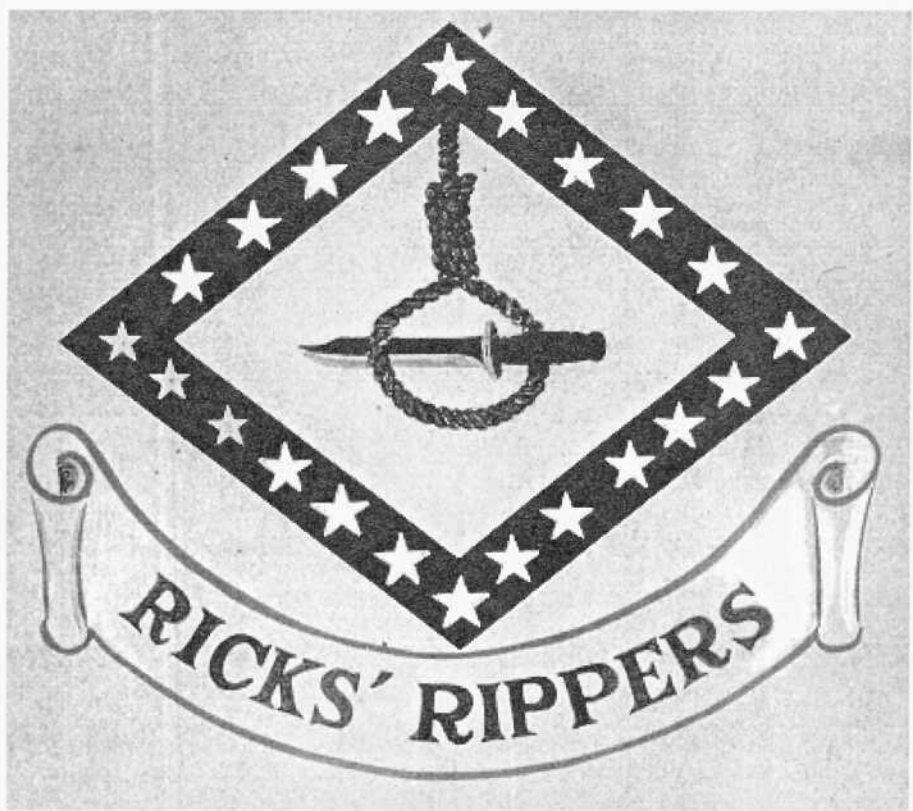


# The JOURNAL

**184th Tactical Reconnaissance**



**Squadron: The Early Years**

**A Look Inside:**  
**Brother Against Brother:**  
**Civil War Years of Fort Smith**  
**Mayor Edward J. Brooks**  
**Governor John Sebastian Little Family**  
**Continued from Sept. 1997 Issue**  
**Plus Regular Articles**



*Vol. 22, No. 1, April 1998*

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# The JOURNAL

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**COVER:** Insignia of the 184th Tactical Reconnaissance Squadron

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# Early History of the 184th Tactical Reconnaissance Squadron Arkansas Air National Guard Fort Smith, Arkansas – July 1953 – December 1955

By J.C. Hoffman, MSgt (Ret), Arkansas Air National Guard

*Editorial assistance: Ssgt Karen Cox, Historian, 188th Fighter Wing (ARANG)*

*Photo credits: SMSgt Dennis Brambl, 188th Fighter Wing (ARANG)*

In late October, 1956, my father signed enlistment papers so I could join the Arkansas Air National Guard. I was seventeen years old and still in high school. I remember it as the start of one of the greatest adventures a young man could have. Twenty-seven and one-half years later, I retired from military service. This service included Air National Guard, active duty with the United States Air Force, and finally, full time employment as a civilian air technician with the Arkansas Air National Guard in Fort Smith.

*(Editor's Note: Designation changes for Fort Smith Air National Guard: 184th Tactical Reconnaissance Squadron, 188th Tactical Reconnaissance Group, 188th Fighter Wing.)*

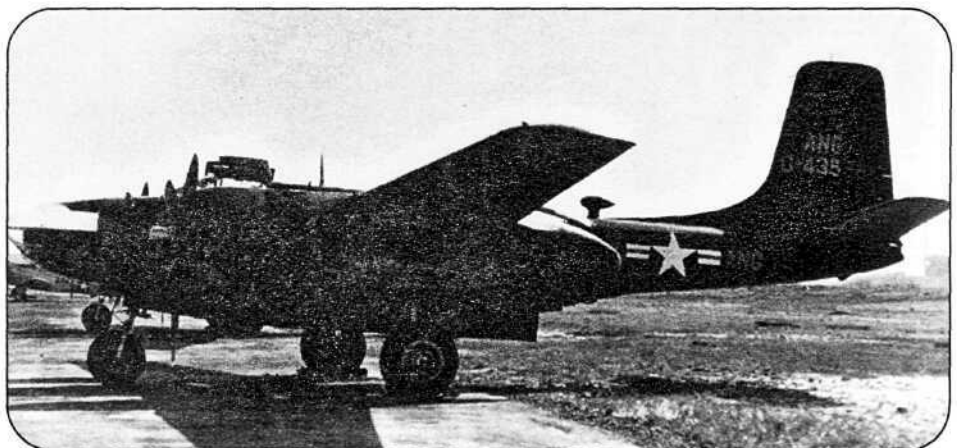
At the time I enlisted, the 184th Tactical Reconnaissance Squadron, Arkansas Air National Guard, was only three years old. The RB-26 photo reconnaissance aircraft was the mission aircraft. The unit flew night photo reconnaissance. During guard drills, I worked for "Chick" Schultz in the photo repair section. I never learned to load a film magazine correctly.

As I remember, my first pay check for three months of guard drills was twenty-nine dollars. I felt rich. I spent much of it on my 1949 Mercury; most of the rest was spent cruising Beverly's Drive-in on Towson Avenue in Fort Smith, Arkansas. I stayed in the Air National Guard for fifteen months before I enlisted in the United States Air Force.

In 1966, after my release from the Air Force, I enlisted in the guard again. This time I worked for Clifton Tankersley in the Command Post. In August, 1970, I transferred to the aircraft radio repair shop of aircraft

maintenance. In December that year I went to work full time in aircraft radio maintenance. The RF-101 replaced the RF-84. Even though to me it began the "Golden Age" of the Air National Guard, the 184th Tactical Reconnaissance Squadron existed before I joined. This is the story of how it started.

A headline on the front page of the Southwest American newspaper Saturday, July 11, 1953, announced, "AIR GUARD UNIT WILL BE BASED HERE."<sup>1</sup> The previous Friday at the airport, Governor Francis Cherry made the announcement to Mayor H. R. Hestand and city officials C.C. Davis, chairman of the airport advisory committee; Bob Crisp, airport manager, and others. The 184th Tactical Reconnaissance Squadron, a night photo unit, one of four squadrons assigned to the 118th Tactical Reconnaissance Wing headquartered at Nashville, Tennessee, would perform duties at the Fort Smith Airport. Mayor Hestand said, "This affords Fort Smith an excellent opportunity to make a contribution to national defense and to keep within the intention of the Federal Airport Act under which the city received considerable funds for constructing the airport."<sup>2</sup>



RB-26: 1st mission aircraft.



RF-80A: First mission jet aircraft.

The proclamation was the latest in a long list of military openings and closings in Fort Smith. The city had a historical affiliation with the military beginning with its origins as a fort on the western frontier in 1817. Since September, 1941, Camp Chaffee at nearby Barling, Arkansas, had been operational. Fort Smith was friendly to the military and familiar with military operations.

The new air guard unit was only the second in the state, the first being the 154th Tactical Reconnaissance Squadron, a day photo unit, at Adams Field in Little Rock, Arkansas. The 154th had a long legacy of service dating back to the late 1920s when it was organized as the 154th Observation Squadron. Called to active duty in early 1940, the unit saw action in the early stages of World War II.<sup>3</sup> Individuals in that unit, one of whom was Winston P. Wilson, would play a part in establishing the air guard squadron in Fort Smith.

Colonel Frank Bailey, Commander of the Arkansas Air National Guard, said the new squadron would have an authorized unit strength of 510 officers, warrant officers, and airmen.<sup>4</sup> In a later statement, the number of authorized personnel was given as 155.<sup>5</sup> These figures were most likely misprinted because again two weeks later the number was

listed as 510. Eventually approximately 50 civilians would be employed. Organization started as soon as a recruiting office was established and a representative of the Arkansas Air National Guard arrived to maintain that office. Between 18 and 25 RB-26 medium bombers would be assigned to the new unit.<sup>6</sup>

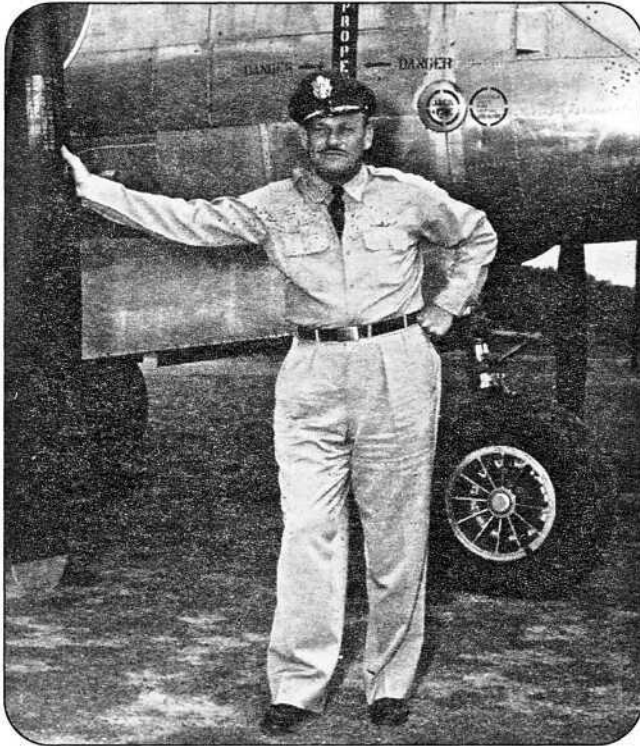
Fort Smith Mayor H. R. Hestand, C. C. Davis, chairman of the airport advisory committee, and Bob Crisp, airport manager conferred with Arkansas Adjutant General Lucian Abraham

on the formation of the unit and the effect the unit would have on the economy.<sup>7</sup>

The Air National Guard traces its heritage as early as May 30, 1908, when the First Aero Company, Signal Corps, New York National Guard was formed at the Park Avenue Armory on 34th Street in New York City. It consisted of approximately twenty-five aviation enthusiasts who volunteered to learn ballooning. Later, the first aircraft, built by the unit for \$500, crashed on take-off during maneuvers. In 1911, the Curtis Aeroplane Company loaned the unit an airplane and a pilot. The pilot, Beckwith Havens, later joined the unit as a private and is recognized as the National Guard's first military aviator.<sup>8</sup> Early aviation units of the National Guard were largely the product of the initiatives of local aviation enthusiasts.<sup>9</sup>



RF-84F: The 184th flew this aircraft from 1957 until 1970.



**General Winston P. Wilson**  
**Air National Guard Chief of Staff, 1955**

A proposal "approved by the Secretary of War on October 13, 1945, officially titled 'War Department Policies Relating to the Post War National Guard and Organized Reserve Corps, 13 October, 1945,' clearly committed the War Department to create dual component reserve systems for both the Army and the Army Air Forces (AAF)." These proposals added a new reserve organization to augment the postwar Army Air Force – the Air National Guard. The Air Guard, like the National Guard, was intended to be the primary source of organized combat ready units" and also "capable of rapid expansion to wartime manning levels and full operational readiness." The Air Guard shared with the Army National Guard a dual state-federal status. The final plan targeted June 30, 1947, as the completion date for postwar organization of the Air Guard." These proposals became part of the National Security Act of September, 1947, and not only established the Air Force as a separate branch of the military services but also established the National Guard Bureau as a joint bureau of the Departments of the Army and Air Force. Within this organization, the Air Force Division was established in October 1948 and was primarily a product of the politics of post-war defense planning.<sup>10</sup>

The marriage of the Air Force and the Air National Guard was a troubled one. The Assistant Secretary of the Air Force, Harold Stuart, under

Secretary of the Air Force Stewart Symington had the primary civilian responsibility for reserve affairs within the Department of the Air Force. Stuart recognized the need for cooperation between the units and launched a new era of harmony between the Air Guard and the Air Force with a conciliatory speech at the annual meeting of the Adjutant Generals Association. He continued his efforts in a number of meetings with various representatives from the National Guard Association of the United States and the National Guard Bureau.

Probably the most important decision Stuart made affecting the future of the air national guard in the United States and Arkansas was his "insistence, along with that of Brigadier General John P. McConnell, that Brigadier General Earl T. Ricks be brought to Washington to head the 'troubled' Air Force Division of the National Guard Bureau." Ricks brought Lieutenant Colonels Winston P. Wilson and I.G. Brown with him. These three members of the 'Arkansas' connection ran the Air National Guard for the next twenty-three years. During this period it emerged as a formidable reserve component of the Air Force.<sup>11</sup>

By 1953, General Ricks and his assistant, Colonel Wilson, built an atmosphere of cooperation and harmony between the Air Force, the states, and Air Guard leaders.<sup>12</sup>

The end of World War II left thousands of airmen—officers and enlisted men—without the opportunity to do what they loved most—fly. Although many returned home, glad for the war to be over, glad they no longer had to fly, many wished to continue. The reserve organizations of the United States military provided a solution. Although the solution was inadequate, largely unregulated, and barely an excuse for a flying organization, the Air Force Reserve offered some opportunity. One was the 9840th Volunteer Air Reserve Training Squadron, located in Fort Smith. Lieutenant Colonel Hugh B. Correll, former commander of the unit recalls the period.

"The reserves were just trying to get something squared away (after World War Two) with no possibility of any funding, no airplanes, nothing. But they'd get these people together with a common interest. Sometimes once a week, or once a month, whatever. We'd get a training film, or at times have lectures. Most of the time we stayed a couple of hours. This gave us points for retirement. We were in the old USO (United Services Organization) building, downtown, across the street from where City National Bank is now."<sup>13</sup>

Occasionally, pilots assigned to the local reserve unit went to Tinker Air Force Base in Oklahoma City, Oklahoma, to gain flying time as



**Lt. Col. Hugh B. Correll, First 184th  
Tactical Reconnaissance Squadron Commander**

did Hugh Correll, "I flew over to Oklahoma City by commercial airline and stayed at the Bachelor Officer's Quarters over Friday night. I went because they had airplanes. Even though I'd make arrangements for one, sometimes there were none available, they wouldn't have one for me to fly. I'd go over and then just have to turn around and come home. Sometimes I did get some time in a T-6."<sup>14</sup>

From time to time, an aircraft was sent to the various reserve locations to pick up pilots who wanted flying time. Del Conger remembers this period, "They flew a C-47 over here and picked us up, then flew to Muskogee, Oklahoma, and picked them up, and I think they flew somewhere else to pick up pilots. When we arrived at Tinker Air Force Base just outside of Oklahoma City, Oklahoma, we would go into Base Operations and check in. The sergeant at the (operations) desk would call out, 'I have a guy here wanting to fly a T-6. Who'll go with him?' Somebody would say they would. They would not let us fly their aircraft alone, someone had to go with us. When we landed that person would sign our form. We did not get flying pay. Just points for retirement."<sup>15</sup>

Otto Doville also went to Oklahoma City to fly. "The T-6 was the best airplane at the time to maintain currency. We flew the T-6 just to maintain currency in flying and also get flying hours.

Staying current in the aircraft was very important. If you lost your currency, you had to have another check ride. No one wanted this. Also, if you flew, you got an extra point toward retirement."

For the most part, this arrangement for obtaining flying hours was untenable. According to Hugh Correll, when the air guard unit was proposed for Fort Smith, many of the reservists were glad for the opportunity.<sup>16</sup> Because so many members left the reserve unit for the Air National Guard, the reserve unit reorganized.<sup>17</sup>

Only three months before the announcement of the new air guard unit, Company A, 875th Aviation Engineer Battalion, Arkansas Army National Guard formed on April 9, 1953. In this unit personnel trained in construction and rehabilitation of air fields, roads, utilities, buildings, structures and other ground theater of operations facilities supporting United States Air Force Operations. Lieutenant Danny L. Bair commanded the unit of four officers and 82 enlisted men.<sup>18</sup>

The 39th Military Police Company, Army National Guard, organized February 4, 1947. This unit consisted of 80 enlisted men and four officers. Sam H. Norvell was Company Commander. According to Norvell, "Bob Wilson cornered me one day. They needed navigators, and I was one of two in Fort Smith. I joined up. The Air Force was my original branch of service anyway." After this, Lieutenant Jack Lovette became commander and stayed until the 39th disbanded here and moved to Louisiana, Lovette then joined the air guard.<sup>19</sup> Men of both the 39th Military Police Company and those of the 875th Aviation Engineer Battalion later made significant contributions as members of the Fort Smith Air National Guard.

After the initial notice, the *Southwest American* released more information almost weekly. On 14 July, 1953, the paper announced "AIR GUARD OFFICIAL TO OPEN OFFICE." An official of the Arkansas Air National Guard would open an office for the formation of the new unit. Enlistments would begin as soon as the office was established.<sup>20</sup> On 17 July, 1953, the paper reported that approximately 80 acres of the 720 acre municipal airport would be leased to the new unit. The leased acreage was located at the north boundary of the airport, just west of the north-south runway. Mayor Hestand said that Company A, 875th Aviation Engineer Battalion would be co-located. The Air Guard facility would also serve as a refueling stop and a "service station" for other military aircraft.<sup>21</sup>

The city of Fort Smith benefited greatly from this arrangement because the city operated the airport. Sale of oil and gas to the guard unit and other military aircraft amounted to a “tremendously high figure” according to Mayor Hestand.<sup>22</sup> Lieutenant Colonel Frank Bailey, head of the Arkansas Air National Guard, said, “Facilities and runways at the airport will be expanded and improved. New hangars will eventually be built. A C-47 cargo plane and T-6 training aircraft will most likely be the first aircraft to be brought in after the unit starts.”<sup>23</sup> The unit used some facilities in the west area of Camp (Fort) Chaffee until buildings were constructed at the Fort Smith airport.<sup>24</sup>

Master Sergeant Cecil E. Lafferty of the air national guard in Little Rock arrived Thursday, 23 July, 1953, to begin recruiting. The Fort Smith Chamber of Commerce at 613 Garrison Avenue provided office space.

The newspaper reported the authorized unit strength as 510 officers, warrant officers, and airmen. Men between the ages of 18 and 35 could enlist. Youths between 17 and 18 years old would be accepted with parental consent. Members were required to attend training periods four times each month. For each training session they received one day’s pay of the grade held in the air guard. At the time, pay for a recruit airman was \$2.60 per drill period for the first three months or until promoted to Airman Third Class. The airman was then paid \$2.80. Members were also required to attend a 15 day field training session held during the summer months. Pay for this period was the same as active duty military. “Another benefit of enlisting in the Air National Guard,” Lieutenant Colonel Bailey said, “is Arkansas youths who join the guard before they are 18 and 1/2 years old get an indefinite draft deferment as long as their attendance is 90 percent, and their service is satisfactory.”<sup>25</sup>

Darwin Guinn, one of the original recruits, took the offer seriously. Guinn says, “The military draft quota had been increased just prior to that time. This was in July, 1953, and my 18th birthday was in August. I was going to school at the time and had a deferment, but I thought joining the air guard was better still. I signed the dotted line 17 August, 1953.” When he retired in December 1987, Darwin Guinn had the longest continuous service in the Fort Smith Air National Guard of any member on the original roll.<sup>26</sup>

There are slightly differing accounts about

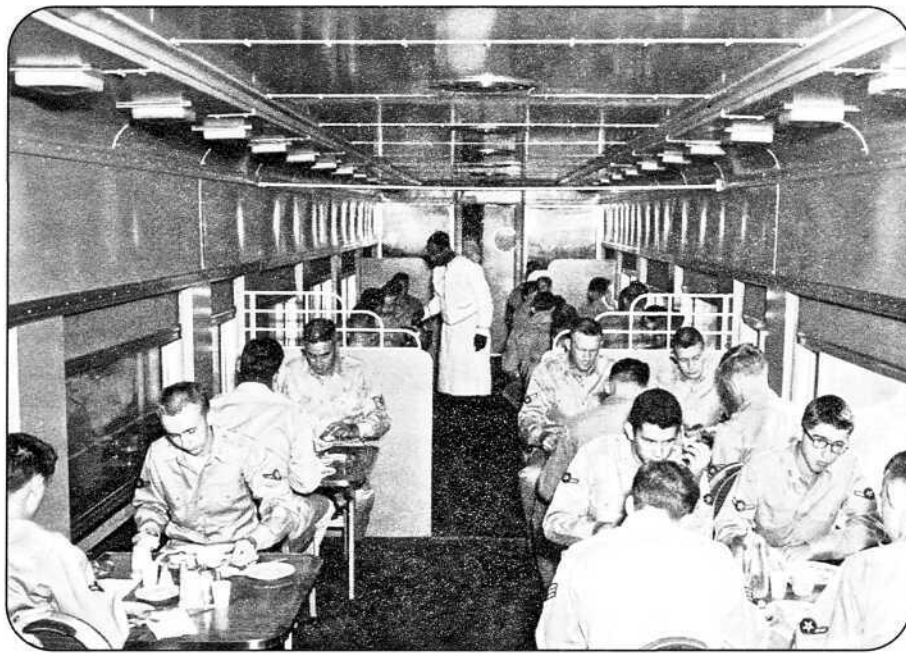
where the decision originated to place the new Air National Guard base at Fort Smith. According to T. P. Davis, one of a number of guardsmen sent from the Little Rock unit to help organize the Fort Smith unit, the final choice was between Texarkana and Fort Smith. As part of the selection committee, Davis went from Little Rock to Texarkana and found the Chamber of Commerce there non-committal. In Fort Smith, the reverse was true – the idea was received readily by the Chamber of Commerce. This proved to be the deciding factor.<sup>27</sup> The decision also gained the approval of Arkansas Adjutant General Lucian Abraham and Lieutenant Colonel Frank Bailey, head of the Arkansas Air National Guard.<sup>28</sup>

Also, equally important, were the members of the 9840th Volunteer Air Reserve Training Squadron meeting in Fort Smith. They provided a ready source of potential members for the new unit. Hugh Correll, Commander of the 9840th at the time, served with Earl T. Ricks during World War Two. When Ricks became Chief of the Air Guard in Washington, D.C., Correll corresponded with him and was told by Ricks that he wanted another air guard unit in Arkansas, but he could not do so until Congress authorized more units nationwide.<sup>29</sup> After World War II, Congress had allocated all of the additional air national guard bases it intended. Congress skipped over Arkansas.<sup>30</sup> During and after Korea, when more units were needed, another unit was allotted to Arkansas. The correspondence between Correll and Ricks continued during the early 1950s. Correll says that Ricks soon became committed to putting the new unit in Fort Smith.<sup>31</sup>

Even though aviation was not in its infancy, local civic organizations were quick to recognize the potential of having an air national guard unit in Fort Smith. The Rotary Club invited State Adjutant General Lucian Abraham, Colonel Lee V. Casey, Lieutenant Colonel Frank Bailey, and Major Prior Evans to speak on 5 August, 1953, at the Goldman Hotel. The public was invited to attend.<sup>32</sup>

A few days later, guard officials described to local authorities the facilities to be built for the new unit at the airport and said bids were expected to be solicited for the construction early 1954. Lieutenant Colonel Hugh B. Correll was named military commanding officer of the unit. The air guard requested that the chief of army engineers draw plans and specifications for construction of the facilities. The request included: airplane

hanger, supply facility and storage buildings, motor service shop, paint, oil, and dope building, fire department building, aircraft fuel storage system with capacity of 100 thousand gallons, and an aircraft parking apron of 27,650 square feet, and access roads and utilities. Included was a



Airmen traveling by train to Gulfport  
Air National Guard training site. Summer 1955

study of the feasibility of a central heating plant.

Also requested was flexible pavement seventy-five feet wide connecting the taxiway from the aircraft parking apron to existing runway system, and a motor pool parking pavement of 1,780 square yards. The aircraft parking apron and taxiway paving provided for a single wheel load of 25,000 pounds. Preliminary plans, specifications, site plans showing outside utilities, design analysis and cost estimates were furnished by October 15, 1953, for review so solicitations for bids could be let about February 15, 1954. Interest by local civic groups and city officials were correct about the impact the guard unit would have on the local economy. General Frank Bailey said the establishment of the squadron would generate about one and one-half million dollars for the local economy.<sup>33</sup>

During this same period, but in another location, the Army Corp of Engineers in Mobile, Alabama, signed a ten year lease agreement with the city of Gulfport, Mississippi, which had a great impact on the newly formed air guard unit in Fort Smith. The agreement was for use of the Gulfport airport as an air national guard training center. The government paid the city of Gulfport the token sum of one dollar for the lease, but the United States Property and Disbursing Office later made a separate agreement for compensating the city for landing privileges. The center was designed for training air national guard units from

Tennessee, Alabama, Mississippi, Texas, and Arkansas.<sup>34</sup> Throughout the years, the Fort Smith unit spent virtually all summer training sessions in Gulfport.

September 3, 1953, Adjutant General of Arkansas Lucien Abraham announced the Fort Smith Air

National Guard unit would be federally recognized 15 October, 1953. Lieutenant Colonel Hugh B. Correll, Fort Smith banker, was unit commander and Captain Robert M. Wilson of Little Rock was base detachment commander. The unit was authorized seventy-two officers, two warrant officers, and 435 enlisted men. At the time of the article, the unit had twenty officers and fifty-eight enlisted men.<sup>35</sup>

The same day federal recognition of the unit was announced, *Southwest American* newspaper columnist C. F. Burns wrote:

If I were a youngster, 17 to 18 years old, I would be taking a good look at the opportunity offered by the Fort Smith unit of the Air National Guard, now being formed.

It is obvious that every young man of sound physique can expect military training of some kind in the years immediately ahead. The unsettled condition of the world makes necessary a large military force for an indefinite period. The draft is still operating and will continue to operate, unless it is replaced by universal military training. In either event, a healthy young man necessarily must plan his future with military training a part of it.

The National Guard in general and the Air National Guard unit in Fort Smith in particular, offers military training at home on a part-time basis, with full opportunity for a valuable service to the country.<sup>36</sup>





**Maj. Robert M. Wilson, Base Detachment Commander, greets the first T-33 to arrive at the Ft. Smith unit.**

Re-enforcing Burn's statement, a few days later the Army announced that all services might be forced to rely on conscription within the next year (1954) to meet all services' tremendous need for replacement "non-career soldiers, sailors, and airmen." With the end of the Korean War, men who would normally have enlisted for four years in the air force or the navy to avoid army combat-infantry duty in Korea were now willing to chance the draft and two years in the army under peacetime conditions. The Selective Service declared that, "... inductions may soar as high as 50 thousand to 60 thousand men each month by mid 1954 to meet army needs alone."<sup>37</sup>

By October 4, 1953, plans were complete for the new unit to become a working part of the United States Air Force. October 15, 1953, had already been set for official recognition. An inspection team from Robbins Air Force Base in Georgia certified that the unit met all official requirements. A swearing-in ceremony of the members of the unit followed. Temporary quarters were at Camp Chaffee in the West area. The

recruiting office remained at the Fort Smith Chamber of Commerce building until a later date. Officials present at the ceremony were Colonel Winston P. Wilson, Chief of the Air National Guard, Washington, D.C.; General Lucien Abraham, Adjutant General of Arkansas, and Colonel Ernest L. McDaniel, Assistant Adjutant General of Arkansas; the Adjutant General and Administrative Assistant of Tennessee; the Adjutant General and Assistant from Oklahoma, and the Wing Commanding Officer, Colonel T. L. Butler with four other high ranking officers from Nashville, Tennessee. Colonel Butler commanded the 118th Tactical Reconnaissance Wing under which the local unit was assigned. Captain Robert M. Wilson, commander of the civilian complement assigned to the new unit, stated that immediately after the receipt of federal recognition about fifteen openings would become available for civilians. Applications were accepted at the Air Guard building in the west area of Fort Chaffee (these buildings are no longer standing). Wilson also said that five T-6 training aircraft and one C-47 transport were expected to arrive about October 17, 1953.<sup>38</sup>

The unit was given federal recognition in a ceremony at the Goldman Hotel Thursday, October 15, 1953, at 6:30 p.m. Approximately one hundred enlisted men and twenty officers were sworn into the unit. Lieutenant Colonel Hugh B. Correll, commanding officer, administered the oath. At a dinner sponsored by the military affairs committee of the Fort Smith Chamber of Commerce, General Lucien Abraham spoke briefly and called for support of the army national guard unit in Fort Smith as well as the air unit. Jim Clendening, chairman of the chamber committee and moderator introduced dignitaries from Fort Smith including Mayor H.R. Hestand and Bob Ed Covey, president of the Fort Smith Chamber of Commerce. Visiting officers spoke briefly, congratulating the new members of the unit. Officers in attendance were Brigadier General Lucien Abraham, Adjutant General of Arkansas; Colonel Winston P. Wilson, Washington, D.C., Chief of the Air Division of the National Guard Bureau; Colonel Howard F. Butler, Nashville, Tennessee, commanding officer of the 118th Tactical Reconnaissance Wing, and his staff; Major General William L. Mitchell and Brigadier General John Binns of Camp Chaffee; Colonel Ed Cassey, Air Section of the Arkansas Adjutant General's office; Colonel Roy T. Wright, Nashville, Senior

Air Instructor for the 118th Wing. Colonel William J. Johnson, Memphis Air National Guard Base Detachment Commander; Colonel Hadley B. Elikier, Assistant Deputy Chief of Staff, Fourteenth Air Force, Robbins Air Force Base, Macon, Georgia; Colonel Ernest L. McDaniel, Assistant Adjutant General of Arkansas; Colonel Richard Park Jr., Chief of Staff, Fifth Armored Division, Camp Chaffee; Major General David L. Ruffner, former Commanding General of Camp Chaffee, and others.<sup>39</sup>

A cocktail party and dinner was held for the visiting officials. Tentative schedule for unit drills was set for the first and second Mondays and the fourth Sunday of each month. Meetings would be held at Camp Chaffee until buildings are readied for the unit at the Fort Smith Municipal Airport.<sup>40</sup>

Early November, 1953, a special meeting of the city commission, authorized gasoline supplies for U. S Air Force planes at the municipal airport. Mayor H.R. Hestand executed an invitation bid and award for supplying gasoline and oil for Air Force planes on an into-plane basis. Airport Manager Bob Crisp received a request for the city bid from the armed forces petroleum purchasing agent. At that time only air force aircraft would be refueled here, navy and marine planes were not mentioned.<sup>41</sup>

In its first of many continued activities with the city, the new unit participated in the Armistice Day parade in downtown Fort Smith, November 11, 1953.<sup>42</sup>

During middle November, 1953, Captain Robert M. Wilson, base detachment commander; Major J.C. Evans, aircraft maintenance officer, and Master Sergeant T.P. Davis traveled from Little Rock to San Juan, Puerto Rico, to arrange transfer of a C-47 cargo aircraft to the new guard unit.<sup>43</sup> The aircraft called the "Goony Bird," was the workhorse of the Air Force. The C-47 is a twin engine transport used extensively during World War II and Korea. Lieutenant Colonel Hugh Correll stated that the unit had already acquired T-6 propeller-driven training aircraft.<sup>44</sup>

Otto Doville, one of first to join during the unit's organization, comments on the availability of aircraft after the unit started receiving them. "At that time, you didn't have to reserve a plane. If the airplane was available, you could go on out to the base and fly. You had few restrictions, and there were some full time technicians who would get the airplane ready. At that time I was working for Harding glass company. If I finished my work by

noon, or whenever, I could go home for the day. I'd go home, put my flight suit on and go out there and fly."<sup>45</sup> Don Grimes is more laconic, "The crew chiefs are the ones to be given a pat on the back. We flew the hell out of those airplanes."

In December, 1953, the *Southwest Times Record* reported that Lieutenant General Earl T. Ricks was suffering from cancer in the lymphatic system. Ricks was a former Arkansas Adjutant General and a political figure during the regime of former governor Sid McMath. Ricks was primarily responsible for getting a second air guard unit assigned to Arkansas.<sup>46</sup>

During this period, the Air Force faced "grave problems" with recruitment and retention as a strictly volunteer service. Lieutenant General Emmett O'Donnell, head of Air Force personnel said that only as a last resort would the Air Force turn to the draft system to meet expanded manpower goals. One serious consideration was the loss of qualified pilots. Much of the blame O'Donnell said was, "the end of the Korean War, lower Army draft calls, and the administration's 'new look' policy." Many of these pilots found a place in the newly reorganized Air National Guard.<sup>47</sup> On a related issue, the Air Force reversed itself and offered commissions to 4,840 college seniors with air ROTC training who had been told previously they must enlist in the Air Force or be drafted by the Army. Assistant Air force Secretary H. Lee White explained the action was due to advice from the Air National Guard Bureau that it could use the men not physically qualified to become pilots. Under the plan, they would be offered Air Force reserve commissions and also Air National Guard commissions as second lieutenants. Those accepting would serve on active duty with the Air Force for three years and then revert to national guard control for three more years.<sup>48</sup>

By the end of December, 1953, Lieutenant General Earl T. Rick's health declined seriously.<sup>49</sup> Ricks died 4 January, 1954 at 45 years old. He was buried at Stamps, Arkansas. Over 500 people attended his funeral and five flights of military aircraft flew over the cemetery during the internment.<sup>50</sup> The 184th Tactical Reconnaissance Squadron adopted the sobriquet "Ricks Rippers" in his honor.

Arkansas Governor Francis Cherry announced that President Dwight D. Eisenhower nominated Colonel Winston P. Wilson of Little Rock,

Arkansas, for Chief of Staff of the Air National Guard to replace Lieutenant General Earl T. Ricks. Cherry announced the promotion of Wilson from Colonel to Brigadier General in the Arkansas Air National Guard. Wilson served as acting Chief of Staff of the Air National Guard during Ricks illness. Wilson joined the 154th Observation Squadron at Little Rock in 1929. He served with that squadron while on active duty during World War II.<sup>51</sup>

Increased air traffic at the Fort Smith Municipal Airport prompted airport manager Bob Crisp to tell the city commission that the airport needed a new control tower. Crisp attributed much of this new traffic to expected flying of the new air guard unit. The commission authorized him to request the regional Civil Aeronautics Administration at Fort Worth, Texas, to survey the air traffic at the Fort Smith Airport. If such a survey proved air traffic volume high enough, the CAA might build, staff, and equip a control tower.<sup>52</sup> In April, 1954, the CAA denied the application because air traffic at that time did not justify the new tower. Airport Manager Bob Crisp stated that with the approval of the Central Airlines application for a route through Fort Smith and the additional air traffic provided by the new air guard unit, he felt that traffic would increase to above the required twelve thousand landings and takeoffs per year. This minimum number satisfied CAA requirements for a radio control tower.<sup>53</sup> The city of Fort Smith joined Central Airlines in ceremonies climaxing inaugural flights on the new Dallas, Fort Smith-Tulsa route May 2, 1954.<sup>54</sup> Crisp said planes landed and took-off "at their own discretion." This situation was untenable for the growth of regional air traffic and especially the safety of all air traffic flying in and out of the Fort Smith airport.<sup>55</sup>

A new ruling from the army gave reserve enlistments a boost. The ruling allowed reserve service in any branch of the armed forces be credited toward fulfillment of military obligations. Under selective service, an individual must serve at least twenty-four months on active duty and an additional six years in reserve status. Army regulations were amended November, 1953, to allow previous service in any of the armed forces, including the Coast Guard, to fulfill this requirement. Under the new ruling, the army said a man discharged from duty may include "any prior accredited reserve service" in computing his total eight-year obligation. This came at a time when

the reserves of all branches of the military were suffering from shortages.<sup>56</sup>

A meeting of the Fort Smith city commissioners authorized Commissioner No. 2, Jay Medlen, in charge of the water department, to provide necessary water service for the National Guard at the municipal airport. The project was estimated to cost between \$6,000 and \$8,000. The air guard would bear the initial outlay. The city would repay a percentage of this initial amount with refunds on the water bills monthly. The amount of the refund was determined at a later date. The authorization primarily covered fire protection, but also included sufficient water for domestic use by the unit. The work included laying 3,000 feet of six or eight inch water main between the airport and another main connected with the Crow Hill reservoir. The agreement included installation of an elevated tank and fire hydrants at the airport.<sup>57</sup>

Early March, 1953, the National Guard Bureau provided \$1,300,000 for construction of the Fort Smith facility.<sup>58</sup> In April, the Engineering Construction Corporation of Chicago submitted the low bid of \$806,650 for construction of service buildings for the Air National Guard. Included were hanger, warehouse, shops, and crash truck station. The bid was \$182,288.85 below the government estimate.<sup>59</sup> Forsgren Brothers of Fort Smith submitted the low bid of \$147,526 for paving to connect runways and taxiways to the new guard unit. The paving bid was \$46,000 below the government estimate. The bid also provided for future development of facilities for Company A, 875th Engineers Battalion co-located on the ninety acres leased by the city to the unit.<sup>60</sup>

During a visit with his brother Captain Robert Wilson, air guard unit commander, Brigadier General Winston P. Wilson, new head of the Air Force division of the National Guard Bureau, stated that the Fort Smith guard unit would be a model unit. He based his prediction on the Fort Smith unit being a completely new installation receiving only the newest models of equipment available to the Air National Guard. He also said the unit benefitted greatly from the "wholehearted acceptance by the people of Fort Smith." Recruiting in the unit surpassed the year's quota after only six months.<sup>61</sup>

Lawrence M. Berry, a captain at the time and flying training officer, talks about recruiting, "One of the biggest jobs I had when I went out there was recruiting. We had an old Nash staff car, and

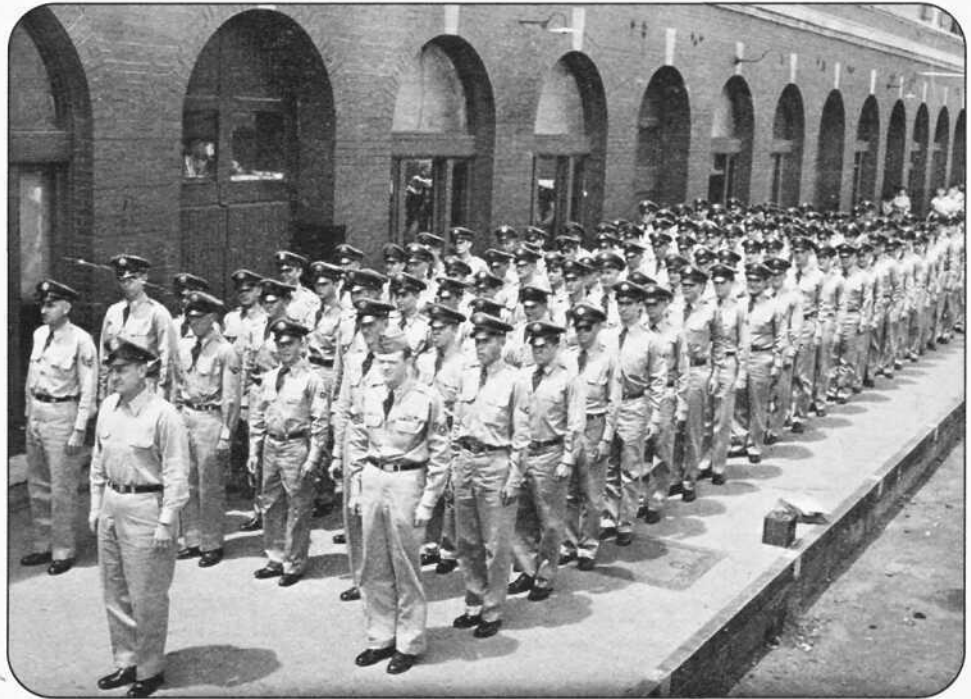
I drove that thing to Fayetteville, Mena, and all over this part of the state. Of course, we had records available of all those who were still in the Air Force Reserve – pilots, observers, and navigators. I went to Mena and recruited four people, three pilots and a navigator. I went to Fayetteville and Joe Hall was an assistant professor at the University of Arkansas at the time. He was working with Fay Jones, Dean of the School of Architecture. I remember catching Joe out in the hall and talking to him. He joined as a pilot to continue flying and eventually went to work as an air technician, became Base Civil Engineer, and was promoted

to lieutenant colonel before he retired. After a while we didn't have any recruiting problems, we usually had a waiting list."

Monday, May 10, 1954, Governor Francis Cherry turned the first spadeful of earth at the ground breaking ceremony for the new air guard base. Governor Cherry, General Lucian Abraham, Adjutant General of Arkansas, and Colonel Frank A. Bailey, acting Chief of Staff of the Arkansas Air National Guard traveled from Little Rock for the ceremony. Others attending were construction representatives, city and county officials, Chamber of Commerce board members, the aviation committee, the airport advisory commission, and presidents of various civic clubs. Construction would take about a year.<sup>62</sup> Colonel Hugh Correll, unit commander, acted as master of ceremonies. About two hundred people attended.<sup>63</sup>

In June, 1954, Lieutenant Colonel Correll announced that the new unit would join 1,900 other Arkansas and Tennessee air guardsmen for annual field training in Gulfport, Mississippi. The two week training scheduled for July 11, 1954, was the first for the 184th Tactical Reconnaissance Squadron. Correll said about 250 airmen and 30 officers would take part. An advanced party would leave July 8 to make preparations for the main body which would arrive by train and motor convoy July 11.<sup>64</sup>

For about 150 men, the camp was the first taste of military life away from home station. Five men



Fort Smith Air Guard members leaving for basic training. June, 1955.

left early to attend the base camp cook school. they prepared the first evening meal for the arriving guardsmen Sunday, the first day of camp. An advanced detachment of ten airmen and two officers commanded by Lieutenant Edward Hatcher left Thursday prior to camp to prepare the site for the main body. The last group flew out of the Fort Smith airport at 9 a.m. Sunday morning. A motor convoy under the command of Lieutenant William Files also left Sunday morning. The unit was part of the 9th Air Force during the two week period.<sup>65</sup> The *Southwest Times Record* reported the unit's main body returned 2 a.m., Sunday, July 25th. The aircraft arrived a day earlier.<sup>66</sup> William Files, now a retired colonel, remembers that first convoy.

Colonel Files says, "We drove as far as practical the first day and then found a place to spend the night. By "spending the night," I mean we just found a place for all the vehicles to pull over enough to clear the road. It may have been a roadside park, I don't remember. We ate with government food vouchers where restaurants accepted them. Most places did, they understood they would be paid – someday." Jess Woolsey, driver of one of the trucks in the convoy also remembers, "We slept under the trucks," he says, "and ate hamburgers when we could get them."

In September, 1954, the 184th exhibited photographic equipment, radio equipment, and other squadron equipment at the Arkansas-Oklahoma State Fair. The display included a portable dark-

room for processing film and prints. After ground breaking for the new base, construction was well on its way by autumn of 1954 with completion expected within a year. When completed, the \$10 million plant would have an annual payroll of about \$300 thousand and would house both the 184th Tactical Reconnaissance Squadron and the 875th Aviation Engineer Battalion. At full strength, the two units would have a total of 679 men. The 184th would have 527 airmen and officers, and the 875th would have 152 officers and men. The 184th squadron would have eighteen RB-26s, a C-47, and six T-6 aircraft. It would also have between forty and forty-five vehicles including various special purpose vehicles such as crash truck, ambulance and others. Located on the ninety-five acres at the Fort Smith airport would be a hangar, 211 by 202 feet that with two-story additions on each side for classroom facilities, educational services, supply and operations; a warehouse for supplies, 160 by 100 feet; a 50 by 50 foot crash and fire station; a storage building 20 by 20 feet for storing volatile material; a motor vehicle service shop, 112 by 37 feet, and facilities for the storage of one-hundred thousand gallons of high octane gasoline and jet plane fuel. Contract work also called for building of roads, parking area for aircraft, water tank for fire protection, and a cyclone fence around the entire facility. Facilities for the 875th Aviation Engineer Battalion would be constructed at a later date.<sup>68</sup>

Construction of the new facility suffered delays. The worst was a default by the original construction company. The president of the firm, Edwin R. Cline, said that the Engineering and Construction Corporation of Chicago formally defaulted on the government contract to build the facilities. Cline stated, "We simply are unable to meet our obligations on this particular job." The corporation's right to proceed was terminated by Colonel Stanton L. Brown, Corps of Engineers Chief, in Little Rock. A spokesman for the Corps of Engineers explained that the contract had been canceled because the contractor was behind in his schedule and also had informed the Corps that he was unable to "carry on." Another spokesman said the job would be completed by the bonding company which put up the performance bond on the project – the Aetna Casualty and Surety company. The sub-contractors proceeded with the work scheduled but would cease when notified by the Chicago firm.<sup>69</sup>

In another action, pickets marched at the new construction site after six cars of steel were unloaded. The pickets were members of the Iron Workers Union, local 584 of Tulsa, Oklahoma. The placards they carried stated: "The union desires the employees of E. E. Barber Construction company to join them to gain union wages, hours, and working conditions. This notice is directed to the E. E. Barber Construction Company only." No comments were made by the Barber Construction Company.<sup>70</sup> Work slowed, not because of the pickets, but because of the change of contractors.

In December of 1954, authorization came from the Armed Forces Petroleum Purchasing Agency allowing Navy aircraft to be refueled at the base. This resulted from numerous requests by the Navy that they have refueling privileges at the new base.<sup>71</sup>

January, 1955, the *Southwest American* announced that jet bombers would land here. The bombers never materialized but \$1,200,000 appropriated for work at the airport did. Congress appropriated the money for the extension of an east-west runway at the Fort Smith Municipal Airport. Captain Robert M. Wilson, detachment commander, stated that the funds also allowed construction of an additional guard site building. The runway extension would lengthen the runway by 1,700 feet. Bids are to be received on February 17, 1955, according to Colonel Staunton Brown, Little Rock district army engineer. The city of Fort Smith purchased 160 acres of additional airport land to enable the government to continue with the planned improvements. The land was purchased at a total cost of \$52,500 from four property owners at a meeting of the city commission December 28, 1955. The newly-purchased land was east of Bieker road, eastern boundary of the airport before the proposed changes. The extension of the runway crossed Bieker Road. This road was rerouted. The runway was increased 500 feet on the west end near Old Greenwood road, and 1200 feet on the east.

Opening of the guard base was expected to be delayed a week from January 12 until January 19 because of the delay caused by termination of the contract with a Chicago firm in December, 1955.<sup>72</sup> Fears were groundless, the base opened on time.

A \$597,849 bid for the airport work was accepted from Little Rock contractors Dickman, Pickens and Bond. The contractors had 230 calendar

days to complete the work and the work must start ten days after the contract was received at their firm. Work was expected to begin February 1, 1955. Only about ten percent of the work was completed on the new guard base at the time.<sup>73</sup>

Colonel Staunton Brown, Little Rock district engineer announced 25 February, 1955, that bids for the construction of additional facilities for the Arkansas Air National Guard would be received until March 25, 1955. The contract called for the work to be completed in 180 days. The project included an aviation engineer company building, motor parking area and diesel fuel storage area. The 875th Engineer Company building was to be constructed of masonry on a steel frame one story high, 62 by 152 feet with a one-story 60 by 99 feet attached warehouse. A 4,000 gallon underground storage tank and other additions were also included. The buildings were used by the 184th Tactical Reconnaissance squadron and the 875th Aviation Engineer Company.<sup>74</sup> The low bid was submitted by Manhattan Construction Company of Fort Smith for \$121,000.<sup>75</sup>

In February, 1955, the unit operated from locations at Camp Chaffee as well and the municipal airport. Leaders of the different sections of the new guard unit were Squadron Commander Lieutenant Colonel Hugh B. Correll, vice-president of the Merchants National bank of Fort Smith and also chairman of the Commerce Agricultural Committee and manager of the Arkansas-Oklahoma Livestock Exposition. The headquarters section was located at Camp Chaffee as was the supply section and the training section. The office of the air instructor and his staff who were representatives of the regular Air Force were also located at Camp Chaffee. This group was commanded by Major Jack Hostetler. The airport facilities housed the operations section under Major Jim Evans and Lieutenant Edward Hatcher, and the communications section Lieutenant Earl Moreland, Arkhoma, Oklahoma, teacher. The photo and camera repair sections were under the supervision of Captain Dick Bentley of the Southeastern Publishing Company. These sections were also located at the airport. The operations section consists of three flights. The flight leaders were Captain Billy Mack of the General Adjustment Bureau, Captain Everett Robson of Harding Glass company, and Captain Bob Wilson who was also Squadron Executive Officer and Base Detachment Commander. The three flight navigators were Captain Robert Geren, with the

Dixie Cup company; Captain Sam Norvell of Oklahoma Gas and Electric, and Lieutenant Derry Irons. The 184th was manned by men of all walks of life from Fort Smith and the surrounding area. Unit strength was 300 airmen and 35 officers. Eighty full-time employees whose monthly payroll was in excess of \$15,000 maintained operation of the unit while waiting for the completion of the new base construction at the airport. The unit had thirteen airplanes, ten of which were RB-26 bombers.<sup>76</sup>

Mayor Hestand received the final okay for an airport radio control tower. The air guard unit furnished the cost of the tower, estimated at \$60,000. The city furnished \$15,000 toward maintenance of the facility. The tower resulted from a meeting of General Winston P. Wilson in Washington, D. C., with airport manager Bob Crisp, Bill Slates of the Chamber of Commerce, Captain Bob Wilson, base detachment commander, and Charles Garner, local attorney. Bids were taken June 20, 1955, for construction of the structure.<sup>77</sup> Bidding ended 1 p.m. June 20, 1955.<sup>78</sup> Manhattan Construction Company submitted the low bid of \$94,466.<sup>79</sup>

Soon, the new unit started operations in its assigned mission. Major Robert M. Wilson announced the Air Guard planes would drop about sixteen flash bombs over the city during a training maneuver. The bombs were dropped from an altitude of 7,000 feet and set to explode 3,500 feet above the ground. Major Wilson advised citizens not to be alarmed, this was only a part of the 184th's regular training.<sup>80</sup> In a later article, the *Southwest American* announced, "Big Flashes to Light Sky Tonight." Two air national guard planes would "bomb" Camp Chaffee the following Saturday and the flashes were expected to be seen for a radius of sixty miles. The flash bombs illuminated an area for night aerial photography – the unit's mission.<sup>81</sup> These activities became a common occurrence around this area and were often reported in the newspaper to inform law enforcement officials and civilians.<sup>82</sup>

James L. Moore, a First Lieutenant who joined soon after the unit organized, remembers flying night photography missions. "Intriguingly enough, we had the perfect place to practice – that tactical range out at Fort Chaffee. At night, we'd go out there and light up the whole world. We dropped white phosphorous bombs, five million candlepower or so, anyway, we had airline pilots as far away as Shreveport, Louisiana, report seeing a

flash at night. It got everybody's attention. That was interesting."

The 184th participated with other units of the United States military in "Operation Minuteman" – a nationwide maneuver to test their speed and efficiency. The exercise employed about 400,000 Guardsmen from 2,200 communities.<sup>83</sup> Major Bill Stanton, operations officer, announced the Fort Smith unit would participate in a one-day operation ferrying members of the Second platoon, 962nd Special Infantry Company of the United States Marine Corps reserve from their unit in Fayetteville, Arkansas, to Fort Smith to participate in "live fire" of the M-1 rifle. This training exercise was held at Camp Chaffee. This was the first of a proposed series of combined monthly operations.<sup>84</sup>

At 6 p.m. Wednesday, April 20, 1955, the 184th was alerted to participate in Operation Minuteman. Notification was received from Major General Edgar E. Erickson, Chief of the National Guard Bureau through Arkansas State Adjutant General Sherman T. Clinger. Fifty minutes later, the last of nine aircraft took off from the municipal airport on assigned missions. Other units participating here were Company A of the 875th Engineers Aviation Battalion, commanded by Lieutenant Danny Bair; Headquarters and Headquarters Battery of the 937th Field Artillery Battalion commanded by Army Captain Johnny Porter; and the 39th Military Police Company under the command of Lieutenant Jack Lovett. The first airplane, piloted by Lieutenant James L. Moore, took off at 6:20 p.m., 20 minutes after the alert. At 6:50 p.m. the last plane took off. Four minutes later Lieutenant Moore's plane landed, his mission completed. The unit utilized all of its assigned aircraft during the exercise – six B-26s, one C-47, and two T-6s. Captain Robert Wilson, unit detachment commander pronounced the exercise a success.<sup>85</sup> Major General Clinger, Adjutant General of Arkansas concurred.<sup>86</sup>

Early May, 1955, the city purchased 8.75 acres from Homer C. Crain for additional airport development at a cost of \$3,059. The tract was on a portion of the Crain Ranch on the east side of the Old Greenwood road and adjoining airport property. The Air Guard proposed an additional "approach clearance" for unit aircraft.<sup>87</sup> A successful bid for this work was announced in May, 1955. Ben M. Hogan and Company was low bidder with a bid of \$477,424.55 and included a base bid of \$428,653.55 and an additional alternate for taxiways of \$28,771.<sup>88</sup> The contract went to the

contractor late May, 1955. The project called for 45,000 square yards of nine-inch thick concrete pavement. Also included were extensions of the runway lighting system, construction of culverts and concrete inlets, identification painting of the runway, and dust and erosion control.<sup>89</sup>

The long awaited arrival of Martin Aircraft Company's twin engine jet aircraft occurred 8 May, 1955. The RB-57, one of the fastest aircraft in the inventory at the time, impressed both military officials and civilians. The local guard unit expected to receive this aircraft at a later date according to Major Jim Evans. The Fort Smith unit never received the RB-57 aircraft but was assigned the older RF-84 single engine jet reconnaissance aircraft. Whether this resulted from air guard politics or air national guard requirements is not clear, but the Little Rock Air National Guard unit eventually flew the RB-57.<sup>90</sup> At the time, Little Rock's air guard unit, 154th Tactical Reconnaissance Squadron, operated from Adam's field (Little Rock's airport). The runway there was one thousand feet shorter than the runway extensions at the Fort Smith airport. The difference may have accounted for the switch, since the RF-84 required more runway. At the time there was a standing joke that if a runway were built around the world, the RF-84 would use all of it to get airborne.

On Armed Forces Day in May, 1955, the 184th participated in the Armed Forces Day celebration. The air guard opened facilities at the airport to the public and the unit provided RB-26s to fly over the Fort Smith area.<sup>91</sup>

Sunday, 5 June, 1955, members of the 184th boarded a bus to Sallisaw, Oklahoma, where they loaded onto a train bound for Lackland Air Force Base, San Antonio, Texas. They performed basic training there. They were the largest group sent from Arkansas to the basic training site.<sup>92</sup>

Mayor H. R. Hestand, Airport Manager Bob Crisp, and Hugh Harden, local attorney, traveled to Washington, D. C., for a meeting with Air Guard Chief Winston P. Wilson. The purpose was to discuss the bid submitted by Manhattan Construction Company for the new radio control tower at the Fort Smith Airport. The bid was \$30,000 higher than the money allotted by the Guard Bureau for the facility. The discussion included availability of funds for other projects at the new base.<sup>93</sup>

On 15 July, 1955, the first spadeful of dirt was turned for the new tower. Taking part in the cere-

monies were City Commissioner Hugh Brewer, Airport Manager Bob Crisp, Mayor Hestand, Major Bob Wilson, Architect Chester Nelson, and Babe Cialone, executive officer of the air national guard Unit.<sup>94</sup> The foundation was completed and work started on the concrete frame of the seventy-six-foot high tower.<sup>95</sup>

On July 1, 1955, Brigadier General Winston P. Wilson, National Guard Bureau, announced that the Air Guard's 17 fighter-bomber wings would be designated fighter-interceptor wings. These wings included fifty-three tactical squadrons. Plans were to have twenty-three fighter-interceptor wings which will include seventy-three fighter-interceptor squadrons. Although this did not affect the local unit, it did reflect the tendency toward total force ideology.<sup>96</sup>

Headlines Sunday July 3, 1955, read LOCAL AIR GUARDS WIN HIGH PRAISE AT LACKLAND. Managing Editor of the *Southwest-Times Record*, Huey Aynesworth accompanied Major Jim Evans, Sergeant Les Ellsworth, and Sergeant Charles Terry to Lackland Air Force Base near San Antonio, Texas to observe Fort Smith's contingent of air guardsmen undergoing Air force basic training. They flew in one of the unit's B-26 airplanes.

In 1955, the 184th participated in basic training as a group at Lackland for the first time. Before this, basic training was at Fort Chaffee with 184th personnel providing the training. The Fort Smith unit, consisting of 110 men, went to Lackland Air Force Base near San Antonio, Texas. They joined 258 members of other air guard units throughout Arkansas. A total 1,400 air guardsmen from twenty-three states were in training at the same time. These guardsmen went through an eleven week training session. This was the same as members of the United States Air Force performed. The trainees were divided into flights of thirty-five or forty men. Each flight competed with other flights during training in close-order drill, physical training, military customs and courtesies, and military history. Flight Six, mostly from Fort Smith, won Honor flight for the previous week. For this, they received a new television set. After the sixth week of basic training, the group was given a thirty-six hour pass to visit with family or just to roam around San Antonio. Ellsworth stated, ". . . the men were looking forward to July 23 when they would participate in a huge review on the wing parade ground with all the other air guard units.<sup>97</sup> During the parade ceremony,

Airman Third Class William J. Frantz, 184th Tactical Reconnaissance Squadron, Fort Smith, was chosen the outstanding trainee of the summer basic training program. Frantz received a certificate from Major General John H. McCormick, Lackland Commander, and a watch from the Arkansas Adjutant General, Major General Sherman P. Clinger. Frantz accompanied Major General J. H. McCormack, Commanding General of Lackland, Captain V. B. Housley, Frantz's Company Commander, Major General Sherman T. Clinger, and Major general Winston P. Wilson, Commanding General of the Air National Guard of the United States on the reviewing stand during the parade in recognition of his accomplishments. When the eleven week course ended, the Fort Smith unit traveled to Gulfport, Mississippi, and joined the rest of the 184th training there.<sup>98</sup>

The unit began its second summer encampment at the Gulfport Air National Guard Training Facility, Gulfport, Mississippi, Sunday, August 14, 1955. Fifteen aircraft, commanded by Major Robert M. Wilson left Fort Smith in RB-26s at 9 a.m. and arrived in Gulfport about two hours later. The main body of men, about 146 officers and enlisted men, left by special train from Fort Smith at midnight the previous night and arrived at Gulfport Sunday afternoon. City officials and family watched formation roll call as the men prepared to board the train.<sup>99</sup>

Charles "Chick" Shultz, supervisor of the photo section, says, "I'd only been married a couple of weeks before the first summer camp. We left the depot in Fort Smith around midnight and rode to New Orleans then, after we waited for what seemed like a long time, we continued on over to Gulfport. We got off at the station there late Sunday afternoon."

These men were joined by the airmen just completing Air Force basic training at Lackland Air Force Base, San Antonio, Texas. 184th squadron joined squadrons from Little Rock, Memphis, and Nashville to form the 118th Tactical Reconnaissance Wing and performed duties as part of that wing.<sup>100</sup>

A group of Fort Smith and Van Buren city officials and civic leaders left Friday, 19 August, 1955, in the unit's C-47 airplane to Gulfport, Mississippi, for a three day visit. Their stay there included briefings and visits with Air National Guard Troops Saturday morning, A wing parade



and review at 11 a.m. Saturday, lunch in the wing mess hall, boat trip in the gulf sponsored by The Gulfport Chamber of Commerce and a free time visit to Biloxi and Gulfport recreational facilities Saturday evening. The group returned to Fort Smith in the C-47. Making the trip from Fort Smith were Mayor H.R. Hestand; C.T. Hubbard, president of the Chamber of Commerce; C.C. Davis; Morgan Wright; City Commissioners Charles Mankin and Hugh Brewer; Weldon Stamps; Representative Dan White; James S. Yarbrough, Major Phillips, Bill Slates, James H. Clendening, J. Paul McCaslin, Sheriff Prentice Maddux, and Van Buren Mayor, Burton Lankford.<sup>101</sup>

Shortly after the members of the 184th returned from training in Gulfport, Mississippi, Commissioner Number Two, Hugh Brewer announced completion of eight inch water lines to the new base at the Fort Smith airport. Brewer also stated that work on the airport control tower was progressing favorable. The tower, costing about \$96 thousand dollars, was used by private pilots, civilian airlines, and the air national guard for controlling all planes in the control area and airport ground operations.<sup>102</sup>

In November, 1955, the 184th Tactical Reconnaissance Squadron was inspected by a team from Warner Robbins Air Force Base, in Macon, Georgia. The annual inspection evaluated the unit in mission performance: training officers and airmen in all phases of night aerial photography and the numerous support activities which accompanied the mission's success. The inspection included a "dress blue" (formal uniform) formation in front of the new hangar. The hours for the weekend drill were Saturday, 2 p.m. until 10:30 p.m., and Sunday, 8 a.m. until 4:30 p.m.<sup>103</sup> During the weekend training session, passengers and employees at the Fort Smith Municipal Airport were astonished to see smoke boiling from a single-engine aircraft off to the side of the main runway. Soon they heard the fire alarm sound at the Air National Guard base and fire trucks roared past. The event was part of the unit inspection and a training exercise held to test the response time and ability of the base fire department. The unit fire crew were the

only group trained and equipped in aircraft fire-fighting within a hundred mile radius.<sup>104</sup> The "burning aircraft" was the frame of a previously discarded aircraft. The fire was quickly extinguished and the firefighters returned to the base.

The 875th Aviation Engineer Battalion assisted Camp Chaffee extending the dirt runway at the camp. The project served as a training exercise for the engineers. Three men with a bulldozer, road grader, and a scraper extended the runway 300 feet. The work was done in two weeks time. The 875th was co-located with the Air National Guard unit at the Fort Smith Municipal Airport. Major General John J. Binns, Commander, 5th Armored Division was joined by Colonel Hugh B. Correll, Major Bob Wilson and First Lieutenant Danny Bair at a ribbon cutting service.<sup>105</sup>

The second week of December, 1955, ushered in the age of jet aircraft. At 3:30 p.m., 9 December, 1955, the first jet trainer arrived. Major Robert M. Wilson, squadron commander; Lt. Colonel Jim Evans, maintenance officer; and Captain Jim Moore, training officer, welcomed the T-33. This aircraft was the first of 18 total jet aircraft to be delivered. It was used for transition training from RB-26 propeller-driven aircraft to the newer RF-80 jet aircraft.<sup>106</sup> Following the RF-80, the RF-84 became the unit's mission aircraft for many years.

Another important event happened only a week later when Major Sherman T. Clinger accepted the keys to the new Fort Smith Air National Guard facility from the Army Corps of Engineers. The keys were then handed to Major Robert M. Wilson, commander of the 184th Tactical Reconnaissance Squadron occupying the new base. Saturday, December 17, 1955 was the first



Completed air base - December 1955.



First Fort Smith cadets to attend the Air Force cadet program in December 1955, were (left to right) William C. Wilson, Clarence J. Raible, Bill Rainwater, Billy Strang and Jimmy Bennett.

drill for the unit in their new home.<sup>107</sup> Also on this day, bids were opened for a 100 square foot aircraft wash area at the new base. The bids were accepted. The winning bid was from Claude Sledd of Muskogee, Oklahoma, with a low bid of \$9,476.45. Other bids were by Waldo Schmidt, 807 South Twenty-sixth street, \$16,500 and Joe Safreed, 2027 South O Street, \$11,717.92. The bid had to be accepted by the state before work could begin.<sup>108</sup> The contract was never fulfilled. Members of the unit built the aircraft wash area themselves.<sup>109</sup> Members also did virtually all landscaping for the new facility.<sup>110</sup> Also, although never mentioned in any contract, a base swimming pool was built by unit members. I was told it was the first structure completed.

The Air National Guard unit moved into its new \$2,500,000 base Friday, December 16, 1955. The unit drills Saturday and Sunday were the first to be conducted there. All vehicles, aircraft, and equipment – those previously stored at Camp Chaffee and also those at the temporary maintenance building on the municipal airport parking apron – moved to the new facility. Formal dedication was set for February 10, 1956.<sup>111</sup>

Finally, December, 1955, saw the first members of the unit sent to Air Force Cadet Training return on Christmas leave. A photo in the Southwest American shows navigator trainees William C. Wilson, and Clarence J. Raible from Harlingen Air Force Base, Texas; Second Lieutenant Bill Rainwater navigator trainee from Mather Air Force Base, California; and Billy Strang and Jimmie Bennett, pilot trainees, both from Spence

Air Force Base, Georgia. Wilson and Raible did not serve any length of time with the 184th Tactical Reconnaissance Squadron. Rainwater, who eventually became a pilot, Strang, and Bennett served in the Fort Smith Guard unit until they retired. Billy J. Strang was promoted to Colonel and became commander of the unit before he retired.<sup>112</sup>

Legend has it that at one time, the words "World's Largest Flying Country Club." were painted in red letters on the aircraft parking ramp at the Gulfport Air National Guard Training Site. I talked to only one person who remembered this contri-

bution. The words are long since gone, paved under layers of asphalt and concrete. This phrase reflects the humor and exuberance of young men acting together to accomplish a sometimes difficult common goal.

The Air National Guard in Fort Smith, Arkansas, is the result of the vision of a few and the work of many. As the unit grew, it earned praise and recognition for its service to Arkansas and the United States. Through the years, what started as the 184th Tactical Reconnaissance Squadron grew to be the 188th Fighter Wing commanding F-16 Falcon jet fighters serving worldwide. This factual account only records. The passion of my story is with the men who lived it. Over one hundred fifty years ago, Thomas Carlyle noted that "History is the essence of innumerable biographies." For whatever reason, some of the men I interviewed are not quoted in this essay; they are still important to the story and if the tale is less interesting because they are not included, I apologize. This brief look at the early months of the Fort Smith Air National Guard is dedicated to those living and dead who faithfully served; particularly Truman T. Wright and Earl W. Moreland, the first ones to preserve this history.

God Bless America.

J.C. Hoffman MSGT ARANG(Ret)

January 15, 1998.

Formating credit to Jan and John Eddleman  
Comments and suggestions for this and future articles concerning the Fort Smith Air National Guard may be made to J.C. Hoffman, P.O. Box 3862, Fort Smith, AR 72913, or e-mail to: jhoff@ipa.net.

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## **ABOUT THE AUTHOR**

**By Janice Eddleman**

Jerry C. Hoffman, Sr. (MSGT,ret.) served in the Air National Guard from 1956 to 1958 when he enlisted in the Air Force, serving eight years. He rejoined the Arkansas Air National Guard in 1966 almost immediately after returning from the Air Force. Beginning in 1970, he worked full-time in a Civil Service capacity at the Fort Smith Guard base as well as serving as a "week-end warrior." In March of 1985, Jerry's health forced him to retire. Never one to give up, Jerry has since completed an Associate of Arts degree, a Bachelor of Arts degree and a Masters Degree in Special Education.

Jerry is also an award winning writer and poet. His historical poem about Miss Laura's, the only bordello on the National Historic Registry, won the Syble Nash Abrams Award. Nevertheless, his first love continues to be the military, as is apparent in the articles and essays he has written about World War II fighter pilots, Arkansas' foremost fighter ace Pierce McKinnon, the National Cemetery and this article about the history of the Arkansas Air National Guard. He continues to interview veterans and to write of their experiences and memories so that none of us will forget what they have given to us.

Jerry and Ann, his wife of forty years, both have a deep love of people, especially children. They have seven children, seventeen grandchildren and a great-granddaughter. In addition, between 1977 and 1986, they served as foster parents for fifty-three children, and adopted two of those children, including one who had severe health problems that has improved greatly from the love and nurturing given to him by the Hoffman family for the last fifteen years.

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# **184th Tactical Reconnaissance Squadron**

## **MEMBERS ON FIRST ATTENDANCE RECORD**

### **15 October 1953 – 31 December 1953**

\* *Known Deceased*

#### **Lt Col**

Correll, Hugh B.

#### **Major**

Evans, James C.  
Stanton, William\*

#### **Captain**

Cialone, Felice Jr  
Conger, Delbert D.  
Mack, William K.\*  
Robson, Everette J.\*  
Schneider, Edward  
Wilson, Robert M.

#### **1st Lt**

Bentley, Richard T.  
Berry, Lawrence M.  
Crisp, Robert M.\*  
Doville, Otto Jr.\*  
Geren, Robert R.  
Gutenshon, Walter W.  
Haggard, Edward E.\*  
Irons, Derry D.  
Moore, James L.

#### **2nd Lt**

Beal, George E. Jr  
Foster, James P.  
Hatcher, Edward E.\*  
Moore, Thomas L.  
Moreland, Earl W.\*  
Piles, Charles F.  
Ross, Rutherford J. Jr

#### **M/Sgt**

Davis, Tillman P.  
Files, William M.  
Harrison, George L.R.\*  
Lafferty, Cecil E.  
Skinner, John C.\*

#### **T/Sgt**

Bullock, Walter L.  
Fiser, James R.  
McDuffie, William B.  
Rice, Jesse N.  
Shamblan, William E.  
Squires, Wayne

#### **S/Sgt**

Avants, James B.  
Buffalo, James S. Jr  
Carter, Albert C.  
Fisher, Jack L.  
Furr, Eugene R.  
Hale, Billy C.  
Hightower, Hoyle R.\*  
Madden, Ruel L.  
Maxey, William E. Jr  
Moody, Walter W.  
Norrid, Roy G.  
Oile, Burton D. Jr  
Pullen, William T.  
Redden, James R.  
Robertson, Billy A.  
Robertson, Troy D.\*  
Sisk, Earl N. Jr\*

#### **A/1C**

Chancey, Billy J.  
Cole, Edwin M.  
Ellsworth, Frank L.  
Fields, Richard L.  
Geren, Robert R.\*  
Gill, Paul J.  
Hook, Loyd  
Howell, Fred J.  
Meadors, Hal B.  
Miller, Harold L.  
Miller, Jack P.  
Pafford, Bolden E.\*  
Pate, Edward L.  
Pettijohn, Marshall J.  
Schol, Oscar P.  
Smith, Bobby R.  
Templeton, Dorris J.

Winborn, Bruce D.\*

Walker, Dale Jr  
Wieser, Herman L.  
Buell, Richard M.  
Glifort, Walter J.  
Johnston, Billy J.  
Kaelin, Leo E.  
Moody, Eddie H.  
Oliver John E.  
Page, Frank P.  
Shelby, Clarence W.  
Smith, Floyd C.  
Weeks, William R.  
Wood, Von S.

#### **A/3C**

Parks, Billy M.  
Riggs, Roy J.  
Taylor, Keneth E.

#### **A/B**

Anderson, Jerry J.  
Berry, Homer H.  
Brooks, Joe C.  
Bunting, Roy G.  
Capehart, George W.  
Combs, Charles R.  
Corley, Raymond X.  
Craig, Charles H.  
Crisp, Fred M.  
Davis, Robert E.  
Dotson, Dewey G.  
Douglas, Charley D.  
Duncan, Jerry E.  
Farris, Kenneth T.  
Fimpel, George  
Fletcher, Chester L.  
Fowler, Lathaniel L.  
Fox, Tom R.  
Gardner, Oliver W.  
Gillenwater, Thomas E.  
Gillespie, Robert D.  
Goerisch, William C.  
Goff, John H. Jr  
Guinn, Darwin C.

Hall, Larry D.

Hansard, James W.  
Hawk, Donald W.  
Helms, William C.  
Highfill, Hoyt D.  
Hodges, Herbert W.  
Jestess, Gene W.  
Johnson, Richard D.  
Jones, Gerald L.  
Kimbrough,  
    Osborne M. Jr  
Lovett, Norman D.  
Maddox, Kenneth N.  
Mays, Donald W.  
McClain, Jerry M.\*  
McDonald, David E.  
Millard, Cheedle W.  
Miller, Clyde W.  
Miller, James R.  
Moorelock, Jimmy R.  
Morrow, Robert A.  
Myers, Billy N.  
Nichols, Charles, W.  
Niemann, Eugene L.  
Ogden, James R.  
Oliver, Harold K.  
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Woolsey, Jess W.  
Yates, William E.

# In Loving Memory

## **OTTO DOVILLE, JR.**

Retired Lt. Col. Otto Doville, Jr., 73, of Fort Smith died Sunday, February 8, 1998. One of the original members of the Arkansas Air National Guard, Doville was its youngest pilot when he retired in 1975 as deputy commanding officer of the 188th Tactical Fighter Squadron at Ebbing Air National Guard Base in Fort Smith.

Doville was a 1941 graduate of Fort Smith High School, he was retired from the United States Air Force, and served in Italy during World War II as a B-24 pilot. He was a retired glass cutter at Harding Glass Co., a 32nd Degree Mason and active in Rotary International and the First United Methodist Church.

He is survived by his wife, Dorothy Short Doville, three daughters, five grandchildren and one great-grandchild.

Memorial contributions may be made to the Stephen Ministry or Scholarship Fund of First United Methodist Church, or to Hospice Preferred Care, 3225 S. 70th, Fort Smith, AR 72903.

## **RALPH SPEER, JR.**

Ralph John Speer, Jr., 91, and a life member of the Fort Smith Historical Society, died Sunday, November 30, 1997 in Fort Smith. He was former president of Speer Hardware, a magna cum laude graduate of the University of the South, where he attained Phi Beta Kappa his junior year. He was a civic leader serving on the board of many businesses and organizations. He was a founding member of the Noon Civics Club and a member of Kappa Sigma fraternity.

He is survived by three daughters, Melanie Speer Wiggins, Betsy Speer Taylor and Margaret Speer Carter; one son, David Taylor Speer; one sister, Betty Speer Morgan and seven grandchildren.

Memorial contributions may be made to St. John's Episcopal Church, the Old Fort Museum or the Bonneville House.

## **DEBRA HUGHES**

Debra J. Hughes, 40, of Fort Smith died Friday, September 5, 1997. She was a longtime city editor for the *Southwest Times Record* and a member of the First Christian Church in Paris.

She is survived by her husband, Kenneth McCubbin; her mother, Jessie Hughes of Paris; her brother, Tony Hughes of Paris, and three nephews.

Memorial contributions may be made to Mount Magazine Girl Scout Council and the Phillip's Cancer Support House, Fort Smith.

## **RALPH MOTT**

Ralph Oliver Mott, 94, of Fort Smith, died Monday, December 29, 1997, in Cumberland, MD. Mott, a sustaining member of the Fort Smith Historical Society, was the widower of Dollie Rae (Boler) Mott and founder of the architectural firm of Mott Mobley McGowan & Griffin Architects. He was responsible for the design of numerous buildings in the Fort Smith area and on the campuses of the University of Arkansas, Arkansas Tech University and Westark Community College. He served as president of the Arkansas Chapter of The American Institute of Architects and was the first recipient of that organization's gold medal. He was also president of the National Council of Architectural Registration Boards and in recognition of his service to his profession he was elevated to the title of Fellow of the American Institute of Architects.

He is survived by two sons, John K. Mott of Potomac, MD, and Gordon B. Mott of Jacksonville, FL; two sisters, Florence Schultz of Valparaiso, IN and Elizabeth Osborn of Ferguson, MO.

Memorial contributions may be made to First United Methodist Church in Fort Smith or Ralph Mott Scholarship at the University School of Architecture (checks to UA Foundation/School of Architecture), 120 Vol Walker Hall, University of Arkansas, Fayetteville, AR 72701.

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# Brother Against Brother

## The Civil War Years of Edward J. Brooks

By Charles Reed

*(Charles Reed does historical research and has contributed articles to the Ouachita County Historical Society. He lives near Springfield, Missouri, where he works as a letter carrier for the post office.)*

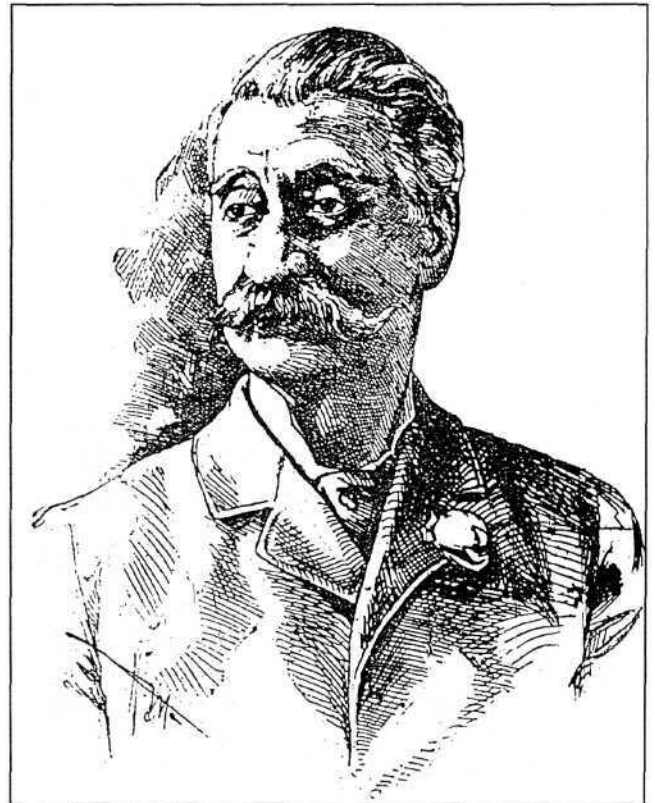
On either side of his two terms as mayor of Fort Smith, Edward J. Brooks was involved in significant and interesting military campaigns. He served in California during the Mexican War, and several years later he commanded troops at Little Rock in the 1874 battle over the governorship of Arkansas. Mayor Brooks ultimately became a brigadier general in the Colorado National Guard, where he left his unique imprint on the history of yet another state. A few of this energetic veteran's most noteworthy – and sometimes disappointing – military experiences, however, occurred in the context of that great American conflict which divided so many families in the nineteenth century.<sup>1</sup>

Edward Brooks came to the frontier posts of the Arkansas River Valley in late 1855. It seems that meritorious service during the Mexican War had earned this Michigan native, now in his mid-twenties, an appointment as second lieutenant in the Seventh Infantry Regiment of the U.S. Army. One of his first assignments was as acting adjutant at Fort Gibson, an outpost in the untamed Cherokee Nation of eastern Indian Territory. (An adjutant primarily assists the commander of a military post with administrative correspondence and record-keeping). Edward Brooks obviously performed his tasks well, for by the summer of 1856 he had been formally promoted to the position of regimental adjutant for the Seventh Infantry.<sup>2</sup>

In spite of his many duties, this adventurous, young army officer escaped from the post often enough to acquaint himself with the fair citizens of the surrounding countryside. In April of 1857, Edward Brooks and a young lady named Mary Belle Deane were married at St. Paul's Episcopal Church in Fayetteville, Arkansas. Edward was now twenty-seven, and Mary Belle, the daughter of a prominent Fayetteville physician, was twenty-one-years old. There is no record of how the couple met, but the minister who tendered their vows

was the chaplain at Fort Gibson and also served Episcopal congregations at several communities in northwest Arkansas, including Fayetteville. It is possible that the two became acquainted through this clergyman.<sup>3</sup>

June of 1857 took Lt. Brooks further south to a historic stronghold on the Arkansas River known as Fort Smith, the "mother post for the Southwest."<sup>4</sup> This was the oldest fort in the region and served as a lifeline for other military encampments of the lawless frontier. In 1857 and early 1858, President James Buchanan tried to suppress what looked like a Mormon uprising in Utah Territory, and the War Department ordered most of the troops from the Arkansas River Valley west to reinforce the Army of Utah. This included almost all of the Seventh Infantry, and for a brief



General E.J. Brooks, U.S. Army

time the detachment of soldiers that remained behind in the Fort Smith garrison was under the command of Lt. Edward Brooks.<sup>5</sup>

Edward and Mary Belle's first child was born in 1858, and then another young Brooks came on the scene some time in late 1859. But this latter arrival was no infant. It was Edward's younger brother, William H. Brooks, fresh from their hometown of Detroit. William had been only eight years old when Edward set sail for the Mexican War at the age of sixteen, and he was probably quite proud of his brave, older sibling. William was now twenty-one, however, and he had come to Fayetteville with plans to help edit a fledgling, political newspaper there known as the *Arkansian*. The younger Brooks

had worked on the staff of a similar journal in Detroit, and he had heard that there would soon be an opening at the Fayetteville paper, whose stated purpose was "to advance the principles of the Democratic party, and stay the onrushing tides of abolitionism" which were threatening the Southern way of life.<sup>6</sup>

But this reunion of the two brothers was short-lived. In the summer of 1860, Edward and family left Arkansas to join those companies of his regiment which were then stationed at Fort Fillmore, an army post on the Rio Grande in New Mexico Territory. Lt. Ed Brooks was well thought of in northwest Arkansas, and his absence would be felt by more than just his brother. The *Arkansian* noted the departure of the Brooks family and stated that "a cleverer gentleman and one more esteemed is not to be found in this popular Regiment, formerly well known in Arkansas. We wish him a safe and pleasant journey...and a quick return hither."<sup>7</sup>

After Edward left for Fort Fillmore, William Brooks found himself somewhat adrift. The position at the newspaper never materialized, so he turned to other endeavors. William became involved in the momentous presidential election of 1860, and his strong, Democratic stance quickly earned him a position as assistant elector for the ticket of John C. Breckinridge, then vice president of the United States. But in spite of the vig-



William H. Brooks, Colonel, C.S.A.  
Photograph courtesy Ouachita  
County Historical Society

orous campaigning of William Brooks on behalf of the Southern Democratic candidate, the election that year went to Abraham Lincoln – a man whose name was not even on the ballot in Arkansas.<sup>8</sup>

The spring of 1861 found a country divided by war, and the condition of the U.S. military posts of the Southwest had become quite unsettled. Officers in the regular army were resigning their commands daily to join the Confederacy, thus leaving numerous forts subject to easy capture. It was also the case that certain posts housed the wives and children of married officers, making the security of these installations even more difficult. This was the situation of Fort Fillmore in late July of 1861. Confederate troops under the

command of Captain John Baylor were moving up the Rio Grande from Fort Bliss, their base in Texas, for a surprise attack on Fort Fillmore, about forty-five miles north of El Paso. The rebel forces, which numbered somewhere around three hundred, were only twelve miles from their destination when a deserter from their ranks spoiled the surprise by escaping to Fillmore and informing the commander there of Baylor's planned attack. The Confederates decided to camp at nearby Mesilla, a New Mexican village that contained a large number of Southern sympathizers and was less than ten miles from their chosen prey.<sup>9</sup>

Major Isaac Lynde, commander of the troops at Fort Fillmore and past commander at Fort Smith, moved six companies of the Seventh Infantry toward Mesilla. When they were within two miles of that place, the major sent in his adjutant, Edward Brooks, with a white flag to demand the surrender of the town. Brooks, who had recently been promoted from second to first lieutenant, was told by the confident rebels that if the Federals wanted the town, they would have to come and take it. In the heated skirmish that followed, Edward was wounded on the forearm by one bullet and another one glanced off his saber. The army was unsuccessful in dislodging the Texans from Mesilla and retreated to Fillmore with three of their number killed and at least five more wounded.<sup>10</sup>



An official dispatch from Major Lynde to the departmental headquarters in Santa Fe shows that he estimated the strength of the enemy, including those sympathizers from Mesilla, at nearly seven hundred men, a number equal to or larger than his own command. Lynde and his subordinate officers reluctantly concluded that surrender was inevitable if they remained in the fort, so the major decided to march the entire garrison, along with the women and children, to Fort Stanton, a federal post over a hundred miles to their northeast. They were easily overtaken in the desert heat and subsequently made prisoners of war by Baylor's jubilant Texans. As regimental adjutant, Edward Brooks had the unenviable task of writing out the terms of their surrender as dictated by Major Lynde and then reading them aloud. (There were no desks at hand, and one eyewitness quaintly noted that Edward placed the paper on his knee to write.) After being paroled by their captors, the officers and their families were free to go wherever they chose.<sup>11</sup>

Back home in Arkansas, William had cast his lot with the South. Although he had lived in the region for less than two years, the younger Brooks stoutly believed that a state's right to decide its own fate was worth the fight. He joined a local infantry unit at Fayetteville, and in August of 1861 he fought by their side at Wilson's Creek, near Springfield in southwest Missouri. After that particular battle, William organized a cavalry company and was readily elected captain of the same. As time went on, he became major of a Confederate cavalry battalion that captured a Union officer and the battery under his command at the Battle of Pea Ridge in March of 1862.<sup>12</sup>

By summer of that same year, William had become colonel of an infantry regiment that he had organized. Brooks' Regiment was formally known as the Thirty-fourth Arkansas Infantry, and their first bloody engagement was at Prairie Grove in early December of 1862. Although the Federals gained possession of the region after that battle, Brooks' men fought valiantly and gained widespread notoriety for themselves and their northern-born commander. William further enhanced his reputation by going behind the enemy lines and bringing out more than a thousand new recruits for the Southern army. He was highly recognized for his bravery and recruiting abilities, yet this Michigan rebel would never rise above the rank of colonel.<sup>13</sup>

In 1863 Edward Brooks had a chance to sup-

port the Union cause, and he also had a very tough decision to make. If he fought for the North, he could easily find a friend or relative in the sights of his gun. At least one source claimed that Edward had "strong Southern sympathies," while another maintained that he was "a Unionist through and through."<sup>14</sup> But these two positions were not as exclusive as they appear on the surface. Edward probably did sympathize with those friends and relatives whose homes were ravaged by outside aggressors, yet he could just as strongly agree with Lincoln that a divided house could not stand. And even though he had been out of active service since the surrender of Fillmore two years before, that disappointing event had not marred his military record. So, after making his difficult choice, Edward was commissioned as a colonel in the Union army and authorized to raise his own regiment of volunteers in early October of 1863. The new unit was to rendezvous at Fayetteville, where Edward was then living.<sup>15</sup>

Times were chaotic in northwest Arkansas, with the greyclad soldiers of the South constantly trying to regain what they had grudgingly lost to the Federals, towns like Fort Smith and Fayetteville. One week after Edward Brooks was to have his regiment organized, the city of Fayetteville was surrounded by a large contingent of confederate troops under the command of an infamous and feared rebel leader. This Confederate commander sent in a cordial demand for surrender and offered thirty minutes for a reply. His ultimatum was summarily rejected, but the rebel officer curiously decided to withdraw from the area without a fight. Although he strongly wanted to deliver the city from the hands of the Union troops there, he apparently had no desire to harm friends or family. The rebel that threatened Fayetteville was none other than Edward's own brother, Colonel William H. Brooks.<sup>16</sup>

Luckily, Edward never had to face his friends, or his rebel brother, in mortal combat. The members of his regiment, known as the Fourth Arkansas Infantry, either disbanded or were absorbed into other units and never got the chance to go into battle under his command. There is evidence, however, that the Union's Colonel Brooks did remain active throughout the remainder of the war, returning to Fort Smith where he commanded that hotly-contested outpost on the Arkansas River.<sup>17</sup>

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It was March of 1869 when the sad news came to Edward Brooks. He had scarcely begun his first term as mayor of Fort Smith when his younger brother finally surrendered to a prolonged struggle with a form of tuberculosis. William had served one term as a representative in the Arkansas legislature immediately after the war, and he had begun exhibiting the effects of the dreaded "consumption" even before the session ended. He was buried in what is now Oak Cemetery in Fort Smith.<sup>18</sup>

Despite the nine years difference in their ages, the two brothers had shared many similarities. They were Northerners by birth and education, and both had entertained certain military and political aspirations. It is also the case that both brothers grew to love Arkansas and her people. On the other hand, when the great war came to their new homeland in the South, Edward worked hard to preserve the Union while William fought vigorously to dissolve it.

In some ways it could be argued that the younger Brooks enjoyed greater military success than his elder brother. But while William Brooks' light may have burned more brightly during the Civil War period, Edward Brooks was fortunate that his steady flame would shine for years longer and on several more fields of conflict.

#### NOTES

1. See Joanne Jeffrey Swafford, "Edward J. Brooks: Mexican War Veteran, Twice Mayor of Fort Smith, 1869-1872, 1874-1875," *Journal of the Fort Smith Historical Society* 17, no. 1 (April 1993): 11-12 (Joanne Swafford graciously shared copies of Mayor Brooks' military and pension records with me); *Rocky Mountain News*, November 21, 1897; *Denver Evening Post*, November 22, 1897; *Fort Smith Elevator*, November 26, 1897.
2. Francis B. Heitman, *Historical Register and Dictionary of the United States Army* (Washington: Government Printing Office, 1903), vol. 1, 249; Swafford, 11.
3. Swafford, 11; Margaret Simms McDonald, *White Already to Harvest: The Episcopal Church in Arkansas, 1838-1971* (Sewanee: University Press of Sewanee, Tennessee, 1975), 28, 473.
4. Edwin Bearrs and Arrell Gibson, *Fort Smith: Little Gibraltar on the Arkansas* (Norman: University of Oklahoma Press, 1969), 222.
5. *Ibid.*; see the Post Returns for Fort Smith Arkansas, 1847-1865, in *Returns from U.S. Military Posts, 1800-1916* (Washington: National Archives and Records Service, 1965), microcopy 617, roll 1188, return dated

- February, 1858; Goodspeed, publisher, *Biographical and Historical Memoirs of Northwest Arkansas* (Chicago: Goodspeed Publishing Company, 1889), 752.
6. *Fayetteville Arkansian*, March 5, 1859; for Brooks' desire to work on the newspaper staff, see the *Daily Arkansas Gazette*, March 24, 1869.
7. *Arkansian*, July 14, 1860.
8. For William Brooks campaigning for Breckinridge, see the *Arkansian*, October 5, 1860 and November 17, 1860; John L. Ferguson and J.H. Atkinson, *Historic Arkansas*, (Little Rock: Arkansas History Commission, 1966), 113.
9. Arthur A. Wright, *The Civil War in the Southwest* (Denver: Big Mountain Press, 1964), 50-51; *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies* (128 vols., Washington: Government Printing Office, 1880-1901), ser.1, vol.4, 4, hereinafter cited as *Official Records*.
10. *Ibid.*; for Brooks' promotion, see Heitman, 249; for Lynde as commander at Fort Smith, see Goodspeed, 752; for Brooks being wounded at Mesilla, see James Cooper McKee, *Narrative of the Surrender of a Command of Forces at Fort Fillmore, New Mexico in July, 1861* (Boston: John A. Lowell and Company, 1886), 9.
11. *Official Records*, ser.1, vol.4, 7, 11, 13.
12. *Official Records*, ser. 1, vol. 8, 261, 267; Van Buren Press, March 23, 1869.
13. For a treatment of William's military career, see Charles H. Reed, "History from Family Portrait Albums," *Ouachita County Historical Quarterly* 24, no. 2 (Winter 1992): 7-8.
14. *Fort Smith Elevator*, November 26, 1897; *Rocky Mountain News*, November 21, 1897.
15. *Official Records*, ser. 3, vol. 3, 1200.
16. *Official Records*, ser. 1, vol. 22, pt. 1, 702-704; William S. Campbell, *One Hundred Years of Fayetteville, 1829-1928* (Fayetteville: William S. Campbell, 1928), 47-48.
17. Goodspeed, 225; *Fort Smith Elevator*, November 26, 1897; for the difficulties of keeping Fort Smith in Union hands, see Edwin C. Bearrs, "The Federals Struggle to Hold on to Fort Smith," *Arkansas Historical Quarterly* 24, no. 2 (Summer 1965): 149-179.
18. *Daily Gazette*, March 24, 1869; *Van Buren Press*, March 23, 1869.

# Gov. John S. Little Family

Continued from Vol. 21, No. 2, September, 1997

Other John Sebastian Little Family Members family are as follows:

## **PAUL LITTLE and FAMILY**

Paul Little was the first child born to John Sebastian and Elizabeth Jane Irwin Little. He was born in Greenwood, Arkansas, November 2, 1878. At the time he was ready for high school, Greenwood did not have those facilities, so he attended the University of Arkansas High School at Fayetteville where he graduated. He also spent several years as an undergraduate at the University and was a graduate of Georgetown University School of Law in Washington, D.C.

For several years he was private secretary to his father who was then serving in Congress. He returned to Fort Smith and was engaged in the private practice of law. Shortly after Governor Little's inauguration, his father again appointed him as his private secretary. Later he again returned to Fort Smith where he practiced law.

He married Ada Jones of Greenwood. They had one child, Katherine. He served two terms as Prosecuting Attorney and was in his second term as Judge of the 12th Judicial Circuit when he died in 1919.

Their daughter, Katherine met her future husband, Mitchum Ellison Warren, of Paris, Tennessee while they were undergraduates at the University of Missouri. He later founded The Mitchum Company, an international cosmetics manufacturer (Mitchum



Paul Little

Anti-perspirant, Esoterica, etc.). After his early death, Katherine ran the company for awhile and eventually sold it to the Revlon Corporation. She died January 1980 and is survived by two sons, William and Mitchum, Jr. who both reside in the Nashville, Tennessee area.

## **JESS E. LITTLE, M.D. AND FAMILY**

He was the second child of John S. and Elizabeth Jane Irwin Little and his biography and that of his family was covered in the previous issue of *The Journal* of the Fort Smith Historical Society.



Left to right: Monte Olivia Little (Patterson), Thomas Eugene Little, Lizzie Lou Little (Wallace).

## **MONTE OLIVIA LITTLE AND FAMILY**

She was the third child born to the family May 14, 1883 at Greenwood. She was educated in local schools and at Galloway College. She was an accomplished pianist and taught music for many, many years.

She married Ben G. Jones, (brother to Ada Jones who married Paul Little) June 2, 1901. They had two daughters: Grace Louise, who died September 2, 1925, at the age of twenty; and Olivia who married James Edwin Robinson, September 15, 1928. Olivia passed away June 24, 1983. Her widower continues to live in Fort Smith.

Montie's second marriage was to Harry Patterson. During World War II, Montie and two other women from the First Methodist Church, Fort Smith, worked at the Rescue Mission. She was a devout Christian, and she devoted the remaining years of her life helping the poor and indigent. She died September 4, 1943.

### **LIZZIE LOU LITTLE AND FAMILY**

The fourth child born to this family was Lizzie Lou Little at Greenwood January 5, 1889. She married Matthew Wendell Wallace July 14, 1906. He was born July 4, 1879, at Clarksville, Arkansas, the son of Thomas Lofton Wallace and Mary Margaret Mason. He spent virtually his entire career in Van Buren with the Missouri Pacific Railroad.

Lizzie Little Wallace was a member of the First United Methodist Church of Van Buren where she served as a soloist in the choir. She had been a member of the Fidelity Chapter No. 86, order of the Eastern Star, for some 63 years and was a charter member of both Crawford and South Sebastian County Historical Societies. As a hobby, she was a painter.

They had three children: Lizzie Louise born December 15, 1907 who died within a few days, Thomas Sebastian, born December 14, 1911 who died April 5, 1993, and Mary Elizabeth, born October 25, 1914 who resides in Fort Smith. She is the widow of Thomas Foster Vertrees. Their only child is: Thomas Foster Vertrees, Jr., Fort Smith. He has been with South-western Bell for thirty-five



Lizzie Lou Little

years. He and his wife have two children: Captain William Martin Vertrees, U.S. Army based at Fort Irwin, Calif. who has two daughters; and Katherine Marshall Vertrees of Fayetteville, Ark.

Thomas Sebastian Little and his wife had three sons, James Wendell Wallace, Thomas S. Wallace, Jr., and George William Wallace – all of the Little Rock area.

### **THOMAS EUGENE LITTLE, SR. AND FAMILY**

Thomas Eugene Little was the fifth and last child born into this family August 9, 1891 at Greenwood. He spent virtually his entire life in Sebastian County.

He was educated at the Arkansas Military Academy and the University of Arkansas School of Engineering. He married Maurine Montgomery,

daughter of Judge John Jefferson and Ellen Nichols Montgomery of Clarksville, Arkansas.

Throughout his career, he was in farming, owned a number of small businesses and then later served as Deputy County Tax Assessor at Greenwood and then elected to the office of County Tax Assessor in 1940 serving a number of terms.

He passed away November 10, 1966. His widow continues to live in Fort Smith. Thomas Eugene Little Sr.'s first marriage was to Mamie Ferrari of Jenny Lind. They had one daughter, Iva Lorraine, who married Edward Leroy. She died several years ago. Her son, Larry, is a counselor at Western Arkansas Guidance and Counseling Clinic; he and his wife have one son.

Nine children were born to Thomas and Maurine Little. They are:

Thomas Eugene, Jr. of Arlington, Texas. After retiring as a Major from the Army, he was a Property Manager with Bell Helicopter Company. He is a graduate of the University of Arkansas; he has three sons.

Mary Jane Sebastian, born May 6, 1929, lives in Fort Smith. She has two sons and two daughters.

John Edward was born December 14, 1930. He retired after twenty-seven years from the Naval Reserve. He is retired also from O G & E. He has two daughters.

C. David was born May 11, 1933. He served in the Air Force for four years. He worked for a number of years for IBM and later with a Computer Company in Boulder, Colorado. He is a bee-keeper by hobby; he has two sons.

William Robert was born July 12, 1935. He operated the Bill Little Insurance Agency in Fort Smith until his recent retirement. He and his wife have two daughters.

Anna Louise Fowler was born November 2, 1938. She lived for a number of years in the Chicago area after her marriage but she and her husband returned to Fort Smith where they now live. They have two sons and one daughter.

Paul Milton was born July 19, 1941. He worked for Gerber Foods and operated Just Right Product until his death a few years ago. He had two sons and one daughter. His widow survives and resides in Fort Smith.

Maurine Moyle was born August 23, 1945. She lives in Mount Pleasant, Iowa. They have two sons and one daughter.

Joseph Don was born November 29, 1947. He graduated from Arkansas Tech with a degree in music. He lives in Fort Smith and has two daughters.

# Genealogy News and Views

## **GENEALOGY NEWS AND VIEWS AGS FALL SEMINAR**

The Arkansas Genealogical Society's annual meeting and seminar will be held on September 11 and 12, 1998, in Little Rock. Several mini-workshops are planned for Friday evening and nationally known genealogical speaker Leslie Smith Collier will present an all day program on Saturday. For more information contact the Society at P.O. Box 908, Hot Springs, Arkansas 71902-0908.

\*\*\*\*\*

## **DAR MAGAZINE INDEX**

The National Society of the Daughters of the American Revolution will soon have available a two volume index to all the DAR magazines. Volume I contains the Magazine content; Volume II contains genealogical material. Pre-publication price through April 15, 1998, is \$85 per set plus \$8 postage and handling. The price after that will be \$115 per set; \$65 per volume; postage \$8 per set, \$5 per volume. Checks should be made payable to Treasurer General and mailed to DAR Magazine, 1776 D Street NW, Washington, D.C. 20006-5392.

\*\*\*\*\*

## **ARKANSAS UDC MEMBERS AND THEIR ANCESTORS**

The Pine Bluff Chapter of the United Daughters of the Confederacy has compiled a directory of all the current members of that organization in Arkansas and their ancestors. For more information contact Glenn Railsback, P.O. Box 7226, Pine Bluff, Arkansas 71611-7226.

\*\*\*\*\*

## **NATIONAL INSTITUTE OF GENEALOGICAL RESEARCH**

The 1998 National Institute on Genealogical Research will be held Monday, July 13, through Saturday, July 17, at the National Archives in Washington, D.C. Enrollment is limited to 40 and application forms are available from National Institute on Genealogical Research, P.O. Box 14274, Washington, D.C. 2044-4274 or email <NIGR@juno.com>.

\*\*\*\*\*

## **CONFEDERATE PRISONERS OF WAR**

Many of the Confederate soldiers from this area who became prisoners of war were interned at Rock Island, Illinois. Over 2,000 Confederates died in that prison camp and were buried on Arsenal Island there. A history of the barracks and

a computer list of those who died there has been written and compiled by former Arsenal Historian Bryan England. The computer listing includes the names of all the men buried on the island, the day of their capture and the diseases from which they died. For further information contact the Rock Island Arsenal, Historical Office, Rock Island, Illinois 61299.

\*\*\*\*\*

## **CIVILIAN CONSERVATION CORPS**

Did you have a relative in the Civilian Conservation Corps during the Great Depression? The personnel records of those who were Corps members are housed in the National Personnel Records Center, Civilian Records Facility, 111 Winnebago Street, St. Louis, Missouri 63118. Due to the privacy laws many of these records will not be available until 75 years after their creation without the permission of the person involved. For details on how to obtain information contact the Center at the address given. They may be reached by phone at 314-425-5761 or at the Website: <http://www.nara.gov/nar/frc/cpr.html>

You might also wish to contact the National Association of CCC Alumni, 16 Hancock Ave., Box 16429, St. Louis, Missouri 63125.

\*\*\*\*\*

## **FUNERAL HOME DIRECTORIES**

Most funeral homes have an amazingly helpful treasure to genealogists called The Yellow Book of Funeral Directors. It is published yearly and lists all the existent funeral homes in the United States. In most instances a friendly visit to the secretary of your local funeral home can give you the names and addresses of the funeral homes in the area where your ancestors lived. Funeral home records can be a bonanza of information for ancestor hunters. If you don't believe it, take a look at some of the old funeral home records collected by Frontier Researchers and housed in the genealogical collection of the Fort Smith Public Library.

\*\*\*\*\*

## **NEW CENSUS SOUNDIX RECORDS AT THE ARKANSAS HISTORY COMMISSION**

The Arkansas History Commission at 1 Capitol Mall in Little Rock has added the following 1880 Soundex to its collection: Arizona, California, Colorado, Delaware, District of Columbia, Florida, Iowa, Maryland, Nebraska, Nevada, New Mexico and Utah. The Commission is open 8 a.m. to 4 p.m. Monday through Saturday except for holidays.

\*\*\*\*\*

**NATIONAL GENEALOGICAL SOCIETY'S  
CONFERENCE IN THE STATES**

The National Genealogical Society's annual Conference in the States will be held in Denver, Colorado, May 6 through May 9, 1998. Write for a conference registration brochure at NGS '98 Conference Registration Brochure, 4527 17th Street North, Arlington, VA 22207-2399; call toll free 1-800-473-0060 or fax (703)525-0052.

\*\*\*\*\*

**UPCOMING GENEALOGICAL  
EVENTS IN OUR AREA**

April 25 – Baton Rouge, Louisiana  
Speaker: Patricia Law Hatcher

Louisiana Genealogical and Historical Society,  
P.O. Box 82060, Baton Rouge, LA 70884-2060.

April 25 – Houston, Texas

Speaker: Sandra Hargreaves Luebking

Houston Genealogical Forum, P.O. Box  
271466, Houston, TX 77277-1466.

May 15 – Baton Rouge, Louisiana

All day workshop

Sons and Daughters of the Province and  
Republic of West Florida 1763-1810, P.O. Box  
82672, Baton Rouge, LA 76664-2672.

June 15-19–Birmingham, Alabama

Week long seminars

Jean Thomason, Director; Institute of  
Genealogy and Historical Research, Samford  
University Library, 800 Lakeshore Drive,  
Birmingham, AL 35229-7008.

July 11 – Tulsa, Oklahoma

Speakers: James W. and Paula Stuart Warren  
Tulsa Genealogical Society, Terri Walker, P. O. Box  
585, Tulsa, OK 74101-0585. Email:  
<72604.2047@compuserve.com>.

August 8 – Shreveport, Louisiana

All day workshop.

AR-LA-TEX Genealogical Association, P.O.  
Box 4462, Shreveport, LA 71134-0462.

\*\*\*\*\*

**LIFE AND TIMES OF THE CHOCTAW ORIGINAL  
ENROLLEES**, compiled by Wesley and Charleen  
Samuels. 416 pages, 8 1/2" x 11", Crimson hard-  
back stamped in gold. Price \$40.00. Order from  
Samuels Books, 1704 Redbud Lane, McAlester,  
OK 74501. PH: 918-426-3013. FAX: 918-426-0137.

Book contains 400 plus stories with over 1500  
enrollees written about or mentioned.

Many more enrollee families are showing an  
interest in wanting their ancestors included. The  
Samuels have agreed to do a second book if they  
receive enough stories and interest in a second  
book.

\*\*\*\*\*

**HISTORY OF PITTSBURG  
COUNTY, OKLAHOMA**

**Pittsburg County, Oklahoma, People and  
Places**, now available. 592 pages, indexed, hard  
bound with over 900 family stories, 144 county his-  
tory articles and over 600 pictures. Price \$50.00  
plus \$5.00 mailing per book. Order from Pittsburg  
County Genealogical and Historical Society, 113  
East Carl Albert Parkway, McAlester OK 74501-  
5039. Send check or money order with order.

**Inquiries**

**Inquiries are printed free as space allows, but  
must have some connection to Fort Smith or  
be submitted by a member of the Fort Smith  
Historical Society. Remember, effective  
inquiries must contain full names, dates,  
places and submitter's name and address.**

\*\*\*\*\*

PARKER: I would like to hear from anyone who  
might still be living that was personally acquaint-  
ed with my grandfather, James Joseph Parker,  
the son of Judge Isaac C. Parker. He died about  
1917. Married to Kate Bailey Parker. – James  
Bailey Parker, 130 East 18th Street, Apt. 9V, New  
York City, NY 10003.

\*\*\*\*\*

HEARD: Need to contact descendants of Bailey  
Larue Heard (died 11 March 1911) and Sarah  
Agusta EDWARDS Heard (died 26 August 1925).  
Both buried in the Gentry Cemetery near  
Greenwood. Also need name and address of  
caretaker of the Gentry Cemetery. – Thomas R.  
Swinney, 2033 East Glencove Circle, Mesa AZ  
85213-4629. PH: 602-890-1895

\*\*\*\*\*

MALEDON: Searching for a picture of my grand-  
father George Maledon (hangman for Judge  
Isaac Parker's Court). – Earnest Raymond  
Maledon, 603 Madison St., Kermit, TX 79745.

\*\*\*\*\*

FLUD/FLOOD: Seeking information on a Floyd  
Burt FLOOD, born ca 1905, presumably in north-  
eastern Arkansas. He married and divorced in  
Missouri, and may have returned to his home  
state. – Carey Bankhead, P. O. Box 179, Jefferson  
City, MO65102-0179. PH: 573-893-2353.

\*\*\*\*\*

NEELY: Need information on Joe Neely, born  
1877 in Ark. Married Doshia FINCHER. Doshia  
born 1879, Ark., died 1919 Broken Bow, Okla.  
Children were Mae Fields, b. 1901 in Texas; Burl,  
b. 1906 in Okla; Vergie, b. ?. Other surnames  
involved are STOUT, LITRELL, OSBORN,

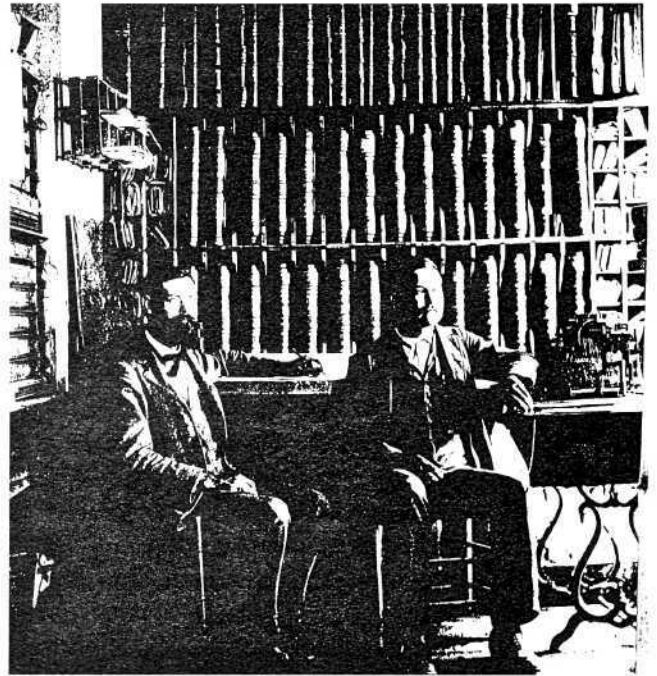
MURRY and CARROLL. – Lyn Hamilton, 32076 Shady Dell Rd., Molalla, Or 97038.

\*\*\*\*\*

FINCHER: Need information on Louis Fincher, born 1881 in Ark., died 1914 or 1915 in Texas, Okla, or Ark. Married Artie M. OSBORN 1902. Artie died 1924 Terrell, Tex. They had two children: Ira Lee Fincher, b. 1906 Okla., d. 1945, Crowder, Okla; Loyal (Pat) Fincher (Littrell), born 1913, Tex., second marriage to John Nevels, two children: Sally and Nellie Nevels. – Greenberry Littrell died 1900 Paris, Tex., married Tinmy Ann?. He fought in Civil War, was Captain of Riverboat when he was discharged in Arkansas. – Lyn Hamilton, 32076 Shady Dell Rd., Molalla, OR 97038

\*\*\*\*\*

KEATING: I am one of the many great grandsons of Larry Keating, the jail guard who was murdered by Cherokee Bill in July, 1895 during his attempted jail break. Would like to hear from others researching this family. Larry Keating had two brothers (John and ?) and a sister Mary (who married Jim Coulter). Mary was born in 1842/3 in Ireland. Larry married Adeline Miller in 1877 and had four children: Larry, Jr. (1881), Patrick T. (married Janie Dodson in 1895); Mary and Adeline. My mother, Anna Ruth Weems (nee Keating), was the seventh child of Larry, Jr. – Ray Weems, 4225 Old McGee Road, Tuscaloosa, Alabama 35405. PH: 205-554-0765. e-mail: sweems@ualvmm.ua.edu.



IDENTIFY PHOTOGRAPH: This photograph which features two gentlemen, was taken by COOK in Fort Smith, Arkansas. The wording on some of the books can be read. The Garland County Historical Society suggested they may be a county clerk and recorder. The photograph is gilt-edged. Does anyone have an idea who these two men are? – Howard Lee Kilby, P. O. Box 1260, Hot Springs, AR 71902-1260.

## News and Opportunities

### **FORT SMITH HISTORICAL SOCIETY**

#### **1998 ANNUAL MEETING**

**7:00 p.m., Thursday, April 23**

**Room 104,**

**Science Mathematics Building**

**Westark College**

**(This building is the three story  
building near the Gym)**

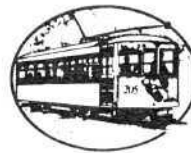
**Come, bring your friends –**

**Everyone welcome.**

**FUN PROGRAM**

**“MAGIC OF FORT SMITH”**

**Presented by Magician Bill Pitts**



### **FORT SMITH TROLLEY MUSEUM**

Frisco steam engine #4003 and Tinder have been given to the Trolley Museum by the Rodeo Fair Board. An engine

house was already in the construction plans using the metal building donated by the Fort Biscuit Company. The building will be constructed south of the museum and tracks on property recently purchased from the Union Pacific Railroad.

The engine has been in Kay Rogers Park since 1950 when it was given to the city by the Frisco Railroad. It has had considerable deterioration from exposure to the elements. Plans are to paint the engine and store it in the engine house for permanent display. There will be no fence around it at the museum.

The engine was built in 1919 by the Lima Locomotive Works. It was used on passenger runs from Monette, Missouri to Paris, Texas with

stops in Fayetteville and Fort Smith. The engine logged 985,747 miles of service before retirement in 1950. It carried 18 tons of coal and 10,000 gallons of water. Engine weighs 492,000 pounds.

We are pleased to add this as a prime display. We appreciate and thank the Fair Board for this piece of transportation history.



### **1997-98 CHRONOLOGY**

*Compiled by Sarah Fitzjarrald McCullough  
From Fort Smith*

**SOUTHWEST TIMES RECORD**

**August 1, 1997 - January 24, 1998**

#### **AUGUST**

1st – The Fianna Hills Baptist Church established a year-round free pediatric clinic. It was previously begun in 1993 but was open only from October through May.

\*\*\*\*\*

1st – Westark Community College announced that it would begin offering two separate classes in Customer Service Skills for banking organizations.

\*\*\*\*\*

9th – The city of Fort Smith is negotiating with a Minnesota company that would spend \$2.5 million to build, operate and maintain a methane gas collection system at the city's landfill in return for federal tax credits.

\*\*\*\*\*

10th – Members of the U.S. Army's 1054th Port Construction and Repair group gathered in Fort Smith, celebrating their 52-year reunion. The group served in the Southwest Pacific during World War II.

\*\*\*\*\*

10th – More than a century after a Mississippi grocer founded Merchants National Bank in Fort Smith, the bank will become Deposit Guaranty National Bank – bringing the bank full circle with its Mississippi origins and creating the largest commercial bank in Fort Smith.

\*\*\*\*\*

13th – Michael Morgan, newly appointed chief executive officer and president of Mercy Medical Center takes to the air in his four-seat airplane, tending to the business of the medical center. He is taking over the duties of Sister Judith Marie Keith, who has been the business leader and manager of the hospital since 1970.

\*\*\*\*\*

15th – Fort Smith students not only bettered their American College Test (ACT) scores over last year's performance but they also beat national and state averages.

\*\*\*\*\*

18th – The local *Times Record* Newspaper can now be found on the World Wide Web. Its address is <http://www.swtimes.com>.

\*\*\*\*\*

19th – Sebastian County Judge W.R. "Bud" Harper has been tapped by Gov. Mike Huckabee to serve as the next director of the state Office of Emergency Services

\*\*\*\*\*

24th – Fort Smithian Martha McQuain recalls her service in WWII when Gen. Eisenhower instructed her and every other woman to wear pants because he did not want men looking at them indecently. McQuain received a Bronze Star for bravery during a German paratrooper siege in Dijon, France. She is the widow of the late Col. Gordon McQuain.

– • –

#### **SEPTEMBER**

5th – Seventeen Rheem distributors from South Africa visited the city and were given the red-carpet treatment from the local plant as well as Mayor Ray Baker and other city officials.

\*\*\*\*\*

5th – Jessica Browning, daughter of Dan and Darla Browning, took top honors at the 23rd annual Christian Artists Seminar in the Rockies held July 27 to Aug. 1, in Estes Park, Colo. She took first place in the 12-to-19 age group and then won grand prize in both divisions. She received a \$2,000 scholarship to Azusa Pacific University in California, as well other prizes.

\*\*\*\*\*

6th – Bishop John McDonnell of Immaculate Conception Church announces plans to celebrate the church's 130th anniversary in 1998.

\*\*\*\*\*

6th – Long time city editor for *Southwest Times Record*, Debbie Hughes, died at the age of 40.

\*\*\*\*\*

16th – Westark Community College President Joel Stubblefield announced that enrollment for the fall semester reached an all-time high of 5,729 students.

\*\*\*\*\*

17th – The ordinance to reduce the amount of riverfront improvements passed with a 6-0 vote.

\*\*\*\*\*

17th – Wyman R. (Rick) Wade, Jr. and Ann Damson won at large-seats on the Fort Smith Board of Education.

\*\*\*\*\*

19th – Fort Smith Whirlpool plant, one of the two largest private employers in the city, escaped job cuts.

\*\*\*\*\*

21st – The dream of making the Children's Emergency Center a reality is being realized through the efforts of the Junior League and ded-



icated architects, builders and donors . It is located at 3015 South 14th Street.

\*\*\*\*\*

21st – Shuttle busses rolling off Federal Coach's production lines mean 100 new jobs for Fort Smith. The limousine and funeral coach manufacturing company is expanding its line to include shuttle busses, said Tania Kordis, director of marketing and advertising for the 8-year-old privately owned company.

\*\*\*\*\*

21st – Joanne Swafford was presented the Pioneer Spirit Award, the city's highest award.

\*\*\*\*\*

24th – Randy Reed of Little Rock, a law enforcement official with more than 25 years' experience, was chosen as Fort Smith's new police chief.

— • —

### **OCTOBER**

8th – Dr. Art Martin and his wife, Amelia Martin, received the Sebastian County Medical Society's Distinguished Service Award. This is the first award ever given by the medical society.

\*\*\*\*\*

8th – Leadership Fort Smith announced a new Board of Advisors and a new chairman of the board. New members are John Fisher, James Fourmy, Gene Graham, Sister Rebecca Hendricks, Randy Jackson, Mary Llewellyn, Dr. R.O. Qualls and Dorothy Rappeport. The new chairman is Brian Gahr.

\*\*\*\*\*

9th – White Dairy, a 69-year-old family owned business, closed its ice cream manufacturing plant on North 10th Street.

\*\*\*\*\*

13th – Dr. William Griggs and other neurologists at Holt-Krock Clinic were noted for pioneering the use of ultrasound in predicting strokes and for the development of technology used worldwide.

\*\*\*\*\*

13th – Jim Hanna, of Hanna Oil and Gas Company, came to Fort Smith in 1961 and later formed the company with his three sons. The corporation boasts more than 100 wells spanning the Arkansas-Oklahoma border. It is one of a dozen or so similar-sized enterprises in the Fort Smith area, selling gas to AOG and other customers.

\*\*\*\*\*

22nd – Val McKinney was honored for her outstanding service to Project Compassion during the past several years.

\*\*\*\*\*

23rd – Westark Community College president, Joel Stubblefield, was named the Arkansas President/Chancellor of the year for two-year colleges. Edward C. "Sandy" Sanders was named

Out-standing Trustee for 1997.

\*\*\*\*\*

24th – Baby food giant Gerber Products Co. will add 100 jobs at its Fort Smith plant over the next two years and invest \$5 million in the facility as part of a consolidation plan announced in late May.

\*\*\*\*\*

29th – Fort Smith voters said yes to all three capital improvement projects on a special election ballot, providing taxpayer funds to finance an expanded civic center, a new public library system and stage one of a redeveloped Arkansas riverfront.

— • —

### **NOVEMBER**

3rd – After an escape by two inmates, the Sebastian County Detention Center has taken steps to increase security, a project costing \$11,000.

\*\*\*\*\*

4th – Fort Smith radio stations KTCS-AM and KTCS-FM, were purchased by GulfStar Communications Inc. of Austin, Texas, increasing the number of GulfStar owned radio stations in the city to five.

\*\*\*\*\*

11th – Fort Smith native, Chad Colley, war veteran and triple amputee, received the first annual LIFE'S Presidential Unsung Hero Award. He accepted the award on behalf of all the men and women he considers his peers – disabled American veterans.

\*\*\*\*\*

14th – A rail strike hit local companies and others, since Fort Smith is the terminal switching company.

\*\*\*\*\*

15th – Harp's Marketplace on South 74th Street and the Harp's Marketplace on Grand Avenue offered flu immunizations at their pharmacies. Available Medical Care had clinics set up at both locations.

\*\*\*\*\*

17th – Fort Smith native-turned Californian Barry Youngblood entertained with his hip-hop dance troupe, LA Culture Shock. His mother said, "We are just so proud of our "big star."

\*\*\*\*\*

20th – Andy Kribbs, 16-year-old junior and art student at Southside High School, won first place in the Budget Cover contest and will design the the cover of the city's budget.

\*\*\*\*\*

21st – The nine-day rail strike ended.

— • —

### **DECEMBER**

6th – May Gray, centenarian and local poet, published her latest book, "The Master's Christmas," an instant success for old and new friends alike.

\*\*\*\*\*

12th – Okla Homer Smith, furniture manufacturer and the nation's largest maker of baby beds, died at the age of 91.

\*\*\*\*\*

16th – Spirit of Frontier Awards were handed out to ten local citizens – Hazel Brown, May Gray, George Hernreich, Ruth Howe, Frank Jones, Marty McQuain, Henry Oliver, Dr. John Olson, Charles Shuffield, and Louise Turner.

\*\*\*\*\*

29th – The Leprechaun, the only business in Fort Smith specializing in children's resale of clothes and other items, opened three years ago at its present location, 1825 Midland Boulevard.

– • –

### JANUARY, 1998

7th – Fort Smith Board of Directors approved a plan to annex the Riley Farm development south of the city, consisting of a 512-acre plot east of old U.S. 71 and south of Rye Hill Road.

\*\*\*\*\*

18th – The Fort Smith Regional Airport reached a 22-year record in 1997 – 105,950 passengers, a 9.2 per cent increase above the 1996 total.

\*\*\*\*\*

21st – Beverly Enterprises made its decision to move from the proposed downtown location to a place near Fianna Hills.

\*\*\*\*\*

24th – The Noon Exchange Club presented 50-year member Dr. Art Martin with its 56th annual Book of Golden Deed award. Martin, 80, was credited for being the person most responsible for the restoration of the trolley cars and trolley line that operates daily at the Fort Smith Trolley Museum.

\*\*\*\*\*

24th – The theme for the Miss Black Teen Fort Smith Pageant which was held January 24 was Setting the Standard. Judging was based strictly on service and character. Winners were Candace Hayes, crowned Miss Black Teen Fort Smith; McKenna Parrish, 1st runner up and talent winner; Raven Dean, 2nd runner up and academic and preliminary interview winner. Other awards went to: Natasha Brewer, community service award and perfect attendance award; Ebony Johnson, inspirational award and participation honors award; and Crystal Thompson, the Miss 260 Award.

## 1897 Newspapers

**FORT SMITH ELEVATOR – July 9, 1897 - February 4, 1898**  
(Abstracted by Mary Lou Jacobsen from microfilm in the Fort Smith Public Library)

### JULY 9, 1897

Dr. Southard's bicycle, mentioned in last week's paper as having been stolen the previous Monday night, was found Friday morning in the Missouri Pacific stock pen. The bell, lamp and wrench were missing but otherwise the wheel was uninjured.

\*\*\*\*\*

### THE FOURTH

The fourth was celebrated in pretty good style. The parade by the bands and fire department was very creditable, many of the buildings of the city were profusely decorated and the small boy was in his glory with fire crackers and torpedoes. Most of the business houses closed their doors during the latter part of the day and at night nearly everybody went to the park to see the fireworks.

\*\*\*\*\*

### FORT SMITH ELEVATOR

\$1 per year – Three Months Forty Cents – Six months Sixty Cents

– • –

### JULY 16, 1897

### PICNIC

There will be a grand picnic given in the Shady

Grove just below Mazzard School house on July 29. This will no doubt be the most enjoyable affair of the season. There will be fun, music and a good dancing platform, also ice cream, cake and various other refreshments on the ground. If you cannot come during the day, come out at night and spend a few hours of real pleasure. Don't forget the time and place, July 29th, at Shady Grove 4 1/2 miles out on the Little Rock Road. Proceeds for the benefit of the school house.

Joe Moody, F. W. Bredlow, W.M. Templeton, Walter Moody, Committee

\*\*\*\*\*

The snuff trade seems to be on a boom in this section, three car loads having arrived at the Frisco during the past week.

\*\*\*\*\*

### THE YOUNGERS

### Their Conduct in the Stillwater Prison Efforts to Secure Pardon Said to be Model Men Now

Mr. W. C. Bronough of Kansas City and nearly 100 citizens of Missouri, Iowa and other states were before the pardoning board of Minnesota

this week with petitions for the release of the Younger brothers. The petitioners number thousands and include nearly every prominent man in Missouri, including the Governor and all State Officials, Members of Congress, Judges of both State and Federal courts, members of the legislatures. In Minnesota their pardon is favored by a majority of the people, and a majority of the newspapers, the governor and all the prison officials. The principal opposition comes from Northfield where two men were killed when the bank was raided. (Following the above is a long article covering all the Younger's activities.)

\*\*\*\*\*

The Minnesota Board of Pardons refused to extend clemency to Cole and Jim Younger.

\*\*\*\*\*

The crowds of office seekers have been so great since McKinley's inauguration that it has been found necessary to strengthen the floor of the mansion.

\*\*\*\*\*

Mr. Ben Cravens has begun the construction of a residence on North thirteenth street.

\*\*\*\*\*

Books at the office of the clerk of the circuit court reveal the fact that for the two quarters ended the office turned a neat little surplus into the county treasury. The quarter March 31 showed a surplus of \$400; and a surplus is also shown for the quarter which ended June 31. This speaks well for the management of Mr. Newt Reed, county clerk, and his valuable assistant Mr. John Garner.

\*\*\*\*\*

### **OFF TO ALASKA**

Monday afternoon Phil Berman, Will Sherlock and Ray Fudge, three well known young men of this city, left on the Valley train for a long trip. They go first to San Francisco and thence to Circle City, a point in the mining region of Northern Alaska. They go in search of the shining metal which has lured so many adventurous spirits into new lands. They are young men of energy and pluck and we trust their most sanguine hope may be realized.

- • -

**JULY 23, 1897**

The people of Van Buren are preparing to celebrate the completion of their electric light system.

- • -

**JULY 30, 1897**

Fort Smith is trying to hatch up a scheme by which the prisoners will be removed from the Territory Jails to the Federal Jail at Fort Smith. She'll never do it though - Wagoner Record.

Fort Smith is trying to do no such thing. She has experience enough with federal prisoners,

and the experience has been neither pleasant nor beneficial. The "scheme" of which you speak was "hatched" by your territory officials and has received little or no encouragement here.

\*\*\*\*\*

### **THE GALLOWES BURNED**

Under the instruction of Mayor Garrett and the board of the public affairs the old gallows in the federal jail yard, which has been the scene of so many executions for crimes committed in the Indian Territory, was torn down last week and burned up. This removes an object which, unsightly and gruesome as it might be, was, nevertheless, an interesting one to strangers from abroad.

\*\*\*\*\*

Cinderella in Flower Land, which was presented at Schenezen Verlin Park Friday evening for the benefit of St. John's church was witnessed by an audience of 500 people. All who were so fortunate as to be present were greatly delighted.

\*\*\*\*\*

### **ZERBONI'S DISTRIBUTION OF SOUP**

Mr. Zerboni, the butcher gave notice a few days ago that he would make daily distribution of soup to the poor of the city, and daily may be seen children going with buckets and pails to get a portion of the delicious fluid. The soup is made from beef and mutton in the process through which these meats go while being prepared for barbecue. It is rich and well flavored - in all respects a delicious soup. Nearly half a barrel is distributed daily.

\*\*\*\*\*

Mr. O'Donnell says the record made by the thermometer shows that Sunday night was the hottest ever known in the city, standing at 92 at midnight. We didn't see the thermometer at the moment indicated, but are willing to bear testimony to the fact it was awfully hot about that time.

- • -

**AUGUST 6, 1897**  
**GENERAL NEWS**

The Silver Market last week reached the lowest point ever known, selling in New York at 58 1/2 cents per ounce and in London at 26 3/4 pence. The drop in London is owing to the absence of demand as India is obtaining her supplies from China.

\*\*\*\*\*

Hot Winds have destroyed the corn in the vicinity of Emporia Kansas, and the cattlemen are in desperate straits for pasture and water. The apple crop is also ruined. The same report comes from nearly all over the state and Nebraska, Illinois, and some parts of Missouri are also suffering.

\*\*\*\*\*

The University of California is to be the finest in the world. There will be 28 to 30 buildings, and the

cost will not be less than \$10,000 – and probably half as much more.

\*\*\*\*\*

### **THE MYRTLE B**

The Myrtle B continues to make excursions up Poteau River and each trip seems to be more enjoyable than the other. Many of these trips have been made through the instrumentality of F. H. Brown and Son, who have given free excursions to the various religious congregations of the city, but the Myrtle B is open to excursions of all kinds and makes them regularly. She carries about 150 persons, is perfectly safe and the managers do everything in their power to make the trip pleasant.

\*\*\*\*\*

### **DEATH OF A NOTED INDIAN**

A dispatch from Guthrie says that Quannah Parker, Chief of the Comanche Indians, was recently killed near the mouth of the North Fork in that County.

It is said that Parker was on his way with 300 of his tribe to the Cowboys reunion at Seemville, Tex. and was killed by an outlaw.

Parker was one of the most noted Indians in the Southwest, was very wealthy and lived in a fine mansion with seven wives.

He was half white, his mother being a white woman who was captured in childhood and raised among the Indians.

— • —

**AUGUST 13, 1897**

### **MRS. MARS DRESSMAKER**

Using the latest modes will guarantee satisfaction and will fill orders from Indian Territory and surrounding towns – AT

Mrs. Landis'

516 Garrison Avenue Fort Smith, Arkansas

\*\*\*\*\*

### **THE BIG CLOCK STOPS**

The clock in the dome of the court house was stopped Sunday morning shortly before 5 o'clock by a stroke of lightning. This bolt struck the flag staff on the top of the cupola and tore it into splinters. It also tore up the tin about the base of the dome, but further than this did no damage beyond stopping the clock. The damage was about \$150.

— • —

**AUGUST 20, 1897**

### **MOUNTAIN MEADOW MASSACRE**

The Butchery of a Train of Arkansans by Mormons and Indians while on their way to California.

Related by one of the Survivors.  
*(This Massacre happened in 1857 and the lengthy article makes fascinating reading)*

\*\*\*\*\*

### **AN AVENUE BLAZE**

About 9 o'clock last Monday night a fire was discovered at No. 810 Garrison avenue in the rooms occupied by Mr. G. J. Treisch and family. The rear room where the fire originated, was used by Mr. Treisch as a cigar factory, while the rooms in front were occupied as living apartments. The fire department responded promptly to the alarm and soon had the fire extinguished, but not until the stock of tobacco and cigars were destroyed. Mr. Treisch's household good and furniture were badly damaged by fire and water as were Mrs. Rogers stock of millinery on the first floor, and the stock of A. Muncex, next door. All losses were covered by insurance.

\*\*\*\*\*

The concert at Schuetzen Park, tonight, for the benefit of the Electric baseball team, promises to be an entertaining affair. The best local talent will appear on the slate.

\*\*\*\*\*

### **BUCKLEN'S ARNICE SALVE**

The best salve in the world for cuts, bruises, sores, ulcers, Salt Rhom Fever, Tetter Chapped Hands, Chilblains, Corns, and all skin eruptions, and postively cures Piles or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box, for sale by J. Lee Cruce & Co., druggists, Fort Smith, Ark.

— • —

**August 27, 1897**

The 350,000 immigrants landed in the United States during 1896 added to the number since 1829, foot up the grand total of something over 18,000,000.

\*\*\*\*\*

Last Sunday morning Mr. Moore, transportation agent of the state, left for Little Rock, having in charge Mr. John McDaniel, who was convicted of manslaughter several months ago. The parting between Mr. McDaniel and family was sad beyond measure, although Mr. McDaniel stood the test of separation with the fortitude for which he is noted. Poor John, notwithstanding his troubles, he still has many friends in Fort Smith.

— • —

**SEPTEMBER 3, 1897**

### **DEATH OF MR. W. S. MAYFIELD**

Mr. Watie S. Mayfield died in this city Saturday 28th ult. of typhoid fever, aged 32 years..... Interred at Muldrow, I.T., near his old home.

\*\*\*\*\*

Mr. Elmer Terrell and Miss Annie Smith were married Wednesday evening at 8:50 o'clock at the Christian Church, Rev. E. T. Edmunds conducting

the nuptial ceremony.....Mr. and Mrs. J. D. Critz were the attendants. After the ceremony they went to the home of the bride's parents, Dr. & Mrs. G.W. Smith.....

\*\*\*\*\*

### CHARLEY FERRELL

Charley Farrell died Tuesday morning....He was 35 years of age....Burial at Nowland Springs Cemetery.

\*\*\*\*\*

### PEACE DECLARED

Peace has been declared in all homes where the famous St. Clair cook stove and range are used. Buy one and you will always have peace in the family. I have them in all sizes. See the all steel, arbeater lined range before you buy.

Ernest Warren

\*\*\*\*\*

### A SENSIBLE FAD

About the most sensible fad is that of the man who is collecting pictures of George and Martha Washington. He confines himself to those printed on the new \$1 bills.

\*\*\*\*\*

Some of the cornstalks at the Commercial League Rooms awaiting shipment to the street fair at Peru, Indiana, are as large as a man's bust.

\*\*\*\*\*

The final touches to the repairs on the county court house have been made, and Uncle Sam's banner now floats from the 6 gilt tipped staff. The work was done by Cook and Moore, who were assisted by Henry Greve. The banner was hoisted Saturday morning at half-past 10 o'clock, one of the contractors pulling it up with a rope, while another fired a salute with a bunch of firecrackers or something of the sort.

- • -

### SEPTEMBER 10, 1897

There is a great deal being said in some of the southern papers about the "unwritten law". We think it would be better to let the matter rest. The enforcement of the written law is what is needed. - *Fayetteville Sentinel*. The unwritten law is the curse of the country both north and south. It has put many an innocent man in his grave and saved many a cowardly scoundrel from the gallows.

\*\*\*\*\*

### MILITARY SOCIAL AND ATHLETIC CLUB

The military organization met at the court house Saturday night and adopted the name mentioned above.

Mr. Cliff Speer, who had been elected president of the club declined the honor for the reason that his time is so fully occupied with business matters that he does not feel that he could do the organi-

zation justice. It is probable that the presidency will be tendered by Mr. J. B. Corley.

The club has leased the residence and property of Judge Clayton, and it is more than likely that the concerts of the citizens band will be given on the grounds hereafter.

(This is now the Clayton House on North 6th Street)

- • -

### SEPTEMBER 10, 1897 SUITS AGAINST THE CITY

Saturday afternoon suits were filed in the circuit court against the city by three municipal officers, T. H. Garrett, Mayor, sues for \$625; Frank Freer, Police Judge, \$416.83; J. J. Little, Chief of Fire Department, \$250; John McBride, city treasurer, sues in Justice Eberle's court for \$83.33. These suits originated in the ordinance passed by the city council, about the close of last administration, to reduce the salaries of certain officials. It is claimed by the plaintiffs that the ordinance was not legally passed, and to test the validity, the suits were brought.

\*\*\*\*\*

Miss Tallulah Carnall, daughter of the late Henry Carnall, was pleased to meet her friends in the millinery department of the F. H. Brown & Sons Store, where she is now employed.

\*\*\*\*\*

### UNSYMPATHETIC

"I have no home" the loiterer sighed -  
The haughty millionaire replied  
"If you had one, 'twould make you blue  
what the assessor did to you.

- • -

### SEPTEMBER 24, 1897 SUIT FOR DAMAGES

Mr. & Mrs. Fagan Bourland have been made defendants in a suit brought by F. M. Jamison, attorney for the estate of Maude Allen, deceased, and Maude Allen's heirs and next of kin. Damages are laid at \$25,000. The suit grows out of the death of Maude Allen at the hands of Mrs. Bourland last April.

\*\*\*\*\*

Work will be completed in a short time on the settling basin of the municipal waterworks company, and hereafter we may look for good water in times of big rains and rises in the river. Ordinarily the water is good, but now and then it is tought.

\*\*\*\*\*

### THE REVIVAL

Rev. Mr. Culpepper began revival services Tuesday night in the big tent at the corner of Tenth and D Streets and has been greeted with immense audiences every night since that time.

The services are attended by people of all denominations and the greatest interest is evidenced in all the exercises. So great are the crowds that several hundred persons were compelled to stand up during the services Wednesday evening.

- • -

### **OCTOBER 1, 1897**

A barn at Frank Youman's place corner of J and Thirteenth streets was burned Friday morning at 2 o'clock.

\*\*\*\*\*

The regular weekly concerts of the Citizens Cornet Band are now given on the grounds of the M.S.&A. Club on Sixth Street.

\*\*\*\*\*

### **THE MATINEE**

The matinee tomorrow at 2 p.m. is for the benefit of Mrs. Bonham, a destitute lady with five small children. The admission is small and Turner's Hall should be filled to overflowing.

\*\*\*\*\*

### **BEEES FOR SALE**

I have about 40 stands of bees which I wish to dispose of. Address Henry Gigger, 309 S. Twelfth Street, Fort Smith, Ark.

- • -

### **OCTOBER 8, 1897**

Fort Smith Jobbers and Manufacturers are rushed with business and work overtime to catch up on orders. A sample of this lively business was seen at the Ballman-Cummings furniture factory last Saturday night, where a car was loaded after dark in order to get goods out on time. At that time, the factory was fifteen car loads behind on orders, besides orders from local dealers for about 300 suites.

\*\*\*\*\*

As we go to press the case of state versus Mrs. Fagan Bourland charged with having killed Maude Allen, is in defendant, while Prosecuting Attorney Johnson is looking after the prosecution. The trial will probably last until near the close of the week.

\*\*\*\*\*

On Tuesday morning last at the Catholic Church in this city, Mr. F. W. Mivelaz and Miss Katie S. Maledon were joined in holy wedlock.....Bride's parents are Mr. & Mrs. John B. Maledon.

- • -

### **OCTOBER 15, 1897**

*(Note: The following article was very difficult to read as it was photocopied on a fold and portions were not fully printed.)*

#### **"NOT GUILTY AS CHARGED"**

Said the Jury in the case of Mrs. Fagan Bourland, Tried For the Murder of Maud Allen.

At the date of issue of the *ELEVATOR* last week the circuit court was engaged in the trial of Mrs. Fagan Bourland, charged with the murder of Maud Allen. The jury was composed of good men and citizens, just such men as cannot be swayed by sentimentalism and who look at the affairs of life in the light of facts – cold, hard, indisputable facts. It was a jury that would hear a case carefully, sift and study the evidence adduced and render a just and true verdict in accordance therewith, when supported by law. From the beginning of the trial to the hour the case was given to the jury the defense relied upon the plea of self defense, supported and proven by evidence to secure an order of acquittal, and counsel were not at sea in their expectation. It was shown beyond a shadow of doubt that Maud Allen at divers and sundry times and places in the presence and hearing of several persons, threatened to kill Mrs. Bourland, and it was proven that she went even as far as to practice shooting at a target to perfect herself in marksmanship, and that she purchased a pistol for that purpose, not only did the Allen Woman make verbal threats against the life of Mrs. Bourland, but the latter received more than one letter from Maud, which only served to cause the defendant to be more watchful, so that her life should not be attempted without warning. All these facts were received and forcibly presented by counsel for the defense and were amply proven by a number of creditable witnesses to the entire satisfaction of the jury, who returned to the judge the indictment which was as follows: "We the jury, find the defendant not guilty – as charged in the indictment".

The jury had the case under consideration about sixteen hours, it having been placed in their hands late Monday evening after arguments by counsel on both sides. On Friday morning at the opening of court the jury asked for further instructions and Judge Bryant briefly reviewed the instructions given the previous evening on murder in the first and second degrees, manslaughter and self defense, the jury again retired and made the verdict after a few minutes further deliberation.

When the foreman of the jury handed the verdict to Clerk Durden, that official read it aloud in a clear distinct manner. During the reading of the verdict and for a few seconds thereafter, the court room was a still as a death chamber, when Mrs. Bourland knelt as if in prayer, Mr. Bourland gently assisted his wife to her feet and then all present saw that she had been weeping. Then the pent-up emotions of the audience in the court gave expression to a vigorous clapping of hands and hearty shouts and applause, but the demonstration of satisfaction with the verdict was promptly

checked by Judge Bryant who said: "While the verdict may be a very satisfactory one to the public and may even meet the approval of the court, the court room is not the place for its manifestation. Outside the court it may be proper to express an approval, but not here."

\*\*\*\*\*

Services at United Hebrew Temple this evening at which time Dr. Max Moses will assume the regular Friday evening lectures. The subject for this evenings lecture is "Why do men prefer the crooked line of falsehood to the straight one of truth" – all are invited.

\*\*\*\*\*

#### **TELEPHONE TO MULDROW**

The telephone line built by Mr. J. W. Breedlove to connect Muldrow and Fort Smith has been completed and is ready for business. The business at this end of the line will be handled through the central exchange of the Southwestern Telephone Company. This line will prove a great convenience in expediting the business of Fort Smith Merchants and others with one of the best towns in the territory.

— • —

#### **OCTOBER 22, 1897**

A couple of Mormon elders have been preaching in Fort Smith for a week or so and have made one convert.

\*\*\*\*\*

Wednesday intelligence was received in this city from St. Louis to the effect that Col. McCloud had disposed of the Fort Smith Street Railway to a syndicate of Eastern capitalists. The sale is contingent upon the passage by the city council of an ordinance which will enable the company to build and operate an electric line.

The purchasers are the Bryce-Thomas syndicate of capitalists, one of the strongest combinations of operators in the world.

It is impossible to estimate the advantages that will accrue from the consumation of the contemplated project. It means the biggest thing for Fort Smith that has come her way.

— • —

#### **OCTOBER 29, 1897**

At the home of the Bride's mother on North 6th Street, Wednesday evening, Mr. Oscar J. Hawkins and Miss Minnie Hunt were united in marriage.....Miss Hunt is the daughter of Mrs.

Edward Hunt.....Mr. Hawkins is connected with the Apple Shoe Company and came to Fort Smith from Water Valley, Miss.....

\*\*\*\*\*

#### **NOVEMBER 5, 1897**

Last Saturday the Supreme Court of Arkansas

rendered a decision to the effect that a husband is responsible for his wife's ante-nuptial debts.

\*\*\*\*\*

#### **MONUMENTS TO BE UNVEILED**

Next Sunday at 3:30 p.m. the members of the Maple Leaf Lodge Woodmen of the World, will unveil two monuments in Oak Cemetary – one erected to the memory of Will A. Cooper, the other to the memory of Henry Sengel. Mr. T. P. Winchester will deliver an oration upon the occasion, and Rev. O. H. Hailey will officiate as reader. The members of the Maple Leaf Lodge will attend in a body accompanied by the Third Regiment Band, and in addition to the band a quartette composed of George Cardwell, Will Fleming, Frank Buras and Robert Findley will take part in the ceremony.

— • —

#### **NOVEMBER 12, 1897 THE FOOTBALL GAME**

The football team of the MSA feel sore over the result of the contest with the University boys at Fayetteville last Saturday and are loud in their complaints of the treatment they received. They say they were hoodooed, thumped, and slugged, and finally they threw up the game in disgust and left the field.

Prof. John C. Futrall of the University faculty, published a card in Tuesday's *Times Democrat* in which he denies much that the Fort Smith Boys say. He admits a skirmish occurred over a blow struck by James, a university man, at Walton, the umpire, but says that Capt. Byers of the Fort Smith Team, called his men off the field in spite of all reasurances of the captain and managers of the University team that James or any other man seen slugging would be disqualified. We regret the occurrence of the unfortunate incident. There were 140 persons in the excursion party from this place and all report a good time excepting the fracas on the ball grounds.

\*\*\*\*\*

The report of Judge Freer shows that during the month of October, there were 204 cases tried and \$605.75 collected in fines.

— • —

#### **NOVEMBER 20, 1897 THE PICKLING COMPANY**

Messrs. Anderson, Dunn and Branner, of the Pickling Company, spent the early part of the week in the city and perfected arrangements with Mr. W. J. Johnston for the erection of a building for their plant. The building will be two and one-half stories high, with dimensions of 75 x 65 feet, and will be erected on the space where Bartlett's mill stood before it burned.

This is another enterprise added to the industries of our city.

\*\*\*\*\*

McCorkle's Drug Store wants your trade. New location 806 Garrison.

\*\*\*\*\*

The score in the game of football played last week between teams of the Van Buren and Fort Smith High Schools resulted in a victory for the former by a score of 12 to 0.

\*\*\*\*\*

### **ELECTRICITY**

The City Council meets and passes ordinances providing for Electric lights and electric street cars.

The City Council Monday night passed ordinances which look toward providing the city with electric lights and electric street cars. (Article too long to extract in entirety)

- • -

**NOVEMBER 27, 1897**

### **A VETO**

Last Friday Mayor Garrett filed with City Clerk Sparks a veto of the feature of the electric light and railway ordinance recently passed by the council which provided that the bidder for the electric light must also bid for the construction of an electric street railway. The veto in full will be presented to the next council.

Mayor Garrett gives his reason that under the provisions of the ordinance, as it passed, the bidding would be confined to one person or corporation with no opportunity for competition.

The ordinance granting a franchise to the Fort Smith and Van Buren Electric Light Company was signed.

There is quite a division of opinion among the people as to the wisdom of the veto and some lawyers are inclined to doubt its legality.

\*\*\*\*\*

The dog killer got in his work last Friday and Saturday, no less than twenty-five or thirty dogs succumbing to poison in various portions of the city.

Poisoning is a cowardly way of taking life of either human or brute. If the man who scattered the poisoned meat Friday night could be discovered he would be dealt with severely. Some of the dogs poisoned were valuable creatures. One of our printers boys says that he has lost a valuable blind water spaniel dog at his house which was killed by poison Thursday morning the 18th.

- • -

**December 3, 1897**

The National jaw-waggers will begin work next Monday at Washington City, and nearly every mother's son of them is pregnant with and ready for delivery of a speech on the Cuban question.

\*\*\*\*\*

### **FOUND**

Near the city, an amount of money the owner can get by describing it, proving property and paying for this notice.

August Harder

\*\*\*\*\*

### **CHARITY BAZAAR**

The ladies who have Charity Hospital in church are making preparation for a grand bazaar which will be held December 21, 22, and 23. It promises to be a magnificent affair.

- • -

**DECEMBER 11, 1897**

### **KLEIN & FINK**

Klein and Fink, the jewelers are just now opening the largest and most complete assortment of jewelry, silverware and holiday goods ever brought to this city, all of which they are offering at exceedingly low prices.

The firm of Klein and Fink has a reputation all over Western Arkansas and the Indian Territory for reliability and fair dealing. They handle good goods, give their customers the best of service and sell nothing upon false representation. Give them a call.

\*\*\*\*\*

Lem Fennell, a young man who lives in Logan County, was in the city last Friday night and under charge of Love Rayburn took in the sights of First Street. When the fun was over Fennell found himself short \$30. Rayburn was arrested and bound over to the grand jury. Moral: Keep away from the purlieus of First street and beware of strange men who want to show you the elephant.

\*\*\*\*\*

Old Boreas got in his work here last Friday and Saturday. Both days were blustering and raw, and there was cold rain, sleet, and spits of snow. The thermometer sunk just low enough to freeze the ground an ice quarter of an inch thick. We caught the last of the blizzard that swept over the North about that time.

\*\*\*\*\*

An attempt was made at the council meeting Monday to pass the trolley car ordinance over Mayor Garrett's veto. But it failed.

\*\*\*\*\*

### **FALL AND WINTER STYLES**

Send two cent stamp for new edition of Fashion Book. Beautifully illustrated in colors, contains a complete list of the latest styles in Ladies dress patterns - Address: Preckly Ash Butlers Co.

St. Louis, Missouri

\*\*\*\*\*



## COTTON IS LOW

To our county friends:

We wish to say that inasmuch as cotton is low, we have decided to divide profits with you. You Will Save Money by seeing us after you sell your cotton. We wish to quote you prices on Groceries, Flour, and Feed

J. A. Smith & Co.  
1005 Garrison Avenue

— • —  
**DECEMBER 17, 1897**  
**NOTICE**

The Fort Smith National Bank, located at Fort Smith, Ark. is closing its affairs. All note holders and others, creditors of said association, are therefore hereby notified to present the notes and other claims against the association for payment.

F. E. Carr, Cashier

Dated December 13, 1897

\*\*\*\*\*

A portion of the Salvation Army tent on the Reserve, was burned Monday night presumably by an incendiary. It is a dastardly spirit that prompts men to such deeds.

\*\*\*\*\*

A delightful entertainment was given by the male pupils of St. Anne's Academy last week at the Academy Hall. Selections of vocal and instrumental music, recitations and a flower drill were among the attractions. The entertainment was largely attended and greatly enjoyed.

\*\*\*\*\*

On the night of the 9th one Billy Barton, a specimen of the genus Hoboken, who had been jugged by Judge Freer for vagrancy, secured keys to the jail doors and unlocked his fellow prisoners. There were six men in the jail but only Barton and Jay Dodson availed themselves of the opportunity to escape. Dodson's time was about out. He had not been locked up during the night and knowing where the keys were kept, it was an easy matter for him to turn his partner loose.

— • —  
**DECEMBER 24, 1897**

The white barbers of the city to wit: Magruder Bros., Sengel & Trowbridge; Godman & Palmer; J. W. Shoptaw and Matt Klink will close their shops at 12 n tomorrow to give their employees an opportunity to celebrate Christmas.

\*\*\*\*\*

It is authoritatively stated that work on the building for the use of W. J. Echols Grocer Company on the corner of Garrison Avenue and Second street will be commenced next spring and pushed to completion.

\*\*\*\*\*

## DOLLS! DOLLS! DOLLS!

Dressed dolls, china dolls, Bisque dolls, sleeping dolls, rubber dolls, dolls from 1 cent up at the Crescent Drug Store, 713 Garrison Ave.

\*\*\*\*\*

The Salvation Army Christmas dinner for the poor will be served in the vacant store room under the Opera House on the west side of the front entrance.

— • —  
**DECEMBER 31, 1897**

Ed Bruce was fined \$10 and given one day in jail last week for swiping an undershirt from Wolf and Mayer's store.

\*\*\*\*\*

Police Judge Freer had quite an array of Christmas drunks before him on Monday morning, but handled the boys lightly, saying he had been a boy himself. He proceeded to fine most of them lightly while those who had been simply drunk were discharged.

— • —  
**JANUARY 1, 1898**

### AWARDED

Dr. Price's  
Cream Baking Powder  
Most Perfect Made

A pure Grace Cream of Tartar Powder. Free from Ammonia, Alum, or any other adulterants. Forty Years the Standard

\*\*\*\*\*

Dave Mayo is filling up the Haglin building, just vacated by C. J. Murta, and will soon open up an elegant saloon. Mr. Murta has moved into the Bocquin building between 5th and 6th.

\*\*\*\*\*

### ALL BIDS REJECTED

Bids for lighting the city by electricity were opened Monday morning. The lowest bid was that of W. J. Echols for the price being \$83.00 each annum for 70 arc lights. The board of public affairs rejected the bid because it was not made in strict conformity with the stipulation advertised by the city. The board reported their action Tuesday night at a called meeting of the council, which adjourned without settling the matter to next Monday night when it will again be taken up.

\*\*\*\*\*

### EXCURSIONS TO TEXAS, NEW MEXICO, AND ARIZONA

On January 4th and 18th, February 1st and 15th and March 1st and 15th, the Frisco Line will sell Homeseekers tickets to points in the above named states at one fare for the round trip plus \$2.00. Tickets are good for fifteen to thirty days. For further information call on S. J. Breckenridge, Agent.

\*\*\*\*\*

**WANTED**

A good milch cow; inquire at 112 North 12 street.

\*\*\*\*\*

**AGENTS WANTED**

To handle the X-ray egg tester, the most wonderful and useful article of this age. You see through the egg and don't see the egg. Agents make big money, as you only have to show goods to make the sale. For information write to L. S. Brown, Lock Box 682, Fort Smith, Ark.

\*\*\*\*\*

Back aches, Sprains, Bruises, Cuts, Rheumatism speedily cured by using Hunt's Lightning Oil. Failing, Money Refunded.

- • -

**JANUARY 14, 1898**

**FIFTY PERSONS ARE DEAD**

Terrific Cyclone struck the City Tuesday Night at 11:15 and left Death, Destruction and Fire in its Trail. Damage to Property cannot be estimated. Churches, residences and Business Houses Demolished – Hundreds of people without food or shelter. *(THIS REPORT IS VERY LENGTHY AND GIVES VERY VIVID DESCRIPTIONS OF THE DISASTER. A BRIEF LIST OF DAMAGED PROPERTY FOLLOWS)*

Fagan Bourland house on sixth street, extension was considerably damaged. Judge Boles fine residence was badly wrecked. Meek's Cotton Yard was made an open tract. The Hatfield Wagon Yard was wrecked and two men were killed there. The Church of the Immaculate Conception lost its steeple and part of the roof. The Central Methodist church was demolished. The First Baptist was reduced to kindling wood.

*(THE LIST GOES ON AND ON – WORTH A TRIP TO THE LIBRARY TO READ)*

- • -

**JANUARY 21, 1898**

THE FIRST PAGE WAS DEVOTED TO FULL REPORT OF THE CYCLONE WITH LISTING OF THE DEAD – THE ENTIRE PAPER FILLED WITH DETAILS)

- • -

**JANUARY 28, 1898**

**HENRY STARR**

Accompanied by Frank Carver & Mollie King leaves for Columbus Monday evening. Henry Starr, Frank Carver and Mollie King left on the Cannon Ball for Columbus, Ohio. Starr goes for fifteen years and Carver and Mollie King for life. Deputy Geo. Hanna with H. L. Johnson and Alonzo Hodge as guards had charge of the party.

This reduces the number of prisoners in the United States jail to sixty four.

\*\*\*\*\*

When women get to cutting off the tops of their dresses for the ballroom and the bottom for the bikes, I begin to get frightened – Sam Jones.

Right there is where we have the advantage of Samuel in the matter of nerve. Such things don't scare us even a little bit.

\*\*\*\*\*

Plans have been formulated for the erection of a new church edifice on the ground occupied so long by the church of the Immaculate Conception. It will be a magnificent building.

\*\*\*\*\*

Parts of the debris of Fort Smith buildings were carried as far as thirty miles. Fragments were found in several parts of Crawford County. A tin sign from the corner of Garrison Avenue and Thirteenth street, was picked up in Crawford County nearly thirty miles from the starting point.

\*\*\*\*\*

**THRASH – LICK SOUVENIR**

Thrash and Lick of this city have a small book containing a short history of the current cyclone and engravings of the most striking scenes of that event. It is an interesting souvenir of a terrible affair. Copies mailed to any address on receipt of 25 cents.

\*\*\*\*\*

**WIFE WANTED**

The undersigned wants a wife – one from 15 to 18 years of age desired. Address: William Lauderback  
Tamaho, I.T.

- • -

**FEBRUARY 4, 1898**

The \$15,000 in the urgent deficiency bill for the repair of the National Cemetery at Fort Smith has been finally agreed to in conference. This is the last guantlet the matter will have to run.

The amendment is so worded that the money will be available when the president approves the bill, which, it is expected will be in a very short time. The repairing will be done by the war department and ought to begin within a few weeks at most.

\*\*\*\*\*

Do not forget the date of the concert for the benefit of cyclone sufferers – Opera House – next Monday night – Tickets only 50 cents.

\*\*\*\*\*

The children of the English-Luthern Sunday School have contributed \$9.50 to the cyclone relief fund.

\*\*\*\*\*

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- 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.  
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