and officer of many professional and community organizations, including the Westark Community College Board.

He is survived by his wife, Betty Forbus Wilkinson, a daughter, Mrs. Susan Fizer of Little Rock; three sons, Norman and Edward of Fort Smith, and Stanhope Means Wilkinson of Greenwood and six grandchildren. Memorials have been established with Central Presbyterian Church, Fort Smith, and Westark Community College Fund, P.O. Box 3649, Fort Smith.

LORENA BOOZMAN

Lorena S. Boozman, 93, a piano and organ teacher, died Tuesday, September 24, 1991. She is survived by a daughter, Beverly Aldeen of Tulsa; two grandchildren and a niece. Memorial contributions may be made to First Christian Church.

SISTER MERCEDES POPPY

Sister Mercedes Poppy, 99, of St. Scholastica Monastery in Fort Smith, died Sunday, August 11, 1991. She was a teacher for primary parochial schools for 60 years.

VELMA P. WATKINS

Velma P. Watkins, 93, a retired teacher and business woman, died Monday, August 12, 1991. She was the widow of William Watkins.

SADIE KATE MEEK

Sadie Kate Meek, retired owner of Meek Printing Co. and a former teacher, died September 17, 1991. She was the widow of Gerald Meek and is survived by a daughter, Mrs. Kenny Hill of Fort Smith; two sons, Bill and Joe, both of Fort Smith; two brothers, Earl McCoy, Jr. of Dillard, OR, and George McCoy, Sr. of Bentonville; five grandchildren and four great-grandchildren.

VERNA HUBBARD

Verna Delzell Hubbard, 92, died October 15, 1991. She was a retired schoolteacher and the widow of W.P. Hubbard. She is survived by two stepsons, Charlie of Gunter, TX, and Harley of Lawton, OK; four nieces, a nephew and several grandchildren and great-grandchildren.

MIRIAM HATFIELD

Miriam Hatfield, 75, died October 19, 1991. She was a retired schoolteacher and taught in Garland County and Fort Smith school systems for 38 years. She is survived by her husband, Don; two daughters, Robin of Tulsa and Vicky Kiehl of Russellville; one son, Donald of Little Rock; two sisters, one brother and three grandchildren. Memorial contributions may be made to the American Cancer Society, 6901 South Dallas, Fort Smith, AR 72903.

ETHEL LANIER

Ethel Lavinia Lanier, 91, died November 4, 1991. She was a retired teacher for Fort Smith public schools and a member of the First United Methodist Church. She is survived by one son, Dr. Wayne Lanier; two sisters and two grandchildren. Memorial contributions may be made to Methodist Village, 7811 Euper Lane, Fort Smith, AR 72903.

FLOSSYE WILLIAMS

Flossye Stipe Williams, 92, died November 4, 1991. The widow of James L. Williams, she was a former teacher for Fort Smith Public Schools, a member of Goddard United Methodist Church, and a past matron of Eastern Star. She is survived by two nieces, Mavis Stipe of Fort Smith and Glenna Pluchak of Atlantic Beach, FL; and three nephews, Garland Stipe, Jr., Jim Stipe, and Richard Stipe. Memorial contributions may be made to Goddard United Methodist Church, 1922 Dodson Avenue, Fort Smith, AR 72901 or to the Humane Society, 3800 Kelley Highway, Fort Smith, AR 72904.

RITA SWIFT

Rita B. Swift, 79, died November 5, 1991. She was a teacher in the Fort Smith School District, and a member of Goddard United Methodist Church for 45 years. She is survived by three daughters, Deanna Roberts of Fort Smith, Carol Watson of Golden, CO, and Marilee Edwards of Ogden, UT; a sister, Orpha Spalding of LaMesa, CA, and ten grandchildren.

JUANITA CUNNINGHAM

Juanita H. Cunningham, 85, died November 21, 1991. She taught school for 41 years in the South Sebastian County Public Schools and was a Baptist. She is survived by several nieces, nephews and cousins. Memorial contributions may be made to the Arthritis Foundation.

ORA PEGUES

Ora W. Pegues, 87, died December 22, 1991. She was a retired Fort Smith public schools teacher and owner of Our Funeral Home. She was a member of Mission Point Baptist Church and many community organizations in which she served in leadership positions. She is survived by a daughter, Dorothy Thomas of Ozark; two grandchildren; 11 nieces, including Roberta

McDonald of Moffett; and eight nephews, including LeRoy Cravens of Fort Smith. Burial was at Washington Cemetery under the direction of Rowell-Parish Mortuary.

VIVIAN CAUTHRON

Vivian Tanner Cauthron, 95, died January 7, 1992. She was a retired teacher and a member of Goddard United Methodist Church and the Eastern Star. She is survived by two sisters, Dorothy Brotherton and Rose Tanner, both of Fort Smith; a brother, Bill Tanner of Fort Smith; and several nieces and nephews.

RUTH BLAIR

Ruth M. Blair, 81, died January 6, 1992. A music teacher and member of First United Methodist Church, she was the widow of Ralph W. Blair. She is survived by a son, Representative Buddy Blair of Fort Smith; and a granddaughter, Suzan Blair Maynard of Fort Smith. Memorial contributions may be made to the American Cancer Society.

POLLY CLARK

Polly Montgomery Clark, 85, died January 9, 1992. She was a retired teacher from Northside High School in Fort Smith, a member of First United Methodist Church and professional associations. She is survived by a daughter, Lillian Clark Koesy of Fort Smith; three sisters; four grandchildren and four great-grandchildren.

JANICE BOAN

Janice Ann Boan, 53, died January 14, 1992. She was a former high school teacher and a member of the Christian Science Church. She is survived by a son, Peter Hupperich of Park City, UT; her mother, Margaret Khilling of Fort Smith; three sisters; one brother; and one grandchild.

REV. JEFFERSON WALKER

Jefferson Walker, 83, died September 28, 1991. He pastored several churches in Arkansas and Oklahoma and was a member of First Baptist Church. He is survived by his wife, Georgia; two sisters, a brother, and several nieces and nephews. Burial was in Washington Cemetery under the direction of Rowell-Parish Mortuary.

REV. EUGENE MORRIS

The Rev. Eugene Morris, 75, died November 24, 1991. He was former pastor of the Alma Heights Missionary Baptist Church, Lakeview Missionary Baptist Church of Spiro, Johnson Avenue Missionary Baptist Church of Fort Smith, and Dean Springs Missionary Baptist Church of Alma. He is survived by his wife, Josephine; three daughters, June Dodd of Van Buren, Geraldine Cermak of Negley, OH, and Shirley Morris of Fort Smith; six grandchildren and 11 great-grandchildren. Memorial contributions may be made to Alma Heights Missionary Baptist Church or to the St. Edward Mercy Medical Center hospice program.

1892 Newspapers

FORT SMITH ELEVATOR

January 8, 1892 - June 24, 1892

Extracted by Mary Lou Jacobsen from micro-film at Fort Smith Public Library.

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January 8, 1892

STATE NEWS

Twenty-two saloon licenses have been taken out in Hot Springs for the year 1892.

A movement is on foot to organize a State baseball league. Little Rock, Fort Smith, Pine Bluff, Hot Springs, Hope, Van Buren and other towns are expected to enter.

The business men of Clarksville have signed a petition agreeing not to sell cigarettes anymore. Papers in and out of State are requested to mention this fact.

The cost of taking the eleventh census was \$3,600,385.00.

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Garrison Avenue, Wednesday was a howling desert, a stormy, dirty Sahara, shunned by all who had no business thereon. A great many citizens have more sand in their craw now than they formerly had. The gentleman who operates the street sprinkler was in demand, and Mayor Cooke had three or four members of the police force looking for him. It was dusty, and no mistake.

— • —

A good respectable well-to-do lady who has no children wants a girl 9 to 12 years old to raise. A good home guaranteed. Call at 505 Garrison Avenue, Ft. Smith, Ark.

— • —

Sheriff Williams and his deputy, Mr. M.S. Rutherford, will start their tour of the county Monday, and will pay strict attention to business until tax collecting time comes to a close.

— • —

T.G. Overstreet of Cowlington I.T. made the *Elevator* a pleasant call Tuesday, and renewed his subscription for another year.

— • —

A party of hunters composed of T.M. Dodge, John Speaker, J.H. Durham, Gus Cramaer, Eli Mitchell, and John Geiger left for Winding Stair Mountain in the Territory, Monday. They went by train as far as Albion, and from there by wagon conveyance. They were loaded for "Bar", but will annihilate any smaller game which may happen to get in their way.

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YOU CAN EAT AND DRINK

By calling on John Barber who keeps a restaurant in connection with his saloon near Texas Corner. He quotes the following prices on whiskies:

Golden Grain,	per gal \$3.00
Fine Bourbon,	per gal 2.00
Best Corn,	per gal 2.00
Alcohol,	per gal 3.00

He keeps a full line of wines and liquors of all kinds.

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January 15, 1892

THE KREBBS HORROR!

Two Hundred Miners Meet an Awful Fate

Mr. J.B. Turner and Col. Clayton of this city, came in from McAlester last Friday and reported a fearful mine disaster had happened at Krebs, in which scores of men had lost their lives. Mr. Turner who was in McAlester at the time, together with hundreds of others went to Krebs and visited the scene of the explosion. In conversation with a representative of the *Elevator* he stated that he hoped never again, as long as he lived, to witness such a heart rending sight.

(The full report of the disaster is too lengthy to extract.)

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We are selling five pounds of good coffee, twenty-one pounds of brown sugar and eighteen pounds of granulated sugar for one dollar.

Hightower Bros.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

January 29, 1892

W.J. Echols, President C.S. Smart, Cashier
MERCHANTS BANK,
 Fort Smith, Arkansas

Capital \$100,000

Surplus 100,000

Undivided Profit 80,000

Largest Bank in Western Arkansas

This bank does not pay interest on Deposits of any kind, we do not claim to do your business cheaper or better than any first class institution, yet we do promise prompt and careful attention to all business entrusted to our care. Our record will bear out this assertion.

DIRECTORS

W.J. Echols J.B. Williams H.J. Brown
 W.M. Cravens Eugene Henderson P.E. Davis

— • —

THE BRIDGE CASE REVERSAL

Jay Gould Draws Second Blood
 in his Fight with the Ferry Company
 Announcement of the Decision
 Received with Joy in this City

The best news Fort Smith has heard for many days was the telegram announcing that the St. Louis Court of Appeals had reversed Judge Parker's decision in the case of the Arkansas Valley R.R. Co. vs Payne et al. The public interest involved made the case of more than ordinary importance. Not only were the citizens of Fort Smith deeply concerned but the inhabitants of the Cherokee Nation were deeply interested. This was one time when the whole people almost to a unit, sided with the railroad company.

The opening of the bridge to wagons and foot passengers means a great deal to Fort Smith and the country lying across the river. It means thousands of dollars more in trade to our merchants, and will bring a new era in the history of our retail business. We have been unable to secure a copy of the decision in full.

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February 5, 1892

Gen. Mgr. George C. Smith and Supt. H.E. Ricker of the Missouri Pacific were in the city the first part of the week. Mr. Smith said that as soon as the approaches could be built the bridge would be thrown open for traffic of all kinds. He thought that within thirty days the bridge would be in use.

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There are seventeen candidates making the rounds with Sheriff Williams this week, and by the time the taxpayer gets through paying his taxes, shakes hands all around and tells each candidate how his wife, his mother-in-law, his cousin and his aunts are getting along, the poor fellow has barely enough strength left to get back home to his family, his arm is so sore he can't milk the cows for a week, and he kindly turns the job over to his wife. It's a great thing to be a candidate, but hard on the taxpayer.

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February 12, 1892

Mr. Rbt. L. Scruggs and Miss Mollie McCauley were married Wednesday afternoon. Rev. R.J. Stevenson performing the ceremony. Their numerous friends extend hearty congratulations.

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WANTED

A lady manager in every town and county in Arkansas. Enclose stamp and address. J.T.H. Lock Box 123, Rogers, Ark.

— • —

MRS. ELIZABETH KERENS

This estimable lady who has been a resident of Fort Smith since 1866, died at her home on Wednesday morning after an illness of some days. Deceased was born in Dublin, Ireland, Dec. 15, 1818, and was married Dec. 12, 1839. She was the mother of ten children, five who survive her, James Kerens of Washington County; R.C. Kerens of St. Louis; Mrs. Sam McCloud, Mrs. Lauderback and Mrs. John Dunn of this city.

Her funeral took place at 4 o'clock yesterday afternoon, and all of her surviving children were present. Messrs. James and R.C. Kerens having arrived yesterday morning. Her remains were interred in the Catholic cemetery, Rev. L. Smythe conducting the ceremony.

— • —

MARRIED

Mr. Richard Cravens and Miss Maggie May were united in marriage at the residence of C.E. Speer on Sixteenth Street, Tuesday night, Rev. E.T. Edmonds performing the ceremony. An informal reception was held after the ceremony was performed. The bride and groom will make their home at Mrs. Walker's on Fifteenth Street. The newly wedded couple are among Fort Smith's most popular society people and have a host of friends who wish them unalloyed happiness.

— • —

Everyone knows that it is only through regularity of the bowels that perfect health can be enjoyed and there is no way in which this result can be secured more readily as through the use of Bile Beans.

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February 19, 1892

HON. JOHN CARNALL

Born in Virginia in 1818

Died in this city February 16, 1892

(The very long biographical obituary was too long to extract.)

— • —

The woman who wears diamonds lavishly always seems vulgar to the woman who hasn't any diamonds to wear.

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February 26, 1892

A Stock Company has been organized to control the boot and shoe trade. Here at last is a corporation which will have a sole.

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March 4, 1892

STATE NEWS

In the case of Thomas against Kinkead, the State Supreme Court at Little Rock holds that an officer having in custody a prisoner charged with misdemeanor cannot kill the prisoner if he attempts to escape, unless the prisoner in so doing assaults the officer.

— • —

The City Council of Van Buren has accepted the proposition of the Southern Improvement Company of Dallas, Texas, to put in a system of water works in that city. The water will be brought from Lee's Creek, and ample provision is made for protection from fire. The works are to be completed by December 1, 1892.

— • —

Cons Wilson, arrayed in an old suit, a dirty shirt and a slouch hat, came in out of the brush Saturday, where he had been looking after the "dear people" in his race for sheriff.

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March 18, 1892

DEATH OF AN OLD CITIZEN

W.W. Woodruff, one of Sebastian County's oldest and most respected citizens, died at his home near Lavaca on Thursday of last week from paralysis of the brain brought on by an attack of the grip. He was highly esteemed by all who knew him. He leaves a wife and six children to mourn his departure. Funeral services were held Saturday.

— • —

DR. J.M. KELLEAM
Physician and Surgeon
Fort Smith, Ark.

Gives special attention to Surgery and all Chronic Diseases of Women and Children, Skin and Blood diseases, Diseases of the Heart, Lungs and all Nervous Diseases, Syphilis, Stricture, Etc. Piles and all Diseases of the Rectum. Piles treated by injection. Office hours from 8 to 9 a.m. and 1 to 3:30 p.m. Office over Caldwell and Weems Drug Store.

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March 25, 1892

THE MOST POPULAR YOUNG LADY

Recently the Rogers *Democrat* offered a scholarship in the Fort Smith Conservatory of Music to the most popular young lady and the contest was closed Monday. The prize being carried off by Miss Gertie Winder, daughter of Mr. Winder, of this city, the young lady having a majority of 2000 votes. She gets a double course, piano and violin.

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April 1, 1892

A CARD

John H. Holland, one of the candidates for County Judge, desires us to say through the columns of the *Elevator* that he does not in any way approve of the methods of campaign adopted by "windfall" in the Blythe circular. He is opposed to attacking his opponent's personal character by means of anonymously signed circulars. He had nothing to do with the famous Blythe circulars, neither had any of his friends. He thinks he can beat Judge Blythe, and will do it honestly and fairly or not at all.

— • —

LICK

Artist and Printer

219 Garrison Fort Smith

Printing, Lithographing and Engraving at lowest prices for extra fine work.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

April 8, 1892

Asa Hardin reports the arrival of a twelve pound boy at his residence, and is, therefore, about the happiest man in town.

— • —

I. Isaacson is closing out his stock of clothing and gents furnishing goods at greatly reduced prices, and now is the time to fit yourself out at low prices.

— • —

The protracted meetings which have been in progress at the Christian Church for the past three weeks have resulted in much good to the church. Quite a number of additions are expected.

— • —

A marriage license has been granted to Thomas Martindale and Sarah Faulkner living near Enterprise, this county. Mr. Martindale has reached his four score years, being 80 years of age, while his wife is only 20.

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April 22, 1892

Democrats, do your duty by going to the polls and casting your vote for the men of your choice.

— • —

A "rattling good fellow" is often one who shakes dice.

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April 29, 1892

The government lot sale at Hot Springs, Ark. closed last week. It had been in progress just 8 days, during which time 171 of the 334 lots offered were sold for \$74,720. This sum will be expended on improvements.

— • —

MARRIED

Mr. Zeno W. Davis and Miss Kate Little, daughter of J.J. Little, were married last evening at the Presbyterian Church. The wedding was largely attended, the young couple being among the most popular in Fort Smith society circles. After the ceremony a reception was held at the residence of the bridegroom's parents, and the happy couple received the hearty congratulations of numerous friends. The wedding presents were both numerous and costly, though at this time we are unable to give a list of them.

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May 13, 1892

WOMENS COLUMBIAN CLUB

The ladies of Fort Smith held a meeting on Friday last and organized the Women's Columbian Club of Fort Smith. Mrs. John H. Rogers was elected president.

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May 20, 1892

FLOODS EVERYWHERE

This past week the entire Mississippi Valley has been visited by such a flood as has not been experienced since 1844, the year in which occurred the greatest flood the country ever knew.

— • —

THE FLOOD OF 1892

**THE ARKANSAS RIVER HIGHER THAN EVER
SINCE TRANSPOSED THE FAMOUS RISE
OF 1844**

Great loss of crops, fencing, and stock

(The lengthy article describes flooding. The river was 30.7 feet above low water mark and the Poteau at its mouth 3 miles wide, which was wider than known before. In the following week's edition more flood information was given.

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May 27, 1892

CHILDREN'S CARNIVAL

The Children's Carnival to be given by the St. Anne's Guild under the management of Prof. John H. Mahlar next Monday and Tuesday nights is to be the event of the season. While it is on the same order of the Kerman given last year, still it is entirely different and this year it is to be given entirely by children. Eighty-five children take part in it, and they are always a delight to any eye. Admission to this novel entertainment is only fifty cents and all over the house. No reserved seats. Everyone should turn out to see it and they will be fully repaid. Do not forget the time, next Monday and Tuesday night, the 30th and 31st. Come one, come all and give us a rousing house, and we warrant you will be highly pleased and glad you were there.

— • —

Republican National Convention at Minneapolis, Minn., June 7, 1892. The Frisco line will sell excursion tickets to Minneapolis, June 1st to 5th inclusive at half rates \$20.45 for the round trip. For further information and tickets call at city or depot office of Frisco Lines.

Chas Hall, Agent

Milton Boyd, City Agent

— • —

LOOK OUT

For newly furnished boarding house, 111 North Eighth Street, one block from Avenue. Rooms well furnished and table equal to the market. Transient customers solicited.

— • —

SCHOOL ELECTION

The election last Saturday in this city for school directors attracted little attention. Judge I.C. Parker, Hon. John H. Rogers and Hon. J.H. McDonough were elected without opposition. A 5 mill school tax was voted by 244 majority. We now have a most excellent school board.

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June 3, 1892

The Fort Smith Ice factory has absorbed the Van Buren factory or literally froze it out, and now the Fort Smith company is furnishing both cities, prices for frozen water being a little higher than when both companies were operating separately. Fort Smith assumed control of the Van Buren factory Monday.

— • —

THAT FOOT RACE

On Thursday of last week a large number of our people went to Van Buren to witness the foot race or sprinting match (the latter expression may be the most correct) between Grant Travis of the Fort Smith Maroons, and the "Unknown", from no one knows where, or at least didn't know at that time. It seems to have been a good season to catch suckers, however, the "Unknown" caught lots of 'em from Fort Smith. The boys from the Border City were betting their last nickle (or at least some of them were) on Travis and they got left, not because Travis did not make an elegant race, but because the other fellow was a leetle bit the swiftest. The distance was one hundred yards, and the purse was \$600. The time made was 9¼ seconds and the "Unknown" beat our man by less than a foot. Two or three thousand dollars changed hands on the game. Travis did his best but was out matched.

After the race was over the "Unknown" gave his name as Steve Ferrell, one of the champion runners of the world — a world beater 'tis said — and he told Travis it was the hardest contest he had ever had, and that he had never been beaten notwithstanding he had been matched both in England and America.

Fort Smith boys expected they had caught a tartar and so did Travis, but they all stood by

their home favorite and gave up their little "wads" without a kick, the most of which the "Unknown" carried away.

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June 10, 1892

Tiller and McHenry will start to Chicago Saturday with a carload of chickens — the first ever shipped from this part of the state to Eastern markets. If these gentlemen find their enterprise is a success they will continue the business. This is an enterprise which should attract the attention of our farmers, as there is a good profit in raising poultry.

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June 17, 1892

The Santa Fe express robbers are thought to be scouting in the Territory, and deputy marshals and Indian Police have been notified to be on the lookout for them.

— • —

Col. W.H.H. Clayton and wife attended the commencement exercises at Convent of the Visitation in St. Louis this week. Miss Anne, their daughter, was a member of the graduating class.

— • —

The great and glorious Fourth of July will be appropriately celebrated in Fort Smith. The celebration will be in the shape of a grand picnic at Sebastian Park given under the auspices of the Delser Hook and Ladder Company. The boys expect to have their new Hayes Aerial truck by the time the Fourth rolls around. The manufacturer of this truck guarantees to place a man on top of a three story building in a minute and a half after the truck comes to a stand still.

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June 24, 1892

U.S. COURT NOTES

Quiet still pervades Judge Parker's court room. The only case tried the past week is that of the noted "circus case" in which the proprietors of the outfit which stranded at Huntington last fall sue E.D. Bedwell and the Bank of Huntington for possession of property and damages. At this time of going to press it was still on trial.

— • —

CLEVELAND NOMINATED BY ACCLAMATION ON FIRST BALLOT

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

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NOTES: il - some sort of graphic is used, other than a portrait.
 por - a portrait of the person(s) named is on page indicated.
 (----) - for such as title, marital status, degree, etc.
 "----" - for nickname or special emphasis.
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