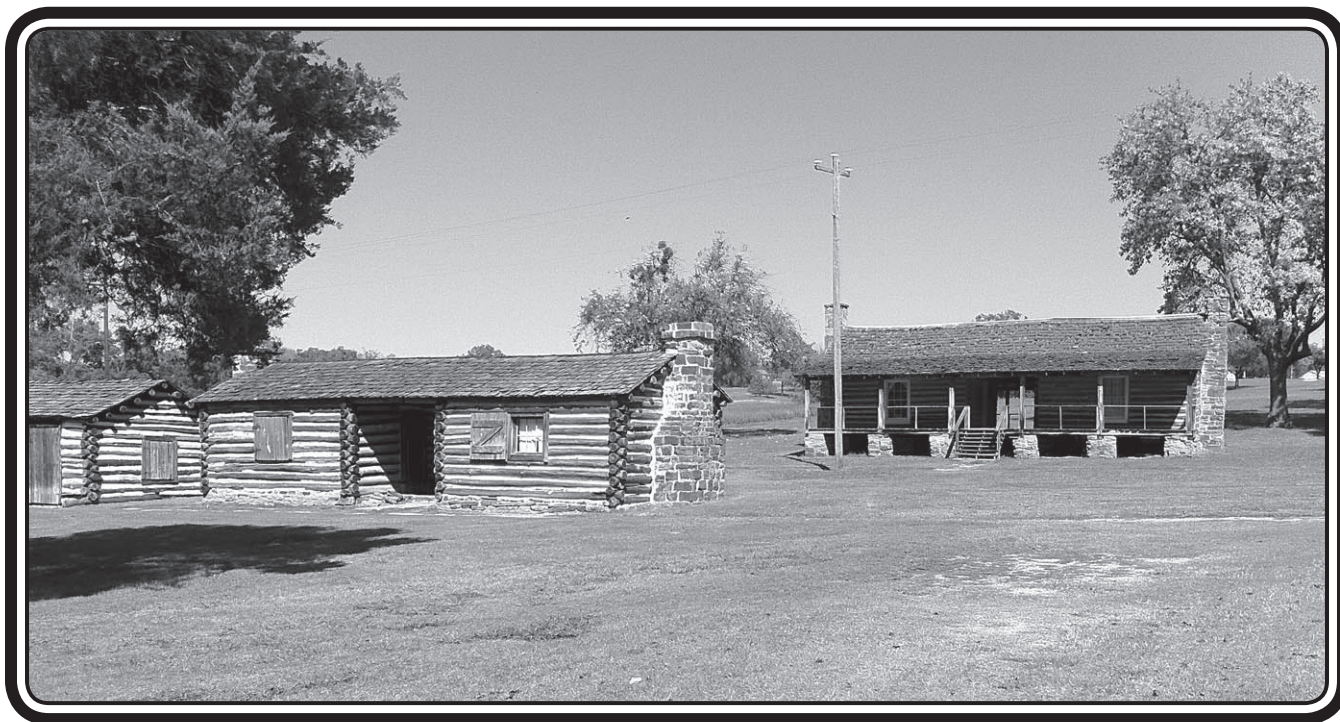
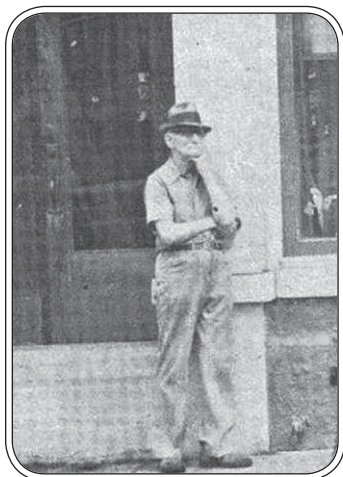




The JOURNAL



Fort Gibson: Fort Smith to the West



*The 1985 Calamity
On Van Buren's
Main Street*



*The Plight of Civil War
Orphans and the founding
of the Rosalie Tilles
Children's Home: Part I*



*Fort Smith's
Great Awakening*



MISSION: The mission of the Fort Smith Historical Society, Inc., founded in 1977, is to publish *The Journal of the Fort Smith Historical Society* and through *The Journal* and other activities to locate, identify and collect historical data; to publish source materials and historical articles, all pertaining to the City of Fort Smith and the immediate surrounding area. Preservation of Fort Smith history is our primary mission and to this end, we always welcome the loan of Fort Smith historical material and will return it promptly.

MEMBERSHIP & ORDERS: *Journal* back issues are available. Cost for the current issue is \$7.50 plus a \$2 mailing charge per copy. Cost for past issues is \$4 plus the \$2 mailing charge. A composite index for Volumes I through IX is available for \$10 plus a \$4 mailing charge. Cost for the complete set of Journals, Volumes 1 through 36, is \$225. Volumes I and II will be reproduced copies, as these copies are no longer available in original form.

Membership in the Fort Smith Historical Society includes a subscription to *The Journal of the Fort Smith Historical Society*, which is published semi-annually. Correspondence concerning current or back issues of The Journal, membership dues, and all business matters, should be sent to:

Fort Smith Historical Society
Attention: Nancy Ciulla, Treasurer
P.O. Box 3676
Fort Smith, AR 72913-3676

QUESTIONS pertaining to the Fort Smith Historical Society or *The Journal* should be addressed via e-mail to:

Mary Jeanne Black	mblack3086@aol.com
Carole Barger	carlann34@cox.net
Joe Wasson	joe@efortsmith.com

VISIT OUR WEBSITE! <http://www.fortsmithhistory.org>
Our website is updated regularly and contains information on the Organization, Membership, Back Issues: How to order, Tables of Contents of Back Issues, Contacts & Links, Archives, and a Gallery of Historic Images: Views of old Fort Smith.

See the Google group, Fort Smith History Forum, for a bulletin board of current research questions. Readers may post their own research questions or topics in hopes of furthering their own research.

Webmaster: Al Whitson, webmaster@fortsmithhistory.org

MANUSCRIPTS: Submissions of all types of Fort Smith, Arkansas, related materials including previously unpublished family Bibles, diaries, journals, letters, old maps, church minutes or histories, cemetery information, family histories, and other documents are welcome. Manuscripts, including quotations and footnotes, must be double-spaced, using The Chicago Manual of Style (University of Chicago Press). Footnotes should be numbered consecutively in the text, assembled at the end of the article, along with a list of any additional sources. The author's name, address, phone number and e-mail address should appear only on the title page. Manuscripts may be submitted on CD disks, using word-processing programs supported by Windows. Photographs should be duplicates or submitted in digital format, documents should be photocopies, as they cannot be returned. Manuscripts are subject to editing for style and space requirements. All articles and images accepted will become the property of the Fort Smith Historical Society, Inc. unless return is specifically requested. Submit to:

Managing Editors
The Journal of the Fort Smith Historical Society
P.O. Box 3676
Fort Smith, AR 72913-3676

Neither the Fort Smith Historical Society nor the editorial staff assumes any responsibility for statements, whether of fact or opinion, made by contributors.

AMELIA WHITAKER MARTIN
Journal Editor & Co-Founder 1977-2004

EDITORIAL BOARD:

Billy D. Higgins, Editor
Carole Barger
Wincie Hendricks
Steven Kite
George McGill
Loren McLane
Clara Jane Rubarth
Bob Willoughby

DESIGNING:

Cathy Peterson

INDEXING & PROOFING:

Shelley Blanton

OFFICERS AND BOARD OF DIRECTORS:

Chuck Girard, President
Calline Ellis, Corresponding Secretary
Sherry Tolliver, Recording Secretary
Wincie Hendricks, Membership Chairman
Nancy Ciulla, Treasurer
Mary Jeanne Black, Inquiry Coordinator
and Researcher
Jerry Akins
Jo Ann Campbell
Jimmy Ciulla
Aleese Craig
Jerry Hendricks
Billy Higgins
Brad Kidder
Steven Kite
Joanne Swafford
Sherry Toliver
Joe Wasson
Rena Westbrook
Al Whitson
Bob Willoughby

Membership in the Fort Smith Historical Society includes subscription to *The Journal of the Fort Smith Historical Society*, which is published semi-annually. Membership year begins January 1 and ends December 31.

For membership, send dues with your name and mailing address to:

The Fort Smith Historical Society, Inc.
P.O. Box 3676
Fort Smith, Arkansas 72913-3676

Types of memberships:

Annual. \$ 30.00
Senior Citizens (62 or older). 15.00
Annual Sustaining. 50.00
Joint Membership with
Fort Smith Museum of History. . . 100.00
Annual Business Sponsor. 200.00
Life (Individual). 350.00
Journal Back Issues Each Copy 4.00
(For mail orders, add \$2.00 mailing charge per copy.)
Composite Index
for Volumes I thru IX. 10.00
(For mail orders, add \$4.00 mailing charge per copy.)

We welcome the loan of Fort Smith historical material and will return promptly.

The Fort Smith Historical Society, Inc. is a nonprofit organization under Sec. 501 (c) (3) of the Internal Revenue Code of 1954. Gifts and legacies are tax deductible.



The JOURNAL

Contents

VOL. 37, NO. 2

SEPTEMBER 2013

News & Opportunities	2
Fort Smith's Great Awakening.....	3
By CSM Charles Smith	
The Plight of Civil War Orphans and the Founding of the Rosalie Tilles Children's Home	7
By Carole Barger	
Fort Gibson: Fort Smith to the West	13
By Jeremy Nguyen	
War on a Flying Cloud: Tactical Innovation on the Fort Smith Campaign of 1863	20
By Thomas G. Waller Jr.	
Nicol L. Wintory: Part III — A Career in the Apparel Business	28
Interview by Billy Higgins & William Hargis	
The 1985 Calamity on Main Street in Van Buren.....	40
By Colby Garr	
Mystery Photos.....	50
1913 Newspapers	51
By Wincie Hendricks & Crystal Pope	
Who Knew?	54
By Mary Jeanne Black	
Index.....	56

COVER: **Main photo:** Fort Gibson today. Photo by Jeremy Nguyen
Lower left photo: Frank Bates looking at destroyed hardware store in downtown Van Buren in 1985. Photo courtesy of the *Press Argus*
Lower middle photo: Rosalie Tilles Children's Home, Fort Smith Historical Society photo
Lower right photo: Gipsy Smith Sr. advertising endorsement, Fort Smith Historical Society photo
PRINTING: Midwest Type and Printing, Fort Smith, Arkansas

© Copyright 2013 ISSN 0736 4261
by the Fort Smith Historical Society, Inc.
c/o Fort Smith Public Library
3201 Rogers Avenue
Mailing address: P.O. Box 3676
Fort Smith, Arkansas 72913-3676

CHANGE OF ADDRESS

Change of address cards are free at your post office.

If you move, please fill one out and send it to:

P.O. Box 3676 • Fort Smith, Arkansas 72913-3676

No portion of this publication may be reproduced in any form, except for brief excerpts for review purposes, without the consent of the editors of *The Journal*.

News & Opportunities



VIEWING THE ANN WOODS PATTERSON exhibit at the Fort Smith Museum of History

Fort Smith Museum Of History Announces 'The Divergent Path: Women in Arkansas History'

Featured are such influential women as Anne Woods Patterson, Carolyn Pollan, Betty Bumpers, Hattie Caraway, Hattie Trent Smith, Melanie Holt Spear, Louise Thaden, and Ocie Payne.

The exhibit will run through October 31, 2013.

320 Rogers Avenue

Phone: 479-783-7841

Open Monday-Saturday

10:00 a.m.-5:00 p.m.



CAROLINE SPEIR, museum curator, with Pollan Women in Arkansas History exhibit

Mark Your Calendars

The Fort Smith Historical Society Quarterly Meeting will be:

Wednesday, October 9, 2013, 6:00-8:00 p.m.

at the Fort Smith Public Library
Community Room.

Al Drap will present "The Butterfield Overland Mail Route through Fort Smith, 1858 to 1861." The public is welcomed. Please come and bring a guest.

Clayton Brothers Will Be Topic Of October 27 Event

The Fort Smith Heritage Foundation will present "The Clayton Brothers: Arkansas History Makers" by Gene McVay on Sunday, October 27, 2 p.m. at

The Clayton House

514 North Sixth Street, Fort Smith

479-783-3000

www.claytonhouse.org

Journal Wins Award

The Journal of the Fort Smith Historical Society won the following State Award for 2012 from the Arkansas Historical Association:

❖ Best Edited Document: Eden Buerger, "From Berlin to Fort Smith: Nicol Wintory's Journey," Part I. Vol. 36, No. 2, September 2012, 5-21.

Book Looks at UAFS History

Billy D. Higgins, Stephen Husarik, Henry Rinne, *University of Arkansas-Fort Smith: The First 85 Years*, 2013, 145 pages, \$25.00, is now available at the UA Fort Smith Barnes & Nobles bookstore in the Smith-Pendergraft Campus Center. This concise and cogent account of the making of the present university from its start in 1928 as a junior college located on the grounds of Fort Smith High School is based on 150 interviews of students, former students, faculty, staff, administrators, board members, and townspeople.

Memorial Donation

Randall Ross Viguet

By Curtis Krock

Fort Smith's Great Awakening

By CSM Charles Smith

The Arkansas River valley was an important stop on the revival circuit “played” by some of the leading evangelists of the mid-twentieth century. Ever since John Harrell, a Methodist Episcopalian evangelist, preached the city’s first revival in 1833, impressive givers of sermons have made their presence felt in Fort Smith.¹ Renowned evangelists who preached here included: Charles Forbes Taylor, May 12-27, 1946; Dr. R. G. Lee, April, 1950; Dr. Joe Henry Hankins, August 31, 1950; Dr. J. Harold Smith, December 1950 (and afterward became pastor of the First Baptist Church on Grand Avenue); Eddie Martin, November 11-25, 1951; Dr. Donald Grey Barnhouse, February 17-21, 1952; Dr. E. J. Daniels, May 16-29, 1954; Dr. W. A. Criswell, March 18-25, 1962; and Dr. Bailey Smith, April 21-26, 1985.

But Fort Smith had a “Great Awakening” in the decade 1933-1943 with the Big Three evangelists, Mordecai F. Ham, Gipsy Smith Jr., and Angel Martinez passing in and out of the city with huge revivals. Many revivals and evangelists live on in the minds of attendees but especially vivid and life influential are the memories of those who sat spellbound hearing the Old Time Gospel messages of Dr. Mordecai Ham, Dr. Gipsy Smith Jr., and Dr. Angel Martinez.

Their meetings caused thousands to “hit the sawdust trail,” and unquestionably the good they did was tremendous. In the 1930s and 1940s, spectacular revivals were staged in the river valley by all three of these leading evangelists.

During the Great Depression, two of the Big Three evangelists came to the river valley, Dr. Mordecai Fowler Ham, from Kentucky and Dr. Rodney “Gipsy” Smith, Jr. from the British Isles. Both would leave a great spiritual impression on Fort Smith.

Dr. Ham came to Fort Smith in 1933. Dr. Ham, who had been in the ministry for thirty-two years and had traveled extensively as an evangelist, was contacted by Dr. B. V. Ferguson, the pastor of the First Baptist Church. It was normal that when a church or group of churches contacted an evangelist, the local organizers would provide suitable accommodations for gatherings, some of which were quite large. Thus, for Dr. Ham’s visit the church obtained use of an ice skating rink at South Ninth Street and Parker Avenue known as the Coliseum for the revival services. According to the Fort Smith Chautauqua Assembly,

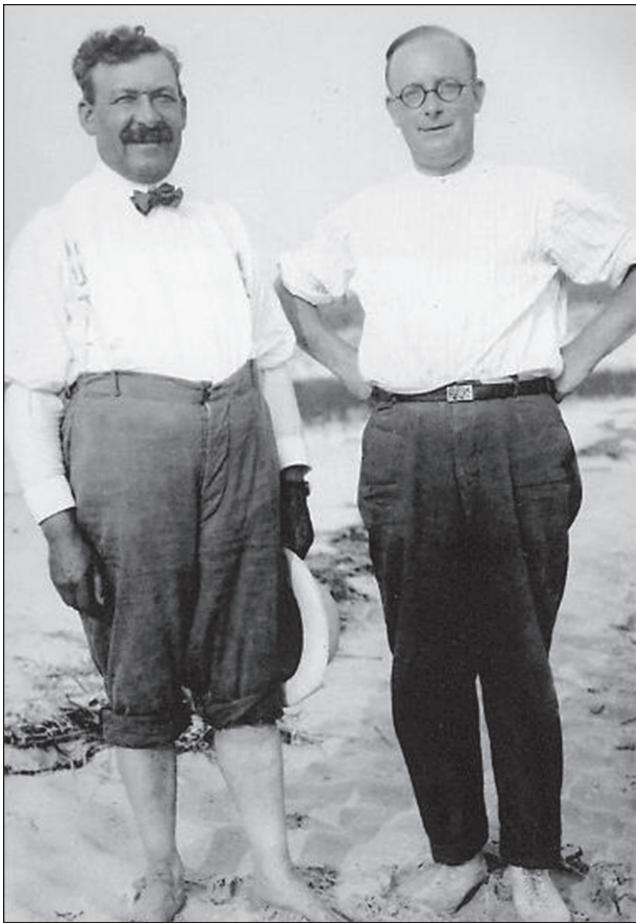


MORDECAI F. HAM
(Photo courtesy of Fort Smith
Historical Society)

the said structure was a large well ventilated building, located only one block from Garrison Avenue, and had accommodations for 3,000 people.² The thousands of people who were predicted to attend was nothing new to the evangelist. When Dr. Ham spoke in 1928 to a state-wide rally in Oklahoma City, there were more than 1,000 people present.³

Dr. Ham’s Fort Smith meeting lasted almost two months from April 18 to June 11, 1933, and according to Ham’s nephew and biographer, E.E. Ham, 2,100 converts had “sawdust” in their eyes by the time Dr. Ham left town.⁴ A year later in 1934, Dr. Ham returned to Fort Smith for a revival that took place at the First Baptist Church on Grand Avenue.

Albany Rodney “Gipsy” Smith Jr. was sometimes confused with his illustrious father, Rodney “Gipsy” Smith Sr., a famous British evangelist, who at that time was seventy-seven years old and still an active evangelist himself and so famous that he was used in product advertisements of the day just as movie stars and sports heroes are. His son, Gipsy Smith Jr., was not a stranger to the Natural State. According to a newspaper article, “the evangelist has conducted meetings in many Arkansas cities, including El Dorado, Camden, and Pine Bluff.”⁵ Gipsy Jr. had been preaching the Gospel for twenty-six years when he came to Fort Smith. When the campaign began on March 15, 1937, big headlines announced that “Large Crowds Hear Sermons of Evangelist,” and the article brought out the fact that, “the church auditorium was filled with extra seats to the last inch”⁶ Still, people were turned away for lack of room in the building. As meetings progressed, the audiences swelled. On Tuesday night, a loud-speaker system was connected from the auditorium to the church’s

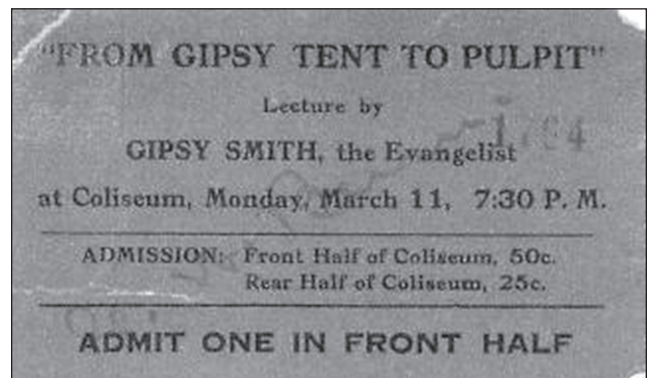


(ABOVE) Rodney "Gipsy" Smith Sr. and Albany Rodney "Gipsy" Smith Jr.

(RIGHT TOP) Gipsy Smith Jr.

(RIGHT BOTTOM) Ticket to a Gipsy Smith Jr. revival

(Photos courtesy of the Fort Smith Historical Society)



educational building enabling many more to hear Gipsy preach the Gospel. Max Friend, of the Friend Institute distributed special hearing devices for use by deaf persons. Still, there was not enough space for all the people to fit in the building. On Wednesday night, the revival moved to a larger facility, the main auditorium of the Masonic Temple. As the meetings entered a second week, people eagerly sought to hear Gipsy preach. Some who ask, "Why the huge crowds?" might find an answer by listening to Smith's sermons now available on compact disc, recordings that reveal his awesome evangelical style. As his father once told him, "You've got the most important message in the world—clothe it in the purest language," and that is what he did. Gipsy was an oratorical giant and could paint beautiful word pictures of what great things

God could do for people. Never announcing his topics before he preached, Gipsy Smith's sermons ranged from Repentance to the New Birth and the people were impacted under his voice.

One of his key sermons was the testimony of his father, "From Gipsy [sic] Tent to Pulpit." As Gipsy Jr. described the conversion of his father, he would bring out important and humorous facts about the race of the gypsies, such as, "language of the gypsies is older than that of the U. S. language; there is as much difference between a gypsy and a tramp as there is between a gentleman and an imitation; it is the only race under the sun that never had an accredited minister sent to them; eighty-five percent of them have Biblical names; gypsies are scrupulously clean; customs have been handed down through the centuries. Gypsies never

"Confidently Recommends ASPIR-MINT"

Says
Gypsy Simon
SMITH
(The Great Evangelist)



You'll
Like the
Pleasant
Mint Flavor
of
Aspir-Mint

WHO does not know of Gypsy Simon Smith, the evangelist, through whose magnetic pleading so many thousands have been awakened to a new and better mode of life?

Mr. Smith believes in a healthy body as well as a healthy soul. He took Dr. Miles' Aspir-Mint and told us about it.

Mint with such excellent results that he wrote us and told us about it. He freely gave us permission to publish his letter. The thought that his experience would make life a little easier for many who might be suffering is the only pay he expects or wants.

Here is his letter:

"While conducting Evangelistic Meetings in Iowa, I was suffering from a bad cold. The clerk at the hotel recommended Aspir-Mint, as he had obtained relief by using it. I tried Aspir-Mint, the results being that I was able to go thru with my engagements, as it relieved me quickly.

"Having to speak and sing continually before great audiences, I fully appreciate the value of keeping fit and I certainly appreciate the value of Aspir-Mint and with confidence recommend it to others."

Fill out and mail coupon on page 30 if you want a Sample of Dr. Miles' ASPIR-MINT.

See Page 30 for Trial Offer

A GIPSY SMITH SR. ADVERTISING ENDORSEMENT

(Photo courtesy of Fort Smith Historical Society)

traveled on the Sabbath, nor do they work on that day. One of their worst faults is profanity," he declared, hastening to add: "but you're no better off."

"Gypsies," he joked, "are good finders. Occasionally they find an old piece of rope with a mule on the end!"⁷

When the mission ended on March 28, Dr. J. W. Hickman stated that the revival "surpassed his highest anticipations." Hickman told a journalist that "A majority of my own members had signed re-consecration cards, and that even more members of other churches had signed them." The purpose of the mission, to deepen the spirituality of church members, had been accomplished and practically no emphasis had been placed on enlisting new members.⁸

Gypsy Smith came the second time to Fort Smith, under the auspices of Dr. Victor Coffman and held a massive revival at the Immanuel Baptist Church from October 11-24, 1943.⁹



ANGEL MARTINEZ

(Photo courtesy of Fort Smith Historical Society)

Nineteen-year-old Angel Martinez from Waco, Texas, was invited to preach the Gospel at a revival meeting at the Immanuel Baptist Church by pastor, Rev. Victor Coffman. Angel Martinez, born on September 20, 1921, was converted in a Baptist mission in San Antonio in July 1935, at the age of thirteen and preached his first sermon in September of that same year. Immediately he received invitations to speak at revivals in other states. When Angel was preaching at the revival at Immanuel Baptist Church, radio station KFPW broadcasted the service. Listening over the radio to Martinez was the father of his future bride, who told his daughter Robbie Cobb, "It would be a nice thing to have a preacher for a son-in-law." The next night the fifteen-year-old Robbie met the evangelist and, prophetically, it was love at first sight for both of them. Angel Martinez married Robbie in 1944 and the couple moved to Waco. Angel saw that a solid education would help him as an evangelist and enrolled at Baylor University. Angel went on to Southern Baptist Theological Seminary after graduating from Baylor and received his doctorate in 1949.¹⁰

Everywhere Angel preached he saw amazing results. While still a seminary student he conducted fifty-one revival meetings. Angel's reputation as an

effective evangelist spread to California prompting a ministerial committee to contact him about a Los Angeles crusade. Angel politely refused explaining that God called him as a local-church evangelist, not as a crusade evangelist.

The committee then went to their second choice, Billy Graham. Because Angel refused did not mean that he was not mightily used to preach the Gospel. Angel held more than 1,500 revivals during his ministry and returned to some churches as many as ten times. Not only was he a dynamic preacher, but he published several of his most beloved sermons. After he graduated from seminary, Angel Martinez moved his family back to Fort Smith and made it his home and headquarters for the next forty-five years becoming loved by many in the river valley. A highlight of his ministry came when he preached in Washington, D.C., and led the Congress in prayer. Angel Martinez died in Fort Smith on August 17, 1995, recognized as one of the ten most influential Texas Baptists.¹¹

Evangelists, especially the Big Three described here, made a huge impact with the revivals that took place in their day and time. The Arkansas River valley was an important stop on the revival circuit “played” by some of the leading evangelists in the mid-twentieth century and brought on a “Great Awakening” to the city and region.



Charles Smith and his wife of seventeen years, Teri, are becoming ordained Salvation Army officers. Smith's articles have been published in England, Canada, and the United States.

Endnotes

- ¹ E. E. Ham, *50 Years on the Battlefront with Christ; a Biography of Mordecai Ham* (Louisville: The Old Kentucky Home Revivalist, 1950).
- ² Official Program of the Fort Smith Chautauqua Assembly, Session 1907, 6/20-28. *The Southwest American*, April 8, 1933.
- ³ *The Echoes*; First Baptist Church, Oklahoma City, Oklahoma, February 1928.
- ⁴ Ham, *50 Years on the Battlefront*.
- ⁵ *The Southwest American*, March 14, 1937.
- ⁶ *The Southwest American*, March 15, 17, 18, 1937.
- ⁷ Gipsy Smith, Jr. *Sermon Notebook*, “From the Gipsy Tent to the Pulpit: 1911-1951,” in author's possession.
- ⁸ *Southwest Times Record*, March 28, 1937.
- ⁹ *Southwest Times Record*, October 11-24, 1943.
- ¹⁰ Author's telephone interview with Mrs. Robbie Martinez, August 2004.
- ¹¹ Ibid. http://assets.baptiststandard.com/archived/1999/12_1/pages/topmartinez.html. Baptist Press release, August 17, 1995.

MEMBERSHIP FORM

Check one: ☐ New member
☐ Renewal
☐ Gift

Name

Street Address

City

State

Zip Code

Please check the appropriate box:

- ☐ Annual..... \$30
- ☐ Senior Citizen (62 and older)..... \$15
- ☐ Annual Sustaining..... \$50
- ☐ Joint Membership with
Fort Smith Museum of History..... \$100
- ☐ Annual Business Sponsor..... \$200
- ☐ Life Membership — Individual \$350

A nonprofit organization under Sec. 501 © (3) of the Internal Revenue Code 71954. Gifts and legacies are tax deductible.

Mail your check to:
Fort Smith Historical Society, Inc.
P.O. Box 3676
Fort Smith, Arkansas 72913

For information, call:
479/784-9427
479/646-9140
479/484-5502

The Plight of Civil War Orphans

and the Founding of the Rosalie Tilles Children's Home

By Carole Barger

In 1865, at the close of the Civil War in Arkansas, many refugees who had fled from the warfare returned to Fort Smith to find homes and buildings, gardens and farmland heavily damaged or destroyed and a shortage of food and supplies. Between the Jayhawkers and bushwhackers, the area had been “almost completely stripped of horses and mules”¹

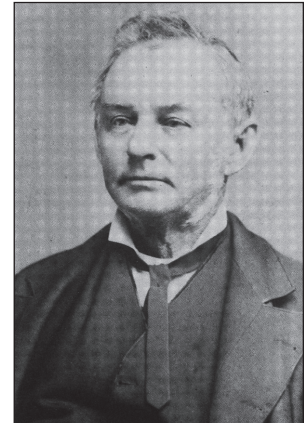
The (Fort Smith) *New Era*, on July 22, 1865, reported: “Both the Garrison and the city of Fort Smith have been greatly injured by harsh severities of the war. Yard and garden fences have disappeared; fruit trees and shrubbery have been destroyed, and even the hallowed resting place of the dead has been spoiled.” There were periodic outbreaks of disease; in September 1866, cholera broke out, with twenty-nine deaths the first week, but the epidemic was over quickly.² Yellow fever, dysentery, and malaria were the most pressing problems of the time.³

Reverend Francis Springer, U. S. Army chaplain at Fort Smith, was in charge of the Bureau of Refugees, Freedmen, and Abandoned Lands, the federal agency set up to help new freedmen, refugees, widows and orphans . . . victims of virulent guerrilla warfare in northwest Arkansas. There was fierce competition for Freedmen’s Bureau assignments, but Springer was fortunate in having the patronage of a Springfield acquaintance, Abraham Lincoln, who wrote, “I personally know Mr. Springer to be an excellent man, and if he can be appointed consistently, I shall be glad.” Springer received appointment to Fort Smith in October 1865.⁴

The focus of the Fort Smith field office of the Freedmen’s Bureau was on helping former slaves make the transition to freedom, but also to assist destitute white refugees and to establish schools. In September 1864, orphaned children, products of war, were beginning to be numerous in Fort Smith. Reverend



ROSALIE TILLES CHILDREN’S HOME
(Courtesy of the Fort Smith Historical Society)



REVEREND FRANCIS SPRINGER

(Photo courtesy of the Illinois State Historical Society)

Springer began pleading for all citizens of the state to help give funds to set up a children’s orphanage and worked diligently to find money for the war orphans of Arkansas.⁵ Money came in from the various regiments for the orphans when soldiers heard of the great need.⁶ He made trips to Chicago trying to obtain funding for the local orphans from different northern organizations, eventually found homes for more than 200 northwest Arkansas orphans in Illinois. There were few other options for the unfortunate orphans in Fort Smith at that time.⁷

In March 1865, a group in Fort Smith raised money for a war orphans’ home in Fort Smith. The trustees consisted of nineteen names, including the governor of the state and officers of the U. S. Army regiments stationed in western Arkansas. The trustees were too far apart, however, for effective action, and in April 1865, a new organization was formed under the name, “Arkansas Asylum Association.” Its constitution listed thirteen Army officers and civilians as members of the board of managers. The officers were Dr. W. B. Waterman, president; Capt. J. T. Loudon, secretary; Dr. J. H. T. Main, treasurer; and Rev. Francis Springer, general superintendent. Despite some rather large donations to the home, money was short of the amount needed and the house obtained at the corner of Mulberry and Lafayette Street was much too crowded with the forty-one children taken in. The overflow was temporarily



MELECH "LOUIS" TILLES
(Photo courtesy of the James Walcott family)



ROSALIE PECK TILLES
(Photo courtesy of the James Walcott family)

placed in private homes by the association, which paid the families for food. There is no further record of this home, and it is not known how long it was in operation. It is known, however, that an ample and permanent home for orphans was not available for many years.⁸

On November 29, 1912, the *Southwest American* reminded Fort Smithians of the problems with homeless children. Members of the old Relief Union, a charitable association formed in January 1885, were faced with caring for small children, providing food and shelter for them. In the spring of 1898, Mrs. Missouri A. Golden moved to Fort Smith from Clarksville. When she saw the needs of the children of Fort Smith, she turned her own house into an orphanage and then enlisted the aid of a Methodist minister to help her canvass the town in identifying these needy children. Mrs. Dr. Woodward worked with her to get aid from members of the Women's Christian Temperance Union (W.C.T.U.)

On October 7, 1898, an organization was established under the name of the Children's Home Society. A board was appointed and Mrs. Lillie M. Bailey was elected president of the society. Other prominent citizens served on the board: Josiah Foster, Dr. Woodward, ex-governor Fishback, John H. McClure, and Squire Edmondson. A residence owned by Dr. Kelleam at North Sixteenth and E Street became home for six or eight children.⁹ The organization met with financial problems and by the end of the year, its funds were gone. A reorganizational meeting was called for May 23, 1899, and some officers resigned and others were selected to fill the vacancies. Mrs. Kate Hill was elected president.

Fourteen years after this Society was formed, a gift of \$10,000 from Andrew "Cap" Tilles and his brother and sisters to the city of Fort Smith would make it possible for the dedication of the newly opened Rosalie Tilles Children's Home on Thanksgiving Day, November 29, 1912.

The Tilles name is familiar to the townspeople of Fort Smith due to the generosity of the sons and daughters of Louis and Rosalie Tilles. Melech "Louis" Tilles, born February 13, 1829, in Krakow, now Poland but at the time a part of the Austria-Hungary Empire, arrived in the United States sometime after the death of his mother in 1847. Jews in Central Europe were escaping the restrictions placed on them by immigrating to the United States. During the immigration process, Louis' name was changed from Melech to Louis; such names changes were not unusual for immigrants entering the United States during that period. Louis first lived with his uncle, Jacob Erb in Kansas. There he met his future wife, Rosalie Peck, an immigrant from Prussia and Uncle Erb's sister-in-law. Louis married Rosalie, and the couple moved to St. Louis where Louis found employment with Daniel Catlin in



LOUIS TILLES FAMILY HOME AT NORTH EIGHTH AND D STREETS, then called Hickory and Franklin
(Photo courtesy of the Fort Smith Historical Society)

his tobacco manufacturing company. The couple's three sons were born in St. Louis, George in 1859, followed by Emmanuel (Manny) in 1862, and Andrew (Cap) in 1865.

Louis Tilles became a sutler, or peddler, to the Union Army during the Civil War accompanying Gen. James Blunt's army in the retaking of Fort Smith from Confederate forces in September 1863. Louis set up shop at the commissary, making frequent trips to St. Louis where his family remained, for supplies. Tilles established a mercantile business here at the end of the war. As his business improved, in 1866, Louis moved his family from St. Louis to Fort Smith. By 1870, according to the tri-weekly *Fort Smith Herald*, L. Tilles was a dealer in dry goods, groceries, hats, and queensware, at Garrison and Green Street.

The town was a disorderly place, with rowdy soldiers and rough criminal elements, and a main street lined with saloons. There were few of the civilized comforts the Tilles family had known in St. Louis, such as paved streets, sidewalks, streetlights, gas, electricity, public schools, and streetcars.

The Tilles family, however, accepted the lack of amenities and would soon blend into the social and business communities of Fort Smith. Their daughters were born after the couple established themselves in Fort Smith, Hannah in 1868, and Carrie in 1872.¹⁰ Louis was an active participant in the civic, fraternal, commercial, and religious life of Fort Smith as well as

a successful merchant. In 1868, he built a home for his family on the northwest corner of North Eighth and D streets, then called Hickory and Franklin, where the house still stands in Fort Smith's Belle Grove Historic District. After his election to the School Board, Louis helped to further public education in Fort Smith. He held public office as treasurer of Fort Smith in 1869. Louis was among a group of men who formed the first Hebrew Congregation in Fort Smith, and he took part in organizing the Jewish Cemetery.

Rosalie Tilles, a kind and gentle lady was thought well of by the people of Fort Smith, and was known for her charitable works. On August 10, 1872, while Louis was away on business, Rosalie became ill and soon died at a very early age of thirty-five. The family was devastated; her daughters were babies, Hannah just three years old and Carrie only six months. Louis attempted to cope with the family tragedy, but the pressures of running his business and caring for five children became too much a burden for him. He married Ida Apple, a young German immigrant, on March 21, 1875.¹¹ Six months later on September 11, 1875, Louis was dead, and his young wife was left with five stepchildren. Pregnant and unable to speak English well, Ida moved to Chicago, joining relatives there and leaving the five orphaned Tilles children to be cared for by friends and relatives.

George, at sixteen, decided he could manage on his own, but the younger two boys went to live with their

Aunt Anna Berman's family. The two young girls went to live with the nuns at St. Anne's Convent. Andrew would maintain that the boys were not fed well by his aunt's family and that their rooms were always cold. He later moved in with the family of his friend Sam Adler. His older brother, Manny, contracted tuberculosis and was placed in the tuberculosis sanatorium in Booneville, where he died on January 17, 1881, shortly after his nineteenth birthday.

The John F. Wheeler newspaper, *The Independent*, April 9, 1874, reported that Cadet George Tilles was home for a short time. He was a student at St. John's College in Little Rock at the time. After Louis' death in 1875, George took over his father's cigar sales and manufacturing business on the corner of Fourth and Garrison. He moved this business up Garrison Avenue several times, added a newsstand and bookstore. George was quite an entrepreneur and later became involved in many businesses and occupations including author, press correspondent and newspaper editor, insurance agency, manager of a telephone exchange, a stock and grain brokerage, a hotel, a bill posting company, and a box company.¹² In the September 26, 1900, *Fort Smith Times*, George Tilles is listed as lessee-manager of the Tilles Theatre (the Grand Opera House on Garrison Avenue at Fifth Street), which was showing *Ten Nights in a Bar Room*. Reviewers claimed it was "better than 1,000 sermons," and "teaches a great moral." George had taken a five-year lease on the opera house in 1887, renaming it the Tilles Theatre, and managed it for several years before it closed due to financial problems.¹³

George's younger brother, Andrew, was a student at St. Anne's Academy when his father died. He acquired the nickname of "Cap" because in his youth he had operated—captained—a ferry across a stream. Later, "Cap," as everyone began to call him, attended the University of Arkansas, but left before graduating to go to work with his brother George. George gave him his early business training, but after working for George for some time, Cap opened his own cigar and tobacco business. In 1886, Cap and his friend Samuel Adler moved to St. Louis where they had a cigar concession at the old South Side race track (horses, of course). The two eventually purchased the racetrack and brought it back to financial soundness. They eventually formed a partnership with Louis Cella, with whom they formed the Western Turf Association. At one time, the partnership operated twenty-five racetracks, one of them Oaklawn in Hot Springs. Cap became interested in the brokerage business and amassed a fortune in real estate and investments. When asked what his occupation was, Cap wanted to be known for one occupation only, saying, "I am a capitalist."¹⁴

Cap always remembered the unhappy circumstances of his childhood after the death of his parents when he and his siblings were separated and the tragic death of his brother,



GEORGE TILLES WITH CIGAR AND PAPER
(Courtesy of the Fort Smith Public Library)

Manny. He wanted to help other children, and in 1908 he sold the Fair Grounds, home to the race track, to the city of St. Louis for \$700,000, about half of its value, so it could be used for a children's park. Cap continued charitable giving to improve the lives of children who he believed were "helpless, not responsible for being brought into the world and environment into which they were born."¹⁵

In 1926, he created the Rosalie Tilles Foundation with a gift of \$1 million, whose purpose was to provide assistance to "helpless or deserving girl or girls, and boy or boys, residing in the City and County of St. Louis . . . [who] are in need of physical or educational help, without discrimination as to religious creed or race, or to such charitable organization or association." This nonsectarian charitable foundation eventually grew to provide scholarships for underprivileged university students in Washington University, St. Louis University, and Missouri University. In 1932, Cap donated his country estate, Rest Haven, a sixty-eight-acre parcel of land, to the City of St. Louis on the condition that it forever be maintained as a park for children and named in memory of his mother, Rosalie Tilles.¹⁶

In 1911, Cap's sister, Carrie Lick asked him to donate \$10,000 to fund a new building for a children's home in Fort Smith. Cap countered that the children of Rosalie Tilles would contribute the \$10,000 if the



ANDREW "CAP" TILLES AS A YOUNG MAN, LEFT, AND IN HIS LATER YEARS

(Photos courtesy of the James Walcott family)

people of Fort Smith would match that donation. He felt that with citizens then having a sense of ownership they would be more likely to contribute to its upkeep. When such contributions from the public were not made, Cap relaxed the terms of the agreement. In a letter dated December 5, 1911, from Cap Tilles to Mrs. Emily Lyman, corresponding secretary of the Children's Home in Fort Smith, Cap responds to her earlier letter, saying:

My Dear Mrs. Lyman,

Replying to yours of the 1st inst., will say that it was our intention to have the Board of Managers of the Children's Home raise ten thousand dollars from the citizens of Fort Smith and vicinity, and the children of Rosalie Tilles would donate a like amount, making a total of twenty thousand dollars with which to build the new home, providing same be named in honor of our mother. Realizing however that the citizens of Fort Smith are at quite an expense in operating the institution, we shall not insist on their raising the full amount of ten thousand dollars in addition to the property you mention but will be satisfied with whatever amount the board of lady managers should deem fair, also as to the time in which to raise same.

Very Truly,
C.A. Tilles,
for children of Rosalie Tilles

On April 12, 1912, a letter to Mr. C.A. Tilles, from

Emily [Mrs. G.H.] Lyman, Corresponding Secretary, Children's Home advises:

My dear Mr. Tilles,

The building committee have notified me that the bids are out and will be opened in a few days and they hope to award the contract by the 20th of this month if that is satisfactory to you. They also expressed a suggestion that, although not desired by them, that Mr. or Mrs. Lick be made custodians of the fund to be placed in the Merchants Bank to be drawn...by Bldg. Committee as needed...Everything is moving nicely and now the weather promises the building will commence on date named.

Yours Truly,
Mrs. G.H. Lyman,
Corresponding Secretary,
Children's Home

A list of bids and contracts for the children's home in April 1912 shows the J. Truschel, General Contracting bid accepted for \$8,283 for labor and material to complete all items listed on Children's Home as follows: iron work, brick work, plastering, carpenter work, lumber, mill work, sheet metal work, nails, painting, wiring, sliding door, track and hangers, screen wire for porches, cut stone, ash dump and door, reinforced concrete floor, second floor of sleeping porch only, all as per plans and specification.¹⁷

Bruce Bros., Plumbers, Steam and Gas Fitters won the contract to install the heating in the Children's Home using the Dunham System for the sum of \$1,047. L.S. O'Neal, Stone Contractor was awarded the contract for \$1,591 to furnish all labor and material to build the basement for the Orphans Home according to the plans and to include all Carthage and rubble stonework, excavation and concrete footings below water table, also that the grade be eighteen inches above sidewalk on north of lot, thirty feet from front and that all dirt be left on premises.¹⁸

The home was built for \$14,000 and dedicated on Thanksgiving Day 1912 in honor of Rosalie Tilles. The building was a handsome two-story and basement, east front, located at 615 North Nineteenth Street. It had living room, dining room, and offices on the first floor; kitchen laundry, etc., in the basement; and the wards and special rooms for the children on the second floor. Two attention-attracting features were the large sleeping porch on the second floor, and the large playroom beneath it, the latter enclosed with glass, making it available in any kind of weather and giving the little tots sunshine.¹⁹

An open house preceding the program allowed several hundred citizens to inspect the building. The lady managers were assisted by the Daughters of the King of St. John's church in receiving, both afternoon and evening. R. A. Clarkson, one of the three founders of the home, presided at the dedicatory services, and credited Mrs. Missouri A. Golden as the prime mover in the enterprise, conferring and consulting with Mr. Clarkson and Mr. D. J. Young. George Tilles presented the building on behalf of his brother and the family of Mrs. Rosalie Tilles to the board and the public. He spoke of his mother, who had passed away forty years ago, and in his presentation he said:

In bestowing the benefaction which I have the honor to present tonight to the city of Fort Smith on behalf of the children of Rosalie Tilles, and as a monument to her memory, we were actuated by the knowledge that the old orphans' home has for so many years been continuously and ably managed by a coterie of ladies whose earnest endeavor and untiring zeal has made possible the success of this work.²⁰

In a letter dated November 7, 1949, from Mrs. Annis (C.A., Jr.) Lick to the Rosalie Tilles Nonsectarian Charity Fund in St Louis, Mrs. Lick responded to a request for information concerning the Rosalie Tilles Children's Home. She stated that the Home is a corporation and was first incorporated as the Fort Smith Children's Home on July 22, 1901. The name of the corporation was changed to the Rosalie Tilles Children's Home on June 11, 1912, and was incorporated under the laws of Arkansas. There were no trustees, the affairs of the Home being handled by the acting board of managers. This self-perpetuating board of not more than fifteen members elected its officers annually. Ms. Lick included the names of the fifteen officers

and board members serving at the time: Mrs. Eleanor Johnston, president; Mrs. Edith Richardson, first vice president; Mrs. Fanny Berry, second vice president; Mrs. Lucy Sicard, secretary, recording; Mrs. Vyvian Johnson, secretary, corresponding; Mrs. Carrie Lick, treasurer; Mrs. Helen Pollock; Mrs. Eva Pryor; Mrs. Elizabeth Cravens; Mrs. Glenn Blakemore; Mrs. Lucille Smith; Mrs. Myra Armstrong; Mrs. Eleanor Foltz; Mrs. Louise Smart; Mrs. Bess Porter.²¹

Author's Note: Part I of this article was an introduction to the plight of homeless children in the Fort Smith area, and to the efforts by various groups to give these children homes. A great deal of the information about the Tilles family was gained from Nancy Ellen Carver's delightful story of her great-grandfather, George Tilles, in her book, *Talk with Tilles, Selling Life in Fort Smith, Arkansas*. How I wish I had known George Tilles. In the April 2014 issue of *The Journal*, Part II of the story will continue with the details of life in the Rosalie Tilles Children's Home in Fort Smith, and the gift of the Louis Tilles Children's Park.



Carole Barger is the past editor of The Journal. She continues to contribute in each issue and is foremost in preserving the history of the city.

Endnotes

- ¹ Amelia Martin, *Physicians and Medicine, Crawford and Sebastian Counties, Arkansas 1817-1976*. (Sebastian County Medical Society, 1977) 27
- ² Edwin P. Hicks, *The Fort Smith Story 1817-1896*. (Eastern National Park & Monument Association, no date) 50
- ³ Amelia Martin, 29
- ⁴ Randy Finley, *From Slavery to Uncertain Freedom, The Freedmen's Bureau in Arkansas, 1865-1869*. (The University of Arkansas Press, 1996) 18
- ⁵ *The Fort Smith New Era*, June 10, 1865
- ⁶ "Carolyn Pollan, Fort Smith: Cradle of the First Southern Free State, (*The Journal of the Fort Smith Historical Society*, Volume VI, Number 1, April 1982). 31
- ⁷ William Furry, editor, *The Preacher's Tale: Civil War Journal of Rev. Francis Springer, Chaplain, U.S. Army of the Frontier*. (Fayetteville: University of Arkansas Press, 2001) 112
- ⁸ Amelia Martin, 26-27
- ⁹ *History of the Rosalie Tilles Children's Home*, on file with records of the home at the Fort Smith Public Library. Author unknown.
- ¹⁰ Nancy Ellen Carver, *Talk with Tilles, Selling Life in Fort Smith, Arkansas*. (Xlibris Corporation, 2002)
- ¹¹ Family Search shows Ida Apfel, spouse of Louis Tilles, in 1875 marriage in Sebastian County, Arkansas, listing under Arkansas Marriages 1837-1944, with source as GS film #1034042, in Indexing Project (Batch) # M585658-1 with System Origin Arkansas EASY.
- ¹² Nancy Ellen Carver, 85-91
- ¹³ Ruth B. Mapes, *Old Fort Smith, Cultural Center on the Southwestern Frontier*. (Little Rock, Arkansas: The Pioneer Press, 1965). 75
- ¹⁴ Carver, 181



THE GROUNDS AT FORT GIBSON TODAY

Fort Gibson: Fort Smith to the West

By Jeremy Nguyen

The United States took official possession of Louisiana Territory on December 17, 1803, seventeen days after Spain officially acknowledged deeding the vast lands back to France with the 1800 secret treaty of San Il de Fonso.¹

Following the War of 1812, the American population grew and settlers began filling lands east of the Mississippi. Secretary of War John C. Calhoun believed like most white people in that era that eastern Indians, like the Cherokee, needed to be relocated beyond white settlement to allow them time to adjust to the culture and technology of white men.² Relocation proved to be difficult from the growing tensions of the Osage and the Western Cherokee who gained Arkansas lands during the Jefferson administration. Osage-Cherokee rivalry had existed as early as 1777, as a Spanish official reported that the Osage were hostile to the tribes residing east of the Mississippi in the “English district.” The tension between the two tribes increased as their attempts to relocate brought them closer together. By 1808, the Osage protested against Cherokee hunting

parties on the White River that “crept into the area without permission.”³ Calhoun, in response to a request from William Clark, territorial governor of Louisiana, sent a single company of riflemen up the Arkansas River in 1817 to Belle Point, where they established Fort Smith.⁴ Within a decade, the garrison moved further west, establishing in 1824 another fort on the Neosho River, Fort Gibson.⁵ As a means of keeping order and perhaps encouraging new settlement in the West, the United States established military camps and a few permanent posts in the Arkansas and Red River valleys.

After the Osage ceded most of their Arkansas lands in the 1808 Treaty of Fort Clark, the United States government offered these former Osage lands to the Cherokees for their voluntary settling, a policy that augmented differences between these tribes, leading to battles, raids, kidnappings, and a general rise in hostility. Of the many different Indian nations in the Louisiana Territory, one of the most prominent was the Osage. The Osage were one of the most powerful and

war-like of all the Indians who were located between the Missouri and Arkansas rivers, long before the Louisiana Purchase. The Three Forks on the Arkansas became the first region of Oklahoma recognized by U.S. President Thomas Jefferson through the reports of Capt. Meriwether Lewis, Dr. John Sibley, and William Dunbar concerning the Indians west of the Mississippi. Osage Indians controlled these grounds for hunting of the mass herds of bear, beaver, elk, deer, and buffalo.⁶

The state of Oklahoma as we know it today traces its roots to a few key events. Oklahoma, in the early 1820s, was chosen as a key location for Indian removal from the southeastern states of America. The Five Civilized Tribes, as they were called because of their strategy of assimilation, relocated to the western frontier, inhabiting homelands of the Osage plains Indians.⁷ With their territory favorably situated in mid-America, the Osage, a territorial and imperialist tribe, clashed often with anyone imposing on their land. Osage repeatedly fought the Western Cherokee after the latter relocated to Arkansas. Indian conflict led to calls for a garrison of troops being established to control the warfare. Rifle Regiment Commander Gen. Thomas Adams Smith sent Maj. Stephen Harriman Long to select an area on the Arkansas River for a base of operations and Maj. William Bradford to construct a fort as means to subdue warlike activities of the Osage Indians. Bradford built the fort on the site selected by Long, calling it Cantonment Smith in his dispatches back to the regimental commander. That became Fort Smith, and over the next four years, Bradford with his small band of riflemen tried to resolve the relentless outbreaks of raiding, horse theft, and kidnapping between Osages and Western Cherokees.

On April 9, 1821, 350 Osage warriors led by Mad Buffalo made hostile actions toward Fort Smith.⁸ At the time, Maj. William Bradford was away raising recruits to fill vacancies in the company, which was down to forty men. In his place, Lt. Martin Scott was in charge. Osages dressed in war paint and heavily armed demanded powder and unimpeded access to camp grounds east of Fort Smith. After Lt. Scott refused the demands, the Osage threatened to overrun the garrison. Scott responded by ordering his men to wheel out the fort's two artillery cannons and prepare for action. Intimidated, the Indians fell back to the north bank where the home of Susan Loving lay open for Osage hazing. The Indians drove Susan and children into a corner of the cabin, flashed cocked firearms, tomahawks, and knives in their faces, and threatened to kill and scalp them. At the same time, other Osage were beginning to build rafts to cross the river. When gun crews loaded the cannons, the Indians took to the woods, and Scott rushed men across the river to rescue the mother and children. Frustrated Osages departed

showing their rage on their way by killing three peaceful Quapaw and stole all the horses they could find.⁹

The 1821 siege of Fort Smith by Mad Buffalo, the closest Arkansas ever came to an Indian war, had far-reaching results. The Army moved the 7th Infantry from the Seminole Wars in Florida to Fort Smith. Under the command of Col. Mathew Arbuckle, the new troops absorbed the riflemen, tripling the size of the garrison at Fort Smith to some 200 soldiers. With this larger force, Col. Arbuckle petitioned the War Department for permission to move the fort further west into Osage lands. Finally that permission was granted.¹⁰

Col. Arbuckle came up the Arkansas River to find a place to set up a forward cantonment and to his surprise found that white traders and trappers already occupied the best boat landings on the Verdigris River. Three miles northeast of Muskogee, two rivers, the Verdigris and the Grand, half-a-mile apart discharge their waters into the Arkansas. This junction of the three rivers became known in early times as the Three Forks. While some Americans traversed Oklahoma in the interest of scientific knowledge, others explored it in the interest of financial profit. Following the negotiation of the Adams-Onís Treaty with Spain in 1819, the activities of the Three Forks and Red River traders foreshadowed an even greater commercial, natural, and strategic interest in Oklahoma. Among the latter were the Chouteau brothers, Pierre and Auguste, who had established profitable fur trading houses in the Three Forks region at about the same time the United States acquired Louisiana. The Chouteau brothers were adept at offering Osage desirable trade goods at fair exchange rates. Expanding trade with the Osage increased Auguste Chouteau's stature and professional opportunities. After purchase of the Louisiana Territory by the United States in 1803, he was appointed an agent of Western Indian Affairs.¹¹ As early as 1796 Pierre encouraged several thousand Osage to move to the Three Forks of the Arkansas River, where he could maintain his commercial relations with the Osage.¹² Back in 1819, the English naturalist Thomas Nuttall had ascended the Arkansas River alongside Maj. Bradford. Nuttall kept a daily journal of his experiences along the river. In his quest for botanical specimens, he set out on July 6 on the Arkansas River on the boat of a Mr. Bogy, heading toward the Three Forks. Nuttall traveled past the Illinois River, past the seven-foot high Webbers Falls, past the mouth of the Grand River, and finally entered the Verdigris River where Mr. Bogy had trading houses established. Three miles above the mouth of the Verdigris, Nuttall visited the falls, where he made an interesting prediction of the Three Forks:

If the confluence of the Verdigris, Arkansa [sic],



ROCK LANDING OFF THE GRAND RIVER, SHOWN OCTOBER 15, 2012

(Photo by Jeremy Nguyen)

and Grand rivers, shall ever become of importance as a settlement, which the great and irresistible tide of western emigration promises, a town will probably be founded here at the junction of these streams; and this obstruction in the navigation of the Verdigris, as well as the rapids of the Grand River, will afford good and convenient situations for mills, a matter of no small importance in the list of civilized comforts.¹³

Familiar with this evaluation, Arbuckle made the decision to relocate his 7th Infantry command at the Three Forks. In early April 1824, three years exactly after the siege of Mad Buffalo, the 7th Infantry abandoned Fort Smith. Two parties made the relocation happen; one by river and the other by land. Two keel boats carried supplies with few troops to accompany them. Most of the soldiers traveled by wagons west on trails already well-marked by Indians, white traders, and missionaries.¹⁴ The supplies that could not be taken along the journey with the 7th Infantry were left with the abandoned Fort Smith in the care of Benjamin L. E. Bonneville and his fourteen-man detachment.

Within two weeks, Arbuckle had his men begin building the new fort, naming it after the army's commissary general, George Gibson. At about the same time as Arbuckle founding Cantonment Gibson, Maj. Alexander Cummings traveled from Fort Smith to the mouth of the Kiamichi where he established Cantonment Towson named in honor of Nathan Towson, paymaster general of the Army and a hero of the War of 1812.¹⁵ The companies garrisoned at Cantonment Towson belonged to the 7th Infantry under the jurisdiction of the regimental commander, Col. Arbuckle. Cantonment Gibson was actually headquarters for all American troops on the Southwestern frontier.¹⁶

Arbuckle's orders from Gen. Winfield Scott instructed him to establish a post at the opening of the Verdigris River. Arbuckle chose the eastern bank, three miles up on the Grand River, where a rock ledge extending into the river formed a natural landing for the building site.

The new site was "eighty miles above Fort Smith, fifty miles below the Osage village, and at the proposed

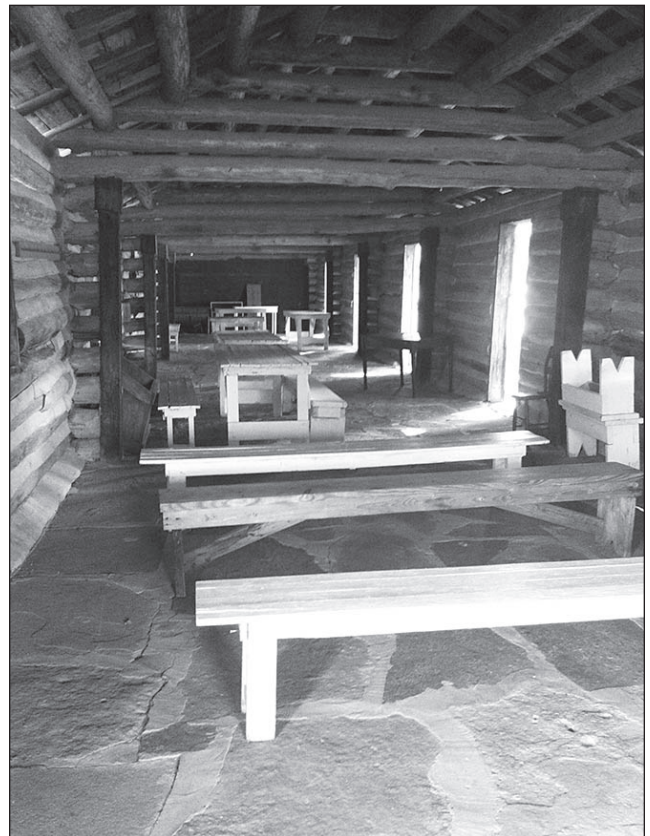


THE GROUNDS AT FORT GIBSON TODAY
(Photo courtesy of Jeremy Nguyen)

western boundary of Arkansas Territory, and the new move was believed to guarantee security to the western frontier.”¹⁷

Situated on low grounds by the river, Fort Gibson’s construction started amongst the canebrake that covered the land. Arbuckle’s five companies began cutting logs and splitting wood to construct homes for them to live in. The canebrake formed an extensive barrier along the river, making it an almost “impenetrable” two miles wide in some areas. Oak, ash, and hackberry trees populated the region around the site, which was overgrown with weeds and nettles.¹⁸ Throughout the first year, work at the post was steady, and the men stood in excellent shape and health. No one ever suspected that the post’s location on the low grounds of the river would bring on fevers and gastrointestinal epidemics that would devastate the men at Fort Gibson, and give it the nickname, “Charnel House of the Army.” During 1834 and 1835, the garrison would count 292 deaths, mainly from fevers.¹⁹

Improving lines of communication and transportation to the new Fort Gibson drew an increasing amount of attention. The trail from Fort Smith to the Three Forks had proved possible for early traders along the route, but showed nearly impossible to serve an army post. In March 1825, Congress authorized the survey of a road between Little Rock



**INSIDE VIEW OF SOLDIERS QUARTERS
 AT FORT GIBSON**

(Photo courtesy of Jeremy Nguyen)

and Fort Gibson. A fifty-eight mile long road from Fort Smith to Fort Gibson, the first road to be surveyed in Oklahoma, ran along the present-day U.S. Highway 64.²⁰ James Barbour, secretary of war under in the John Quincy Adams administration, directed Arbuckle to start building the road to Fort Gibson. Arbuckle's men still were working on finishing the construction at the fort. The commander informed the War Department that the "Want of Money, Tents, & Tools" made it impossible to begin work immediately. If Arbuckle's men were scattered out building the road, an increased chance of a full-fledged Indian war saw greater possibility.²¹

Constructing a road to Little Rock needed a large force of men to complete the job, up to 100 men for six to eight months, six to eight months that Arbuckle could not spare. He wanted his troops available for immediate assignment, and not miles away working on a road. By November 1825, however, Indian threats had subsided enough that Arbuckle agreed to assign Capt. Pierce Butler and a squad of fifty-five men to the task. The road from Cantonment Gibson to Fort Smith was completed by August 1827.²²

In 1828, the Western Cherokees agreed to give up their Arkansas land and accept a seven million acre tract beyond the western boundary of Arkansas territory. In 1831, Osages met with Cherokees to make efforts at a compromise. Eventually, the Cherokees agreed to a treaty resolving future differences.

Plans to pacify the Plains Indians were proposed in 1829 by one of Fort Gibson's most famous visitors, Gen. Sam Houston. He offered to undertake an expedition to the Pawnees to end their conflict with the Osages. Growing up among the Cherokees in Tennessee, Houston became fond of their customs and language.²³ Houston's military career had begun on March 26, 1813, when he joined the U.S. Army as a twenty-year-old private. His valiant actions at the Battle of Horseshoe Bend in 1816 resulted in three nearly fatal wounds. Just like Gen. Andrew Jackson, Houston suffered one wound from a rifle ball in his right shoulder, where it never completely healed. Houston's efforts caught the attention of Jackson, who thereafter became his benefactor. Houston, in return, revered Jackson and became a staunch "Jacksonian" Democrat.²⁴ Houston lived among his Indian friends for a few more years, marrying a beautiful Cherokee woman of mixed blood, Diana Rogers Gentry, also known as Talahina. Together they managed a small store on the Grand River, until he became active in Indian affairs again. Sam Houston kept peace among the various tribes in Indian Territory before leaving for Texas where he started a new adventure in his remarkable life.²⁵

In 1832, Fort Gibson saw another wave of important visitors. Commissioners were sent to negotiate treaties with the western tribes and arrange for the arrival of



MARKER WHERE AUTHOR WASHINGTON IRVING'S TENT STOOD AT FORT GIBSON, OKLAHOMA.

(Photo courtesy of Jeremy Nguyen)

eastern Indians following the Indian Removal Act. Among those were Gov. Montfort Stokes of North Carolina, Chairman Henry L. Ellsworth of Connecticut, and Reverend John F. Schermerhorn of Utica, New York. Mr. Ellsworth was the first to arrive, reaching the fort in October 1832. Ellsworth met a trio of travelers whom he persuaded to accompany him on his westward trip to negotiate amongst the Indians. The trio included the famed author Washington Irving, Charles J. Latrobe, and Count Albert-Alexandre de Portales.²⁶

Traveling with Ellsworth, the now four-man party met with Auguste Chouteau, who resided in Salina, Oklahoma, where Chouteau agreed to accompany the men through the frontier. Chouteau owned a trading post on the Verdigris, and Irving described his stay at the Chouteau's home by saying, "the house formed of logs—a room at each end—an open hall with staircase in the center—other rooms above—in the two rooms on the ground floor two beds in each room with curtains—white washed log walls—tables of various kinds—Indian ornaments."²⁷ Leaving Chouteau's home, the party continued on to Fort Gibson. At the post, Irving first met Col. Mathew Arbuckle who welcomed the group of men. At Irving's arrival, he also met Sam Houston, the former governor of Tennessee,

whom Irving portrayed as a “tall, large, well formed, fascinating man—low crowned large brimmed white beaver—boots with brass eagle spurs—given to grandiloquence.”²⁸

Irving had heard that a troop of mounted rangers planned to head off into unexplored lands to the west of Fort Gibson. The route included a circular path in which they would cross over the Red River into Indian lands, eventually making their way back to Fort Gibson. Irving and his friends did not hesitate in joining this company of rangers, led by Capt. Jesse Bean. The day before their twenty-day excursion, Irving wrote:

We now made all arrangements for prompt departure. Our baggage had hitherto been transported on a light wagon, but we were now to break our way through an untraveled country, cut up by rivers, ravines and thickets, where a vehicle of the kind would be a complete impediment. We were to travel on horseback, in hunter's style, and with as little encumbrance as possible. Our baggage, therefore, underwent a rigid and most abstemious reduction. Each one bestowed his scanty wardrobe in a pair of saddle-bags, and those by no means crammed: these, with his great coat, were placed upon the steed he rode. The rest of the baggage was placed on pack-horses. Each one had a bear-skin and a couple of blankets for bedding, and there was a tent to shelter us in case of sickness or bad weather. We took care to provide ourselves with flour, coffee and sugar, together with a small supply of salt pork for emergencies; for our main subsistence we were to depend upon the chase.²⁹

Irving recorded the earliest known expedition to these little known prairie lands beyond Three Forks. The events that Irving and company experienced made way for the state of Oklahoma to open up for settlement. Irving's journals led to his book, *A Tour on the Prairies*, which became a best seller and is still a classic American account by a gifted writer spelling details of frontier life on the America's most western boundary. Irving later met Capt. Benjamin L. E. Bonneville, who while on leave from Fort Gibson, engaged in a trading and exploration expedition to the Rocky Mountains. Bonneville sold his notes to Irving who in time turned them into a book called *The Adventures of Captain Bonneville*.³⁰

In the same year as Irving's tour of the prairies, Congress provided for forming the First Dragoons at Fort Gibson, which would be led by Col. Henry Dodge from Wisconsin. Mounted troops were needed to cope with Indians on the prairies.³¹ In summer 1833, an expedition of infantry and rangers was sent from the fort to locate and communicate with

western tribes, but the party never returned. A year later, Col. Henry Leavenworth, just arriving at Fort Gibson, commanded troops on a second expedition. Under Leavenworth's command, the troops made contact with Kiowa and Wichita tribes, eventually leading to treaties consummated at Fort Gibson. Hugh Evans, the personal orderly of Col. Henry Dodge, wrote about the start of their summer campaign with Leavenworth saying:

After a march of about 500 miles in 18 Days through various sorts of Country we arrived at Fort Gibson Our travels from Jefferson Barracks to Fork Gibson is of considerable note the country through which we came, partly through the interior of Missouri [sic] and partly through Arkansas Territory the land generally of the most indifferent kind some parairie also some high oak woodland of a verry [sic] inferior quality of soil. The situation of the encampment was near Fort Gibson where we arrived on the 26 of May. We remained at Ft Gibson until the Regt was organized on the 17 of June when we left Camp Jackson for False Washita (Camp Jackson is about one mile from Ft Gibson immediately [sic] in a grove of timber in the edge of a beautiful parairie where the Dragoons were encamped until the Regt was organized).³²

Col. Leavenworth's subordinate officers included Lt. Col. Stephen W. Kearny and Lt. Jefferson Davis, both earning historical renown in the War with Mexico and the American Civil War. The expedition had George Catlin along, an artist determined to paint portraits of the Plains Indians, their way of life, and the country.³³

Capt. Nathan Boone, the youngest son of Daniel Boone, served for many years at the early post. Boone surveyed a number of lines around the location of Fort Gibson, including the boundary between the Creek and Cherokee Indians.³⁴

Fort Smith's military role in Indian territory diminished with Arbuckle's decision to move to Three Forks. Fort Gibson became the United States' westernmost military post, and often West Point graduates in the antebellum period saw their first duty assignment to Fort Gibson such as notable army officers of the future Albert Sidney Johnston, George H. Thomas, Edmund Kirby Smith, and John B. Hood.³⁵

Fort Gibson became the center of social life on the western frontier. Trappers bartered their goods to traveling traders who often stopped at the garrison for stories of western adventure. Busy steamboats traveled up the Arkansas River bringing news from back East. Multitudes of turkey, buffalo, bear, wild fowl, and wild honey were commonplace.³⁶

From its protection, soldiers labored over a quarter of a century to keep peace among warring Indian tribes and to help with the relocation of eastern, migrating Indians. By 1841, the army had accomplished this end, and Mathew Arbuckle was reassigned, ironically, to the second Fort Smith being built as a massive structure on the Arkansas. Departing Fort Gibson, Arbuckle reported to his superiors that he had maintained peace in Indian Territory during the era of removal. During these years, the army at Fort Gibson exercised restraint and reason in its relation with the Indians.³⁷

By 1857 with Indian Territory established and the relocated nations exercising their jurisdiction over the land once patrolled by its dragoons and soldiers, Fort Gibson was abandoned as a military post. Its last military use was after its reoccupation in 1863 during the Civil War by Union troops massing under Maj. Gen. James G. Blunt to retake Fort Smith from the Confederates.



Jeremy Nguyen is a graduate of UAFS and is employed by the First National Bank in Fort Smith. He is the author of "Big K in Front: Kerwins American Legion Baseball" which appeared in the April 2012 issue of *The Journal*.

Endnotes

- ¹ Edwin C. McReynolds, *Oklahoma: A History of the Sooner State*, (Norman, University of Oklahoma Press, 1954): 46-47.
- ² Brad Agnew, *Fort Gibson: Terminal on the Trail of Tears*, (Norman and London, University of Oklahoma Press, 1980): 3.
- ³ *Ibid.* 10.
- ⁴ The French called the area between the Poteau and Arkansas Rivers, Belle Point, eventually being called Fort Smith some years later, after General Thomas A. Smith, Commander of the Rifle Regiment, Grant Foreman, *Pioneer Days in the Early Southwest*, (Cleveland: Arthur H. Clark Company, 1926): Reprinted (University of Nebraska Press, Lincoln and London, 1994), 34.
- ⁵ Agnew, *Fort Gibson*, 5-6.
- ⁶ Grant Foreman, "The Three Forks," *Chronicles of Oklahoma*, 2, 1, March 1924, 37.
- ⁷ The Five Civilized Tribes consisted of the Cherokee, Chickasaw, Choctaw, Creek, and Seminole Indians. Plains Indians included the Osage, Comanche, Kiowa, Pawnee, and the Wichita. Cherokee Indians continually targeted the Osage hunting grounds, causing outbreaks of war between the two.
- ⁸ Mad Buffalo as he was known by whites had the Osage name Tse-To-Gah Wah-Shi'n Pische, which translates to Bad Tempered Buffalo.
- ⁹ Foreman, *Pioneer Days in the Early Southwest*, 58-59; also Edwin C. Bearss and Arrell M. Gibson, *Fort Smith: Little Gibraltar on the Arkansas* (Norman: University of Oklahoma Press, 1969, 1979) 45-47.
- ¹⁰ Billy D. Higgins, *A Stranger and A Sojourner: Peter Caulder, Free Black Frontiersman in Antebellum Arkansas* (Fayetteville: University of Arkansas Press, 2004) 103-111.
- ¹¹ Douglas A. Hurt, "Chouteau Family," *Encyclopedia of Oklahoma History and Culture*, <http://digital.library.okstate.edu/encyclopedia> (Accessed October 9, 2012.)
- ¹² Agnew, *Fort Gibson*: 7-8.
- ¹³ Nuttall called Mr. Bogy "Bougie", the Neosho or Grand River was better known to hunters of the area as "Six Bulls."; Russell M. Lawson, "The Land Between the Rivers: Thomas Nuttall's Ascent of the Arkansas, 1819," (The University of Michigan Press, Ann Arbor: 2004) 24, 77.
- ¹⁴ *Ibid.*, 29.
- ¹⁵ Robert W. Frazer, *Forts of the West: Military Forts and Presidios and Posts Commonly Called Forts West of the Mississippi River to 1898*, (Norman: University of Oklahoma Press, 1965) 116.
- ¹⁶ Cantonment is the term for a fort being established.
- ¹⁷ Foreman, *Pioneer Days In the Early Southwest*, 63.
- ¹⁸ Agnew, *Fort Gibson*, 31.
- ¹⁹ Grant Foreman, "The Centennial of Fort Gibson," *Chronicles of Oklahoma*, 2, 2, June, 1924, 121-122.
- ²⁰ McReynolds, *Oklahoma*, 73.
- ²¹ Agnew, *Fort Gibson*, 32.
- ²² *Ibid.*, 32; also McReynolds, *Oklahoma*; 73.
- ²³ Foreman, "Centennial," 122.
- ²⁴ Thomas H. Kreneck, "Samuel Houston," *Handbook of Texas Online*, (<http://www.tshaonline.org/handbook/online/articles/fho73>), accessed October 30, 2012.
- ²⁵ *Ibid.* Kreneck, "Samuel Houston."
- ²⁶ Stan Hoig, "Irving, Ellsworth, Latrobe, and Pourtales Expedition," *Encyclopedia of Oklahoma History and Culture*, <http://digital.library.okstate.edu/encyclopedia> (Accessed October 28, 2012.)
- ²⁷ *Ibid.*
- ²⁸ Washington Irving, *A Tour on the Prairies*, (London: John Murray, Albemarle Street, 1832) 13-14.
- ²⁹ Joseph B. Thoburn, "Centennial of the Tour on the Prairies: By Washington Irving," *Chronicles of Oklahoma*, 10, 3, September, 1932, 427-428.
- ³⁰ Hoig, "Irving, Ellsworth, Latrobe, and Pourtales Expedition."
- ³¹ Foreman, *Centennial*, 123.
- ³² Fred S. Perrine with additional notes from Grant Foreman, "Dragoon Expeditions 1834-1835: The Journal of Hugh Evans, Covering the First and Second Campaigns of the United States Dragoon Regiment in 1834 and 1835," *Chronicles of Oklahoma*, 3, 3, September, 1925, 181.
- ³³ Brad Agnew, "Dodge-Leavenworth Expedition," *Encyclopedia of Oklahoma History and Culture*, <http://digital.library.okstate.edu/encyclopedia> (Accessed October 31, 2012.)
- ³⁴ W. Julian Fessler, "Captain Nathan Boone's Journal," *Chronicles of Oklahoma*, 7, 1, March, 1929, 58-59.
- ³⁵ Foreman, *Centennial*, 124.
- ³⁶ Brad Agnew, "Fort Gibson," *Encyclopedia of Oklahoma History and Culture*, <http://digital.library.okstate.edu/encyclopedia> (Accessed November 1, 2012.)
- ³⁷ *Ibid.* "Brad Agnew, "Matthew Arbuckle 1778-1851," *Encyclopedia of Oklahoma History and Culture*, <http://digital.library.okstate.edu/encyclopedia> (Accessed November 1, 2012.)

War On A Flying Cloud

Tactical Innovation on the Fort Smith Campaign of 1863

By Thomas G. Waller Jr.

The year 2013 marks an important sesquicentennial in America, the 150th anniversary of a series of battles that, in 1863, proved to be turning points in multiple theaters of the American Civil War. Gettysburg and Vicksburg culminated on the same day, July 3, and Union victories in these giant campaigns sent shockwaves that exhilarated the Northern armies and sent a pall of despair across the South. July 1863 also would see the beginning of a decisive campaign that would result in the return of federal forces on September 1 to reoccupy the gateway to the Southwest and “mother post of the Indian Territory,” Fort Smith, Arkansas.

The Union Army of the Frontier was unique among federal armies. The Army of the Potomac, almost 100,000 strong with 150 cannons and commanded by West Point graduate George Meade, fought Gettysburg in Napoleonic fashion, and suffered 23,000 casualties in three days. Ulysses S. Grant, also a West Pointer, led the 77,000-man Army of the Tennessee in a rather textbook siege of Vicksburg that, over four months, killed or wounded close to 10,000 troops. Confederate casualties in the two campaigns totaled almost 60,000.¹

The Army of the Frontier, not big enough to be named for a river, was peripheral and tiny by comparison. Seldom did it number more than 10,000 men nor was it supported by more than a dozen guns. Most of its commanders were civilians turned soldiers. Its creatively organized regiments of regular cavalry and infantry, Kansas colored infantry, and Indian Home Guard regiments fought a different style of warfare. These factors, however, contributed to an innovative strategy that added a new chapter to the evolution of the military art. This historically significant campaign of maneuver led to the capture of Fort Smith and, indeed, the whole western flank of the Confederacy.

The Fort Smith Campaign: Operational Prelude

By the summer of 1863, Union forces under the command of ex-physician and abolitionist firebrand Maj. Gen. James G. Blunt had secured most of northwest Arkansas and southwest Missouri, and had driven to the Arkansas River in Indian Territory to re-establish a U.S. Army headquarters at Fort Gibson. For a year, Gen. Blunt had pursued objectives to return loyalist Indians to their homelands, capture and secure his base at Fort Gibson, move against Confederate



GEN. JAMES G. BLUNT

forces in the Indian Territory, and eventually to capture Fort Smith, the key to the Indian Territory and the Arkansas River valley.² An abortive thrust into Indian Territory from Kansas in the summer of 1862 saw the first recorded instance of a new tactic of mobility, the movement of infantry in wagons. Col. William Weer, one of Gen. Blunt's brigade commanders, moved quickly to attack Confederate forces near Locust Grove, about twenty miles north of Fort Gibson.³ Pvt. Theodore Gardner described the movement:

The doughboys and cannoneers were piled promiscuously into wagons . . . With the first blush of dawn our cavalry took the enemy pickets and rushed pell-mell upon the unsuspecting Rebs who were just starting campfires for their morning meal.⁴

Since the Mexican War, the term “doughboy” had been used by elitist cavalymen to describe the “dough-headed” infantrymen plodding along the road below them. In the frontier theater, barren terrain, harsh

weather, and long distances between objectives all but demanded a quickness of movement of all three of the combat arms together—cavalry, artillery, and infantry—to achieve the needed multiplying effect of combat power. Gen. Blunt himself described how he moved against Confederate raiders in southwest Missouri in August 1862:

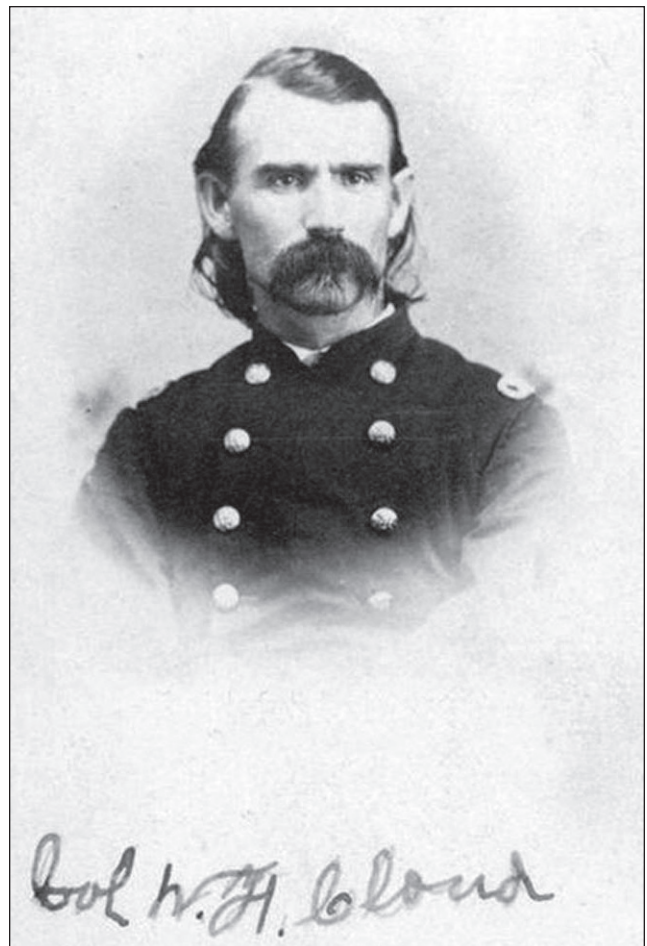
With such cavalry as were well mounted, and infantry in wagons numbering between three and four thousand men, I left Fort Scott at dark and marched all night...we pushed on vigorously, moving day and night but with little rest, and in sixty hours and one hundred miles we came upon the enemy at Lone Jack a⁵

Known for his aggressiveness, Gen. Blunt believed such action to be the only way to fight. “It cannot be doubted that our prompt and vigorous movements saved Lexington and Kansas City from attack and destruction.”⁶ He halted Confederate raiders by ignoring the West Point playbook on tactical movement of army formations. He regained the initiative and moved his forces into northwest Arkansas in the fall of 1862 to meet the advancing army of Confederate Brig. Gen. Thomas Hindman at Cane Hill on November 28.⁷

Ironically, his action at Cane Hill left Blunt’s 5,000-man division overextended on precarious lines of communication, winding some 150 miles back to Springfield, Missouri. He telegraphed Maj. Gen. Herron, commanding the forces remaining of the Army of the Frontier, to march with all speed, as a big battle was at hand. Gen. Herron marched another 7,000 infantry the old fashion way, on foot, and arrived strung out and weakened by the march and in the nick of time. Only about 3,500 made the grueling 114 miles in four days, but significantly, Gen. Herron had his artillery in the van.⁸ The subsequent Battle of Prairie Grove, fought on December 7, 1862, would be the last large conventional attack of a major Confederate army on the frontier. Henceforth, the Army of the Frontier took the offensive using Gen. Blunt’s new style of maneuver warfare.

Tactics in Transition: Cavalry to Mobile Infantry

Central to the unfolding of the Fort Smith Campaign of 1863 were the movements and battles of one of Blunt’s subordinates, cavalry brigade commander Col. William F. Cloud. Beginning with Blunt’s pursuit of the defeated Confederates after Prairie Grove, Col. Cloud became a rising star of the Army of the Frontier. He would be the tip of the spear of the federal thrust toward Fort Smith, providing one of the most exciting and dashing cavalry charges of the war in the west. Gen. Blunt, getting intelligence that Gen. Hindman’s Confederates were regrouping in Fort Smith, decided to strike first. Disguising his preparations as a retreat



COL. WILLIAM F. CLOUD

to Springfield, he moved three columns of troops south toward Van Buren. The lead element was the 2nd Kansas Cavalry, commanded by Col. Cloud, who marched thirty-five miles on December 27, 1862, bivouacked, and was on the road again at 4:00 a.m. the next morning. Cloud’s cavalry completely surprised two regiments of Texas cavalry at Dripping Springs, just north of Van Buren.⁹ Cloud routed the Rebel forces and pursued them for eight miles south, right into the streets of Van Buren. Said Blunt:

The entry to Van Buren was quite an exciting race. The two regiments of Texas cavalry dashing through the streets at full gallop, with the despised “Yanks” close upon their heels, the sharp crack of carbines and revolvers, with the consternation and terror of the citizens, all contributed to make up an interesting tableau.¹⁰

Col. Cloud’s own troopers remember the cavalry charge as entirely the initiative of their colonel, who led a charge that, again, caught the Rebels cooking their breakfast. Riding through the enemy pickets, Cloud led his cavalry, pursuing the scattered Texans until Van Buren itself finally came into view. Cloud charged

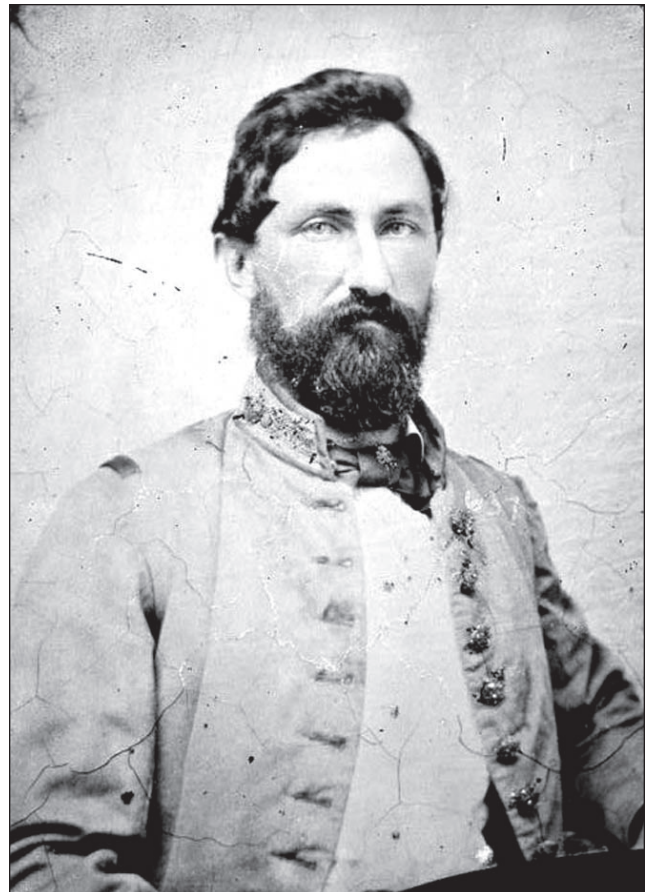
straight to the river, captured four Confederate steamers, and gained a new title from his men—"Captain of the Horse Marines."¹¹

Cloud's dash and Blunt's aggressiveness would prove to be a lethal combination for the Confederates in the Fort Smith Campaign of 1863. Not provisioned or prepared for a direct assault across the Arkansas River on Fort Smith, Blunt withdrew his detachment of the Army of the Frontier to the north to regroup and make plans for a second invasion of the Indian Territory. Col. Cloud was detached back to the District of Southwest Missouri, commanded by Brig. Gen. John McNeil. The late winter and spring of 1863 was a time of reorganization on the frontier. Priorities for both armies were being drawn eastward, toward Little Rock, Arkansas Post, and ultimately Grant's Vicksburg Campaign. Robert E. Lee was preparing his great invasion of Pennsylvania, which would culminate at Gettysburg. To the leadership of North and South, what was going on in western Arkansas and the Indian Territory was of little consequence. But on the frontier, the Union Army, led by Gen. Blunt, was forming new units and developing new tactics that would advance the art and science of war more than anything going on in the great campaigns to the east.

Col. Cloud's dash to Van Buren was not a traditional cavalry charge, but rather the shock action of men moving fast into the battle. Back to the times of Napoleon, the saber charge of cavalry had delivered the shock that would break an enemy's line. The industrial revolution and the development of long-range artillery and rifled muskets had rendered the saber charge obsolete. The failed "Charge of the Light Brigade" in 1854 during the Crimean War illustrated the looming obsolescence of traditional cavalry.¹² Despite some famous cavalry engagements in the American Civil War such as George Armstrong Custer's charge against Jeb Stuart at Gettysburg, the evolving role of cavalry was in its superior mobility, not its shock action. More often than not, cavalry would ride to a decisive point, dismount, and fight on foot. "When armed with Spencer repeating carbines, it [cavalry] was a very formidable mounted infantry."¹³ Col. Cloud's brigade task force played a critical role in the Fort Smith Campaign of 1863 that not only regained Fort Smith for the Union, but also introduced a new style of mobile, combined arms operations.

Mobile Infantry: From Wagons to Helicopters

The revelation of Col. Cloud's innovation began with the author's search for terrain near Fort Smith that could be used by history students at University of Arkansas—Fort Smith to study the Battle of LZ X-Ray, fought in Vietnam in November 1965, and popularized in the Mel Gibson movie *We Were Soldiers* and Lt.



CONFEDERATE BRIG. GEN. WILLIAM L. CABELL

Gen. Hal Moore's book *We Were Soldiers Once and Young*. In a dramatic speech in the movie, Mel Gibson tells his men, "We are the new cavalry," he pauses as several helicopters roar by at treetop level, then adds, "*and these are our horses.*" In reality, Moore, who commanded the 1st Battalion, 7th Cavalry (Air Mobile), 1st Cavalry Division, writes:

If this system (air mobile infantry) could be made to work, the soldiers' time would be spent fighting, *not walking or waiting for a truck...* The helicopter would add a 110-miles-an-hour fast forward capability to ground warfare.¹⁴

The search for terrain similar to LZ X-Ray revealed a piece of ground near Greenwood, Arkansas, that fit nicely. The requirement was for an open area capable of landing fourteen helicopters at the base of a mountain. Following a suggestion, I traveled to the Civil War site of the Battle of Devil's Backbone. This battle, the culminating engagement of the Fort Smith Campaign of 1863, was fought on September 1, 1863, and resulted in the liberation of Fort Smith for the Union.

A review of Gen. Blunt's campaign road to Fort Smith reveals the evolution of the new tactic of



LZ X-RAY



THE BATTLE OF LZ X-RAY, Vietnam, 1965: *The terrain had many similarities with Devil's Backbone—open area at the base of a mountain, with dense scrub brush going up the mountainside.*

(Photos courtesy of Tom Waller)

modern warfare. Earlier, Gen. Blunt had used wagons to transport infantry in at least two 1862 battles. On July 11, 1863, Blunt arrived at Fort Gibson with plans to begin the Fort Smith Campaign. He had received reports of the massing of Confederate forces at Honey Springs Depot on Elk Creek, just twenty-five miles south of Fort Gibson. He heard that a 3,000-man brigade of Confederate Brig. Gen. William L. Cabell was moving from Fort Smith to join the 6,000 men of Brig. Gen. Douglas Cooper's brigade, positioned near Elk Creek. Not having sufficient forces yet for a full offensive through the Indian Territory, Blunt mustered what forces he had, about 3,000 men, and conducted a spoiling attack on July 17 before the two Rebel forces could join. His speed of movement and aggressive attack coupled with a badly organized and ill-equipped Confederate force resulted in a rout that sent the Rebel forces retreating south toward Texas.¹⁵ Gen. Blunt returned to Fort Gibson to marshal forces for a deeper drive against the Confederates. Guerrilla raiders in Missouri had delayed federal reinforcements, but the



THE BATTLE OF DEVIL'S BACKBONE: *Low hills and dense scrub brush made it difficult for soldiers' line of sight. The terrain today probably looks much the same as it did in 1863.*



DEVIL'S BACKBONE



HISTORY STUDENTS *of the University of Arkansas Fort Smith ascend the old Waldron Road to the top of Devil's Backbone Mountain. They were using the terrain to model the Battle of LZ X-Ray, Vietnam, 1965*

concentration of Confederates forces at Fort Smith for an attack on Fort Gibson caused the Department of Missouri commander, Gen. John M. Schofield, and Southwest Missouri District commander, Brig. Gen. John McNeil, to order Col. Cloud and his brigade to rejoin Blunt for operations against the Confederate threat. At the same time, Blunt, feeling an imminent



(ABOVE) Wagon and union soldiers, Battle of Backbone Mountain from diorama created by Cody Faber on display at Fort Smith National Historic Site.

(RIGHT) Confederate officer and horse at the Battle of Backbone Mountain, Cody Faber created diorama at on display at the Fort Smith National Historic Site.



threat, but also an opportunity, sent a message directly to Cloud, operating near Fayetteville, Arkansas, to march with all speed to join him.¹⁶ Blunt planned to commence his advance as soon as Col. Cloud arrived. His purpose would be to drive the Confederates south of the Canadian River and occupy Fort Smith. His latest intelligence informed him that a Confederate force of some 10,000 men, including Cabell's brigade were camped along the Canadian near "Briertown" [sic].¹⁷ Col. Cloud received his orders on August 19, and on August 21, his "flying column" entered Fort Gibson. Blunt's entire force of 4,500 men crossed the Arkansas River the next day. Gen. Blunt believed that if the Confederates stood and fought, "the next 48 hours would settle the contest in the Indian Territory."¹⁸

Confederate commander of the Indian Territory, Gen. William Steele, on the same day that Col. Cloud had received his orders, August 19, ordered Gen. Cabell to move to the defense of Fort Smith. Gen. Steele was hoping to assemble a larger force from scattered Texas

and Indian units and defeat the advancing Federals. Blunt struck first. Author William Butler summarized the action:

Confederate General Steele fought several delaying actions designed to slow the Union advance on Fort Smith, but it was all to no avail. General Steele threw up a defense line on the Canadian River, but the line had to be evacuated to Perryville, as General Blount's [sic] 5,000 Union troops advanced ruthlessly *by horse and in wagons*.

¹⁹

Blunt crossed the Arkansas River on August 22 and moved his force forty-five miles to the Canadian

in two days. On August 24, Cabell began moving his brigade to Fort Smith, while Gen. Steele retreated with the remaining Confederates south to Perryville. Blunt pursued Steele, driving his forces through the Perryville depot on August 25, a march of sixty miles, which he accomplished in forty-eight hours.²⁰ Leaving Steele retreating toward Texas, Blunt took Cloud's brigade and a personal guard, totaling about 2,000 men, toward Fort Smith in pursuit of Gen. Cabell, who had, at best 1,500. After a four-day march of 100 miles from Perryville, the federals caught up with Cabell's brigade on August 31 at McLean's Crossing of the Poteau River, nine miles southwest of Fort Smith. Cloud's task force, consisting of two regiments of cavalry, one of infantry, and a four-gun artillery battery, had covered about 200 miles in seven days, and was poised to attack Cabell across the Poteau on the morning of September 1. The force showed exceptional mobility, averaging almost thirty miles a day in a summer that was hot and dry.²¹ Traditional infantry could not have kept up, but the infantry accompanying this force were themselves mobile, as the testimony of the Battle of Devil's Backbone reveals.

Cloud attacked at daylight and found that Gen. Cabell had withdrawn during the night. Abandoning Fort Smith, Cabell had ordered stores and equipment evacuated south via the Waldron Road. Anticipating the aggressive Blunt to push Col. Cloud after him, Cabell prepared an ambush on Devil's Backbone Mountain, three miles southeast of Greenwood. He arrayed his forces in echelon up the mountainside, straddling the road, with the artillery positioned to cover the field below. With any luck, he could destroy Cloud's brigade and reoccupy Fort Smith. Col. Cloud pursued vigorously, however, drove in Cabell's pickets by 9:00 a.m., and approached Devil's Backbone by noon, a distance of twenty miles in six hours. Gen. Cabell, himself, observed the enemy approaching:

Gen. Blunt, finding out that I had abandoned the position I had on the Poteau, sent Col. Cloud, with 1,500 cavalry, six pieces of artillery, and 40 wagons, loaded with infantry, in pursuit of me.²²

The reports related that the three-hour battle was won by dismounted cavalry and infantry, who, with strong artillery support, advanced steadily against an enemy in concealed positions in close, difficult terrain. Eventually, the Confederates broke, and Task Force Cloud occupied the heights of Devil's Backbone. In the afternoon of September 1, Gen. Blunt rode into the city raising the Stars and Stripes for the first time since April 23, 1861.

An Evolution in Tactics: Getting to the Fight

The traditions and use of horse cavalry and foot-

mobile infantry did not change overnight. In World War I, horse cavalry and horse drawn artillery were used extensively. Almost always, however, cavalry was simply mobile infantry, and more and more motorized vehicles were deployed to get troops to the fight. Germany's Schlieffen Plan depended on cavalry for scouts, and the feet of its two million infantrymen to invade France. There were simply not enough vehicles of any kind to move so many men. German troops marched some 250 miles in about three weeks and arrived, exhausted, just northeast of Paris along the Marne River.²³ A gap had opened between German armies, which was exploited by the French when the commander in Paris, Gen. Gallieni, ferried 10,000 reserve troops to the decisive point of the battle in more than 600 Parisian taxi cabs, buses, and trucks. The "Miracle of the Marne" saved France and the Allies, who eventually would defeat the Germans in 1918.²⁴ World War I would see further evolution of the tactics of mobility in the introduction of motorized infantry, artillery, and tanks.²⁵

World War II opened in Europe with the German *blitzkrieg* (lightning war) against Poland, Scandinavia, the Low Countries, and France. At the heart of *blitzkrieg* was the idea of combined arms operations, and the speed of tanks and *panzergrenadiers* (armored infantry) cooperating with aircraft and artillery. By the end of World War II, all armies had motorized and armored infantry units, extending the evolution of the mobility of infantry.²⁶ World War II saw the introduction of the parachute to deliver infantry soldiers to the point of decision. The study to develop the use of the parachute in the U.S. Army was directed by a War Department Memorandum of May 1, 1939, Subject: Air Infantry.²⁷ The Korean War would be fought in similar fashion, and Vietnam would routinely deploy infantry in armored personnel carriers. The dense terrain of Vietnam, however, and the development of a new means of transport, the helicopter, led to the experimental 1st Cavalry Division at Fort Benning, Georgia. The genesis of air mobile operations came in 1957 from the Army Chief of Research and Development, the famous 82nd Airborne Division Commander of World War II, Lt. Gen. James Gavin. In an article titled, "Cavalry—And I Don't Mean Horses," Gavin presented a vision of using the helicopter to transport soldiers to combat.²⁸ The idea was presented to Secretary of Defense Robert McNamara in 1962, and by 1964, the 1st Cavalry Division (Air Mobile) was a reality. Maj. Gen. Harry O. Kinnard would lead it to Vietnam in August 1965 to be based near the northern highlands of South Vietnam at Pleiku.

On November 14, 1965, Lt. Col. Hal Moore, led the 1st Battalion, 7th Cavalry Regiment, 1st Cavalry Division into combat at the Battle of LZ X-Ray, landing

his troopers at the base of the Chu Pong Massif.²⁹ Like Col. Cloud's flying column approaching Devil's Backbone Mountain on September 1, 1863, Col. Moore was riding into an ambush, but the mobility of his forces and the support of his artillery eventually preserved his force and ensured his success.

Conclusion: Historical Ironies

While the Battles of Devil's Backbone and LZ X-Ray were separated by 102 years, they had some eerie similarities. In both battles, the defenders occupied high ground that overlooked the only avenue an enemy could approach. In both cases, the attackers were unaware of the defenders presence until fired upon. In both cases the attackers were "cavalry," closely supported by artillery and infantry. On both battlefields, the terrain was thick with scrub brush that limited line of sight. Finally, in both cases, the attacker walked into a trap but survived and achieved a tactical draw due to the hard fighting of dismounted infantry supported by close artillery fire.

The final similarity was the striking innovation of the mobility of infantry. The air mobile assault by helicopter became the hallmark of the Vietnam War. We see the faint beginnings of this development in the art of war in the Army of the Frontier. Cloud's brigade and Blunt's Army of the Frontier added mobility to the mass of infantry and used this mobility to initiate the evolution of modern maneuver warfare. In every war since, armies have sought ways to be more agile, mobile, and powerful at the point of attack. From wagons, to motorized cars, to taxi cabs, tanks, armored personnel carriers, parachutes and helicopters, the evolution of mobile infantry began with Cloud's "flying column" in the Fort Smith Campaign of 1863. Even to this day, armies have continued to innovate, using stealth helicopters and specially armored personnel carriers to put boots on the ground, ready to fight, anywhere in the world. The military forces of the United States owe a debt to the men who fought 150 years ago on the slopes of Devil's Backbone Mountain to bring the city of Fort Smith and the Indian Territory back into Union control.



Tom Waller is a graduate of West Point, a retired colonel in the U. S. Army, and teaches history at UA Fort Smith.

Endnotes

- ¹ "Battle Statistics," AmericanCivilWar.com maintained by Central Design Lab Since 1997. <http://americancivilwar.com/cwstats.html>, accessed 7-16-13.
- ² Blunt, James G. "Civil War Experiences," *The Kansas Historical Quarterly*, Vol. 1, No. 23 (May, 1932), pp. 223-234; Manning, Michael J. "The

- Civil War in Indian Territory, April 1861-September 1, 1863," *Blue & Gray*, Vol. XXVIII, Issue 3 (2011), p. 22.
- ³ Gardner, Theodore. "The First Kansas Battery: An Historical Sketch, with Personal Remembrances of Army Life, 1861-1865," *Kansas State Historical Society*, 14 (1915-1918), p. 239.
- ⁴ Gardner, Theodore. "The First Kansas Battery: An Historical Sketch, with Personal Remembrances of Army Life, 1861-1865," *Kansas State Historical Society*, 14 (1915-1918), p. 239.
- ⁵ Blunt, pp. 224-225.
- ⁶ *Ibid.*, p. 225.
- ⁷ *Ibid.*, p. 230.
- ⁸ William L. Shea, "1862: A Continual Thunder," *Rugged and Sublime*. Fayetteville: University of Arkansas Press, 1994, pp. 52-54.
- ⁹ *Ibid.*, p. 236.
- ¹⁰ *Ibid.*
- ¹¹ Henry, W.F., H. Crampton, and W.J. Nenson. "Veteran of Two Wars: Colonel W.F. Cloud." Publication of *The Grand Army Post* by Colonel Cloud's fellow soldiers from the Farragut-Thomas Chapter, Kansas City, MO, March 23, 1905, upon the death of Colonel Cloud.
- ¹² Franklin D. Margiotta, ed. "The Crimean War," *Brassey's Encyclopedia of Military History and Biography*. Washington: Brassey's Inc., 1994, pp. 227-228.
- ¹³ Theodore Ropp. *War in the Modern World*. Durham: Duke University Press, 1962, p. 182.
- ¹⁴ Lt. Gen. Harold G. Moore and Joseph L. Galloway, *We Were Soldiers Once and Young*. New York: Random House, 1992, p. 25. Italics mine.
- ¹⁵ Blunt, p. 244; *Battle of Honey Springs*, official publication of the Oklahoma Historical Society, 01/06.
- ¹⁶ Blunt, p. 245.
- ¹⁷ Edwin C. Bearss, "The Federals Capture Fort Smith, 1863," *Arkansas Historical Quarterly*, Vol. 28, No. 2 (Summer, 1969), p. 161; Blunt, p. 247.
- ¹⁸ Bearss, p. 162.
- ¹⁹ William J. Butler, *Fort Smith Past and Present: A Historical Summary*. Little Rock: International Graphics, 1972, p. 90. (Italics mine)
- ²⁰ Michel J. Manning, "They Fought Like Veterans: The Civil War in Indian Territory, April 1861-September 1, 1863," *Blue & Gray*, Vol. XXVIII, #3, (2011), p. 49.
- ²¹ *Official Records of the War of the Rebellion, Series 1*, Vol. XXII, Part II, Correspondence, Washington: U.S. Government Printing Office, 1880-1901, p. 984.
- ²² *Official Records, War of the Rebellion, Series 1*, Vol. XXII, Part One, pp. 606-607.
- ²³ Esposito, Vincent, ed. *The West Point Atlas of American Wars*, Vol. II. New York: Praeger Publishers, 1972, p. 5.
- ²⁴ Barbara Tuchman, *The Guns of August*. New York: MacMillan Publishing Co., 1972., p. 487.
- ²⁵ John Keegan, *The First World War*. New York: Vintage Books, 1998, pp. 297-298.
- ²⁶ Alistair Horne, *To Lose a Battle*. London: MacMillan, 1969, pp. 245-249.
- ²⁷ Gerard M. Devlin, *Paratrooper!* New York: St. Martin's Press, 1979, p. 35.
- ²⁸ Moore, p. 10.
- ²⁹ Moore, pp. 10-11.

Bibliography

PRIMARY SOURCES

- U.S. War Department. *War of the Rebellion: A Compilation of the Official Records of the Union and Conderate Armies*. Washinton, D.C., U.S.: U.S. Government Printing Office, 1880-1901.
- Blunt, James G. "Account of Civil War Experiences," a reprint of Major General Blunt's original report, dated April 3, 1866, submitted to the Adjutant General Washington, D.C. Reprint is from *The Kansas Historical Quarterly*, Vol. 1, No. 3, May 1932, pp. 211-265.
- Harding, Samuel. *The Study of the Great War*. War Information Series, No. 16. Washington, D.C.: The Committee on Public Information, April 1918.
- Henry, W.F., H. Crampton, and W.J. Nenson. *Veteran of Two Wars: Colonel W.F. Cloud*. Publication of *The Grand Army Post* by Colonel Cloud's fellow soldiers from the Farragut-Thomas Chapter, Kansas City, Missouri, March 23, 1905, upon the death of Colonel Cloud.
- Britton, Wiley. *Memoirs of the Rebellion on the Border, 1863*. Reprint from the original edition, 1882 by Cushing, Thomas & Co., Chicago. Lincoln: University of Nebraska Press, 1993.
- Edwards, Whit. Ed. "The Prairie Was on Fire." Eyewitness accounts of the Civil War in the Indian Territory. Oklahoma City: Oklahoma Historical Society, 2001.
- Gardner, Theodore. "The First Kansas Battery: An Historical Sketch, with Personal Remembrances of Army Life, 1861-1865," *Kansas State Historical Society*, 14 (1915-1918), pp. 225-240.
- Moore, Lt. Gen. Harold G. and Joseph L. Galloway. *We Were Soldiers Once and Young*. New York: Random House, 1992.

SECONDARY SOURCES

- AmericanCivilWar.com® maintained by Central Design Lab Since 1997. All Articles are public domain or have the Author clearly credited and linked if possible. Last Update 6-05-12. <http://americancivilwar.com/cw-stats.html>, accessed 7-16-13.
- Bearss, Edwin C. "The Federals Capture Fort Smith, 1863," *Arkansas Historical Quarterly*, Vol. 28, No. 2, Summer, 1969.
- Bryant, Michael. "The Battle of the Backbone Markers: Which is Correct?," *The Journal of the Fort Smith Historical Society*, Vol. 22, No. 2, September, 1998, pp. 2-12.
- Butler, William J. *Fort Smith, Past and Present: A Historical Summary*. Little Rock: International Graphics, 1972.
- Cottrell, Steve. *Civil War in the Indian Territory*. Gretna, LA: Pelican Publishing Co., 1995.
- Cox, Steve. "Action at Devil's Backbone," Personal research including maps. Van Buren, AR: Southwest American Historic Artifact Association, 1968.
- DeBlack, Thomas A. "1863: We Must Fall or Stand Alone," *Rugged and Sublime*, Christ, Mark K., ed. Fayetteville: University of Arkansas Press, 1994.
- Esposito, Vincent. *The West Point Atlas of American Wars*. Vol. I. New York: Praeger Publishers, 1959.
- Franks, Kenny A. *Stand Watie and the Agony of the Cherokee Nation*. Memphis: Memphis State University Press, 1979.
- Horne, Alistair. *To Lose a Battle*. London: Penguin Books, 1969.
- Keegan, John. *The Face of Battle*. London: Penguin Books, 1976.
- Keegan, John. *Fields of Battle*. New York: Vintage Books, 1995.

- Keegan, John. *The First World War*. New York: Vintage Books, 1998.
- Lackey, Rodney C. Notes on Civil War Logistics: Facts and Stories. <http://www.transpotation.army.mil/Historian/PDF>, accessed June 17, 2013
- Manning, Michael J. "They Fought Like Veterans: The Civil War in the Indian Territory, April 1861-September 1, 1863," *Blue & Gray*, Vol. XXVIII, Issue 3, 2011, pp. 6-27, 41-50.
- Margiotta, Franklin D., ed. "The Crimean War," *Brassey's Encyclopedia of Military History and Biography*. Washington: Brassey's Inc., 1994.
- Monaghan, Jay. *Civil War on the Western Border, 1854-1865*. Lincoln: University of Nebraska Press, 1955.
- Morgan, Paul W. "Kansas in Rebellion," *The History of Wyandotte County, Kansas and Its People*. Chicago: The Lewis Publishing Co., 1911.
- Patton, J. Fred. *The History of Fort Smith, 1817-2003*. 7th Ed. Little Rock: Prestige Printing, 2004.
- Peters, Ralph. "The Birth of Modern War," *Armchair General*, Vol. X, Issue 2, April-May 2013.
- Ropp, Theodore. *War in the Modern World*. Durham: Duke University Press, 1962.
- Tuchman, Barbara W. *The Guns of August*. New York: MacMillan Publishing Co., 1962.

Letters From Readers

Inquiries will be published in the *Journal* as space allows and should include the following:

- ❖ Your full name and address
- ❖ Full name of ancestor about whom you desire information
- ❖ Definite time period (birth, marriage or death date, or date appearing in a certain record at a definite time period.)
- ❖ Specific place of residence at a certain time period.
- ❖ State the relationships (names of parents, names of children, names of brothers and sisters, or in-laws.)

Material should be submitted using word-processing programs supported by Windows. Do not abbreviate any words; put all surnames in capital letters; capitalize only the first letter of given names and places; write dates as follows (Day, Month, Year, example: 25 January 1978.)

Suggestions for Submission of Articles

We welcome the submission of articles, previously unpublished, covering significant historical events and persons in the Fort Smith and surrounding area. Manuscripts, including quotations and footnotes, must be double-spaced, using *The Chicago Manual of Style* (University of Chicago Press). Footnotes should be numbered consecutively in the text, assembled at the end of the article, along with a list of any additional sources. The author's name, address, phone number and email address should appear only on the title page. Manuscripts may be submitted on CD disks, using word-processing programs supported by Windows. Photographs should be submitted in digital format.

All correspondence and manuscripts should be submitted to:

Managing Editors

The Journal of the Fort Smith Historical Society
P.O. Box 3676
Fort Smith, AR 72913-3676.

Nicol L. Wintory

“A Career in the Apparel Business”

PART III

Interviews conducted for the Pebley Center Oral History Program, University of Arkansas Fort Smith

Interviewee: Nicol L. Wintory

Interviewers: Billy Higgins and William Hargis

Interviews conducted at the Museum of Fort Smith History

Part III consists of two interviews conducted in 2008. Part I and Part II of the series can be read in Volume 36, No. 2, and Volume 37, No. 1, issues of The Journal of the Fort Smith Historical Society.

BH: It is Tuesday, August the 26th, 10:25 a.m. We are back at the Fort Smith Museum of History where I am interviewing Mr. Nic Wintory, and this is interview number five. In previous interviews, Mr. Wintory, we had discussed your life in Berlin and your escape to the United States and your travel to Arkansas and your establishment in this city.

We had discussed World War II. When you returned, you were married to Marian Keck, had children, and then were recalled to the Korean War. That is where we left off last time. It was a recall [to the Army] that you could have avoided, as you mentioned, and so what were your experiences in the Korean War?

NW: Well, I was no great hero. I spent the entire recall at Fort Chaffee. I became an instructor and—well, first I was a classification assignment, which was an interesting thing where you interviewed people and tried to classify them and assign them to the branch of service in which it was felt that they would be most suited for, with the exception in that we would get daily, what I call draft notices. In other words, if they needed 400 infantrymen that day, the first 400 people that came through, I don't care if they were mathematicians or whatever, they became infantrymen. [laughing] After we filled the quota of the day, then the first chef came through, they could make him a cook in the army.

BH: I see. That is an interesting philosophy there.

NW: Well, we couldn't afford to not fill the quota, first in fear of if you did, you would run out of people, which was kind of unfortunate, because I have seen talented people that if they would have come later in the day—

BH: So these were raw recruits or draftees who came to Fort Chaffee?

NW: And were classified and assigned in my section.

BH: And then—



NICOL WINTORY

(Photo courtesy of Nicol Wintory)

NW: Well, let me say when they first came through testing for their I.Q. and so forth, we got those numbers, [and] we knew what we were dealing with.

BH: Did the training of these draftees take place at Chaffee or were they trained—

NW: Not necessarily. It depends on what they were assigned to.

BH: And what year was this, sir?

NW: '51

BH: The war actually started in June of 1950. By October 1950, you are at Chaffee.

NW: Well, then this was '50. I was back in October after the war started because I was recalled. I was in a two-week training session when the war broke out. I was afraid I would never get home, but they did give me a chance to get home. I was very fortunate that I was first assigned a classification and then I decided I was sick and tired of being an enlisted man and applied for a commission. Of course, I had to get all kinds of waivers because at that point, I was what they called "over-aged in grade," which meant that I was too old to be a second lieutenant, which I realized, but on the other hand, I thought if I am over-aged in grade when I first get there, I would probably get promoted pretty quick. So I had to take some test because I couldn't even prove that I had been to school. So I had to take a high school and a two-year college GED, which I was able to pass, and I was assigned on waivers, so the minute that happened I was transferred from the classification assignment to a school, a noncommissioned officers school, as a teacher. We had different people teaching different subjects, and my job was to teach leadership concepts, and I did that waiting for my assignment to OCS [Officer Candidate School].

My assignment finally came for Fort Riley, Kansas, to what was called a branch immaterial school because I was going to be assigned to the intelligence service by reason of my knowledge of languages and so forth. So I transferred to that school and taught leadership, and it was kind of enjoyable, and I was also what they call a tech, which means I had a class under me — approximately 40 students — being trained to be noncommissioned officers. I was the head of that class, which meant I had a private room in the barracks. I could supervise the activities of the students. That worked out quite nicely.

BH: All that was at—

NW: Fort Chaffee.

BH: And it was called Fort Chaffee then, right?

BH: To the best of my remembrance. I have called it Fort Chaffee for so long, I would swear it was camp or fort, but I think it was fort at that time. [Note: It was still Camp Chaffee until 1956.]

BH: Did you live out there in the barracks?

NW: Well, not as much as I was supposed to.

BH: You had a family here.

NW: Yes. I had my own house.

BH: Did you have an automobile?

NW: Yes but I couldn't use it because my wife had to use it.

BH: And what kind of automobile did you have in '50?

NW: It was a two-door Studebaker.

BH: Really?

NW: With that bullet nose, you remember.

BH: Did you buy it brand new?

NW: Oh no. It was certainly not my car. It belonged to my father-in-law's hospital. During the week—I mean, as a civilian I drove my father's business truck and took it home at night, but once I got into the Army, I could not do that. My wife picked up her father—Dr. Keck came by every morning and left his car with her so she could take her mother shopping because her mother didn't drive a car. So when I had to leave, Dr. Keck had an office car that he gave us to use on the weekends. During the week, as I told you, my wife had her father's car, and once I am out at Fort Chaffee, I didn't need a car. Most of the time I hitchhiked to Fort Chaffee because the colonel in charge of the combat commands, I think it was Combat Command B, was an acquaintance of mine because in the civilian life he was with Ward Furniture, and I had bought Ward furniture, so I knew him. He always knew where I was going to be hitchhiking, and he would pick me up and drive me to work. We were civilians when we were doing that, because there weren't too many sergeants who were riding with colonels. He was a very nice person.

BH: So, did you go to OCS?

NW: Well that was what I was coming to. So I am now in this leadership school, and one morning I decided—I was between classes—so I decided I would walk to breakfast and get some coffee and donuts. It was a service club. So I am walking along, and here is this large group of people being trained. You see, the way this works, you learn by doing. In other words, there was a tech sergeant from Texas who was showing them how to teach calisthenics by doing them and telling them what the commands should be. So here they are all scattered out, you know. In fact, what he was doing at the time—they were learning to do some tumbling. So I walked by this fella, I wish I could remember his name. Big, tall, rangy guy from somewhere in south Texas, and he says, "Here comes one of our true heroes from World War II. He is very good at tumbling. Let me have him show you how to tumble." If I had ever tumbled before, it was the first time I can remember. So he assigns this strong-looking eighteen-year-old boy—

Now what they were doing, they were climbing on each other's shoulders, they were turning loose, and after the command, they would pitch forward and do a somersault and stand up. Well, you know, I was still in my twenties, so it wasn't like it was a big problem for me. So I get on this young guy's shoulders. The only thing that made me mad was that I was in my khakis, and they are all in their O.D.'s. As a teacher you wear khakis and as a student you wore O.D.'s, you know.

So I climb on this kid's back, he puts down a knee, and I get up on his shoulders. Now he is about 6-foot-

2 or so, and those days, I was still 6-foot-1, and I am standing in combat boots on his shoulders, and the guy is starting to lose his balance. Mind you, I am like 12 nearly 13 feet in the air, and all of a sudden, he just lost it and took this big step forward, which pitched me over backwards, and I could see hitting my head killing myself so I twisted around and caught myself on my hands and broke both wrists. So, to make a long story short, I missed. I missed the reporting date because I had casts on both arms, and in fact my right arm, I had what they called a Coley's fracture when it is completely — the hand was like up here, and so this was in a cast and was over my shoulder and partly up my chest. It had the arm in this kind of deal to where I had to be bathed. I couldn't get this wet so I had someone put me in the tub and wash me. So it was very uncomfortable. The thing that was interesting, the doctor that I had was a very nice, capable young fella from Memphis, but the supervising doctor of orthopedics was Dr. Knight from Holt Crock Clinic. You remember Dr. Knight?

BH: I remember Dr. Knight.

NW: Because he was a youngish man then.

BH: I remember his name, yes.

NW: Well, he and I became acquainted and friendly. In fact, he was a sailor, and he and I had used to have fun sailing together. But anyway, Dr. Knight came by after the casts were made and everything, and he came by, and [laughing] I'll never forget that my doctor's name was Gosling, and he was a sharp young guy, and he was still in training of some sort, and Dr. Knight came by and said, "Dr. Gosling, don't you think it is not exactly proper that his fingers have turned blue? I think you need to kind of ease that cast a little bit so blood could get to his fingers."

I'll never forget that. Gosling turned red. He didn't put on the cast, but he should have checked it before Dr. Knight came down. But anyway, Dr. Knight was very efficient. You couldn't visit with him or anything, but I am sure that Gosling hated to see him come. As I said we became socially friendly. So anyway, I had the opportunity, and everything I had tried to do in the Army, starting in 1941, nothing had ever worked for me. The first sergeant of our company, who had served in the Pacific, was demoted and thrown out of our company because he had gotten into a drunken brawl at a poker game. Well, as he was being told that he was being transferred and demoted, he told the company commander, "If you know what is good for you, you better make Sergeant Wintory the first sergeant," which was an absolute kiss of death. If I had ended up first sergeant, I might have stayed in the Army. It would have given me a much better chance, but as it turned out, anything that that guy would recommend, they wouldn't do, so, you know, I mean the reason I know

about this is because I was friendly with one of the officers, and he told me this story because he sat in on the interview. So when all this happened, here I am in the cast and everything. The commanding officer in the area in which I served at the time was also a reservist colonel from Texas. I went in to see him one day, and I said, "Colonel, I haven't told you so much but I was on my way to Fort Riley, Kansas, to be an officer and I ended up in a cast. You know what I need to do is get out of the Army."

He said, "I don't blame you. When do you want to get out?"

I said, "How about tomorrow?"

He said, "I don't think I can get you out quite that quick."

But I just got a discharge, and the thing that is interesting, the injury to my right wrist was such that it has caused me to stiffen the wrist, so I was given a disability on discharge, which has been a very nice source of income, considering that I have been drawing 10 percent disability since 1951, which now pays me over \$100 a month. It also gives me a lot of privileges. As a disabled veteran, you get more benefits than a regular veteran. I can get hearing aids, eyeglasses, all that kind of stuff free, dental care and all of that.

BH: So, the Army experience at least paid off a little bit in that respect.

NW: I was one of these strange guys that actually kind of liked the Army.

BH: When was, do you remember the date of the discharge?

NW: It was in September 1951. It was just about a year after I got there.

BH: And so then you are back in Fort Smith.

NW: Looking for work because I knew that I did not want to come back into my father's business, which I have outlined the reason to you before. So I decided that I would visit Mr. Jerome Ney, chairman of the board of the Boston Store. Since he was related to family in St. Louis who operated St. Louis's second-largest department store called Stix, Baer and Fuller, which does not exist any longer but was at one time sort of an upscale department store in St. Louis. And, of course, the name Baer was part of the Ney family name. So I told him I wanted to go somewhere where I could make a living, and since he knew me from the time I came to Fort Smith, he knew that I was reasonably honest. Maybe he could write me a personal recommendation that could open a door for me in St. Louis or something.

So he said to me, "You would not consider working for the Boston Store?"

I said I would.

He said, "Why would you hesitate?"

And I said, "You have a reputation of not paying anything."

He laughed and said, "Well, we're not the most generous but you could make a living with us." Well, you know this kind of laid the groundwork for the wonderful relationship that I had with him from then on.

BH: That is a good story.

NW: I even officiated at his funeral. But we became very good friends. I went to work with him and stayed with him for five years. I came in managing the basement store, which was a combination of dry goods and apparel. And I learned how to buy those goods. And then after I had been there about a year and had turned the department from a net loss of \$5,000 to a net profit of \$500, he gave me a check for \$500. He said, "You know, just breaking even makes me feel good." [laughing] So just a few weeks later, he assigned me to manage his store in Fayetteville. So I bought a home in Fayetteville, and I moved my family up there.

BH: Where did you buy—where was the home?

NW: On East North Street, between Mission and College. There is a big hill there if you have ever gone down that hill. The house is still there, by the way. It is kind of a story and a half type of thing. Like I say, everything was on a slope. The kids used to go—when it snowed the street was always closed—they went sledding. And we maintained an infirmary for all those kids that got hurt. [laughing] We had them laid out in the garage so the parents could come and get them. I mean none of them were seriously hurt, but we developed quite a business. I enjoyed the years in Fayetteville very, very much. What was nice that I was a big frog in a small pond. As the manager of the Boston Store, I was like the elite downtown. So, I was in the Chamber of Commerce, the Lions Club, the Junior Chamber of Commerce, I met all the muckety-mucks. I got very, very friendly, in fact it kind of tickles me, you know the new head of the University of Arkansas—

BH: [David] Gearhart.

NW: His father, George, and I were the closest of friends. And George's father, and I cannot remember his first name. Sam, yeah, Sam Gearhart. He owned and operated the Fayetteville newspaper. George and I became acquainted because I did all of my advertising, George was my salesman so to speak. I remember the guy who is now the head of the university being pushed by his mother in, not a baby carriage, but like a stroller. So, he wouldn't know me from Adam. Keep in mind I was there from '53 to '56, so this was fifty-two years ago.

BH: Was this the time when you were employed by the university on a part-time basis?

NW: Well, I wasn't employed. It was volunteer work. I wasn't being paid for any of the teaching that I did.

BH: So, you taught on a volunteer basis at Arkansas [University] and you taught German?

NW: Oh no, no. I taught at the business school. You know like—there are certain subjects that are just as boring as can be to teach. So when I met Dr. Frye who was one of the big shots in the Department of—I don't know what—Business I guess. He was delighted to find some young guy that could take some dull subject and lecture on it by maybe injecting a little bit of humor and so forth. And I could do that so he gave me such subjects as unit control. Unit control can be a boring subject but I got to thinking, you know, you control a lot of units so I decided to always make my subject always women's brassieres. [laughing] Of course, in those days male students were still by far the greater number, which is no longer true now, I don't believe.

BH: No, I don't think it is.

NW: In those days, it was definitely probably 80-20 or something like that. And especially in the Department of Business, I don't think there were that many women. So if you start talking bras to a bunch of young men, they learn how to control those units very quickly. And Dr. Frye got a kick out of it. I will never forget though, I, [laughing] you see, the first time I showed up, I had no idea. I had prepared my material, and I did not realize that the exact length of an hour. So I thought—whatever I did I ran completely out of something to say the very first time. I got there [to the end of the lecture] well before the class was over. Of course, you always open it up to questions, so I kind of muddled around. So, next time I went it was too doggone long, so I whittled it down and finally got it right. Then school was out, and then I'm in summer school. He wants me to be there in the summer, so, I say, "Oh yeah, that is fine." I use the same material, and of course, these are different students. But I didn't realize that during summer school, the hours were nearly two hours; they were like an hour and forty-five minutes. So, here I come, and I am through like in fifty minutes the way I had it, and I had to redo it again. He kept me hopping, I'll tell ya. I just wasn't familiar enough with the details. But I enjoyed that and I taught advertising, advertising promotion, store layout, you know, various subject of that matter that I had experience with and could talk good sense.

BH: And you were managing the Boston Store on the square at the same time?

NW: Right. Exactly right. There is a bank there now. It was on the corner of Center Street and East Street—

BH: Well, in these years, were you making a profit at that store?

NW: Yes, yes, I was doing, very much so. I got a nice raise. In fact, I would like to tell you about that because it reflects on Mr. Ney.

BH: If you would and if you would include in that story if you were remaining in the congregation in Fort Smith, how close your ties were, what was

happening in Fayetteville.

NW: I can briefly say this much: I continued to come to Fort Smith every Sunday morning to take my kids to Sunday school at the temple.

BH: So your religious life was still centered in Fort Smith.

NW: Same as it was. In fact, as I may go into, I started a Jewish group in Fayetteville, which they had never had one. Now they have a congregation of sixty-some odd members. When I was living there, there was nothing. Absolutely nothing. And I scouted around and found over a half a dozen college professors. Later, as I may have told you, I became an adviser to the Jewish fraternity ZBT. They had like about eight to twelve students in there.

BH: That was in the '50s?

NW: Yes. I was in Fayetteville from '53 to '56. I had gotten up there, and I was given a raise, so to speak, and I was guaranteed a bonus. I had negotiated all of that in Mr. Ney's office. With him you didn't have to put his hand on the Bible. He was a totally honorable person. I sat there with an old envelope that I had scribbled some stuff on, reading all of my notes that he had given me and so forth and so on. Well, when the year was over and the financial reports were prepared, and I found out how I did, lo and behold my bonus didn't come. So, I called Fort Smith, which we talked to each other every day about this, that, and the other thing, and I called, and I wanted to know if I could meet with Mr. Ney.

They said, "Oh sure, sure."

I talked to his secretary, and she gave me a time. I drove down and met him in his office, friendly and courteous, and I told him, I said, "Mr. Ney you seem to have forgotten that we had a deal where I was supposed to get a bonus."

I'll be honest with you. At this time, I cannot remember how much money we were talking about.

And I said, "I did not get the bonus, and I am frankly very disappointed and very much in need of it."

"Well," he says, "Refresh my memory."

I said, "Well, I am embarrassed, but all I have is this damn envelope where I made my notes."

He said, "Come over here and sit next to me and show me those notes that you made and what they said."

And I went over them with him. He says, "Well, if I said so, you are due that. I will have a check written before you leave here and you can take it back to Fayetteville with you."

That is the kind of guy that he was. There was never any question in his mind that I would cheat him no more than he would cheat me. So, we had a wonderful relationship. And then, not long after that, I got a wonderful offer for quite a bit more money in Iowa.

BH: Iowa?

NW: Davenport, Iowa. You know, the way that

works in retail. We all use the same suppliers and salesmen travel all over. If you are capable in the industry, your name floats around. And the outfit in Davenport, Iowa, had heard of my name, and they were looking for someone to run one of their stores, so they wanted to talk to me. So I went—I flew—to Davenport one weekend.

BH: From Fayetteville? The airport there?

NW: Well, I guess I had to go—I can't remember how I got there. I am sure I had to go through Dallas, but that is the only way you can go from Fayetteville. Well, I might have driven to Tulsa. I really have no memory of how I got there other than they were going to pay my airfare and everything to come to interview.

BH: I know Frontier and Braniff served Fort Smith and Fayetteville, and they were actually more short flights in those days than there are now.

NW: Oh yeah, by far. You could get to Kansas City. In fact that is probably how I went, through Kansas City, now that you mention it. But anyway, I met with the guy who had contacted me, a very nice young man, one of the many sons-in-law of the old man, and I was being interviewed by every family member of a huge family—the senior people, the daughters, the sons-in-law. It turned me off to the point that I thought I would never go to work for them. It is bad enough to have one boss, but to have eight bosses? I could see why they were looking for a manager. But I came home and I still had that nice offer which I could have taken. They offered me the job. So I called Mr. Ney again, this was nearly a year later, and said—because I stayed three years—and said, "Mr. Ney, here is what happened." I told him where I went, what I did, why I went there, and what they offered.

He said, "Well now I am not prepared to offer you what they offered you, but it seems to me that it might be worth your while to stay in Fayetteville in a home that you already own than to have to move to Iowa where housing is quite a bit more expensive. You have got your kids in school and what have you. But if I adjust your income, not quite to the amount that they suggest, you would probably want to stay."

Of course, knowing in my mind that I have already turned down the other job, I said, "Well, I guess I will go with that." You have to play a little politics, you know. [laughing] So, I got a nice raise out of that. And just about exactly a year later, I get contacted by a New York firm that operated a leased apparel department in a men's store in Tulsa. And they, again, offered me \$1,200 a year more than I was making. And I knew that I did not have the guts to talk to Mr. Ney again. You know, it would have sounded like I am, you know, what would you say?

BH: Leveraging a little bit.

NW: Yeah, leveraging, you know. So, I just resigned.

I just told him that the time had come that I needed to move on to a larger city, and I moved to Tulsa with my family. I worked for a company out of New York, which caused me to have to travel to New York from time to time.

BH: What was the name of that company?

NW: Goldring's. Goldring's Incorporated. It was a company that was doing about \$55 million a year. They had leased departments all over the country. Their specialty was that they would go into a well-established men's store, and they would—like I went to work on assignment—

BH: Can you remember how that was spelled? I am having trouble with the spelling of that Goldring's.

NW: G-O-L-D-R-I-N-G-'-S: Goldring's

BH: Goldring's.

NW: Right. Which, by the way, is an old Southern family that had ended up with a big business in New York. At that time, Renberg's in Tulsa—that name you might be familiar with—was one of the finer if not one of the finest men's store in Tulsa. And they operated two floors, the ground floor and the first floor, the second floor, whatever you want to call it. And the women's department that Goldring's had leased was on the third floor and part of the fourth floor, if I remember right. Because the office was on the fourth floor, but I think we had parts for storage and stuff. So I went to work for them and was trained for a month or two by a manager they had sent down on a temporary basis to fill in because whoever had been there had quit or whatever, and I went to work for them.

BH: This was in maybe 1956 or '57?

NW: '56. It was in—like I say, I had not been what you would call a fortunate person my whole life. Nothing has worked out the way I had anticipated. Because within two years, Renberg's had decided to open a branch store in Utica Square, which is in one of the finest shopping centers in Tulsa. At least, in that time it was nearly the only one. That is before all that stuff that is there now was being built. We are talking about fifty years ago.

BH: It was a state-of-the-art shopping center at that time.

NW: Right, well it was very high-scale. They decided to put in their own women's department. So here I am operating downtown with different goods than what was in Utica Square. So people would try to return my goods to Utica Square and Utica Square goods to me. It was an absolute mess. People would come and ask me, "Is that available in Utica Square?"

"No it isn't," you know.

And they would say, "Well, maybe the size that I need is in Utica Square."

"No, because they don't carry this."

Well it was untenable. So Goldring decided that if

that is the way it is going to be that they didn't want to be in that situation. So they cancelled their lease exactly at the end of January. The lease was going to run out at the end of January '57, two years later. No, '58, I'm sorry. So they were generous enough that they paid me up to date and then they paid me a whole month in addition. And they promised me a job somewhere in one of their stores in September. They failed to explain to me how I was going to live from March to September. And with a family with four children that was not too good. So I had to strike out on my own.

There is a newspaper in the fashion business called Women's Wear Daily, you may have heard about it.

BH: Yeah, sure.

NW: Well, all of us in the industry subscribe to that; not as individuals usually, but as firms. I read the Women's Wear Daily every day, and I saw someone looking for someone in Kansas.

So I answered the ad, and they told me to come to Wichita in the store that they were looking for was in the town that has the JUCO tournament, Hutchinson.

BH: Yes, Hutchinson.

NW: They had a branch in Hutchinson, and they were looking for a manager. So, I took it, and it turns out, I was only out of work for two weeks. I made money on the whole deal because I was paid through the month. I went up there by myself. I left the family in Tulsa.

I discovered very quickly that that was not a very desirable job. I commuted on weekends by bus back and forth. The people I dealt with in the store were disloyal to me because they were very fond of the former manager. They disliked me before they ever met me. I had wonderful arrangements at that time. I was living with a family, which made it very nice. Our across-the-street neighbors in Tulsa had a sister who lived in Hutchinson, and she invited me to live with them. So I lived in a basement room very comfortably. I could have my meals with them if I wanted to, watch TV with them. They were very nice people. I dearly loved them. They had a retarded child who, like most retarded children, was always as loving as she could be. She just appreciated anything and everything. She was like about twelve or thirteen, and she hung around me all the time. Like on the weekends she would come by and wake me up and make sure I was all right. They had an older daughter who was in her mid to late teens. I would say probably sixteen or seventeen.

BH: Yes.

NW: Anyway, since I was going back and forth virtually every weekend, I came home one time and heard that there was a job opening in Tulsa. So, I immediately went over there and applied for it. They hired me. I never even went back.

BH: Oh, really.

NW: So I just quit that job in Hutchinson. I guess I may have gone back and got my clothes, I can't really remember the details, but I was gone. Although I will tell you that I am eternally grateful for the couple that kept me. In fact, her sister and her husband moved away from Tulsa and moved to Phoenix. Several years later when I was back in Fort Smith, my late wife and I went back to visit them in Phoenix. They had a nice situation there.

BH: So, you are back in Tulsa then. And this was 1960 perhaps?

NW: This was—it was probably later in the same year. I don't think I was up there over six months.

BH: So it may be '58 then still.

NW: Yeah. And I went to work for a company called Fields of Tulsa, which was a high-class specialty women's store. I became the dress buyer. It was funny. They had very capable women who managed the sportswear department, and I managed the dress department. The owner's wife ran the coats and suits department on the mezzanine. I was on the main floor, the back of the main floor. Sportswear was in front. I had the dresses in the back. Upstairs on the mezzanine, which was just another full floor, were coats and suits. I worked for the company about six years, the remaining time that I was in Tulsa before I came back to Fort Smith. No, that is not true either, I get confused after a while. I was with them for a good number of years, let me put it that way.

Unfortunately the owner—there was an owner and his wife, and there was a brother-in-law and his wife. There was a divorced brother who used to own a business like we had in Raleigh, North Carolina, who, after his wife died or he went broke, I really don't know why, but he ended up at the store too. I ended up with a minimum of five bosses. And, then the senior guy died. His widow was the one that was the buyer of the coats and suits. I guess the first one to die was the brother-in-law, I forgot. He died of Lou Gehrig's disease. He was the one that I was really friendly with. I really liked him. And the other owner, who was really the senior owner, died. And I was left with the two widows. These poor women just didn't trust anybody with anything. They were afraid of their own shadow. Now I was not only dealing with two women who didn't—well the one who ran the coats and suits, she was pretty knowledgeable in her department. The other one was afraid of her own shadow.

I remember I hit upon—in the fashion industry you look for an item that will run, which means something that you don't buy just four of. And I happened to run onto an item by accident. I remember this. It was a silk dress that we could sell for \$15. But I mean, even in the '50s that was sensational. And I bought some, and they just flew out of the store. And every time I would call

in a reorder, the sister would stand by the phone, and if I ordered like sixty of them, she would stand there and say, "Don't you think that is too many? Do you think you can?" It was absolutely a riot and very, very difficult.

So finally they sold the store and sold me with it, so to speak. And the new owners were nice enough people, but it was just a whole different environment. They brought in an old uncle, which I guess they had to bring him in from somewhere so he would have something to do, and he was frankly incapable. He was a nice guy, but you couldn't do business with him, and I was just getting evermore unhappy. And then this good friend of mine that I had met back in '57, his father had a business in Kansas City, Kansas, and had bought a store in Tulsa. There was just about three or four stores between us and his store. He was a young man also, like myself. But we became good friends even though we were competitors. And when this whole deal fell through, he said to me one day, "Why don't you just come open up a branch store for me?" And I said, "You have got a deal." I was trying to get out of that situation.

So, he had rented a space in Utica Square, which was then THE shopping center in Tulsa. And since I already had branch store experience, because the company I was with already had a branch store in Utica square, I was familiar with how to transfer goods between stores. I helped them set up that operation, and I was in charge of it. I got a nice raise on top of that, which I was unable to get—these women wouldn't have given me a raise if their lives depended on it.

I will never forget the morning after the last one had been buried that the lawyer came in and he says, "Now, Mr. Wintory, you are going to be working with these lady owners. We expect you to be here and open the store at—"

I looked at him and said, "Are you telling me how to run this business, and you are a lawyer, and I am a retailer?"

"Well, these are my instructions to you."

Well, it showed how the business was. You couldn't work with them. Even though the lawyer was a fellow congregational member, I had no use for him since then. Then I went to work in Tulsa.

BH: Utica Square.

NW: Opened up a branch for him in Utica Square.

BH: And what was the name of that store?

NW: Stewart's S-T-E-W-A-R-T-'S. And I ran it until I came back to Fort Smith.

BH: OK, and what year did you come back to Fort Smith?

NW: '65.

BH: In 1965, you left Tulsa and returned to Fort Smith?

NW: Right. January.

BH: And you have been in Fort Smith since 1965?

NW: Yes. I have been in Fort Smith all but the thirteen years combined that I was in Fayetteville and Tulsa. And overseas with the military, you know.

BH: If everything goes right with all of us, that is where we can resume next Tuesday. Is Fields of Tulsa still there?

NW: No.

BH: They closed too, huh? There has been a great revolution in the apparel industry, retail apparel industry.

NW: Oh yeah. There used to be Fields on one side of the block and then Stewart's on the other side. They are all gone.

BH: Is Stewart's still there?

NW: No, he is out of business, too. In fact, he ended up with fifty-some-odd stores.

BH: Are the Ney's still in the apparel business somewhere?

NW: Not to my knowledge. Jerry is completely out, the younger son. The older son, Randy, runs the travel bureau, which they have in Fort Smith by the way in Beaumont, Texas, or somewhere.

BH: At this same time in Little Rock there are at least two great department stores called Pfeiffer's of Arkansas and then Blass.

NW: Right. I know both Pfeiffer's and the other one. And M. M. Cohn.

BH: Yes, M. M. Cohn was there, too. And then didn't one or more of those open a branch in Fayetteville at some point?

NW: No.

BH: Not during this time.

NW: Not that I am aware of. I am not saying it didn't happen, but I am not aware of it.

BH: And I think that they are all out, too.

NW: M. M. Cohn opened up a branch in Tulsa at one time.

BH: Tulsa. Maybe we can talk about that next time. Well, thank you Mr. Wintory.

Interview No. 6

BH: Mr. Wintory, how are you doing today?

NW: I am doing very well, thank you.

BH: I am Billy Higgins. This is interview number 6 in our series, and the date is September 16, 2008. It is about 9:43 in the morning. We are in the Fort Smith Museum of History.

Mr. Wintory, when we left off you were talking about the year 1965 in your memory, which is the time, I think, when you mentioned moving from Tulsa back to Fort Smith.

NW: That is correct.

BH: You had been working and living in Tulsa since your return from Wichita, Kansas.

NW: Right. Hutchinson, actually.

BH: Hutchinson, that is. And while you were in Tulsa, you were working for what company?

NW: Well, for the biggest part of the time, I was working for a company called Fields of Tulsa. I was with them for about six years. Then the owners of the company died in succession, and the new owners were very nice people, but I was really not very happy with the situation. So in the meantime, I made good friends with a young fellow—when I say young, I know in those days, I was young too—whose father or uncle owned an apparel shop in Tulsa, and he was considering branching out, and since I already had branch store experience, I was employed by him to open a branch store in what was called Utica Square, which is still in existence today. We did that, and he hired me to run that store and also work as an assistant buyer to him, and we made New York trips. Of course, I had been down that road already, so it wasn't anything new for me and—

BH: What did you consider your occupation to be then?

NW: Well, I was a store manager, and also you might say an assistant general manager as I set up the branch store systems for him, which he was unfamiliar with. Also we would make buying trips together. While he was a pretty domineering type person, I didn't play a huge role in the buying aspect, but we were doing extremely well in that store. However, there was really no great future in it for me because he had a son who was going to follow him.

BH: Did you mention this gentleman's name, Mr. Wintory?

NW: I am not sure. His name is Herbert Maslan. M-A-S-L-A-N.

BH: Maslan, yes.

NW: And I am still best of friends with him. We talk to each other frequently.

BH: And he is still around.

NW: Yeah, in fact, he came to Fort Smith for my 85th birthday, so we are still very close to this day. The only reason why I left him is because there was no future. You know, there was no growth in that company, at least not in Tulsa. As far as the future was going to be, his son was shortly going to succeed him, and I wanted to go into business for myself. My move to Fort Smith looked like it would make that possible, which it eventually did.

BH: And that was in the year 1965 that you made this decision.

NW: Right.

BH: You and your wife moved back.

NW: Right. Back to Fort Smith. It was kind of a strange situation in that I was looking for a place to live before the kids were in school, and I didn't want to pull them out before school was out, and I came to work

on the first day of February, and I was going to wait until at least early June until we could move because I kept trying to find an affordable home. I pursued that, and in the meantime, I lived with my in-laws who had a large home on the corner of—in fact, it is now an empty lot, the house was torn down. It suffered some wind damage. Of course, they had both died. The thing that was tragic for me as, I mentioned I think in a prior conversation, is that I was extremely close to my father-in-law. He was a local physician and owned a local hospital. His name was Dr. H. M. Keck.

BH: And that house was at the corner of?

NW: North 17th and E Street. Like I say, it is an empty lot now.

BH: Was your mom still alive the time you came back here? Your parents, were they still living in Fort Smith?

NW: Oh yes. In fact, they didn't die until 1971.

BH: I see.

NW: And they actually came to Fort Smith to visit with me in 1966 on their way back to—they had gone to Germany to recover some of their property over there, and when they went back to try to decide where to retire, they came back to Fort Smith to stay with me for about three weeks, and they visited my sisters in Southern California. When they saw that climate and that environment, it was, "Good-bye, Fort Smith." They lived across from a very nice little park in a fourplex. There were two lower-floor apartments and two upstairs apartments. They had the lower left part, which was just perfect for them, you know. It had two bedrooms and a very nice living room and a kitchen. It was very, very lovely. They liked it, and mother, who couldn't stand the high heat, it was a great place to live, and my father, who had circulatory problems, cold weather was hard for him, so it suited them particularly well. But anyway, I came back here with hope of eventually—part of my contract was that I could eventually buy into the company, and that is what really brought me back.

BH: And what company was that, sir?

NW: Tilles, the company I worked for owned by Mr. Alvin Tilles. Anyway, I continued to work there, and unfortunately, he was not a gentleman. Let's put it that way. In other words, his word was absolutely worthless. He did give me the chance to buy into it at a price equal to buying a share in the Empire State Building. [laughing] So it was—he set the share price, which was absolutely asinine, so that it was a worthless gesture. So I actually—until he finally decided he was getting old enough and decided that he wanted to retire—and even then he was virtually impossible to deal with, as it wasn't like my friendship with Mr. Jerome Ney, whose mother-in-law Mr. Tilles had married in the interim. But I was able to convince him to sell it at a reasonable price. So, finally, in 1971, six years later, I was able

to acquire the business with the help of the owner of Central Mall and the help of Mr. Ney, and when I said help, I don't mean material help but I—

BH: The encouragement.

NW: The encouragement, right. But I think I already told you that I was able to borrow a large part of the purchase price, but I had to come up with some money. I think I have told you that story before, but I am not sure.

BH: No, we didn't talk about that yet.

NW: Well, anyway, what I did—I had to come up with, I think it was \$50,000. And I don't know if I have told you this story about how my father acquired his business at the time, he bought that company for \$500. He went to ten businessmen and borrowed fifty dollars from ten local businessmen. So, I thought that was a great idea. The only thing was in the meantime the economy had changed somewhat, and I approached eight businessmen, and I got \$5,000 from each of them. I was able to purchase that company, and I am happy to be able to say to you that they were all repaid in full. And in the meantime, they made a whole lot more because I paid them all, I think eight percent on their money, which was well above the going rate in those days. But everybody made out well and, like I say, in 1971, the only thing that made me sad is that my parents both died in the months that I actually acquired the business.

BH: '71 was a very busy time for you.

NW: Right. And the thing that particularly made me sad is that my father would have been delighted to have seen me do it, and he didn't live long enough for me to be able to convey what had happened.

BH: And did you keep the name of the business the same? Was it still—did you call it Tilles?

NW: Yes, of course I did.

BH: You were on Garrison Avenue.

NW: My name didn't appear anywhere except on the financial records. It was a corporation, and I bought the corporation.

BH: And you had the one location on Garrison Avenue?

NW: That's all.

BH: You didn't own the premises, just the business.

NW: The building, you mean?

BH: Yes.

NW: No, I was paying rent. And when Mr. Tilles died, a close friend of his, Mr. Stein, became the executor of his will, and I paid rent to him.

BH: Do you remember the address on Garrison?

NW: 702.

BH: Were you across the street from the John Kerwin Company?

NW: Well, yes. Kerwin's was right on the corner, you know. So it was good, and then later on—

BH: What kind of stock did you have? What sort of goods did you stock in Tilles?

NW: Well, it was considered, by local standards, a better ladies specialty store. I say by local standards, because what is considered better here, in Los Angeles would be considered low. People here scratch their head when you show them a \$100 dress. You know, I mean in New York City, "Why, don't you have anything better?" So it just depends on where you are. Locally, we were above the common herd, so to speak.

BH: You were the buyer also?

NW: Yes. To begin with, I bought it all. Later on as I grew—I mean our store really got bigger and bigger in a hurry, and finally it became too much to try to go to market and cover the whole field because I was buying coats, suits, and dresses, and I let my assistant buy sportswear and accessories and handbags and stuff like that—

BH: Did you have salesman call on you in the store?

NW: Oh yes. And you did do some business with them also, but I still made market trips five times a year in New York and a couple of times to Los Angeles. Then, of course, five times to Dallas. We were on the road quite a bit. But the thing is that the industry was always able to manufacture five seasons, six seasons. I didn't know there were more than four, but we had early fall, fall, winter. We had spring and pre-summer and summer, you know. Whatever the excuse was, but you always had to have something new coming in to keep people interested. You couldn't buy a stock for summer and sit on it through from January until July because we started getting our fall goods in June.

BH: What were the intricacies of the businesses as far as being able to move your stock or do something with unsold stock?

NW: The science of a business is to maintain an inventory in relation to sales. In other words, when people get hurt, which at times, when I got hurt was when my inventory was too big for the season that I bought for, because you are anticipating it so far ahead. You know, like we used to have a deal where we were buying import winter coats in January because they were manufactured for us somewhere in Asia or somewhere. So you were trying to find out, trying to anticipate, what your business would be like at a time when you hadn't even gotten into the spring yet, and you are already working on the following fall. So sometimes you got caught doing that.

BH: Did you have a place to go with your unsold stock when you wanted to refresh?

NW: Not really. We just tried to dispose of it. In later years, there was an outfit that came along that if you just really had stuff left that you just wished you could burn they would buy it for some ridiculous price and carried it off. But that was not a big part of the business. You tried to just have enough stuff and move it well enough to where



NICOL WINTORY ON GARRISON AVENUE

(Photo courtesy of Nicol Wintory)

it finally goes. But it is a very tricky business, and you feel wonderful when you hit on something. And the science of a business is partly is finding what is called a running item. Where you discover something that—you know I can remember a couple of instances—for example when I was still working in Tulsa for a company, I found a silk dress, probably made somewhere in Asia, I can't remember, that would retail for fifteen dollars, pure silk in about three or four colors, and I was able to bring in 600 of them. I don't mean at one time. You started with maybe 30 dresses—

BH: That is a big investment. That is a pretty big gamble there.

NW: Well, no. I started with like thirty-six of them, and I was on the phone every day buying more and more and more until finally the season was over, and in the meantime, we had moved 600 of them. I had a situation in Fort Smith where I stumbled on a little two-piece outfit that sold for about seventeen dollars, and we sold, I don't know, over 200 of them. I found a coat, would you believe a coat, that sold for like \$150. I bet you I sold 150 of them. But that is just good luck if you find something like that.

In the meantime, you are sitting on a lot of stuff that just moves. Also, one time, I found a line of dresses that the public really liked—I have no recollection of the numbers that I bought—but the point is that it ran for several seasons because it was so successful that I could get into it season after season. Finding those is kind of like—I keep reading about these people who go to this diamond park in Arkansas, and they just scratch around until they finally find something, and that is the reason why you may have wondered in your mind why would you make that many market trips. Well that is the kind of thing you were looking for. You are looking for some magic something or other—that one item, the seventeen-dollar item. I found a strange thing—someone told me about a type of advertising that they thought I might enjoy, and he clipped a newspaper ad out of the Los Angeles Times and sent it to me. I looked at it, and there was an item there. They priced it for higher than I did. They priced it for twenty dollars, but it looked like a winner. I thought to myself, “If I could bring that item here,” so I checked and found out who it was from and that is the one that I ran, that seventeen-dollar outfit that I sold. So you’ve got to keep your eyes open, and you’ve got to have a little bit of talent because you have to have a nose to recognize the salability of an item.

BH: A couple of more questions I would like to ask about your inventory—but you were there as the owner of Tilles from 1971 until?

NW: 1987.

BH: Sixteen years with Tilles.

NW: Yes. I worked with the company from 1965 and, of course, I was doing the buying for it when I was working for Mr. Tilles.

BH: From 1971 to 1987. Were you always on Garrison Avenue?

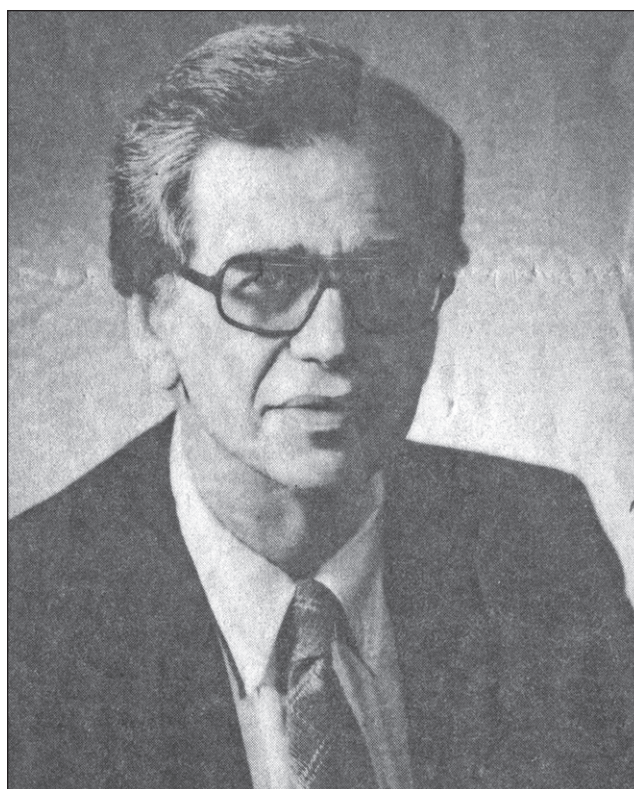
NW: No, I opened up in Central Mall in 1971.

BH: Oh, in Central Mall?

NW: The minute I bought Tilles I opened a—Mr. Tilles would not go. In fact, that precipitated the whole thing, you know. I knew you couldn’t continue to exist downtown. I had been through that in Tulsa, and I knew what had happened there, so I said to either go to Central Mall or die. Well, he wouldn’t go to Central Mall, and I said well—I actually accepted a job in—I am trying to think—it was Louisiana. All of a sudden, I can’t think of the name of the town. Oh yeah, in Baton Rouge. I had gone down there for an interview, and they had offered me a job. So I went to Mr. Tilles and told him that I had been with him for six years, and I had the opportunity to go. All this time, I had been trying to buy this store, and I could never get off dead center.

I told him, I said, “I am sure you will find somebody good, but I have got to move on.” I had actually had accepted the job in Baton Rouge, and well, that was the final push that brought him around.

See, I told you already that Mr. [Ed] Warmack had been



NICOL WINTORY

(Photo courtesy of Nicol Wintory)

working with him, and Mr. Ney had been working with him. This really convinced him that it was the thing to do.

BH: Central Mall opened in 1971.

NW: Right. Well, I was not one of the early tenants. I didn’t get there until early November, and I think it was opened earlier than that.

BH: You have always wanted to teach.

NW: Always had hoped to teach, and I had continued learning. I was more academic than business. It surprised me that I was successful in business because it really wasn’t my cup of tea.

BH: Well, in listening to your descriptions in earlier times, it seems like you were always drawn toward studies, toward observations, toward memory, toward events.

NW: Life does not give you these choices. You’ve got to do what you’ve got to do to make a living. I think I have mentioned to you that the thing that upset me probably the most, when I think about it in terms of biography, is the fact that I was not even able to get a college degree of any kind. I don’t know if I had mentioned it, but I am a tenth-grade dropout. A tenth-grade force-out would be a better way of putting it. Because it is not like I quit school. School quit me.

BH: And it is also that there is a way of self-educating yourself, and it seems that you have taken those steps.

NW: Oh yeah, of course. I think I mentioned to you earlier that in the military when I applied for a commission



PHOTOGRAPH MADE AT WINTORY HOME IN FORT SMITH C. 1961. *Left to right, Nicol Wintory, his mother Charlotte Wintory, her brother Werner van Der Baeken, Nic's sisters Petra and Cora.*
(Photo courtesy of Michael Wintory)

in the Army, they made me take a two-year college equivalency test, which I passed with, I think, a 99.3 percentile or something somewhere in that number, if I remember right. And that was without any formal education from the time that I was fifteen years old. But I was talking to someone the other day—he is a man like my father—we were talking about immigrants the other day, and I said, “I am unimpressed that we are Latinizing this country. You can’t convince me that an uneducated person can’t learn English.”

And I pointed out that my father, who had the equivalence of a fourth-grade education, spoke three or four languages, came to this country as a—he was born in '96 and came to Fort Smith in '39, so he was forty-three—certainly no kid and not knowing a word of English and, as I pointed out to you, within a year of getting here, he became store manager of a furniture store. And in 1941, he bought the furniture store. It can be done, but effort has to go in to it. And a big thing, of course, is the government did not afford accommodation to those of us who didn’t speak English. It was up to us to get the language instead of the state or government facilitating it by being bilingual, which it should have never been in the first place. It never has been, it never

should have been, and it shouldn’t be now. That is my belief. I have no problem with the people. I have a problem with our own government facilitating every group of immigrants to become English speaking and Americanized. I don’t call myself a European-American.

BH: Well, back before the immigration, and where we started, you were out there in Central Mall. Can you give me some impression of Central Mall and its—

NW: In its early days, it was good. It was, I mean, downtown had dried up, and I still maintained a store downtown.

BH: You did? You were still on Garrison Avenue?

NW: Right. And later on, I even opened a store in Russellville. So I maintained a—and then I opened a second store in Central Mall, which one of my sons ran.

BH: What was the name of that store?

NW: Nikki’s. My son Ken, the only one who still lives here, managed it. And he did very well, too. So we had two stores in Central Mall, one in Russellville, and one downtown. So we had four stores going. We had, of course, a manager in Russellville and a manager in downtown Fort Smith.

END OF INTERVIEW



THE 700 BLOCK OF MAIN STREET IN VAN BUREN ON JUNE 25, 1985.
(Reprinted with permission from the Southwest Times Record)

The 1985 Calamity On Main Street In Van Buren

By Colby Garr

A significant event occurred in downtown Van Buren, Arkansas, on June 21, 1985, when the driver of a tractor semi-trailer attempting to navigate down the steep decline known by Van Buren locals as “Log Town Hill” lost control of his vehicle, overran a station wagon, and smashed into a storefront.¹ This appalling tragedy cost nine lives, burned down three historic buildings, and served as a catalyst for political, geographic, and personal transformations in Van Buren.² National and state transportation policy, physics, geography (including road and city design), and economics were all crucial factors in this incident.³ Even today, those who were directly involved in the tragedy go almost entirely unrecognized, and details of the calamity are all but obscured.⁴ City layout, road design, and truck routing changes along State Route 59 (S.R. 59) and on Main Street in Van Buren present the most evident impacts of this milestone. Subtler and more wide-reaching repercussions appear in

transformations that occurred within national, state, and local social and safety policies concerning trucking.⁵ However, individual citizens of Van Buren experienced the most significant impacts, and these impacts ultimately changed the life of the town.

The trucking industry plays a critical role in the well-being of the U.S. economy on a daily basis. The American Trucking Associations (ATA) notes that any disruption in the trucking industry would cause the deterioration of other U.S. industries. For example, an ATA study conjectures the disappearance of essential goods from retailers within two days of truck stoppage. It goes on to forecast gas stations running dry and extensive trash pileups in urban and suburban areas by the third day. The implications presented in the study are disconcerting and deserving of serious consideration.⁶ Presently in the U.S., the trucking industry accounts for more than sixty-two percent of the shipping value of products and more than fifty-

nine percent of the total tonnage of goods shipped.⁷ Trucking is an integral and often overlooked part of American life, and issues associated with trucking are equally intrinsic.

Several factors of the Main Street calamity are linked to the economic deregulation of the trucking industry in the U.S. that occurred in the 1970s and 1980s. Economic deregulation of trucking began with initiatives in 1977 during the administration of President Jimmy Carter and escalated between 1980 and 1985 during the administration of President Ronald Reagan.⁸ The U.S. government intended certain economic ends when deregulating the trucking industry in the 1980s. However, economic deregulation produced several unintended and hidden dangers.

National, state, and local social and safety laws had trouble keeping up with the changes.

The goal of deregulation in the 1980s was to increase competition and therefore fundamentally improve the standard of living for everyone in the United States.⁹ Most, but not all, Americans see competition and consumerism as gateways ensuring economic prosperity for the entire nation. Economists have discussed and demonstrated the benefits derived from these actions at length. However, unintended consequences accompanied the intended benefits. These included the possibility of more truck-related accidents due to the increased number of trucks on the road, an increase in the cost and frequency of road maintenance, and a tendency for shortsighted business owners to cut corners where truck maintenance was concerned.¹⁰

Additional consequences involved the hiring of more truck drivers at lower rates of pay, limited training for truck drivers, pressure to deliver products faster, and demand on truckers to work longer hours.¹¹ These consequences helped to set the stage for the calamity. However, economic deregulation alone did not serve as a direct cause. It was but one of a multitude of causations that led to this tragedy and others like it.¹²

The National Transportation Safety Board (NTSB) strongly suggested safety recommendations as early as 1978 that the trucking industry and national and state policy makers largely ignored.¹³ The NTSB based these recommendations upon five accident investigations involving commercial vehicles and loss of control on steep downgrades.¹⁴ More localized, in Van Buren, by 1979, Ordinance 15-1979, part of Chapter 8.08 of the Van Buren Municipal Code, prohibited the movement of commercial trucks, buses, and tow vehicles southbound on S.R. 59 ("Log Town Hill").¹⁵ However, police records from 1979 to the date of

the tragedy indicated no significant enforcement actions despite the fact that forty traffic accidents had occurred around the same location between 1982 and 1984.¹⁶ The NTSB investigation of the 1985 incident found that the "majority of the most serious accidents involved runaway passenger cars, trucks, and one bus."¹⁷

Several other policy factors played key roles in the event. Nationally, no legislation required truck drivers operating in interstate commerce to have a standardized commercial driver's license (CDL) or any formal training.¹⁸ No state regulation allowed officials to place an underage commercial driver "out of service."¹⁹ In addition, no restrictions limited how many state licenses a driver could hold at any one time.²⁰ Furthermore, there were no state standards established to provide for the training and safety education of police and other traffic enforcement officials concerning commercial vehicles.²¹ Lastly, permits issued by the Arkansas State Highway and Transportation Department (AHTD) to contractors working on highway repairs or other such related concerns before 1986 "contained no specific provisions for maintaining in place, where appropriate, highway signs during construction."²²

The laxity in laws and policies was demonstrated by the fact that the truck driver in the Main Street calamity, David Atchley Jr., was twenty years old.²³ Federal regulations required a minimum age of twenty-one for commercial drivers operating in interstate commerce.²⁴ Atchley Jr. had no formal driver training and had driven a commercial vehicle only while accompanied by his father.²⁵

Authorities had stopped him and cited him in Arizona, California, Missouri, and Oregon, but never declared him "out of service."²⁶ One of the primary causes of the incident stated by an NTSB investigator was "the improper adjustment of the vehicle's service brakes due to inadequate vehicle maintenance."²⁷ As early as 1978, NTSB safety recommendations had addressed this type of maintenance issue. Although vehicle inspectors in Missouri declared the accident vehicle "out of service" on May 12, 1985, shortly after Atchley Jr. posted bond, and authorities allowed him and his father to leave with the truck-tractor and semi-trailer.²⁸

For any event to occur, there must first be a setting, and the most expedient way to demonstrate the connection between geography and the tragedy is by chronicling the truck driver's path and actions on the day of the event. Around 4:30 p.m. on June 19, 1985, Atchley Jr., accompanied by his new seventeen-year-old wife, Rae, departed Council

Bluffs, Iowa, with a load of refrigerated pork.²⁹ His father had given him the contract to deliver this load as a wedding gift. The newlyweds headed to Dallas, Texas, but had to make an intermediate stop at the Gerber Products Company in Fort Smith, Arkansas. At roughly 2:00 p.m. on June 21, 1985, Atchley Jr. contacted Gerber and asked for directions.³⁰ He indicated that he was on Interstate 40 in Oklahoma heading east about thirty minutes away. The supervisor at Gerber instructed him to “proceed east on I-40 and take the Roland, Oklahoma/Fort Smith, Arkansas, exit onto highway 64E and cross the bridge into Fort Smith.”³¹

For an unknown reason, Atchley Jr. missed the turn that would have led him from Interstate 40 across U.S. Highway 64 East to the Garrison Avenue bridge and into Fort Smith. He, instead, took the next exit ramp off Interstate 40 while heading east.³² This was Exit 5 into Van Buren. He proceeded into Van Buren and headed south on S.R. 59. He passed a sewer construction crew at the intersection of Interstate 40 and S.R. 59. This crew had just recently removed a large highway sign indicating the prohibition of truck traffic southbound on S.R. 59 through Van Buren.³³

Atchley Jr. then proceeded past a Union 76 Truck Stop that truckers often used as a turn-around or rest area, and he continued south on S.R. 59 through Van Buren, where he passed A&L Garage, Sherwood Street, and Sherman’s Grocery. All three were locations where he missed opportunities to turn his truck around.³⁴ Just past Sherman’s Grocery, less than 100 feet from the hill, were two small signs that indicated a ban on truck traffic. However, he either failed to notice these or disregarded them.³⁵ Atchley Jr., his young wife and the 70,000-pound rig ended up out of control and speeding down Log Town Hill.³⁶

The geographical characteristics of Van Buren, specifically that of Log Town Hill, seem to be major factors in the calamity. By design, most river port towns have main streets that end at or near rivers and are often built near or at the bottom of steep hills or bluffs.³⁷ Van Buren is no exception, and townspeople refer to the section of S.R. 59 that descends to Main Street as Log Town Hill, a name derived from the logging industry’s role in the history of Van Buren.³⁸ At twelve percent, the steep grade of the hill winds around a sharp bend and terminates roughly 3,439 feet from its crest.³⁹ This type of decline can cause brake strain and failure in motorized vehicles, especially heavy vehicles.⁴⁰ The probability of brake failure, of course, increases if combined with a lack of brake maintenance.⁴¹

The intersection of S.R. 59, Knox Street, Main

Street, and Eighth Street in Van Buren occurs at the base of Log Town Hill.⁴² Because so many thoroughfares converge at this point, the city installed a traffic signal to manage traffic flow and prevent right-of-way errors.⁴³ In this instance, however, this configuration proved to be deadly. A station wagon sat idling at the intersection waiting for the traffic light to change as the truck driver desperately attempted to brake and downshift to regain control of his vehicle.⁴⁴

The Union Pacific Railroad crossing that intersects at the same location presented another hazard. The twelve percent grade intersects the level surface of the rail crossing just before the traffic light. Prior to impact with the station wagon, the tractor-trailer truck vaulted into the air as it struck the surface of the railroad crossing.⁴⁵ Sparks flew as the metal of the front of the truck hit the metal of the rail. After a brief moment in the air, the cab of the rig crashed down upon and overrode the station wagon.⁴⁶ This impact lodged the station wagon under and in-between the cab of the truck and its trailer. The truck then continued dragging the station wagon through the intersection, over the opposite curb, through a steel guardrail, and crushed two storefronts.⁴⁷

The collision ruptured the fuel tank of the station wagon, and sparks created by metal scrapping across concrete ignited the leaking gasoline. An inferno engulfed both vehicles and three Main Street stores.⁴⁸ Clearly, the forces that culminated in this calamity were tied directly to the geographic and road design factors present. Additionally, the forces of physics were key players.

Gravity, grade, resistance, force, energy, tensile strength, mass, density, speed, volatility, and numerous other physical factors culminated in a calamity at the juncture of Log Town Hill and Main Street. Many studies have explored these factors in the causation of heavy-truck accidents.⁴⁹ Both lack of brake maintenance and the inexperience of the truck driver impaired the braking capability of the truck. The NTSB report indicated that the forces involved in the collision were so “dynamic” that the possibility of survival for those directly involved was nil.⁵⁰

Van Buren firefighters arrived on the scene within seven minutes and began to take measures to contain the blaze. One team sealed all the gas mains at and within several blocks of the site, while another began dousing the burning buildings. Local police arrived and set up blockades sectioning off access to Main Street. As crowds of onlookers gathered, other area firefighters, volunteers, and even members of the Arkansas National Guard



FRANK DEWITT BATES surveys the site where his hardware store once stood in June 1985.

(Reprinted with permission from the Press Argus)

joined in on the effort. They spent the remainder of the night and several hours of the next morning battling an inferno that threatened to consume all of the buildings of historic downtown Van Buren. They succeeded in isolating the fire to the three buildings that were directly involved in the collision. By 3:00 a.m. on June 22, 1985, after extinguishing the fire, firefighters and other emergency responders began the arduous and solemn task of excavating the ruined site for bodies. They recovered six bodies that morning, and by evening, found three more. Among the nine fatalities, three were children.⁵¹

Local and national media sources covered the event. Stories about the collision and resulting fire appeared on the nightly news of all three local TV stations.⁵² The next morning, both local and national newspapers ran the story. Pictures of the ruined buildings and the fire appeared on the front pages of the *Van Buren Press Argus*, the *Russellville Courier* and the *Fort Smith Southwest Times Record*. Stories about the tragedy showed up in newspapers as far away as Los Angeles and New York City.⁵³ Connie Chung of NBC and Bob Schieffer of CBS reported the tragedy to the nation.⁵⁴ By December 1985, mention of the accident found its way into

a five-minute commentary by Bill Moyers when he appeared on the "CBS Evening News with Dan Rather."⁵⁵

The tragedy served to inspire significant social and safety policy reforms at the national, state, and local level. The Van Buren City Council amended Ordinance 15-1979 with the passage of Ordinance 11-1985 that called for increased enforcement of the vehicle prohibitions already in place concerning southbound traffic on S.R. 59.⁵⁶ In addition, the Arkansas State Highway and Transportation Department (AHTD), working with Van Buren officials, approved the placement of additional warning signs along S.R. 59.⁵⁷ On a state level, Arkansas implemented safety education training opportunities for local and state police officers. These opportunities would help train police officers to identify and correctly handle trucking safety issues as they encountered them.⁵⁸ The calamity caused the increase of inspection sites along state and interstate routes.⁵⁹

The Motor Carrier Safety Act of 1986 marked the beginning of a federally enforced state level CDL requirement and established nationwide certification and recordkeeping.⁶⁰ By 1992, government policies required commercial drivers to obtain a specialized CDL appropriate to the rigs they operate and the goods they haul.⁶¹ Additionally, the law limited the number of licenses a driver could hold at any given time to one. Following the NTSB investigation, safety symposiums presented in Washington, D.C., mentioned the calamity in Van Buren as an example of the insufficient structure of commercial vehicle safety laws.⁶²

The calamity brought about personal transformations in Van Buren. It ended the lives of seven Van Buren residents, and its destructive impact affected many others in the town. A little more than six months after the calamity, Frank Dewitt Bates, the owner of Bates Hardware on Main Street, passed away.⁶³ Some say that the total loss of his store in the tragedy ultimately led to Bates' demise. The *Los Angeles Times* quoted Bates as saying; "The store meant a lot to me. It was my life."⁶⁴ He told the *Press Argus* that he had been toying with the thought of retirement for about ten years and that he was taking the destruction of his store "philosophically." However, a picture appearing on the front page of the *Press Argus* on June 26, 1985, showing Bates standing across the street from his decimated store, tells a different story.⁶⁵ His posture and the expression upon his face exemplify a man with a broken spirit. The Bates family had acquired the hardware store during the Great Depression. Up until the day of the incident,



RON COKER STANDS AMID THE RUINS of his drugstore on Main Street in Van Buren in mid-1985.

(Reprinted with permission from the Southwest Times Record)

Bates used the same sales ticket that he had used in the 1930s. It bore his company logo: “Your grand-father shopped here.” Bates and his store were “legendary” to the people of Van Buren.⁶⁶ The calamity resulted in the loss of the man and the landmark.

Another example of the direct personal consequences of the tragedy was the destruction of Coker Drug on Main Street. In contrast to the story of Bates, the story of the Coker family is one of miracle. Ron Coker worked in the store at 714 Main Street since he was around fourteen years old and, as an adult, was eventually able to purchase the business.⁶⁷ He and his family had recently moved into the three-story drugstore. The building housed both his business and their home. The Cokers’ regular Friday night routine was to stay at home. Because of a friend’s spontaneous dinner invitation, the night of the calamity was not typical. Despite the Cokers’ best efforts to locate a babysitter for their two children, they found none. Coker contacted his parents, and they agreed to watch the children while he and his wife, Judy, went to dinner. They departed a mere twenty minutes before the catastrophe and dropped their children off at Coker’s parents’ house. Coker felt that it was a miracle that no one in his family was hurt

or killed. Coker experienced loss, especially, as he walked through the remains of what had been his business and his home. He said he was sad but also felt like “someone somewhere had been watching out for” him and his family. He said that the “drug store fire presented a struggle.” Coker indicated that he had the strength to face that struggle due to his determination to provide for his family and through his faith in God. He also said that the overwhelming community support he and his family received after the incident helped tremendously. He decided to rebuild his business in a different location in Van Buren, and by 1986, he sold the ruined property on Main Street.⁶⁸

The most obvious changes that have taken place in Van Buren due to the calamity are the amount and intensity of warning signs along S.R. 59.⁶⁹ Before the incident, there were five signs, two of which were missing at the time of the accident.⁷⁰ Currently, there are a total of thirteen with five of the signs bearing continually flashing yellow lights. Another notable road design change was the addition of a designated truck turn-around area at Sherwood Street several hundred feet before Log Town Hill. The 700 block of Main Street has also transformed. Shop owners rebuilt two of the storefronts according to the standards established for the restoration of



(ABOVE) *Blanche Moore Park on Main Street in Van Buren, Arkansas, is shown on February 26, 2011.*

(RIGHT) *The plaque at Blanche Moore Park in downtown Van Buren dedicated to those who died in the 1985 calamity.*

(Photos by Rhea Garr)

the Van Buren Historic District. However, the area that had been Coker Drug remained empty for more than a year before Blanche Moore Park and a small brick structure that houses a public restroom came to occupy the space where the businesses had been. Interestingly, Blanche Hood Moore had nothing to do with the tragedy.⁷¹

Moore's memorial is more impressive than the plaque commemorating those who died during the tragedy. Before the modest park and public restrooms were constructed, there was simply an empty space in that area of Main Street Van Buren. The efforts of a local businessperson, Richard Hodo, and contributions from Fred W. Smith and then-Arkansas Governor Bill Clinton brought about the memorial park in that space. Hodo purchased the property and the adjoined parking lot in 1986 and spent several years developing other businesses on Main Street. After his business interests became



successful, Hodo petitioned Governor Clinton for grant funding to create a public restroom and memorial to replace the empty space along Main Street. Governor Clinton approved a \$37,000 grant for the project, but this was barely enough to construct the restroom. Hodo then planned to contact philanthropists, hoping that one or more of them would donate to the project.⁷²

One of the first he approached was Fred W. Smith, who had managed a very successful Donrey

Media (now named Stephens Media Group) in Nevada and California. Smith had made significant contributions to the expansion and development of Las Vegas.⁷³ Smith agreed to give Hodo \$100,000 toward the project, and when Hodo commented to him about the need for benches, Smith added another \$20,000 to the offer. Hodo was overwhelmed. He now had enough funding to complete the project. Smith's financial backing came with two stipulations. He required that both the namesake of the park and a memorial in the park be dedicated to his mother-in-law, Blanche Hood Moore. Hodo agreed to the terms and had a red brick pedestal and bronze plaque placed in the center of the park in Moore's and her children's honor.⁷⁴ Additionally, the names of Moore's eight children appear engraved in the polished granite benches that adorn the esplanade.⁷⁵ Smith and his wife, Mary, made a special trip to Van Buren to cut the ribbon during the park dedication ceremony.⁷⁶

Downtown Van Buren derives its primary income from attracting tourists to its many quaint shops and historic sites. The Van Buren Advertising and Promotion Commission published a brochure that associates the downtown area with eating, shopping, train rides, historic events, and having fun.⁷⁷ Although it mentions the easily accessible public restrooms, there is no mention of the humble granite plaque on the facility's outside wall that honors those who died in the 1985 accident.⁷⁸ In 2010, an ambassador Girl Scout and senior at Van Buren High School, Lizzie Boone, produced a booklet about the various buildings and structures on Main Street Van Buren. Although her work is unquestioningly exceptional, the only information she included about the calamity states that at 718 Main Street the "building that was originally here was destroyed by a truck accident in 1985. No other information is known at this time."⁷⁹

Furthermore, the plaque at the site dedicated to the victims simply states their names and indicates that it is "In memory of those who lost their lives on this site June 21, 1985."⁸⁰ The plaque is inconspicuous, and its message is vague. Considering the importance of the incident, this is an oversight.

A subtler yet highly significant transformation that has and is taking place in Van Buren due to the ramifications of this incident involves both changes in infrastructure policy and road design. *The Landside Access Study: Van Buren Regional Intermodal Port Complex of 2004* and the *Arkansas Statewide Long-Range Intermodal Transportation Plan 2007 Update* both demonstrate the need to make use of all forms of transport available for the

moving of goods. These publications outline a plan that is currently underway to combine the use of barges, trains, and carrier trucks in the transport of containerized shipments.⁸¹ The main goal of these proposals is the safe and efficient transference of the flow of goods entering Van Buren by heavy trucks to routes that do not cross the danger zones of Log Town Hill or Main Street. An important phase in this project was the completion of Riggs Drive that connects Twenty-eighth Street to Interstate 540 and S.R. 59, which allows safer access for commercial truck traffic. Current city engineering maps indicate the eventual extension of Riggs Drive to connect directly to Kibler Road, and this proposed road extension would allow local and commercial traffic to avoid having to cross currently active train tracks when traveling through.⁸²

A system-wide perspective best summarizes the roots of the tragedy. Although the NTSB report assigns the majority of the blame to the truck driver, the broader vision granted by the passage of time permits historians and researchers to link many variables together to form a clearer picture. Physics, economics, government policies concerning trucking and road safety, and geography were factors of the runaway truck accident that occurred on June 21, 1985, in downtown Van Buren, Arkansas. Physics is perhaps the most involved and basic factor of collisions as demonstrated in countless references to stones dropped from the Leaning Tower of Pisa and in the multitude of parables based on apples impacting famous craniums. The same gravitational and acceleratory forces acknowledged in such tales were the core agency in the incident. Geography provided the location, an unintended engineering flaw in city design set up deadly circumstances, and the lack of adequate warning signs contributed to the probability of the calamity. These formed a concentric and interlocking ring of causations.

A multitude of transformations materialized due to the occurrence and aftermath of the incident. These changes involved primarily the appearance of Main Street in Van Buren and sections of S.R. 59 that pass through Van Buren. Additional changes ushered in by this matter included social and safety policy changes concerning trucking in Van Buren and in Arkansas. The amendment of U.S. national transportation policies involving highway safety and heavy trucks was yet a further and more far-reaching change. Another development coerced by the event is the planned construction of an intermodal transportation complex in or near Van Buren. An important phase of this plan was completed with the construction of Riggs Drive.

Several residents of Van Buren faced intense

personal struggles because of the calamity. Although in different ways, the tragedy deeply affected both Frank Dewitt Bates and the Coker family. Those who remember Bates dearly miss him and his hardware store. Coker and his family still live in Van Buren; however, he never visited Blanche Moore Park until after the author approached him and requested an interview concerning the 1985 incident. Nine individuals, seven of whom were Van Buren residents, lost their lives and an enormous transformation occurred. With the exception of newspaper articles written shortly after the calamity, the names of those who died have not been mentioned in connection to historic downtown Van Buren.

While the author was conducting this research project, several tourists traveling through the downtown Van Buren area asked him if the people mentioned on the plaque died “in the public bathrooms.” Additionally, several of the current shop owners in downtown Van Buren either know nothing about the plaque or believe that Blanche Hood Moore or her family died on the site because of the 1985 calamity.



Colby Garr holds a B.S. in History with Teacher Licensure from UAFS. In addition to being an historical researcher, Colby is an ordained minister and certified spiritual counselor. He resides in Van Buren with his wife, Rhea.

Endnotes

- ¹ “Six bodies removed from VB fire,” *Press Argus* (Van Buren, Arkansas), June 22, 1985, page 1-A.
- ² National Transportation Safety Board, *HAR86-03: Highway Accident Report—Tractor Semitrailer/Station Wagon Runaway, Collision, and Fire, Van Buren, Arkansas, June 21, 1985* (Washington, D.C.: National Transportation Safety Board, August 1986), 1.
- ³ *Ibid.*, 23.
- ⁴ Van Buren Advertising and Promotion Commission, *Van Buren Visitors Guide, 2011*. In this guide, there is no mention of the event or the people involved.
- ⁵ U.S. House of Representatives, *The Commercial Motor Vehicle Safety Act of 1986*, 99th Congress, 2nd session, January 21, 1986, accessed February 13, 2011, <http://www.aamva.org/NR/rdonlyres/751BBDAF-1DD6-48CC-B65D-9F4F2FA17AEF/0/CommercialMotorVehicleSafety-ActCMVSA.pdf>
- ⁶ Richard D. Holcomb, *When Trucks Stop, America Stops* (American Trucking Associations, 2006), 1-9.
- ⁷ Dale Belman and Chelsea C. White, *Trucking in the Age of Information* (Aldershot, Hampshire, England: Ashgate, 2005), 1.
- ⁸ *Ibid.*, 12-18.
- ⁹ Michael H. Belzer, *Sweatshops on Wheels: Winners and Losers in Trucking Deregulation* (Oxford: Oxford University Press, 2000), 11-13.

- ¹⁰ Lawrence J. Ouellet, *Pedal to the Metal: The Work Lives of Truckers* (Philadelphia: Temple University Press, 1994), 113-115, 120-123.
- ¹¹ *Ibid.*
- ¹² Moses and Savage, 278-286.
- ¹³ James B. King, *Safety Recommendation H78-48-50* (Washington, D.C.: National Transportation Safety Board, 1978) 1-4.
- ¹⁴ *Ibid.*
- ¹⁵ National Transportation Safety Board. *HAR86-03: Highway Accident Report*, 13.
- ¹⁶ National Transportation Safety Board. *HAR86-03: Highway Accident Report*, 13.
- ¹⁷ *Ibid.*
- ¹⁸ Belzer, 71.
- ¹⁹ National Transportation Safety Board. *HAR86-03: Highway Accident Report*, 21.
- ²⁰ *Ibid.*, 15.
- ²¹ National Transportation Safety Board. *HAR86-03: Highway Accident Report*, 14.
- ²² *Ibid.*, 13.
- ²³ Jim Burnett, *Safety Recommendation H86-65-67* (Washington, D.C.: National Transportation Safety Board, 1986), 1.
- ²⁴ National Transportation Safety Board. *HAR86-03: Highway Accident Report*, 7.
- ²⁵ *Ibid.*, 3.
- ²⁶ National Transportation Safety Board. *HAR86-03: Highway Accident Report*, 7.
- ²⁷ *Ibid.*, 23.
- ²⁸ *Ibid.*, 7.
- ²⁹ National Transportation Safety Board. *HAR86-03: Highway Accident Report*, 1; “Officials Say Husband Driving Rig, Will Await Investigation Conclusion,” *Courier* (Van Buren), June 27, 1985, Sec. 1, pg. 1.
- ³⁰ National Transportation Safety Board. *HAR86-03: Highway Accident Report*, 1. Considering that Council Bluffs, Iowa, is 474 miles from Van Buren, Arkansas, this is a significant time lapse. Average speed at the time was fifty-five miles per hour. The trip should have taken less than twenty hours when considering roughly ten hours of travel time and eight hours of rest time.
- ³¹ *Ibid.*
- ³² *Ibid.* Another significant time lapse occurred between when the driver placed his call to Gerber at 2:00 p.m. and the time of the collision at 7:51 p.m. The driver apparently spent five hours involved in activities other than driving. This is odd, considering that he was less than thirty minutes away from the Arkansas border when he called Gerber, and the crash site is located less than fifteen minutes from the Arkansas border.
- ³³ *Ibid.*
- ³⁴ *Ibid.*, 10.
- ³⁵ *Ibid.*, 3.
- ³⁶ *Ibid.*, 16. According to the NTSB report, the rig included a “1971 White-Freightliner, 3-axle, cab-over-engine tractor and a 1975 Utility refrigerated semi-trailer.”
- ³⁷ Jackson E. Lawrence, “Truck Accident Studies,” *Transportation Research Record: Symposium on Geometric Design for Large Trucks* (Washington, D.C.: Transportation Research Board National Research Council, 1986), 140.

- ³⁸ Wanda Freeman, "Van Buren (Crawford County)," *The Encyclopedia of Arkansas History and Culture*, last updated January 21, 2011, <http://www.encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?search=1&entryID=868>
- ³⁹ National Transportation Safety Board, *HAR86-03: Highway Accident Report*, 10.
- ⁴⁰ Sogol Kharrazi and Robert Thomson, "Study of Heavy Truck Accidents with Focus on Maneuvers Causing Loss of Control," *International Journal of Vehicle Safety*, Vol. 3 No. 1 (2008): 32-44.
- ⁴¹ King, *Safety Recommendation H78-48-50*, 1-4.
- ⁴² Arkansas State Highway and Transportation Department, *Map of the City of Van Buren* (Little Rock, Arkansas: AHTD, 2007).
- ⁴³ Van Buren City Planning Commission, "Planning Map," Quotero Web Client, accessed September 18, 2011, <http://www.vbgis.org:8080/QuoteroClient/logged.jsp>. From the air, the intersection looks like a misshapen asterisk.
- ⁴⁴ National Transportation Safety Board, *HAR86-03: Highway Accident Report*, 3. According to the *Press Argus* (Van Buren, Arkansas), June 22, 1985, the family from Van Buren in the station wagon included Randy and Kathy Owenby, Randy Owenby II, Billy and Winnie Kay Burt, Brenna Parrish, and Kristi Parrish.
- ⁴⁵ Ibid.
- ⁴⁶ National Transportation Safety Board, *HAR86-03: Highway Accident Report*, 16. NTSB investigators estimated that the semi truck was traveling at a speed between fifty-two and fifty-five mph when it struck and overrode the station wagon.
- ⁴⁷ National Transportation Safety Board, *HAR86-03: Highway Accident Report*, 3, 16.
- ⁴⁸ Garrick Feldman, "Inferno," *Press Argus* (Van Buren), June 22, 1985, 1A.
- ⁴⁹ Kharrazi and Thomson, 32-44.
- ⁵⁰ National Transportation Safety Board, *HAR86-03: Highway Accident Report*, 19.
- ⁵¹ Shan Neely and Evan DuVall, "Van Buren Shocked by Worst Tragedy Ever," *Courier* (Van Buren), June 22, 1985, Sec. 1, pg. 1.
- ⁵² These channels included KFSM Channel 5, KHBS Channel 40/29, and KPOM Channel 24/51.
- ⁵³ "Arkansas Town Struggles with Aftermath of Fiery Truck Crash," *Los Angeles Times* (Los Angeles, California), June 24, 1985, accessed March 15, 2011, http://articles.latimes.com/1985-06-24/news/mn-828_1_fiery-crash; "9 die as Trailer Truck Rams Car in Arkansas," *New York Times* (New York, New York), June 23, 1985, 18.
- ⁵⁴ Vanderbilt University, Vanderbilt Television News Archive, accessed September 17, 2011, <http://tvnews.vanderbilt.edu/tvn-displayindex.pl?SID=20111029515167236&pagenumber=77&code=tvn&>
- ⁵⁵ Vanderbilt University, "CBS Evening News for Monday, Dec. 16, 1985," Vanderbilt Television News Archive, accessed September 17, 2011, <http://tvnews.vanderbilt.edu/diglib-fulldisplay.pl?SID=20111025735870361&code=tvn&RC=301308&Row=109>
- ⁵⁶ National Transportation Safety Board, *HAR86-03: Highway Accident Report*, 27; City of Van Buren, "Ordinance 15-1979," Quotero Web Client, accessed September 18, 2011, <http://www.vbgis.org:8080/QuoteroClient/logged.jsp>. The NTSB report erroneously refers to the former ordinance as "Van Buren Ordinance 11-1979" whereas examination of the original document reveals that it was actually titled Van Buren Ordinance 15-1979.
- ⁵⁷ National Transportation Safety Board, *HAR86-03: Highway Accident Report*, 12.
- ⁵⁸ Donald E. Uelmen, *Commercial Vehicle Enforcement: A Guide for Police Traffic Personnel* (Washington, D.C.: U.S. Department of Transportation, November 1990).
- ⁵⁹ Moses and Savage, 285-286.
- ⁶⁰ Belzer, 70-71.
- ⁶¹ Belzer, 71.
- ⁶² Lawrence, 140.
- ⁶³ L. Bruns, "Frank Dewitt Bates," findagrave.com, created May 9, 2009, accessed September 20, 2011, <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=36888954>
- ⁶⁴ "Arkansas Town Struggles with Aftermath of Fiery Truck Crash," *Los Angeles Times* (Los Angeles, California), June 24, 1985, accessed March 15, 2011, http://articles.latimes.com/1985-06-24/news/mn-828_1_fiery-crash
- ⁶⁵ "Area reaches out to victims." *Press Argus* (Van Buren), June 26, 1985, 1-A.
- ⁶⁶ Ibid.
- ⁶⁷ Ibid.
- ⁶⁸ Ron Coker, interview by author, Sisters Bistro, Van Buren, September 19, 2011.
- ⁶⁹ For more on landscape morphology and human interactions with physical geographical features see Carl O. Sauer, "The Morphology of Landscape," *University of California Publications in Geography* 2 (2) (1925): 19-53; James Howard Kuntsler, *The Geography of Nowhere* (Touchstone, New York, New York, 1994).
- ⁷⁰ National Transportation Safety Board, *HAR86-03: Highway Accident Report*, 12.
- ⁷¹ The previous six sentences are observations made by the author after visiting the sites in February 2011.
- ⁷² Richard Hodo, interview by author, Sisters Bistro, Van Buren, September 9, 2011.
- ⁷³ Keith Rogers, "Mary Smith, Philanthropist and Hogs Fan, Dies in Las Vegas," *Arkansas News*, Jan. 4, 2010, accessed September 17, 2011, <http://arkansasnews.com/2010/01/04/mary-smith-philanthropist-and-hogs%E2%80%99-fan-dies-in-las-vegas/>
- ⁷⁴ Ibid.
- ⁷⁵ The author personally observed this at the site during multiple visits between February 2011 and September 2011.
- ⁷⁶ Richard Hodo, interview by author, Sisters Bistro, Van Buren, September 9, 2011.
- ⁷⁷ Van Buren Advertising and Promotion Commission.
- ⁷⁸ Ibid.
- ⁷⁹ Lizzie Boone, *Historic Main Street Van Buren*, Girl Scout Gold Award Service Project, Van Buren, 2010. This booklet is currently available free at the Van Buren Chamber of Commerce.
- ⁸⁰ The author personally observed this at the site during multiple visits between February 2011 and September 2011.
- ⁸¹ Planning and Research Division, Arkansas State Highway and Transportation Department. *Arkansas Statewide Long-Range Intermodal Transportation Plan 2007 Update* (Little Rock, Arkansas: ASHT, 2007), 1, 23-24.

Primary Sources Bibliography

GOVERNMENT DOCUMENTS

- Burnett, Jim. Safety Recommendation H86-65-67. Washington, D.C.: National Transportation Safety Board, 1986.
- City of Van Buren. "Ordinance 11-2008." Quotero Web Client, accessed September 18, 2011, <http://www.vbgis.org:8080/Quotero-Client/logged.jsp>
- City of Van Buren. "Ordinance 15-1979." Quotero Web Client, accessed September 18, 2011, <http://www.vbgis.org:8080/Quotero-Client/logged.jsp>
- King, James B. *Safety Recommendation H78-48-50*. Washington, D.C.: National Transportation Safety Board, 1978.
- Kolstad, James L. *Safety Recommendation H88-30*. Washington, D.C.: National Transportation Safety Board, 1988.
- Lawrence, Jackson E. "Truck Accident Studies." *Transportation Research Record: Symposium on Geometric Design for Large Trucks*. Washington, D.C.: Transportation Research Board National Research Council, 1986.
- National Transportation Safety Board. *HAR86-03: Highway Accident Report—Tractor Semitrailer/Station Wagon Runaway, Collision, and Fire*, Van Buren, Arkansas, June 21, 1985. Washington, D.C.: National Transportation Safety Board, August 1986.
- Planning and Research Division, Arkansas State Highway and Transportation Department.
- Arkansas Statewide Long-Range Intermodal Transportation Plan 2007 Update. Little Rock, Arkansas: ASHTD, 2007.
- Planning and Research Division, Arkansas State Highway and Transportation Department. *Landside Access Study Van Buren Regional Intermodal Port Complex*. Little Rock, Arkansas: ASHTD, 2004.
- U.S. House of Representatives. *The Commercial Motor Vehicle Safety Act of 1986*. 99th Congress, 2nd session, January 21, 1986, accessed February 13, 2011. <http://www.aamva.org/NR/rdonlyres/751BBDAF-1DD6-48CC-B65D-9F4F2FA17AEF/0/CommercialMotorVehicleSafetyActCMVSA.pdf>
- Uelmen, Donald E. *Commercial Vehicle Enforcement: A Guide for Police Traffic Personnel*. Washington, DC: U.S. Department of Transportation, November 1990.

MAPS

- Arkansas State Highway and Transportation Department. *Map of the City of Van Buren*. Little Rock, Arkansas: AHTD, 2007.
- Van Buren City Planning Commission. "Planning Map." Quotero Web Client, accessed September 18, 2011, <http://www.vbgis.org:8080/QuoteroClient/logged.jsp>

NEWSPAPER ARTICLES

- "9 Die as Trailer Truck Rams Car in Arkansas." *New York Times* (New York, New York), June 23, 1985, pg.18.
- "Area reaches out to victims." *Press Argus* (Van Buren, Arkansas), June 26, 1985, 1-A.
- "Arkansas Town Struggles With Aftermath of Fiery Truck Crash." *Los Angeles Times* (Los Angeles, California), June 24, 1985, latimes.com, accessed March 15, 2011, http://articles.latimes.com/1985-06-24/news/mn-828_1_fiery-crash

- Feldman, Garrick. "Inferno." *Press Argus* (Van Buren, Arkansas), June 22, 1985.
- Neely, Shan and Evan DuVall. "Van Buren Shocked by Worst Tragedy Ever." *Courier* (Van Buren, Arkansas), June 22, 1985, Sec. 1, pg. 1.
- "Officials Say Husband Driving Rig, Will Await Investigation Conclusion." *Courier* (Van Buren, Arkansas), June 27, 1985, Sec. 1, pg. 1.
- "Six bodies removed from VB fire." *Press Argus* (Van Buren, Arkansas), June 22, 1985, page A-1.

WEBSITES

- KHBS Channel 40/29. "Van Buren Road Mistakenly Reopened to Truck Traffic." 4029tv.com, last updated March 14, 2008, accessed September 20, 2011, <http://www.4029tv.com/r/15578225/detail.html>

Secondary Sources Bibliography

BOOKS

- Belman, Dale and Chelsea C. White. *Trucking in the Age of Information*. Aldershot, Hampshire, England: Ashgate, 2005.
- Belzer, Michael H. *Sweatshops on Wheels: Winners and Losers in Trucking Deregulation*. Oxford: Oxford University Press, 2000.
- Boone, Lizzie. *Historic Main Street Van Buren*. Girl Scout Gold Award Service Project. Van Buren, AR, 2010.
- Kuntsler, James Howard. *The Geography of Nowhere*. New York, New York: Touchstone, 1994.
- Moses, Leon N., and Ian Savage. *Transportation Safety in an Age of Deregulation*. New York: Oxford University Press, 1989.
- Ouellet, Lawrence J. *Pedal to the Metal: The Work Lives of Truckers*. Philadelphia: Temple University Press, 1994.
- Parker, Barry R. *The Isaac Newton School of Driving: Physics and Your Car*. Baltimore, MD: Johns Hopkins University Press, 2003.
- Petroski, Henry. *Success through Failure: The Paradox of Design*. Princeton: Princeton University Press, 2006.

BROCHURES

- Holcomb, Richard D. *When Trucks Stop, America Stops*. American Trucking Associations, 2006.
- Van Buren Advertising and Promotion Commission, *Van Buren Visitors Guide*, 2011.

JOURNAL ARTICLES

- Kharrazi, Sogol and Robert Thomson, "Study of Heavy Truck Accidents with Focus on Maneuvers Causing Loss of Control." *International Journal of Vehicle Safety*, Vol. 3 No. 1 (2008): 32-44.
- Sauer, Carl O. "The Morphology of Landscape." *University of California Publications in Geography* 2 (2) (1925): 19-53.

WEBSITES

- Bruns, L. "Frank Dewitt Bates." findagrave.com, created May 9, 2009, accessed September 20, 2011, <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=36888954>
- Freeman, Wanda. "Van Buren (Crawford County)." *The Encyclopedia of Arkansas History and Culture*, last updated January 21, 2011, <http://www.encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?search=1&entryID=868>
- Rogers, Keith. "Mary Smith, Philanthropist and Hogs Fan, Dies in Las Vegas." *Arkansas News*, January 4, 2010, accessed September 17, 2011, <http://arkansasnews.com/2010/01/04/mary-smith-philanthropist-and-hogs%E2%80%99-fan-dies-in-las-vegas/>

Mystery Photos

Can you help identify these photos from the University of Arkansas-Fort Smith Pebley Center photo archives? If you can, please let us know at (479) 788-7213.



(ABOVE) In front of the Goldman Hotel



(ABOVE) On church steps

(BELOW) Glass houses



1913 Newspapers

Southwest Times Record

July-December 1913

**by Wincie Hendricks
and Crystal Pope**

Abstracted from microfilm
in the Fort Smith Public Library.

Editor's note: Most spelling, punctuation and grammar
appear as printed in the *Southwest Times Record*.

July 19, 1913

BERT HOFFMAN IS DROWNED SWIMMING IN LEES CREEK

Bert Hoffman, president of the Arkansas Mutual Union Insurance Company, brother of Circuit Clerk Claude Hoffman of Sebastian county, and son of the late J. A. Hoffman, was drowned while bathing in Lees creek in Oklahoma, four miles west of Dora, Ark., Friday afternoon.

Bert left Fort Smith Friday to visit with Fort Smith friends who were on a camping trip. After eating a hearty supper he entered the water for a swim, in spite of the protest of friends, it is said, and was seized with cramps. His cries for help brought Will, Conrad and Carl Triesch to the rescue and his body was brought to shore, where heroic efforts were made to revive him. As soon as possible communication was made with Fort Smith and the pulmotor owned by the Fort Smith Light and Traction Company and kept at Fire Station No. 1, was taken to Dora where the body of the deceased had been taken in a vehicle. Bob Kuhn, captain of Station No. 1, and Arch Saunders, Iron Mountain ticket agent, took the pulmotor to Dora, in company with employees of the Putman Undertaking establishment in an automobile. Rigor mortis had set in and the pulmotor was of no use as it was impossible to open the mouth of the victim.

The body was brought to Fort Smith and was taken to the Putman establishment and prepared for burial and was later removed to the home at 620 N.

Twelfth street. The funeral will be held at St. John's Episcopal church Sunday morning at 11 o'clock. Rev. Edwin Wilcox officiating, and burial will be made in the Forrest Park cemetery. The news of Bert's death was received by Fort Smith people with many expressions of regret and when the first report came that there was a chance to revive him there were universal expressions of hope that it would be accomplished. Claude Hoffman, his brother made a hurried trip in an auto with Paul Sheridan to Dora. The run by both machines was made in about twenty-five minutes. The body was brought back to Fort Smith in the Putman ambulance at about 11 o'clock.

Bert Hoffman was the son of the late J. A. Hoffman and was born in Fort Smith in 1871. His father was one of the most widely known and respected of Fort Smith's pioneer citizens. The deceased leaves a wife and two children and a sister, Mrs. I. M. Dodge and a brother, Claude Hoffman, circuit clerk, besides a number of other relatives and a wide circle of friends.

He had been in the insurance business in Fort Smith for many years, and with his brother succeeded to the management of the J. A. Hoffman Insurance company founded by his father, with offices in the building owned by the estate at Eighth and Garrison.

August 21, 1913

TUCKER DUCK & RUBBER COMPANY TO ENLARGE BUILDING AND TREBLE OUTPUT

Following the various other boost stories of the week concerning the business outlook in Fort Smith, comes the news that the Tucker Duck and Rubber company will add a third story to the building that they are occupying at present, that they may enlarge their factory.

For some time the company has been swamped with orders from every state in the union for tenting and rubber goods, the demand for their product exceeding their ability to supply.

The factory which at present employs thirty-three people will be enlarged to almost double its former size, the entire addition to be used as floor space for

new machinery that is expected to almost treble the output.

August 23, 1923

NEGRO BRINGS IN THE FIRST BALE

The first bale of cotton arrived in Van Buren yesterday grown by D. Simpson, a negro, on his own plantation about two and a half miles southeast of town. The bale which weighs 450 pounds was ginned at the Van Buren gin, and the experts say that it is a very superior quality. Simpson is holding the bale for sale at 12 cents, the usual premium being subscribed by the citizens of Van Buren.

This year, more than ever before, the city will make an effort for recognition as a cotton market, several northern buyers having already located for the purpose of handling the crop. Conditions being favorable there should be a great deal of cotton handled in the town during the next few weeks, as the cotton buyers are all very enthusiastic over the outlook of the present season.

October 3, 1913

"MABEL" SOBERS UP LAMENTS JEALOUSY AND LEAVES STATE

Because the prosecuting witness, known in the front parlors of the lace curtain districts along the river front as "Mabel" became sober, repented and fled to Texas, the case of the state against F. A. Robertson, charged with pandering and docketed for trial yesterday afternoon was dismissed by Justice L. F. Fishback. At least, the court attaches say that the prosecuting witness became sober and repented and got without the jurisdiction of the court therefore the case had to fail.

It was the intention of Deputy Constable Ernest Goss who made the arrest, to show by "Mabel" who asked that the warrant issue, that Robertson was an inconstant Lothario. According to her story, she had been keeping the defendant in coin and otherwise according him the treatment of a real, genuine pet. But he refused to keep his attentions undivided. She claimed that regardless of her favors, he had been seeking and enjoying the society of another flame and her sense of justice rebelled.

This rebellion occurred when "Mabel" during the evening of September 24 was just a little further in the hilarity cup than ordinarily drunk. After she slept it off and recollected that the officers had been

set on the trail of her alleged lover, she hied to the broad plains of Texas and is now there camping indefinitely.

October 7, 1913

OLD MAJESTIC WILL REOPEN UNDER NEW MANAGERS SATURDAY

Mills and Bird, well known in all the varied lines of theatrical work, have leased a North Seventh street building just off Garrison avenue and will reopen the old Majestic next Saturday with standard motion picture shows. The place has been remodeled renovated and the interior repaired with a view of producing both comfort and attraction for the guests.

When Mills and Bird announce a standard motion picture show, that is precisely what will be on the screens. They will use the Universal film, consisting of an entire outfit from small lighter to the actual picture, and the variety will be limited on to the extent of the versatility of the producing houses. These will include comedy, drama, western life, scenic, educational and all the myriad other animated "weeklies" now possible at moving picture shows.

October 7, 1913

JOSEPH STIESBERG PIONEER DIES AT AGE OF 81-YEARS

Joseph Stiesberg, 81 years old and a veteran of the civil war, died at his home, 2222 North Twenty-second street, at 7:30 o'clock Sunday morning following a long illness of a complication of troubles due to advanced age and general breakdown. Funeral services will be held at the home at 8:30 o'clock Tuesday morning and at the St. Boniface German Catholic church another service will be held at 9 o'clock. The Reverend Father Basil will conduct both services. Burial will follow at the Catholic cemetery.

Mr. Steisberg was born in Westphalia, Germany, in 1832. He came to this country in 1850. He first settled in Detroit two years after arrival in America and joined the regular army while a resident of Michigan. At the end of his enlistment he began his residence in Fort Smith where he opened a tailoring shop. When the civil war began he joined the Confederacy and served throughout that conflict. At the end of the war he returned to this city and again too up the tailoring business.

He is survived by Mrs. Stiesberg, whom he married fifty-four years ago, and with whom

celebrated the golden anniversary of his wedding in 1909. The children surviving are Max Steisberg, Mrs. B. A. Upmoor, Miss Annie Stiesberg and Joe Steisberg, all of Fort Smith.

October 7, 1913

**THE BLOCKER DRUG STORE IS TO BE
MODEL OF ITS KIND**

If W. F. Blocker, banker and successful business man realizes on his ambitions, the Blocker drug store, 1006 Garrison avenue will be one of the most attractive and fully stocked establishments of its kind in this section of the state. It will at all times be in charge of a careful and competent pharmacist to compound the prescriptions and the front end will be cared for by such an experienced man as Rector Barling. At times during each day when his presence at the bank is not required Mr. Blocker will give the place personal attention.

The Blocker store is the immediate successor of the Kimmons drug store, which Mr. Blocker bought during the last few days. It will be run along the same high plane that described the Palace drug store which Mr. Blocker sold in 1903. The windows will be attractively trimmed and decorated to properly display the stock which will be carried. Every remedy possible to the trade will be on hands and placards will announce reductions---these cards are now up and suggest savings of from 40 to 50 per cent. These will include every line of toilet articles, stationery and other goods usually kept in a thoroughly modern drug store.

October 14, 1913

FRIGHTENED HORSE INJURES DR. EPLER

Dr. E. G. Epler, with offices in the Halliwell building, Sixth street and Garrison avenue, was seriously but not dangerously hurt Monday morning when his horse plunged into him and knocked him to the pavement. He sustained a broken rib and numerous bruises about the face, arms and head.

Dr. Epler had arrived at his offices just as the circus parade was passing. His horse became frightened at the elephants, and he got out of the buggy to hold the horse. The frightened animal reared and plunged against the physician. He was later removed to his country residence where late last night he was rapidly improving and no serious developments were anticipated.

Memorial and Commemorative Gifts Important to the Historical Society

When making a gift to honor or remember someone important to you, please remember the Fort Smith Historical Society. Gifts may be made in memory of a loved one, or in honor of a birthday, graduation, anniversary or other event.

If you particularly enjoyed a feature in *The Journal*, show your appreciation for a subject you found interesting by making a contribution in honor of the writer.

Memorial gifts are a beautiful and lasting way to honor those who are dear to us. All memorials and commemorative gifts are acknowledged with a letter to both the donor and the family of the person honored.

A contribution to the Fort Smith Historical Society supports the publication of *The Journal*, which is placed in libraries and schools, and becomes an important part of the historical record of this area.

Gifts are tax deductible and may be made in any amount.

Send your contributions to:

Fort Smith Historical Society

ATTN: Treasurer

PO Box 3676

Fort Smith, AR 72913-3676

Please send only checks or money orders. Indicate whether you will need a written receipt. The Fort Smith Historical Society cannot accept credit card payments.

Who Knew?

By Mary Jeanne Black

Who knew...

...that Fort Smith, Arkansas, has ties to the War of 1812—Commodore Oliver Hazard Perry who said, “We have seen our enemies and they are ours”?

... that a Fort Smith citizen even contributed to the 100-year celebration of the Battle of Lake Erie?

... that to top it off, we have a tie to Japan that ended its two centuries of isolation and opened up trade with the rest of the world?

QUERY

Dear sir,

In my research on the Perry family I have come across two notations that the Perry Family Bible in 1913* was in the possession of a Mrs Rutherford of Fort Smith. I am not sure if this was the wife of Samuel Morton (Rutherford) or Robert Beale (Rutherford). This Bible would have come down to her through her grandmother, Jane Tweedy Perry Butler of Arkansas and South Carolina. She was the youngest daughter of Christopher and Sarah Perry of Newport, Rhode Island and may be the Bible that belonged to his father Freeman Perry of Kingston, RI.

The family was in Fort Smith and then some moved onto Muskogee in OK and there about. As this is the 200th anniversary of the Battle of Lake Erie it would be nice to locate that Bible which would have the birth record of Oliver Hazard Perry their oldest child.

Would you have any idea about its location? This is a real shot in the dark.

I remain yours, APS

ANSWER

This is quite an interesting family. You must be so proud to be a part of it. Thank you so much for pointing out its link to Fort Smith, Sebastian, Arkansas. It never ceases to amaze me that so many interesting people have passed this way before.

We are going to place this query in the **Who Knew?** portion of *The Journal*, Fort Smith Historical Society's publication is issued twice a year. The next publication will be released in September, too late to help this year's gathering but perhaps the keeper of the Perry Family Bible might see your appeal. We will not publish your name, phone number or any personal information. If a family member needs to be in contact, we will link you.

MJB

All I can add is that Robert Beale Rutherford 1833-1902 was married to Sally Wallace Butler. Samuel Morton Rutherford, Robert's father died in 1867 as did his wife Eloise. I can't find a death date for Sally Butler Rutherford but she must have been the one with the Bible in 1913. Samuel M. Rutherford, the son of R.B. and Sally Butler died in Muskogee in 1922.

Joe

I did find this on a Samuel Rutherford.—There is a Samuel Rutherford in 1860 who was 63, an Indian Agent living in Upper Sebastian County, AR he is possibly Sallie Wallace Butler Rutherford's Father-in-law. This might be a reason the Rutherford family all moved to Arkansas.

MJB

In your search for the Bible –

Grant and Carolyn Foreman were around in the 1920s, I believe, there is a Grant Foreman research room at the Muskogee Public Library. They being such great original source historians, maybe somehow they gathered up this Bible. If they did, then it might be in that library along with their other papers.

Just a grasp at a straw, perhaps, but may be worth checking out.

BDH

Mr. Scott, I contacted the Muskogee Public Library to see if they might have the Bible that was passed down. The Grant and Carolyn Foreman room no longer exists. The Genealogy Department was very helpful, explained that they do not house rare or antique books.

The Grant Foreman Home in Muskogee, a historical home, named by the Muskogee Historical Society, does house some books, the librarian went on to say, however a book like the Perry Family Bible would have been sent to the Oklahoma Historical Society Collection, Oklahoma City, Oklahoma. You might want to call there.

MJB

Christopher Raymond Perry

4 December 1761 Rhode Island-1 June 1818 Rhode Island
married

Sarah Wallace Alexander
1768 Ireland – 4 Dec 1830 CT

*The 100-year anniversary of the Battle of Lake Erie.

Jane Tweedy Perry Butler
Mother of Sallie Butler Rutherford
Daughter of Christopher Raymond Perry (4 December 1761 Rhode Island
- 1 June 1818 Rhode Island and Sarah Wallace Alexander 1768 Ireland
- 4 Dec 1830 CT

Married 12/22/1819 Brooklyn, NY to Dr. William Butler
Youngest Sister of Commodore Oliver Hazard Perry** and Commodore
Matthew C. Perry ***

** Commodore Oliver H Perry played a big role in winning
the battle of Lake Erie. He took over the battleship Niagra and
led the fleet to Victory. On completion of the victory he reported
to General William Henry Harrison, he wrote: "We have met the
enemy and they are ours."

***Commodore Matthew C. Perry supervised the building
of the First Naval Steam Ship and On March 31, 1854 Matthew
Perry signed the Treaty of Kanagawa on behalf of the United
States, which established "permanent" friendship between the
two countries. The treaty guaranteed that the Japanese would
save shipwrecked Americans and provide fuel for American
ships, but also opened the opportunity for trade between Japan
and the United States. The signing of this treaty signaled the
end of Japanese isolation.

Thank you to Billy Higgins who spotted this link.

1860 Census—Greenville, South Carolina

Jane T (Tweedy) Butler, 60, Female, Housekeeper,
(Head of Household, 5,000 Real Estate, 333.40 Personal
Estate, Born-Rhode Island.

Also in household:

Ellis W Butler, 17, Female, Born- South Carolina

Oliver N Butler, 15, Male, Student, Born- South Carolina

1880 Census

Rutherford, Robert B /White/Male/47/County and
Probate Judge / Arkansas/Tennessee/Kentucky

Rutherford, Sallie W /White/Female/43/wife/
keeping house/SC/SC/RI

Rutherford, S. Morton /White/Male/21/Son/
Attending School/AR/ AR/SC

Rutherford, William B / White/Male/ 19/Son/
Attending School/AR/ AR/SC

Rutherford, Robert B/White/Male/12/Son/Attending
School/AR/ AR/SC

Rutherford, Emelise /White/Female/8/Dau/AR/ AR/SC

Rutherford, Raymond/White/M/5/Son

Rutherford, Ethlene B/ W/F/1/Dau

In the **1910 Census, Fort Smith, Sebastian,
Arkansas**, living on North D Street between 13th and

14th Streets,

Sallie W ("W" for Wallace) **Rutherford-Female,
White, 73 (1837), widow, 8 children born, 5 living now**,
Sallie was **born in South Carolina, Her Father was
born in South Carolina, her Mother was born in Rhode
Island**, Sallie is the **Mother-in-law of Andrew S David**.

Andrew S David, 40, born Mississippi, Father, South
Carolina, Mother, Tennessee. Andrew is the head of
household and is married to Sallie's daughter, Emilise.
Andrew and Emilise David owned their own home. They
were mortgage free. Andrew was an assistant cashier at a
bank. Andrew works for the Bank, he does not own it.

Emilise David is female, white, 38, this is the first
marriage for Emilise and Andrew. They have been married
14 years. Emilise was born in Arkansas, Father born
Arkansas, Mother born South Carolina, Emilise has had 3
children born and there are 3 children living.

Wallace R David Son, 13, Male, White, Single,
Born: Arkansas, Father, Mississippi, Mother, Arkansas,

Lawrence David, Son, 11, Male, white, Single,
Born: Arkansas, Father, Mississippi, Mother, Arkansas,

Ethland David, daughter, 1yr-9/12mo, Female,
White, Single, Born: Arkansas, Father, Mississippi,
Mother, Arkansas

Sallie Wallace Butler Rutherford was born in South
Carolina, May 1837. Sallie died June 26, 1932 Forest Park
Cemetery, Fort Smith, Sebastian, Arkansas

I also copied the "Rutherford" names who are buried in
Fort Smith, AR. This might be of help to you:

**Rutherford, Elizabeth W. Mar 4, 1923—Oct. 12,
1923 Calvary Cemetery 1923**

**Rutherford, John, National Cemetery—No Dates
listed**

**Rutherford, John W, National Cemetery—No
dates listed**

**Rutherford, R B, Forest Park Cemetery—No
dates listed**

**Rutherford, R B, Jr, Forest Park Cemetery—No
dates listed**

**Rutherford, Sallie-WB, June 26, 1932, Age 95,
Forest Park Cemetery, 1932**

**Rutherford, William B, May 3, 1927, Age 66,
Forest Park Cemetery, 1927**

We hope that the Celebration of the 200th year
anniversary of the Battle of Lake Erie is a huge
success!

Index

- NOTES:**
- # - some sort of graphic is used, other than a portrait.
 - * - a portrait of the person(s) named is on page indicated.
 - (- - -) - for such as title, marital status, degree, etc.
 - "- - -" - for nickname or special emphasis.
 - (-) - dash between page numbers indicates the name of the person, place, etc. is carried throughout the story.
 - (gp) - group picture
 - (pc) - postcard

1st Battalion, 22
 7th Cavalry (Air Mobile), 22
 1st Cavalry Division, 22
 2nd Kansas Cavalry, 21
 7th Infantry, 14, 15
50 Years on the Battlefield with Christ: a Biography of Mordecai Ham, 6
 "Arkansas Asylum Association," 7
 "Big K in Front: Kerwins American Legion Baseball," 19
 "The Divergent Path: Women in Arkansas History," 2
 "Great Awakening," 2, 6
 "From Berlin to Fort Smith: Nicol Wintory's Journey," 2
 "From Gipsy Tent to Pulpit," 4, 6
 "Meeting in a Box," 2
 Smith, Dr. Rodney "Gipsy" Jr., 3

-A-

Abandoned Lands, 7
 Adams-Onis Treaty, 14
 Adler, Sam, 10
The Adventures of Captain Bonneville, 18
 African Americans, 3- 4, 37
 Akins, Jerry, 34, 36
 Apple, Ida, 9
 Arbuckle, Colonel Mathew, 14-19
 Arkansas Civil War, 37
 Arkansas District, 34-35
 Arkansas Freedmen of the Frontier
Arkansas Gazette, 37
 Arkansas Historical Association, 2
Arkansas Historical Quarterly, 39
 Arkansas History Commission,
 Arkansas Museums Association, 27
 Arkansas Post, 34
 Arkansas River, 14, 22
 Arkansas River Valley, 5
 Arkansas Stories, 37
 Arkansas Tech, 31
 Arkansas Territorial Assembly, 38
 Arkansas Territory, 16, 18

Armstrong, Mrs. Myra, 12
 Army of the Frontier, 20, 22
 Army of the Potomac, 20

-B-

Bad Tempered Buffalo (Mad Buffalo), 14, 15
 Bailey, Mrs. Lillie M., 8
 Barger, Carole, 7, 12*
 Barling, Arkansas, 41
 Barnhouse, Dr. Donald Grey, 3
 Bass Reeves Legacy Initiative Inc., 52
 Bass Reeves Monument, 27, 29
 Bates, Daisy, 3
 Battle of Devil's Backbone, 22, 23*
 Battle of Horseshoe Bend, 17
 Battle of LZ X-Ray, 22, 23*,
 Battle of Prairie Grove, 21
 Baylor University, 5
 Bean, Capt. Jesse, 18
 Bell, Captain John, 37-38
 Belle Grove Historic District, 9
 Belle Point, 13
 Berlin, Germany, 5-21
 Berman, Aunt Anna, 10
 Berry, Mrs. Fanny, 12
 Bethune Cookman College, 3
 Beverly Hills, California, 19
 Birmingham, Alabama, 51
 Blakemore, Mrs. Glenn, 12
Black Gun, Silver Star: The Life and Legend of Frontier Marshal Bass Reeves, 29
 Blunt, Gen. James M., 20*-26
 Blunt, Maj. Gen. James G., 9, 19
 Bogy, Mr., 14
 Bonneville, Benjamin L. E., 15, 18
 Boone, Daniel, 18
 Boone, Capt. Nathan, 18
 Bradford, Maj. William, 14
 Brown v. Board of Education, 3
 Bruce Bros., Plumbers, Steam and Gas Fitters, 12

Buchanan, Pres. James, 40
 Buerger, Eden, 2
 Bumpers, Betty, 2
 Bureau of Refugees, 7
 Bushwhackers, 7
 Business Men's Club, 22
 Butler, Capt. Pierce, 17
 Butterfield Overland Mail Trail, 28

-C-

Cabell, Brig. Gen. William L., 22*, 23
 Calhoun, John C., 13
 Camp Chaffee, 31, 41
 Cane Hill, 21
 Cantonment Gibson, 15, 17
 Cantonment Smith, 14
 Cantonment Towson, 15
 "Captain of the Horse Marines" *see William Cloud*, 20
 Caraway, Hattie, 2
 Carver, Nancy Ellen, 12
 Catlin, Daniel, 8
 Catlin, George, 18
 Cella, Louis, 10
 Center for Local History and Memory, 37
 Central Mall, 54
 Chaffee Barbershop Museum, 26
 Chaffee Crossing, 40
 Charleston, South Carolina: The "Charge of the Light Brigade," 22
 "Charnel House of the Army," 16
 Cherokee Indians, 18
 Cherokee Nation, 54
 Children's Home Society, 8
 Chouteau, Auguste, 14, 17
 Chouteau, Pierre, 14
 Christmas, 45
 Church of the Immaculate Conception, 48
 City Planning Commission, 2
 Civil Rights Act of 1964, 3
 Civil Rights Memorial, 4
 Civil War, 7
 Clark, William, 13

Clarkson, R. A., 12
 Clayton House, 26
 Clinton, Gov. Bill, 4
 Clinton, Hillary, 3
 Cloud, Col. William F., 21
 Coffman, Dr. Victor, 5
 Coke, 33
 Coke, Hill, 22, 28
 College of Humanities and Social Sciences, 54
 Columbia, South Carolina, 3
 Confederacy, 20
 Confederate (army), 20-23
 Cooper, Brig. Gen. Douglas, 23
 Cravens, Mrs. Elizabeth, 12
 Crawford County, AR, 35-37, 39
 Crawford County Hospital, 4
 Crawford County Tax Book, 37
 Creek Indians, 18
 Creekmore Park, 52
 Crimean War, 22
 Criswell, Dr. W. A., 3
 Cummings, Maj. Alexander, 15
 Custer, George Armstrong, 22

-D-

Daniels, Dr. E. J., 3
 Darby House, 26
 Daughters of the King, 12
 Davis, Lt. Jefferson, 18
 de Potaes, Count Albert-Alexandre, 17
 District of Arkansas, 34-35
 Dixie Cup, 4
 Dodge, Col. Henry, 18
 "doughboy," 20
 Dunbar, William, 14

-E-

eBay, 23
The Echos, 6
 Edmondson, Squire, 8
 Edwards Funeral Home, 51
 Ellsworth, Chairman Henry L., 17
Encyclopedia of Arkansas History and Culture, 30, 37
 Erb, Jacob, 8
 Evans, Hugh, 18

-F-

False Washita, 18
 Fayetteville, Arkansas, 33, 50

Faubus, Orval E., 33
 FBI, 11
 Federal Court for the Western District of Arkansas, 24
 Federalists, 35
 Ferguson, Dr. V. B., 3
 First Baptist Church, 3
 First Dragoons, 18
 First Federal Savings and Loan, 22
 First National Bank, 32
 First Presbyterian Church, 22, 51
 Fishback, Gov., 8
 Five Civilized tribes, 14
 Foltz, Mrs. Eleanor, 12
 Fort Belle Fontaine, 35
 Fort Chaffee, 27
 Fort Chaffee Barracks Museum, 26
 Fort Gibson, Oklahoma, 13*, 16*, 17
 Fort Smith Air Museum, 26, 37
 Fort Smith, Arkansas, 20, 22, 23
 Fort Smith Campaign of 1863, 21, 22
 Fort Smith Chamber of Commerce, 30
 Fort Smith Chautauqua Assembly, 3, 6
 Fort Smith Children's Home, 12
 Fort Smith City Directories, 23, 43
Fort Smith Herald, 9
 Fort Smith High School, 2
 Fort Smith Historical Society, 2, 3, 4, 5, 7, 9, 28, 53
 Fort Smith Hotel,
 Fort Smith Library Genealogy Department, 54
 Fort Smith Museum of History, 2,
 Fort Smith National Historic Site, 2, 27-29
 Fort Smith Progressive Men's Club, 4
 Fort Smith Public Library, 2,
 Fort Smith Senior High School (FSHS), 15, 50
Fort Smith Times, 10
 Fort Smith Trolley Museum, 26, 37
 Foster, Josiah, 8
 Freedmen, 7
 Friend Institute, 4
 Friend, Max, 4

-G-

Gardner, Pvt. Theodore, 20
 Garrison Avenue, 19
 General Assembly, 36
 Genesis Award, 5

Gentry, Diana (Talahina) Rogers, 17
 Gerber, 4
 George's Restaurant, 53
 Gibson, Mel, 22
 Gold Rush, 28
 Golden, Mrs. Missouri A., 8
 Goldman Hotel, 22, 52
 Graham, Billy, 5
 Grand Opera House, 10
 Grand River, 15*, 17
 Grant, Ulysses S., 20
 Great Depression, 3
 Greenwood, Arkansas, 22

-H-

Hackett, Arkansas, 39
 Ham, Dr. Mordecai Fowler, 3*
 Ham, E. E., 3, 6
 Hankins, Dr. Joe Henry, 3
 Hanna Oil and Gas Company, 52
 Harrell, John, 3
 Harrison, Governor William Henry, 35
 Harvey, Paul, 49
 Harvey, William, 54
 Hebrew Congregation, 9
Hell on the Border: He Hanged Eighty-Eight Men, 25, 28
 Hendricks, Wincie, 40, 47
 Herron, Maj. Gen (Francis J.), 21
 Hickman, Dr. J. W., 5
 Hickory and Franklin, 9*
 Higgins, Billy D., 2
 Hill, Mrs. Kate, 8
 Hindman, Brig. Gen. Thomas, 21
 Historic Fort Smith, 37
 Hitler, Adolf, 9-10, 12, 16-17, 19-20
 Holocaust, 5
 Honey Springs Depot, 23
 Hood, John B., 18
 Houston, Gen. Sam, 17
 Human Relations Council of Arkansas, 4
 Husarik, Stephen, 2

-I-

If You Ever Lived In Fort Smith, 49
 Illinois River, 14
 Illinois State Historical Society, 7
 Immanuel Baptist Church, 5
The Independent, 10
 Indian Agent, 36

Indian Country, 38
Indian Home Guard, 20
Indian Removal Act, 17
Indian Territory, 19, 20, 22
Irving, Washington, 17, 18

-J-

J. Truschel, General Contracting, 11
Jackson, Gen. Andrew, 17
“Jacksonian” Democrat, 17
Jacksonville, Alabama, 50
James Walcott family, 8, 11
Janet Huckabee Arkansas River Valley
Nature Center, 40
Jayhawkers, 7
Jefferson, U. S. Pres. Thomas, 14
Jefferson Barracks, 18
Jewish, 5, 8-10, 12-16, 18, 20-21
Jewish Cemetery, 9
Johnson, Deputy Marshall J. O., 47
Johnson, Mrs. Vyvian, 12
Johnston, Albert Sidney, 18
Johnston, Mrs. Eleanor, 12
Judge Parker’s Courtroom, 28

-K-

Kearny, Stephen W., 18
Kelleam, Dr., 8
Kelley, Harry E., 48
Kennedy, President John F., 28
KFPW, 5
KFSA Radio, 50
Kiowa (Indians), 18
Kite, Steven, 2
KRMG Radio, 49-50*
Krock, Curtis, 2
KVOO-TV, 49
KWHN, 49-50

-L-

Latrobe, Charles J., 17
Leavenworth, Col. Henry, 18
Lee, Dr. R. G., 3
Lewis, Capt. Meriwether, 14
Lick, Mrs. Annis (C. A., Jr.), 12
Lick, Carrie Tilles, 9, 11, 12
Lick, Mr., 11
Lincoln, Abraham, 7
Lincoln High School, 3
Long, Major Stephen Harriman, 14
Loudon, Capt. J. T., 7

Louis Tilles Children’s Park., 12
Louisiana Territory, 13
Loving, Susan, 14
Luck, Miss Lina, 45
Lyman, Mrs. Emily (G. H.), 11

-M-

Main, Dr. J. H. T., 7
Malco Theater, 52
Maledon, George, 28
Martin, Eddie, 3
Martinez, Dr. Angel, 3, 5*, 6
Martinez, Robbie Cobb, 5, 6
Masonic Temple, 4
McClure, John H., 8
Meade, George, 20
Methodist Episcopalian, 3
Mexican-American War, 24, 28
Miss Laura’s Social Club, 26
Mississippi River, 22
Missouri Territory, 36
Monroe, President James, 36
Montgomery, Alabama, 4
Moore, Gen. Hal, 22
Morton, Larry, 49
Mundy, Jim, 49
Mussolini, 19

-N-

NAACP, 3-4
Nashville, Tennessee, 3
National Archives Southwest Region, 28
National Historic Landmark District, 28
National Medical Association, 4
National Park Service, 28
Native Americans, 24, 28, 30
Nazi Party, 16
New Birth, 4
New York Times, 18
New York University, 11
Newark, New Jersey, 22
Nguyen, Jeremy, 13, 15, 19*
Ninth Military District, 35
Nobel Prize, 54
Northwest Arkansas Times, 50
Nuttall, Thomas, 14

-O-

Oaklawn, 10
OK Feed, 50
Oklahoma City, Oklahoma, 6

Old Fort Museum, 27*
Olympics, 17, 19
O’Neal, L. S., 12
Osage (Indians), 13-15, 17
Ouachita Mountains, 24

-P-

Parker, Judge Isaac C., 25, 28, 29
Patriot War, 35
Patterson, Ann Woods, 2
Pawnees (Indians), 17
Payne, Ocie, 2
Pebbley Center Oral History Program,
5
Point Clear, 53
Pollan, Carolyn, 2
Pollock, Mrs. Helen, 12
Porter, Mrs. Bess, 12
Poteau, Oklahoma, 42
Poteau River, 22, 24
Pryor, Mrs. Eva, 12
Pulaski County, 37

-Q-

Quapaw, 14

-R-

Rebel (Rebs), 20, 21, 23
Relief Union, 8
Repentance, 4
Rest Haven, 10
Richardson, Mrs. Edith, 12
Rio Grande, 8
Riggins, Carl, 2, 50
Rinne, Dr. Henry Q., 2
Rockefeller, David, 18
Rockefeller, Gov. Winthrop, 4
Rogers, Captain John, 38-39
Rosalie Tilles Children’s Home, 7*,
8, 12
Rosalie Tilles Foundation, 10
Rosalie Tilles Nonsectarian Charity
Fund, 12
Ross Motor Company, 20
Rowman & Littlefield Publishers,
45-46

-S-

Saint Moritz, Switzerland, 9
Salem, Massachusetts, 26

Salina, Oklahoma, 17
 San Il de Fonso, 13
 San Francisco, California, 53
 Sao Paulo, Brazil, 1
 Schermerhorn, John F., 17
 Schofield, Gen. John M., 23
 Scott, General Winfield, 15
 Scott, Lt. Martin, 14
 Sebastian County, 27, 36, 42
 Sebastian County Bar, 52
 Sebastian County Medical Association, 4
 Secretary of War, 34, 37
 Shirley, Glenn, 25
 Sibley, Dr. John, 14
 Sicard, Mrs. Lucy, 12
 Smart, Mrs. Louise, 12
 Smith, Albany Rodney "Gipsy" Jr., 3, 4*, 5*, 6
 Smith, CSM Charles, 3, 6
 Smith, Edward Kirby, 18
 Smith, Dr. Bailey, 3
 Smith, Dr. J. Harold, 3
 Smith, Dr. Rodney "Gipsy" Sr., 3, 4*
 Smith, Hattie Trent, 2
 Smith, Mrs. Lucille, 12
 Smith-Pendergraft Campus Center, 2
 Smith, Teri, 6
 Smith, Gen. Thomas Adams, 14
 Society of American Archivists, 26
 Solingen, Germany, 22
 South Sebastian County Historical Society, 27, 30,
 Southern Baptist Theological Seminary, 5
The Southwest American, 8
 Southwest Missouri District, 23
Southwest Times Record, 6
 Sparks Memorial Hospital, 4, 32
 Spears, Judge Jim, 52
 Speer Hardware Co., 48
 Speer, Melanie Holt, 2
 Speir, Coroline, 2
 Spradling Avenue, 23
 Springer, Reverend Francis, 7*, 12
 Springfield, Missouri, 21
 St. Anne's Convent, 10
 St. Edwards Hospital, 4
 St. John's College, 10
 St. Louis Cardinals, 31
 Stokes, Gov. Montfort, 17
 Story, Judge William, 25
 Stuart, Captain (John), 36

Stuart, Jeb, 22
 Sumter, South Carolina, 3
 sutler, 9

-T-

T-Town Jubilee, 49
 Tahlequah, Oklahoma, 47
Talk with Tilles, Selling Life in Fort Smith, Arkansas, 12
 Taylor, Charles Forbes, 3
 Temple Theater, 52
Ten Nights in a Bar Room, 10
 Tenkiller Lake, 54
 Territorial Government, 36
 Territory of Louisiana, 34-35
 Thaden, Louise, 2
 The Three Forks, 14-18
 Thomas, George H., 18
 Tichenal, John and Rebecca, 38
 Tichenal, Sarah Ann, 38
 Tilles, Andrew "Cap," 8, 9, 10, 11*
 Tilles, Emanuel (Manny), 9, 10
 Tilles, George, 9, 10*, 12
 Tilles, Hannah, 9
 Tilles, Melech "Louis," 8*, 9
 Tilles, Rosalie Peck, 8*, 9-12
 Tilles Theatre, 10
Times Record, 45
A Tour on the Prairies, 18
 Towson, Nathan, 15
 Trail of Tears, 28
 Truschel, J., 11
 Tulsa, Oklahoma, 11
 Tyler, President John, 40

-U-

U. S. Army, 7, 20
 U. S. Congress, 16, 18
 U. S. government, 20
 U. S. Marshals Museum, 28
 U. S. Supreme Court, 3
 Union Army of the Frontier, 20, 22
 United States, 8, 20, 39
 United States Forgecraft, 22
 University of Arkansas, 10, 33
 University of Arkansas-Fort Smith, 19, 22
University of Arkansas-Fort Smith: The First 85 Years, 2
 University of Chicago Press, 39
 University of Nebraska Press, 29
 University of Oklahoma, 2, 29
 Upper Township, 38

-V-

Van Buren, Arkansas, 21
 Van Buren, President Martin, 40
 Verdigris River, 14
 Vietnam, 22, 23
 Viguet, Randall Ross, 2

-W-

Waco, Texas, 5
 Waller, Thomas G. Jr., 20
 War Department, 14
 War of 1812, 15
 Ward Hotel, 52
 Washington, D. C., 6
 Waterman, Dr. W. B., 7
 Weer, Col. William, 20
 Weinberger, Adolf, 7
 Weinberger, Charlotte, 13*
 Weinberger, Israel. *See Joseph Wintory*
 Weinberger, Silo, 7
 Weissensee Jewish Cemetery, 21
 West Point, 20, 21
 Western Cherokee, 13, 14, 17
 Western Indian Affairs, 14
 Western Turf Association, 10
 Western Union Telegraph Co., 48
 Wheeler, John F., 10
 Whirlpool Corporation, 4
 whisky trade, 24, 38
 White River, 36
 Who Knew?, 51
 Wichita (Indians), 18
 Wikipedia, 37
 Windows, 39
 Wintory, Joseph, 7-8*, 19*
 Wintory, Nichol (Poppy) L., 5-8*, 9*, 10-12*, 13*, 14-19*, 20-21*
 Wolfe, Judge Paul, 23
 Women's Christian Temperance Union (W.C.T.U.), 8
 Woodward, Dr., 8
 World War I, 6, 8-9, 11-13, 27
 World War II, 6, 11, 20, 22, 28, 30

-Y-

"Yanks," 21
 Young, Mr. D. J., 12

-Z-

Zion, 21
 Zionist, 20-21

Visit Our Website

www.fortsmithhistory.org

Find the links listed below to aid your research!

❖ **Arkansas Stories**—A site dedicated to the stories, studies and songs from Arkansas' past, Arkansas' future.

❖ **Arkansas Freedmen of the Frontier**—The African-American experience in northwest Arkansas is chronicled here. It has a lot of great links and information.

❖ **Arkansas Historical Association**—The mission of the Arkansas Historical Association is to promote the preservation, writing, publishing, teaching, and understanding of Arkansas history through the publication of the *Arkansas Historical Quarterly* as well as other activities.

❖ **Arkansas History Commission and State Archives**—The Arkansas History Commission is one of the oldest existing state agencies in The Natural State and Arkansas' official state archives are maintained by the commission.

❖ **Black Men Who Rode For Parker**—A site dedicated to the African-American deputy marshals who enforced the law in the federal court district of western Arkansas and Oklahoma. Judge Isaac Parker presided over the district in the late nineteenth century.

❖ **Center for Local History and Memory**—The Center for Local History and Memory at the University of Arkansas-Fort Smith grew out of student-faculty efforts in 1997 to collect oral history interviews to document the first seventy years of the college.

❖ **Arkansas Civil War Sites**—The Arkansas Civil War Sesquicentennial Commission website with information on Arkansas' participation in the 150th anniversary of our country's struggle with itself.

❖ **The Encyclopedia of Arkansas History and Culture**—The Encyclopedia of Arkansas Project is proud to present these initial entries.

❖ **Fort Smith Trolley Museum**—For more than 20 years, Fort Smith's trolley museum has worked to educate people about transportation history, restore and maintain antique trolley cars, and even give riders a trip back in time in those streetcars.

❖ **Fort Smith Museum of History**—The Fort Smith Museum of History acquires, preserves, exhibits and interprets objects of historical significance relevant to the founding and growth of Fort Smith and the region.

❖ **Fort Smith Air Museum**—Located at the Fort Smith Airport; the museum is a treasure trove of facts

and artifacts that tell the story of Fort Smith's aviation history. Our readers might also enjoy this site on The History of Flight, submitted by one of our readers (Tony, a history researcher and student of Ms. Brooke Pierce in Delaware)—the site provides a fantastic time line that breaks down the early history of flight in America.

❖ **Historic Fort Smith**—A page containing some general information about Fort Smith history, heritage tourism in the city and links to other sites.

❖ **Oak Cemetery**—A recognized National Historic Landmark with more than 152 years of history is home to the burial sites of outlaws hanged by order of Judge Isaac C. Parker, marshals, deputy marshals, an Arkansas governor, fifteen mayors of Fort Smith, and the founder of Fort Smith, John Rogers.

❖ **The Old State House Museum of Arkansas History**—Set in the oldest surviving state capitol west of the Mississippi; it houses a multimedia museum of Arkansas history with a special emphasis on women's history, political history and special programming for children.

❖ **Richard C. Butler Center for Arkansas Studies**—The Center for Arkansas Studies proudly presents what we hope will one day become the premier online resource for historical information related to Arkansas.

❖ **South Sebastian County Historical Society**—The South Sebastian County Historical Society, located in Greenwood, Arkansas, is an excellent resource on the history and landmarks of the area.

❖ **Wikipedia Entry for Fort Smith**—The online, user-created encyclopedia has a descriptive entry about the largest city in western Arkansas.

More Genealogical Links

❖ **Fort Smith Library Genealogy Department**—One of the greatest resources of local genealogical information to be found in the city. The Fort Smith Public Library is also a frequent gathering place of local historians and history buffs.

❖ **Crawford County, AR cemeteries**—A rich genealogical resource for Van Buren and Crawford County.

❖ **Leflore County, OK Genealogy**—Find birth and death records in support of your genealogical searches involving LeFlore County, Oklahoma.



The Drennen-Scott Historic Site, owned by the University of Arkansas - Fort Smith, opened in May 2011 after a six-year, \$5.2 million restoration. The home was built by Van Buren founder and entrepreneur John Drennen, beginning in 1838. The initial grant came from the Arkansas Natural and Cultural Resources Council to purchase the home and 26 acres of property. The restoration included saving more than 1,000 original items, including about 100 pieces of furniture.

UAFS history students on an archaeological dig connected with the Drennen-Scott Historic Site.



College of Humanities and Social Sciences

Bachelor of Arts

History
Music
Psychology
Studio Art
Theatre

Bachelor of Science

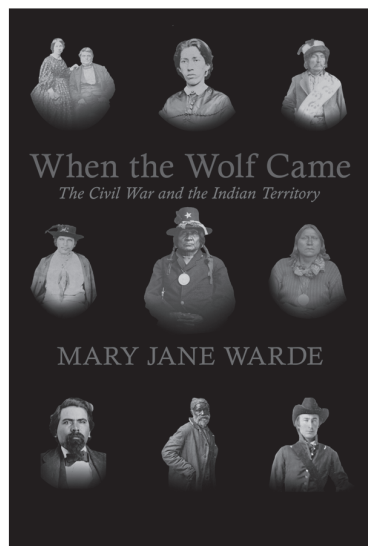
Criminal Justice
Graphic Design
History with Social Studies Teacher Licensure 7-12

Join Our Pride

UAFS | UNIVERSITY OF ARKANSAS
FORT SMITH

479-788-7430 • 479-788-7570 • uafs.edu/HSS

NEW BOOKS FROM THE UNIVERSITY OF ARKANSAS PRESS



When the Wolf Came

The Civil War and the Indian Territory

Mary Jane Warde

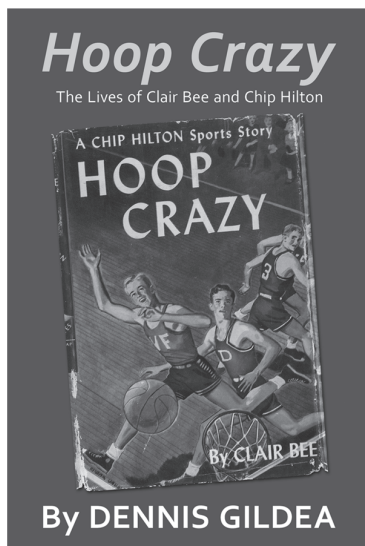
\$34.95 cloth

available in November

"More than a story of the Indian Territory during the war . . . a strikingly new version of the standard story of the Civil War era, from the antebellum years through Reconstruction."

—T. Michael Parrish and

Daniel E. Sutherland, series editors



Hoop Crazy

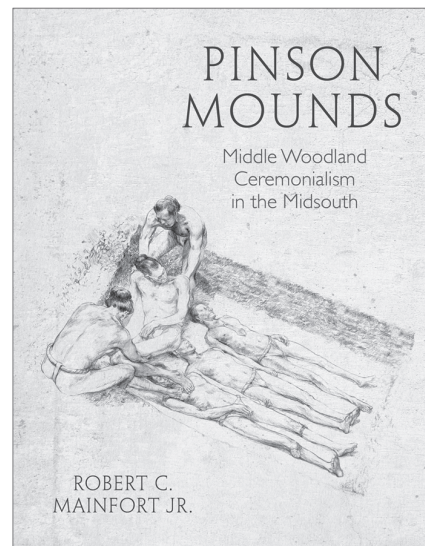
The Lives of Clair Bee and Chip Hilton

Dennis Gildea

\$34.95 cloth

available in November

Hoop Crazy is the fascinating story of Clair Bee and his star character Chip Hilton and the ways in which their lives, real and fictional, were intertwined.



Pinson Mounds

Middle Woodland Ceremonialism in the Midsouth

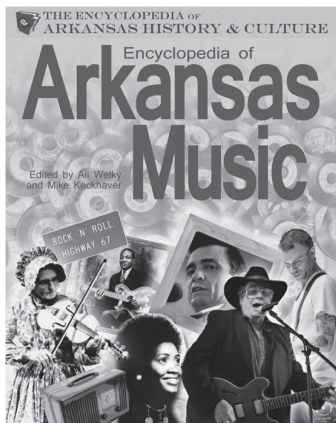
Robert C. Mainfort Jr.

\$59.95 paper

available in October

"Truly a masterpiece. . . belongs in every Southeastern archaeologist's library."

—Ian Brown, professor of anthropology, University of Alabama



Encyclopedia of Arkansas Music

Edited by Ali Welky and Mike Keckhaver

\$34.95 paper

available in September

This colorful, photo-filled reference work spanning all aspects of Arkansas's musical past and present includes more than 150 entries on musicians, ensembles, musical works, and events.

Voices of the Razorbacks

Hoyt Purvis and Stanley Sharp

\$16.95 paper

available in September

A history of Arkansas's iconic sports broadcasters

BOOK SIGNING!

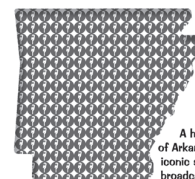
Fort Smith Public Library

3201 Rogers Avenue

Friday, October 18, 2013

Noon

Voices of the Razorbacks



Hoyt Purvis and Stanley Sharp

To order, visit www.uapress.com or call 800-626-0090.
Would you like to receive our catalog? Email mak001@uark.edu.
facebook.com/uarkpress • twitter.com/uarkpress

