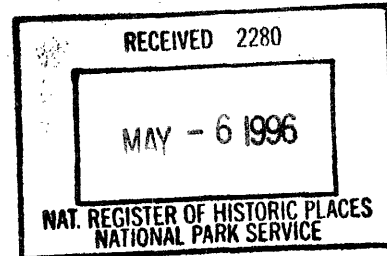


United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form



This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

Railroad Era Resources Of Southwest Arkansas, 1870-1945

B. Associated Historic Contexts

Railroad Era Resources Of Southwest Arkansas (Lafayette, Little River, Miller and Sevier Counties), 1870-1945

C. Geographical Data

Legal Boundaries of Lafayette, Little River, Miller and Sevier Counties, Arkansas

See continuation sheet

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

Signature of certifying official

Date

Arkansas Historic Preservation Program

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Cathryn A. Slater

Signature of the Keeper of the National Register

4-15-96

Date

see above certification sheet

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 1

I. Introduction

The first railroad in the United States, built in 1825, ran from Quincy, Massachusetts to the Massachusetts Bay. With cars drawn by horses and a three-mile-long track, the train transported granite from the Quincy quarries to the barges headed for Boston. Only three years later, on July 4, 1828, the Baltimore and Ohio Railroad began operating the first passenger train in the United States. During the next twenty years, the legislatures of nearly all the states granted charters to railroad companies, though many of these enterprises were purely speculative and the roads were never built.¹ By the early 1850s, there was a considerable amount of discussion on the construction of a transcontinental railroad beginning at the port city of Charleston, South Carolina, and extending by the way of the most direct and convenient route to a terminus at San Francisco, California. When the word made its way across the Mississippi River, it was joyously received by the people of southern Arkansas.²

Sparsely settled before the Civil War, the four counties in extreme southwestern Arkansas--Sevier, Little River, Miller, and Lafayette--were profoundly affected by the development and extension of the railroads. The redistribution and redirection of existing transportation routes and the founding and development of new communities economically dependent on the rail lines would radically alter the cultural landscape of southwest Arkansas. The railroad brought new settlers and industries to the region and introduced new architectural styles and influences to the old and new communities. This historic theme study examines the effects of the railroad on urban and small community development in Sevier, Little River, Miller, and Lafayette counties between 1870 and 1945.

II. Early Railroad Development in Arkansas

While in 1858 there was not a mile of steam railroad anywhere west of the Mississippi River,³ the national excitement over railroads spread to Arkansas as early as the mid-1830s. Numerous companies were formed, routes discussed, and land grants obtained. The first survey for the

¹Dallas T. Herndon, Annals of Arkansas, Vol. I, (Little Rock, Arkansas: The Historical Record Association, 1947), 385.

²Clifton E. Hull, Shortline Railroads of Arkansas, (Norman, Oklahoma: University of Oklahoma Press, 1969), 3.

³Stephen F. Wood, "The Development of Arkansas Railroads," Arkansas Historical Quarterly, VII, No. 2, 119.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 2

construction of a railroad in Arkansas was planned by Roswell Beebe, Grandison D. Royston, and Edward Cross, who were agents for the owners of what became the Cairo and Fulton Railroad Company. Captain Henry D. Shreve was in charge of the survey, which covered land from the northeastern corner to the southwestern corner of Arkansas. The United States War Department cited this area as the best route, geologically, for the transcontinental railroad that would terminate at the Pacific Ocean.⁴ The second Arkansas General Assembly granted charters to two companies for construction of two railroads on January 9, 1839: one from Little Rock to Napoleon; the other from Little Rock to Helena.

Many railroad companies were incorporated and charters were granted by the state of Arkansas in 1852. The Arkansas Central Railroad Company incorporated on January 2, 1852, with Roswell Beebe as the chairman. The committee called for construction of a railroad from Memphis, Tennessee, to the Texas line. On January 14 and 15, 1852, legislation to establish railroads running from Memphis via Little Rock to Fulton, and from Helena via Little Rock to Fort Smith, were introduced by Senator Solon H. Borland and Representative Robert W. Johnson of Arkansas to the United States Congress. The former followed the route of the Barney survey, conducted in 1850 by Captain Joshua Barney of the United States Topographical Corps of Engineers. The line would serve as the general route running from St. Louis to Fulton and then on to the Pacific by way of Santa Fe, New Mexico.⁵ The Little Rock and Memphis Railroad Company was incorporated by an act of the Arkansas General Assembly and was approved January 10, 1853, by Governor Elias Nelson Conway. This was the first railroad chartered that went into actual public service.⁶

While citizens of Arkansas were interested in the advantages of railroad transportation, progress was slow. Insufficient funds,⁷ a series of national financial panics, illnesses among workers, fires, and floods thwarted Arkansas railroad construction for several years. The only construction completed before the Civil War was of the Memphis and Little Rock Railroad, and the Mississippi, Ouachita, and Red River Railroad. On January 9, 1862, train service was inaugurated between DeValls Bluff, on the western bank of the White River, and Huntersville

⁴Ibid., 104.

⁵David Y. Thomas, Arkansas and Its People, 424.

⁶Dallas T. Herndon, Centennial History of Arkansas, Vol. I, (Little Rock, Arkansas: The S.J. Clarke Publishing Company, 1922), 520.

⁷Wood, 110.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 3

(present day North Little Rock), on the northern bank of the Arkansas River.⁸

Not everyone was interested in the development of the railroad. In fact, there was opposition to the railroad across the United States. In the fall of 1828, a few months after work commenced on the Baltimore and Ohio, some young men of Lancaster, Ohio, organized a debating society and applied to the school board of Lancaster for the use of the school house in which to hold their meetings. Learning that the society intended to discuss the practicability of the railroad, the board replied, "we are willing to allow you the use of the school house to debate all proper question in but such things as railroad we regard as rank infidelity. If God had ever intended his children to fly over the face of the country at the frightful speed of fifteen miles an hour, he would have foretold it clearly through his holy prophets. It is a device of Satan to lure immortal souls to hell."⁹ One generation later, public sentiment had undergone a radical change. The railroad was no longer looked upon as "rank infidelity," but as one of the most powerful agents in the development of the country.

The controversy in Arkansas over the railroads did not center over their lack of divine providence, but rather the corruption and fraud that was associated with many of the companies. The earliest railroad controversy occurred in the spring of 1853. A charter was granted to build a railroad from the community of Napoleon, on the Mississippi River, to Little Rock. Since both the Cairo and Fulton and the Napoleon and Little Rock railroads were chartered during the last legislative session, the Napoleon faction felt that it had equal rights with its opponents, the Cairo and Fulton. However, the Napoleon and Little Rock Railroad Company opposed both Governor Conway and the Cairo and Fulton Railroad Company, accusing them of using the Cairo grant for their own interests and conspiring to prevent the building of the Napoleon road.¹⁰

On September 18, 1866, reports were made that Congress passed a bill signed by President Andrew Johnson that renewed a former grant of lands. This bill gave an additional amount of land to railroads such as the Cairo and Fulton.¹¹ Meanwhile, the Arkansas General Assembly was passing legislation to encourage the development of railroads in Arkansas. A levee bond

⁸Ibid., 124.

⁹Herndon, Centennial History of Arkansas, 520.

¹⁰Wood, 124.

¹¹Ibid., 126.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 4

was established in 1868 which made funds available to companies to build levees along navigable streams at overflowing points. On March 18, 1867, the Arkansas legislature overruled Governor Murphy's veto on an act lending aid, on the credit of the state, for the construction of railroads in the form of state bonds.¹²

The few years of the Reconstruction era brought men to power who were liberal in granting state aid to railroads. A number of companies were incorporated to build railroads "beginning nowhere and ending nowhere." These companies and the dates of incorporation include: The Texas, Mississippi River and Northwestern, November, 1868; the Little Rock, Pine Bluff and New Orleans, November, 1868; the Camden and Red River, August 11, 1871; the White River Valley, August 1871; the Memphis and Western, December 1871; the DeValls Bluff and Auburn, February 26, 1872; the New Orleans, Little Rock and St. Louis, May 11, 1872; the Kansas City and Memphis, October 1872; the Washington, Lewisville and Shreveport, February 5, 1873; the Helena and Northwestern, March 31, 1873; the Memphis, Pine Bluff, and Shreveport, March 24, 1873; the North Central, March 31, 1873; and the Fort Smith, Dardanelle and Little Rock, April 7, 1873.¹³ Most railroads, planned by businessmen, were never built, although a few plans were put into action.

Shortly after taking office, Reconstruction Governor Powell Clayton approved a bill that granted \$1,000 per railroad mile in state bonds, payable in thirty years at seven percent interest per annum to railroads in need of financial assistance. The railroad companies that had not already received federal grants were eligible to receive \$15,000 per railroad mile for construction and financing purposes. In applying with the secretary of state, each railroad company was required to issue a map of the proposed line showing the territory to be covered and the terminal points, an affidavit from the company's president and chief engineer showing the estimated cost to grade the first 100 miles of the line, and another affidavit showing that ten miles were graded and set up for actual use. The new act also included the governor and the secretary of state as part of the establishment of the railroad commission. The vote at the general election of November 3, 1868, was five to one in favor of granting aid to the railroads. Arkansas, Union, and White counties were the only counties to disapprove of the measure.¹⁴ In 1871 there were a total of 86 chartered railway companies in Arkansas, all controlled by fewer than twenty powerful

¹²Ibid., 127.

¹³Ibid.

¹⁴Ibid., 128.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 5

politicians and their allies. The state had a bonded indebtedness of \$6.9 million, and had only 271 miles of railroad track to show for it.¹⁵ Many of the state bonds were thrown on the New York markets and sold cheaply. This resulted in many of the roads becoming insolvent - the Little Rock, Pine Bluff, and New Orleans, and the Mississippi, Ouachita, and Red River Railroads in particular.

The railroad between Little Rock and Fort Smith was projected in 1853 by Boston capitalists who had previously been interested in railroad building in the east. Associating with some Arkansas men, they obtained a charter from the Arkansas legislature and in 1854 the line was surveyed under the direction of Joshua Barney, chief engineer. The length of the proposed road, as ascertained by the survey, was 163 miles. The work of grading was commenced soon after the survey was finished, but it was suspended in 1860 for lack of capital. Nothing was done toward the building of the railroad until after the Civil War.¹⁶

At the beginning of the Civil War the Boston company had \$31,304 in the treasury, most of which was in gold. Both the military and civil officers of the United States and the Confederate governments tried to get possession of this fund, but Captain Philip Pennywit, a veteran steamboat captain and treasurer of the railroad company, managed to preserve the fund. With this sum as a nucleus, work on the railroad between Little Rock and Fort Smith was resumed in 1866 with Jesse Turner as president. The road bed was graded from Little Rock to Morrilton, a distance of fifty miles, under the Boston company when financial troubles arose and the franchise passed into other hands. Between the years 1866 and 1870 the road was graded to Van Buren and preparations were made for laying the rails. The *Arkansas Gazette* of March 4, 1871, announced the arrival of the steamer *Hennie Howell* at Little Rock bringing a large cargo of iron rails from New Orleans for the Little Rock and Fort Smith Railroad. The following month, the steamer *Importer* brought up 100 more tons of iron rails. Before the close of the year the road was finished as far as Ozark and in 1872 it was completed as far as Van Buren, where freight and passengers were transferred for Fort Smith. The entire line was completed in 1874 and is now a part of the Missouri Pacific system.¹⁷

¹⁵John L. Ferguson, and J.H. Atkinson, Historic Arkansas, (Little Rock, Arkansas:Arkansas History Commission, 1966),160.

¹⁶Ibid.

¹⁷Wood, 133.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number E Page 6

The Memphis and Little Rock route was of foremost importance to the state because the swamps of eastern Arkansas made Memphis, only 133 miles from Little Rock, virtually inaccessible by land and the water route wound far to the southeast. Building proceeded eastward from Little Rock and westward from Hopefield in 1857, and was fairly rapid until the eastern section -- laid mostly on trestles -- reached Madison on the St. Francis River. By 1862 the western section extended to DeValls Bluff on the White River. The war and the engineering problem of constructing a roadbed through the morasses bordering the St. Francis, Cache and White Rivers interrupted track laying for several years. Meanwhile, passengers covered the distance between Madison and Clarendon by coach and traveled from Clarendon to DeValls Bluff by steamboat. The two sections were completed in 1871, and the line was opened amid celebration. The Memphis and Little Rock Railroad was not a profitable institution, owing chiefly to the frequent floods that interfered with traffic over the eastern forty miles. In 1898 the road was purchased by the Choctaw Oklahoma and Gulf Railroad Company, which immediately began work on an extension from Little Rock westward into Oklahoma. Construction was pushed forward rapidly and on December 15, 1899, regular trains were running between Memphis and Oklahoma City.¹⁸

While the Civil War delayed railroad building in Arkansas, by 1870 ambitious promoters of the St. Louis, Iron Mountain and Southern had pushed a line south from St. Louis to the Arkansas border and were looking toward Texas. They bought the Cairo and Fulton, which had secured rights of way before the war but had done no building, and constructed the first railroad that crossed the entire state. These tracks followed the general route of the old Southwest Trail to Fulton on the Red River. In 1872 the road reached Little Rock. Its terminus on the Texas border, where the new city of Texarkana was to grow, was completed in 1874. At the same time the state's other major highway between Little Rock and Fort Smith was being paralleled by the Little Rock and Fort Smith Railroad. Construction stopped at the coal fields of Clarksville in 1874 and the route was not extended to Fort Smith until 1879.¹⁹

Jay Gould, a Wall Street financier, acquired the St. Louis, Iron Mountain and Southern Railroad lines for two million dollars in 1882 and visited Arkansas to inspect his roads and investigate the possibilities of extending his transportation empire in the southwest. The same year, he bought the Little Rock and Fort Smith and added it to the Iron Mountain system, which

¹⁸Wood, 137.

¹⁹Wood, 130.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 7

continued to grow until it became the largest in the state.²⁰ Gould and other entrepreneurs realized that only the railroad could tap the wealth of the thirty million acres of virgin timber and thereafter Arkansas's railroads and lumbering developed together. Section camps became lumber camps and frequently grew into mill towns. Spurs built solely to haul timber were occasionally linked together to form a new railroad line. Conversely, lines built to reach a good timber section were sometimes abandoned after the forest was exhausted. Throughout the rest of the nineteenth century, and until World War I, steel tracks were forced through swamps and jungles by lumbermen eager for more cypress, pine, and oak. The cut timber also supplied fuel to the engines of the trains as they pushed a path through the Arkansas forests. A veteran engineer on some of the earliest trains in Arkansas recalls:

wood yards were placed from 15 to 30 miles apart. . .there was a crew of men at each wood pile that kept the wood piled up on temporary platforms on the side of the track. . .we would go to this wood pile and stop and everyone on the train would assist in piling the wood on the tender. . .firemen in those days were experts in handling wood. Some of them could stand in the back of the tender and throw a stick of wood in the firebox door, a hole about 18 inches in diameter."²¹

Until the railroad came in the 1870s, the settlement and prosperity of Arkansas was most evident along the rivers, particularly in the Arkansas River Valley. The steady growth and expansion of railway service coincided with and was responsible for the slow decline and death of steamboat trade after 1880; shipping by water was too expensive, slow and uncertain. The shift in population from the old river towns to sites along the new steel highways was striking. Dozens of communities that had based their prosperity on steamboat traffic disappeared completely. New railroads swept commercial farming and industry to inland regions. The forests of southern Arkansas were dotted with new lumber mills. Tourists began visiting the Ozark and Ouachita Mountains. The northern part of the Delta between West Memphis and Blytheville began to hear the whine of large sawmills around 1900. Land that was cleared by lumbermen was converted to cotton crops. Southwest Arkansas farmers learned that sandy soil would grow peaches and other fruit. Pre-railroad trading centers, established by traditions and sentiment, maintained their existence but languished. Most of Arkansas's commercial cities date

²⁰The WPA Guide to 1930s Arkansas, compiled by Writer's Program of the Work Projects Administration (Hastings House, 1941; reprinted., Lawrence, Kansas: University of Kansas Press, 1987), 55.

²¹Herndon, Centennial History of Arkansas, 521.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number E Page 8

their founding or beginning of their growth from the building of the railroad.

On March 21, 1871, the Levee Act was approved giving railroads the opportunity to collect aid ranging from \$10,000 to \$15,000 per mile in swampy areas needing levees. This act did not affect a previous levee act and some companies even collected twice for the same mileage. On March 28, 1871, an act was passed by the Arkansas General Assembly demanding that all railroads that received state aid and were presently under construction should complete one-fourth of the line within two years, one-half within three years, and the entire road within five years. The new Levee Act ensured that each railroad had sufficient finances to complete its line by the deadline set in the March 28 act.²²

A railroad bill was introduced in 1873 to release the railroad companies from their indebtedness to the state and allow the taxpayers to pay the interest on the railroad bonds. Governor Elisha Baxter vigorously opposed the bill, much to the chagrin of some of his Republican supporters.²³ This incident led to a falling out between Governor Baxter and the political machine of former Governor Powell Clayton, a break that eventually led to the Brooks-Baxter War of 1874. By the time the State Aid Bill was repealed in 1874 by Democrats in the post-Reconstruction General Assembly, 440 miles of railroad had been built. About 700 miles of railroad were built during the five years of Reconstruction and Republican rule in Arkansas. In June 1877, the Arkansas Supreme Court ruled that the railroad aid and levee bonds had been illegally issued and were therefore void. The state was relieved of all responsibility for the bonded debt, which, with principal and interest, amounted to \$7,135,298.²⁴

By 1883, much dissatisfaction existed throughout the state concerning the small valuations returned by the railroads for taxation. In June of 1883, a commission, consisting of the state auditor, secretary of state, and the governor, proceeded to assess the property of the railroad companies. The St. Louis, Iron Mountain, and Southern Railroad and the Memphis and Little Rock Railroad issued writs of equity to restrain these proceedings. They declared that their charters had been granted with clauses exempting them from taxation and that the act passed by the 1883 legislature was a violation of the constitution of the United States. Governor James Henderson Berry engaged Judge U.M. Rose to assist C.M. Moore, the attorney general, in the

²²Ibid., 134.

²³Ibid., 147.

²⁴Ibid., 140.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 9

defense of these suits. The chancery court decided in favor of the state, as did the Arkansas State Supreme Court, after an appeal. The state's rights to tax the railroads were sustained again when the case was appealed to the United States Supreme Court.²⁵

The Arkansas Railroad Commission was established in 1899 to oversee the development and activities of railway companies in the state, and to ensure that the railroad would be in the best interest of the citizens of the state. The governor, attorney general, state auditor, secretary of state, state treasurer, commissioner of agriculture, and commissioner of state lands constituted a state board of railroad incorporation. Each time articles for a railroad incorporation were filed, the railroad commission was required to meet and decide whether or not to approve a charter. If a charter was granted, the railroad company would be required to faithfully execute its contracts with the public and to build the road according to its preliminary survey. Failure to complete one-fifth of the railroad within three years would be cause for revocation of the charter, and the failure to complete the railroad within six years could result in the forfeiture of the uncompleted portion of the line. If the commission felt it to be in the public interest, extensions could be granted for the completion of particular lines.²⁶

While there were only 822 miles of operating railroad track in Arkansas in 1880, the close of the decade would see more than 2,000 miles of track in operation.²⁷ By the turn of the twentieth century, the importance and influence of the railroad industry in Arkansas was extraordinary. Many of the smaller branch lines established in the late nineteenth century were acquired by larger corporations. Important industries dependent on shipping large cargos of raw materials were able to develop and thrive in Arkansas as more and more of the state was drawn into the railroad network and became linked with national markets. The railroad industry itself became a major factor in the state's economy as facilities grew around the shops and roundhouses of towns which actually owed their inception to the coming of the railroad.²⁸ By 1941, there were approximately 4,700 miles of railroad track in Arkansas. Although passenger service declined due to the automobile, the railroad continued to be an integral factor in Arkansas industry and shipping, specifically in the southwest.

²⁵Ibid., 159.

²⁶Hull, 51.

²⁷The WPA Guide to 1930s Arkansas, 175.

²⁸Sandra K. Long, "The Romance of the Rails," Arkansawyer, November-December 1984, 15.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 10

III. Railroad Development in Southwest Arkansas

A. The Kansas City Southern Railroad

Arthur Stilwell and E. L. Martin began work on what would become the 800-mile Kansas City, Pittsburgh and Gulf Railroad (later the Kansas City Southern) in the late 1880s, opening a more direct route from the grain-growing midwest to the shipping lanes on the Gulf of Mexico. By the early 1890s, Stilwell and Martin acquired smaller lines in and around Texarkana, Fort Smith, and the Indian Territory, and work proceeded apace to link all of the lines into a major route. Unfortunately, outbreaks of malaria and other diseases among the railroad workers plagued the fledgling line. Then a national financial panic in 1893 finally dried up investment capital halting construction on the Kansas City, Pittsburgh and Gulf Railroad, which soon went into receivership. Undaunted, Stilwell decided to seek European capital to finance the remainder of the line. In the Netherlands, Stilwell met with Jan DeGoiejen, a coffee wholesaler he met several years earlier, and solicited his support in helping finance the troubled line. Several years later, an associate of DeGoiejen described Stilwell's sales pitch in a letter to a resident of DeQueen:

The alluring pictures Mr. Stilwell drew of building a line that would be the shortest connection between the great grain producing center of the United States and the seaboard, and which line incidentally would mean the opening up of new countries for agriculture, industries, mining, etc., and which not only would give a fair profit to investors but also would give a chance for the development of thousands of enterprises by the energetic settlers from all other parts of the United States, that all made a deep impression on Mr. DeGoeijen. . . Mr. Stilwell had been enabled to start building this road, but lack of confidence in the enterprise and the bad times in the United States had put a stop to the work right at the beginning. Mr. Stilwell's trips to Europe to try and interest foreign capital had neither met with success, so that it looked as if the railroad would remain a dream. . . A ray of hope for Mr. Stilwell was Mr. DeGoeijen's deep interest in the scheme. A study of the plans followed, with the result that the latter quit the coffee business for the purpose of promoting Mr. Stilwell's proposition. The ultimate outcome of Mr. DeGoeijen's decision was the completion of the railroad, and a canal was dug from the Gulf of Mexico to the town of Port Arthur, Texas, and various enterprises along the line were started."²⁹

²⁹Betty McCommas, The History of Sevier County and Her People, (Dallas: Taylor Publishing, 1980), 88.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 11

DeGoiejen was successful in raising \$3,000,000 in European capital, enabling the Kansas City, Pittsburgh and Gulf Railroad to build one-third of the total new railroad mileage in the United States in 1893.

With European financing in place, the Kansas City, Pittsburgh and Gulf Railroad contracted W. C. Merrit to survey southern Sevier County near Rock Hill (present day Horatio) in an attempt to identify the optimum route out of the lowlands and into Silver Hill (present day Gillham) in the Ouachita foothills. Worth Millwee, a local resident, led the engineering party on horseback from Morris Ferry in the southern part of the county up to Silver Hill, where construction on the new railroad line was to begin. Other surveys were conducted just east of Chapel Hill and Redmen Cemetery. More than forty property owners sold rights-of-way to the railroad, and the citizens of Sevier County anxiously awaited the completion of the railroad and the prosperity that was certain to follow.

Under chief engineer Robert Gillham (for whom Silver Hill would later be renamed), the Kansas City, Pittsburgh and Gulf Railroad advanced rapidly through Sevier County, establishing new town sites along the way. The final spike connecting Kansas City with Shreveport was driven just north of Avon on March 2, 1897, at a site known as Pullman Hill. In September, the final segment was completed to the terminus of the line in a new community in Texas called Port Arthur (named for Arthur Stilwell). Passenger service from Kansas City to Port Arthur began on October 8, 1897, and people from all over the region travelled to DeQueen to witness the arrival of the first passenger train, which carried Arthur Stilwell, Jan and Mena DeGoeijen, and several other European investors.³⁰ In 1900, the Kansas City, Pittsburgh, and Gulf Railroad went into receivership and reorganized under a new name, the Kansas City Southern Railroad Company.

B. The Mississippi, Ouachita and Red River Railroad

After incorporating on January 8, 1851, the Mississippi, Ouachita and Red River Railroad was granted a charter on August 2, 1852, at the request of the Arkansas General Assembly. The first railroad to receive a charter in Arkansas, it was named for the three major streams to be encountered on the route.³¹ The route was originally proposed to run from Gains Landing at the mouth of the Arkansas River westward to the vicinity of Fulton on the Red River and then

³⁰"Dequeen has a Birthday," *Arkansas Gazette*, April 26, 1942, 2.

³¹Hull, 4.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 12

on to the Texas border.³² The railroad owners were given permission to issue capital stock in the amount of \$1,500,000, represented by 15,000 shares valued at \$100 each. Provision was also made for the state to subscribe to the company's stock.³³

During the 1854 session of the General Assembly, Governor Elias N. Conway proposed that the state grant a portion of the internal-improvement lands to the new railroad. The method of making the grant was rather involved. It was finally decided to grant alternate sections of land extending a distance of six miles on either side of the final surveyed route. This method would give the company ownership of land in a checkerboard pattern, with the government retaining possession of the alternate sections. Lloyd Tilghman was hired as chief engineer to supervise surveying of the most feasible route and to oversee construction of the road.

The actual building of the railroad was slow and plagued with misfortune. Sickness was common among the work crews and floodwater destroyed portions of the new roadbed. Another stumbling block was a financial panic in 1857. As the depression began to ebb, the future of the road looked solid. However, the Civil War completely halted construction on the line. The forest reclaimed the roadbed, and the completed portions soon deteriorated through neglect. When the war was over, the Mississippi, Ouachita and Red River received \$1,950,000 from the State of Arkansas's railroad aid bill signed by Governor Powell Clayton. The relief was short-lived, however, because the various roads receiving state bonds dumped them on the New York market at the same time. Their value immediately dropped until they were worth nothing. The Mississippi, Ouachita, and Red River Railroad became insolvent.³⁴

In the fall of 1873, the Little Rock and New Orleans Railroad Company consolidated with the Mississippi, Ouachita and Red River Railroad Company. The new title was the Little Rock, Mississippi River and Texas Railroad. Powell Clayton, no longer governor, became president and Jackson E. Sickels became vice-president, although the foreclosure and sale of the Little Rock, Mississippi River and Texas Railroad parts became necessary because of financial difficulty.³⁵

³²Herndon, Centennial History of Arkansas, 525.

³³Hull, 6.

³⁴Hull, 9.

³⁵Ibid.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 13

C. The DeQueen and Eastern Railroad

The Dierks Lumber and Coal Company, based in Kansas City, incorporated the DeQueen and Eastern Railroad Company in September, 1900, to facilitate the transport of timber. The line was to run from the Dierks fields in Arkansas's Howard County and southeastern Oklahoma to the Pine Mill at DeQueen and the northern markets that were accessible via the Kansas City Southern Railroad. The first DeQueen and Eastern Railroad terminal was constructed at Logville (later renamed Hortense and, finally, Geneva), and by May, 1902, the track was almost complete from DeQueen to Lockesburg, which was still the county seat of Sevier County. Passenger service for the twelve-mile stretch between DeQueen and Lockesburg began on June 14, 1902, while work continued extending the line into Howard County. The Dierks company town of Provo, in eastern Sevier County, was established later as the track was pushed east. The first DeQueen and Eastern depot was constructed in DeQueen the following October, measuring 24' x 64' and including a baggage room, two waiting rooms, and office space; machine shops and a 50' x 160' roundhouse for the repair of flat cars and wheeled vehicles were in place by 1908.³⁶

D. The Texas, Oklahoma and Eastern Railroad

In 1910, the Dierks Lumber and Coal Company incorporated yet another railroad, the Texas, Oklahoma and Eastern Railroad, to link the company's extensive timber holdings in southeast Oklahoma with the Kansas City Southern line and the Pine Mill in DeQueen. New track was laid from Valiant, Oklahoma, and by 1912 the new line almost reached the Arkansas line, where the town of Broken Bow and the Choctaw Lumber Company mill were established. In the early 1910s, the Dierks Lumber and Coal Company decided to relocate the Arkansas milling operations to the town of Dierks following a major fire at the Pine Mill in DeQueen. In the process, they consolidated the offices of their two railroads, the DeQueen and Eastern Railroad and the Texas, Oklahoma and Eastern Railroad. C. C. Ray was placed in charge of the new railroad offices, located in DeQueen. World War I interrupted the development of the Texas, Oklahoma and Eastern Railroad, but in July, 1920, work finally began anew on connecting Broken Bow with DeQueen. J. C. Leeper, chief engineer for both Dierks railroads, surveyed the optimum route through the rolling hill country of western Sevier County, and by January, 1921, the Texas, Oklahoma and Eastern Railroad and the DeQueen and Eastern Railroad met at DeQueen. An elaborate system of signals costing \$15,000 was erected at the point at which the Texas, Oklahoma and Eastern crossed the Kansas City Southern line. The *DeQueen Bee*

³⁶McCommas, 96.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 14

noted that "[w]e can stand on these hills and hear the whistles of the locomotives on the DeQueen and Eastern, and the Kansas City Southern and the Memphis, Paris and Gulf."³⁷

E. The St. Louis and San Francisco Railroad

The St. Louis and San Francisco Railway Company, commonly known as the Frisco, was established in 1853 to develop a route west to San Francisco across the thirty-fifth parallel, which included Arkansas. Though much of the line was completed by the 1870s, the venture ultimately failed due to inferior administration, fallacious timing, erratic public opinion, bad luck, and greed. In 1866, Congress rescinded the Frisco's 1866 land grant, reclaiming all but 14 million of the 40 million acres it had granted to the company for development purposes, and the line was taken over by the Atchison, Topeka and Santa Fe system. The Panic of 1893 forced the Atchison, Topeka and Santa Fe into receivership, and in 1896 a reorganized St. Louis and San Francisco bought the eastern portions of the old line at a foreclosure sale. By July 8, 1902, the company, financially solid, bought the Arkansas and Choctaw Railway company (renamed the St. Louis, San Francisco and New Orleans Railroad company on October 2, 1902).

With lines that crossed the northeast corner of the state, providing access to Memphis, the Frisco paralleled the old Butterfield stage route across the northwestern counties to Fort Smith, and additional tracks ran from Hope to southern Oklahoma. The Frisco had an important impact on Arkansas's cultural and industrial environment³⁸ and provided "downstaters" with easy access to the University of Arkansas in Fayetteville.³⁹

F. The Missouri-Pacific Railroad

The Missouri Pacific Railroad Company, which in 1917 incorporated and formally absorbed the Iron Mountain system, was for many years the most important railroad in Arkansas. In 1927, the Missouri-Pacific Railroad operated 1,810 miles of railroad in Arkansas, more than 35 percent of the state's total mileage, with an assessed value of almost \$39 million. The company's main lines to the southwest and to Mexico crossed Arkansas following the old Southwest Trail route

³⁷Ibid.

³⁸The WPA Guide to 1930s Arkansas, 55.

³⁹Walter L. Brown, review of The St. Louis-San Francisco Transcontinental Railroad: The Thirty-Fifth Parallel Project, 1853-1890, by Craig H. Miner, in Arkansas Historical Quarterly, Vol. XXXI, No. 1 (Spring 1972), 92-95.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number E Page 15

of the Cairo and Fulton. Other principle sections of the system branched to Memphis, down the Arkansas valley toward New Orleans, to Fort Smith, through the Ozarks to Joplin, Missouri, and along Crowley's Ridge to Helena; a network of lines also covered the southeast corner of the state.⁴⁰

G. The St. Louis Southwestern Railroad

Commonly called the Cotton Belt Railroad, the St. Louis Southwestern Railroad was incorporated under the name Texas and St. Louis Railway and ran from St. Louis through eastern and southern Arkansas to Texarkana and into Texas. The first section of the road in Arkansas was built between Jonesboro and Clarendon in 1882. The following year, it was completed from Clarendon to Texarkana and trains began running in early 1884.⁴¹ The St. Louis Southwestern Railway completed bridges across the White and Arkansas rivers at Clarendon and at Garland City respectively and traffic opened between Pine Bluff and Clarendon on August 12, 1883. In 1885, the St. Louis Southwestern became involved in grave financial trouble and Samuel W. Fordyce, vice president and treasurer of the company, was appointed receiver. Under his management, the company was reorganized as the St. Louis, Arkansas and Texas Railroad and the branch between Little Rock and Altheimer was built. In 1889, the road again went into the hands of a receiver and in 1891 it was reorganized as the St. Louis Southwestern.⁴²

H. The St. Louis, Iron Mountain and Southern Railroad

In March, 1868, the interest of the state of Missouri and the St. Louis and Iron Mountain Railroad were sold to Thomas Allen. Allen, who influenced some eastern capitalists, finished the line as far as the Arkansas state line. A consolidation was then affected with the Cairo and Fulton company under the name of the St. Louis, Iron Mountain and Southern Railroad and work commenced on the Arkansas extension. Under an act approved by the Arkansas legislature on July 31, 1868, state aid in the form of bonds to the amount of \$3,000,000⁴³ was awarded to the Cairo and Fulton Railroad Company. Because the land grant was constantly growing

⁴⁰Wood, 160.

⁴¹Herndon, Centennial History of Arkansas, 525.

⁴²Ibid.

⁴³Ibid., 523.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number E Page 16

more valuable and the company had sufficient working capital, the state aid was declined. By the fall of 1872, the road was in operation to Arkadelphia, and in January, 1874, trains began running between St. Louis and Texarkana. The great iron bridge project across the Red River was completed enough for traffic by August 2, 1880, and the first train crossed the river on the St. Louis, Iron Mountain and Southern railway that morning.⁴⁴

The St. Louis, Iron Mountain and Southern Railroad encountered trouble in 1886. Railroad employees in Texas, Arkansas, and Missouri went on strike, threatening the peace of the state and the progress of the railroad. The Miller County sheriff called on the governor to assist in enforcing the law at Texarkana and Captain John H. Twigg kept the Gate City Guards prepared should the sheriff need their assistance. The presence of the militia sufficed and the violence soon ceased.⁴⁵

I. The Memphis, Dallas and Gulf Railroad

In July 1906, a consortium of southwest Arkansas businessmen incorporated the Memphis, Paris and Gulf Railroad, initially to build a railroad between Ashdown and Nashville, and eventually to link Memphis with Paris, Texas, and the Gulf of Mexico. Unfortunately, the Memphis, Paris and Gulf was never completed, and only twenty-five miles of track were laid connecting Nashville, Arkansas, with the Kansas City Southern Railroad at Ashdown via Paraloma in extreme southeastern Sevier County. In bridging the Little River at White Cliffs southwest of Paraloma in 1907, the railroad engineers opted not to erect a swing-span, and the river was thereafter closed to navigation north of White Cliffs. Later renamed the Memphis, Dallas and Gulf, and still later the Graysonia, Nashville and Ashdown, the shortline did provide an outlet for the timber and fruit products of northeastern Little River County. The line was purchased for use as a private line by the Ideal Cement Company in 1927.⁴⁶

J. The Cairo and Fulton Railroad

The Cairo and Fulton Railroad Company was chartered by the Arkansas legislature on January 12, 1853, to build a railroad from the Missouri state line to the Texas state line. The purpose

⁴⁴Wood, 156.

⁴⁵Ibid., 161.

⁴⁶Hull, 304.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 17

of the railroad was to construct a line from Cairo, Illinois, to Fulton, Arkansas. This was the first railroad company incorporated under Arkansas law and was the first to place a railroad in actual operation. The incorporators completed the organization of the company on April 15, 1853, by electing Roswell Beebe as president. By the end of 1854, Bacchus Ford, chief engineer, completed a survey measuring a distance of 133 miles from Little Rock to Memphis and 304 miles across the state.

On September 16, 1856, Roswell Beebe resigned from the presidency of the Cairo and Fulton County Railroad Company because of poor health, and was succeeded by Judge Edward Cross. A reorganization meeting was held because acts of the Arkansas General Assembly placed limitations on the use of the land, and prevented sale until twelve years after the completion of the railroads. The company offered to turn the franchise over to the State, but the restrictions were removed November 16, 1856. Financial difficulties prevented the land from selling and a financial panic in 1857 brought development of the Cairo and Fulton, as well as railroad companies across the nation, to a halt.⁴⁷

However, excitement for the railroad remained. The Little Rock *True Democrat* of December 15, 1857 said, "the road has already been partly completed and is entitled to the florid eulogy of being the first to start the 'iron horse' on the soil of Arkansas."⁴⁸ The editor said the company was trying to complete the road from Hopefield to the St. Francis River, a distance of forty miles. Judge Edward Cross, still president of the company, announced that it could not be built through Little Rock unless the subscriptions to stock increased and payments were made more promptly. On January 3, 1858, Thomas A. Hendricks, United States Land Commissioner, stated that the federal government granted lands to Arkansas as aid to railroad construction as legalized by the Cairo and Fulton Railroad Act of Congress of February 9, 1853, in the following amounts: for the Cairo and Fulton (from the Missouri line to Fulton on the Red River) 1,170,067 acres; for the Fort Smith and Little Rock branch, 525,550 acres; and for the Memphis and Little Rock branch, 438,646 acres. The Cairo and Fulton Railroad was completed to Madison on the St. Francis River and trains began running regularly early in 1858.⁴⁹

On November 3, 1859, the Cairo and Fulton Railroad company directors held a four-day

⁴⁷Wood, 118.

⁴⁸Herndon, Centennial History of Arkansas, 521.

⁴⁹Ibid., 522.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 18

meeting in Little Rock. Edward Cross announced that the board had ordered that the company's 1,116,000 acres of railroad lands and other property serve as collateral for an issue of \$5,000,000 in bonds as security for the construction of the road. The lands were to be brought into the market, and the bonds were to be receivable for the land of the company. Lands were held, by deeds for ready pay, or contracts upon time. The plan was for the lands to be appraised and the owners of the land given the preference in buying at appraised prices, not including their improvements.

On January 9, 1862, the company advertised that the railroad was open between DeValls Bluff and Brownsville; on February 20, 1862, it advertised that trains were running between DeValls Bluff and Little Rock. The fare between Memphis and Little Rock was \$10 and took 32 hours. Between DeValls Bluff and Madison there was a gap in the railroad line that was filled by stage and steamboat and the gap was not complete until after the Civil War. By the act of July 31, 1868 the railroad company was entitled to state aid in the form of bonds at the rate of \$10,000 per mile or a total of \$1,200,000. With this incentive, the gap was closed the last spike was driven on April 11, 1871.

James H. Morley was appointed as chief engineer of the Cairo and Fulton Railroad on February 1, 1871. At that time there were twenty miles of completed track from the Arkansas River and an additional stretch of thirty miles was under construction. In December, 1871, the line reached the Little Red River and by January 9, 1873, it reached the Missouri line. Trains started operating from St. Louis on February 10, 1873 and construction southwest of Little Rock reached Texarkana on January 15, 1874. Until the Red River Bridge was completed on March 20, 1874, the railroad operated between Fulton and Texarkana by using a ferry boat at the Red River.⁵⁰

Before Texarkana was connected, the Cairo and Fulton Railroad Company of Arkansas consolidated with the St. Louis and Iron Mountain Railroad Company of Missouri. This merger, ratified by stockholders of the two companies on May 4, 1874,⁵¹ caused the new company to be named the St. Louis, Iron Mountain, and Southern Railroad Company. On January 22, 1881, Thomas Allen sold his interests in the Cairo and Fulton Railroad to Jay Gould for nearly \$2,000,000. Gould later changed the name of the railroads to the Iron Mountain Lines.

⁵⁰Ibid., 132.

⁵¹Ibid., 138.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number E Page 19

K. The Arkansas and Choctaw Railway Company

The Arkansas and Choctaw Railway Company was incorporated on August 31, 1895. A line on the Texarkana and Fort Smith Railway began at Ashdown and ran 22 miles to the Arkansas state line west of Arkinda. In 1895 construction was completed while the line was under control of the Central Coal and Coke Company of Kansas City, Missouri. The Choctaw Construction Company was organized by Central Coal and Coke to construct the railroad line from the Arkansas state line to Ardmore, Oklahoma. Control of the line passed to the Construction Company on June 11, 1901. Choctaw Construction was controlled by an executive committee of its stockholders, consisting of Richard H. Keith, president of Central Coal and Coke Company; George A. Madill, a director of the St. Louis and San Francisco Railroad Company; and John Scullin of the St. Louis and San Francisco Railroad Company.⁵² A syndicate was formed by the St. Louis and San Francisco Railroad Company to finance such a purchase, under an agreement dated July 8, 1902, which passed control of the Choctaw Construction Company to the St. Louis and San Francisco Railroad Company. The construction plans were changed to provide for a railroad line from Hope, Arkansas to Ardmore, Oklahoma.

In September of 1902, construction began on the line which ran from the Arkansas state line west of Arkinda to Ardmore, Oklahoma. The line was 167 miles long and was completed in August, 1903. A 32-mile stretch from Ashdown to Hope was started in September, 1902, and completed in December, 1903. The line from Kersey (originally Mead), Oklahoma to Texas Junction, Texas (originally Platter) was completed on November 8, 1903.

The St. Louis and San Francisco Railroad Company, by virtue of the agreement of July 8, 1902, became the owner of all the construction company's securities on January 1, 1904. On November 30, 1907 the property was deeded to the St. Louis and San Francisco Railroad Company.

IV. Southwest Arkansas Counties

A. Sevier County

The fertile valleys of the Little River and the Cossatot River attracted settlers to Sevier County as early as 1810. On October 17, 1828, Governor George Izard approved an act of the

⁵²Manuscript (Southwest Regional Archives, typewritten, no author, no date).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 20

Arkansas Territorial Legislature that removed parts of Miller and Hempstead counties and fashioned a new county, which was named in honor of Ambrose H. Sevier. Sevier was speaker of the House of Representative in the Legislature and was later one of the first United States senators from Arkansas.⁵³

As the 1860s drew to a close, Sevier County was beginning to emerge from the chaos and uncertainty that had characterized the Reconstruction period in southwest Arkansas. Although the Civil War did not actually reach Sevier County, the period of carpet-bagger rule that had followed the war was more far-reaching. In November, 1868, in response to the organization of the Ku Klux Klan in the state, the murders of a number of prominent Republicans, and an outbreak of citizen unrest and resistance statewide, Republican Governor Powell Clayton declared martial law in Sevier County and dispatched General R. F. Catterson to southwest Arkansas "in search of arms and ammunition." A company of approximately two hundred men under a Captain Reeves appeared in Center Point (in present-day Howard County) and began confiscating property, arresting citizens and breaking up meetings.⁵⁴ Despite the intense resentment the imposition of martial law had engendered among the citizens of Sevier County, order was eventually restored and Governor Clayton rescinded military rule in January, 1869; nevertheless, much of the property seized in Sevier County was never returned.⁵⁵

1. Railroad Communities

a. Lockesburg

The organization of Little River County from the southern portion of Sevier County in 1867 effectively isolated Sevier's existing county seat, Paraclifta, in the extreme southeast corner of the county. In an attempt to select a more centrally located site for the county government, Ben Norwood, Sr., Robert Grady, and Green L. Cox were elected as commissioners on March 5, 1868, to choose a site for a new courthouse. They chose a site in the east-central part of the county on property belonging to Matthew, James, and W. T. Locke, brothers who donated 120 acres for ten dollars as an inducement to the commission. The new community was christened

⁵³Herndon, Centennial History of Arkansas, 807.

⁵⁴Cecil Copeland, "Sevier County," (WPA Place File, Arkansas History Commission, typewritten, no date).

⁵⁵William H. Burnside, "Powell Clayton," in The Governors of Arkansas: Essays in Political Biography, eds. Timothy P. Donovan and Willard B. Gatewood, Jr. (Fayetteville, Arkansas: University of Arkansas Press, 1981), 47.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 21

Lockesburg in the former property owners' honor, and A.D. Hawkins, James F. Locke and Benjamin F. Parker were appointed by the county court to survey and plot the town, sell lots, erect all necessary public buildings, and prepare the new community for habitation. A two-story brick courthouse was erected in 1870-71 for more than \$25,000 in the center of the town's public square; an accompanying jail was erected in 1888 for \$1,000. A post office was established in 1870 in the home of the town's first postmaster, M. W. Locke. A number of businesses began locating in the new community, owned by men such as William Wallace, T. W. McCown, and B. F. Forney. A Methodist Episcopal church was erected in 1872 and rebuilt following a fire in 1880, while the Cumberland Presbyterian Church was constructed in 1878.⁵⁶

Lockesburg grew rapidly following its designation as county seat in 1869 and its official incorporation on September 27, 1874. By 1890, the community had a population of 450 and boasted six general stores, one grocer, one drug store, four physicians, five practicing attorneys, four blacksmiths, two newspapers (the *Tocsin* and the *Democrat*), and one hotel, which was operated on the courthouse square by James and "Aunt Kit" Locke.⁵⁷ A log, one-room school house was erected in 1871, and, in 1893, J. B. Martin established Sevier County's first high school, Hesperian High School. The school moved into a new two-story brick building in 1912, and was renamed Lockesburg High School in 1924. When some began to feel that the Lockesburg school's tuition was too high, another institution, Tobe's School, was organized north of town on the Provo Road, with a Mrs. Hames as teacher.⁵⁸ The African-American community in and around Lockesburg established their own churches and schools in the communities of Holly Springs and Macedonia, east of town, as well as a variety of businesses that catered to the black community. The Sevier County Training School, an African-American academy, was established in 1927 with R. H. Jacques as principal.⁵⁹

Despite the community's early status as county seat, Lockesburg's economy remained primarily agricultural. Most of the local citizenry farmed for a living, raising a variety of crops including peanuts, cotton, hay, sorghum, and a variety of truck crops. Thad Park and Jim Cannon both

⁵⁶"Sevier County" in *The Goodspeed Biographical and Historical Memoirs of Southern Arkansas* (Chicago: Goodspeed Publishing Company, 1890), 214-215.

⁵⁷*Ibid.*, 216.

⁵⁸McCommas, 105.

⁵⁹*Lockesburg, 1878-1978: The First One Hundred*, (Delight, Arkansas: Alexander Printing Company, Inc., 1978), 3.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 22

owned local packing houses, further facilitating the export of the region's agricultural produce. In 1897, the *Missouri and Arkansas Farm Newspaper* described the growing community:

We enter Lockesburg, a small village of 400 people, with many pretty homes. Modern frame houses, large yards shaded with massive, forest trees, and tastefully kept green lawns and flowers, shrubs and fruits. The town comprising (sic) a brick court house in the center of a square, which is lavishly shaded with large forest trees, around which is the business part of the town, comprising fifteen or twenty stores of various kinds. The buildings are frame and scattered as room is one of the greatest features of Arkansas. The houses are not pretentious nor have the sidewalks and streets passed through many stages of evolution. . .In all our travels, we have never seen a better class of merchants, nor as large and well appointed stores in a town of this size.⁶⁰

Nevertheless, the county's growth proceeded slowly through the late 1880s, when the Kansas City Southern Railroad was completed through the county. Unfortunately, Lockesburg's exorbitant demands for right-of-way costs forced the railroad to seek another route, presaging a relative decline in Lockesburg's importance and its eventual loss of the county seat to the new railroad community of DeQueen in 1905:

Losing the county seat was perhaps the hardest blow Lockesburg has suffered thus far in her history. The town, although it remained prosperous, was nipped in its growth. Over the years many of its sons and daughters have moved away. Many of its business leaders migrated over to DeQueen.⁶¹

Many of the businessmen relocating to DeQueen following the removal of the county seat purchased lots on the same blocks and streets and built together just as they had in Lockesburg. Despite the allure of the railroad and the booming economy in DeQueen, many regretted being forced to leave Lockesburg:

This town will move bodily to DeQueen and all admit that the courthouse and seat of government will also go. Many are lothe (sic) to leave here on account of their delightful social and home surroundings and the historic association which

⁶⁰McCommas, 106.

⁶¹Lockesburg, 1878-1978: The First One Hundred, 3.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 23

binds them with such ardent and close attachments...But the building of the new railroad has changed the center of trade and the people are shrewd enough to fathom its meaning and though with much reluctance, they are preparing to go with the tide.⁶²

The construction of the DeQueen and Eastern through Lockesburg in 1902 brought a measure of prosperity back to the community, although the town was never able to regain its former preeminence over DeQueen. The Bank of Lockesburg was established in 1902, and a cotton gin was erected near the D and E railroad tracks. As the timber industry came to dominate Lockesburg's economy through the early twentieth century, a sawmill, brick kiln, and stave mills were established to serve the needs of the community, and in the early 1920s, the Duncan Lumber Company of Kansas City established a planer and sawmill west of town. However, Sevier County's future would be determined by the Kansas City Southern Railroad and DeQueen's fortunes would eventually eclipse those of Lockesburg.

b. DeQueen

In appreciation for Jan DeGoiejen's aid in financing the DeQueen and Eastern Railroad, Arthur Stilwell asked the Dutchman to select several points along the railroad line, one to be named in DeGoiejen's honor, another in honor of his wife, Mena, and a third in honor of his mother's maiden name, Janssen. In a visit to Sevier County with Stilwell, DeGoiejen personally selected the site of the town to bear his name, at an existing community in a fertile valley between the Cossatot and Rolling Fork rivers known as Calamity. Overnight, a boomtown of tents and hastily-constructed wooden buildings grew up on the site of the new town, including a saloon, a general mercantile store, a meat market, a blacksmith shop, and the De Horse Hotel, a log cabin with a frame addition and a crude mud and straw chimney propped up by a sapling at one end. A post office was established in May, 1897, with William Meredith as postmaster. Because the investor's Dutch name was difficult to pronounce, the phonetic spelling "DeQueen" was substituted for the new town. Soon after the selection of the Calamity site, surveyors began plotting the new town and it was announced that lots would be available for sale on April 26, 1897. The town was incorporated on June 3, 1897, and less than two months after the sale of the first lots, the new community was flourishing; within nine months after its founding

⁶²McCommas, 108.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 24

DeQueen's population had exceeded 1,500.⁶³

The arrival of the railroad had a profound impact on the economic development of DeQueen and Sevier County. A telephone exchange was established in DeQueen in 1900, a water system was completed in 1909, and a sewer system was added in 1912, although the city's streets would not be paved until 1930. A one-story frame schoolhouse was erected soon after the town was established, but was replaced by a brick structure in 1903; a high school was established in 1910. Although the new community virtually burned to the ground in 1899, the booming economy and the enthusiasm of the populace resulted in a rapid rebuilding. A mayor/alderman form of government was established, and although the city treasury was initially dependent on revenues garnered through saloon licensing, in 1899 the city council began levying a five mill city tax. With direct transportation links to Kansas City, Port Arthur, and all points in between, the county's agricultural products had access to a much greater market than had been the case previously; in 1898, just one year after the line's completion, 1.4 million tons of Sevier County freight in the form of fruits and vegetables, honey, cotton, fur, hides, and livestock, were shipped to northern and eastern markets. Southwest Arkansas's abundant timber resources were opened to lumber interests, and the region began exporting pine, hardwood lumber, barrel staves and ties to points nationwide.⁶⁴

In 1900, the Kansas City, Pittsburgh and Gulf went into receivership and reorganized under a new name, the Kansas City Southern Railroad Company. Despite the railroad's difficulties, DeQueen was booming; the Port Arthur Eating House was established in August, 1901, to accommodate the many travellers passing through the community, and by August, 1903, DeQueen had outgrown the depot. The Kansas City Southern Railroad added seventy feet to the north end of the building for a waiting room for black people and additional office space. New track was added on the west side of the depot's platform in September, 1907, to better facilitate the loading and unloading of passengers and freight. Unfortunately, the town had a second major fire and the entire depot complex burned to the ground just one month after the additions were made, which forced the Port Arthur Eating House into service as a temporary depot. Although rumors persisted throughout 1908 and 1909 that the Kansas City Southern would not rebuild, a new \$10,000 brick depot was finally constructed and ushered into service on July 3, 1909.⁶⁵

⁶³McCommas, 88.

⁶⁴Ibid., 90.

⁶⁵Ibid.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 25

In 1905, DeQueen was prepared to challenge Lockesburg for the county seat. A Sevier County quorum court appropriation of \$25,000 for a new courthouse in Lockesburg aroused considerable controversy among a number of DeQueen businessmen, who offered to build a \$10,000 courthouse at no cost to the taxpayers if the county seat was moved to DeQueen. Lockesburg countered with an offer to donate \$5,000 for the repair of the existing courthouse. An election to decide the issue was scheduled for March, 1905, charges of bribery and fraud were leveled against both factions, and tensions ran high between the citizens of Lockesburg and DeQueen. DeQueen won the election by 150 votes; however, the disgruntled Lockesburg faction maintained sufficient votes in the quorum court to prevent the county from adding anything to the \$10,000 DeQueen had promised for the construction of the new courthouse. The contract for the two-story brick courthouse was awarded to J. T. McClenahan and John and Fred DeGroot for \$9,500, and the county officials and county records were moved into the new building upon its completion in January, 1906.⁶⁶

In August, 1909, the city of DeQueen raised more than \$6,000 in a successful attempt to persuade the Kansas City Southern to relocate its division headquarters from Mena to DeQueen. In September, 1909, the Arnold Contracting Company of Chicago, Illinois, was contracted to build the new roundhouse and machine shops at DeQueen, and the following month the Kansas City Southern selected the Ferguson Contracting Company to begin work on the division terminal building; the latter contract involved moving several old houses and closing two streets in blocks 32 and 33 of the Bradley Addition.⁶⁷

By 1927, the twenty-one-year-old DeQueen courthouse began to show signs of its age and poor construction, and was in urgent need of structural repairs. An evaluation of the building ordered by County Judge J. C. Arnold found the walls to be badly cracking and the second story structurally unsound. In March, 1929, the quorum court voted to approve the construction of a new county courthouse and jail to replace the dilapidated and increasingly unusable 1906 courthouse. Unfortunately, the quorum court's decision caused the animosity over the 1905 courthouse battle between DeQueen and Lockesburg to flare anew. Still resentful over their loss of the county seat to DeQueen twenty-four years earlier, the Lockesburg business community offered \$50,000 for the construction of a new courthouse, contingent on the return of the seat of government to Lockesburg. An election to decide the issue was scheduled for April, 1929, and again the DeQueen interests carried the day. A building tax was approved for the

⁶⁶"DeQueen Has A Birthday," Ibid.

⁶⁷McCommas, 93.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 26

construction of the new county facilities in DeQueen; nevertheless, the Lockesburg faction maintained that voting and posting irregularities had marred the election, and the Arkansas Supreme Court was eventually called upon to affirm the validity of the voting.⁶⁸ Before construction began, however, Arnold ordered the county records moved out of the old courthouse to rented buildings, and the circuit court began meeting in an auditorium above the newspaper offices of the *DeQueen Bee*.⁶⁹

More than \$100,000 in county bonds were issued for the construction of the new courthouse and jail and the Texarkana architecture firm of Witt, Siebert, and Halsey was retained to design the new facilities. The 1906 courthouse was razed, and the Hardy Construction Company began construction on June, 1930. J. Leroy Davis, worshipful master of the local Masonic lodge, placed the new courthouse cornerstone on November 12, 1930. The failure of the American Exchange Trust Company, the Little Rock bank where the proceeds from the Sevier County bonds were on deposit, slowed construction, and it was not until May, 1933, that the Pulaski County chancery court ordered the bank's liquidator to remit the funds in question to the county. The new courthouse was completed in August, 1933, and formally dedicated the following month with Governor Junius M. Futrell in attendance.⁷⁰

By 1936, DeQueen boasted a population of 3,400, with more than 800 houses and structures, two and a half miles of paved streets, 50 miles of concrete sidewalks within the city limits, and construction of a municipal airport being considered west of town.

c. Gillham

The mining community of Silver Hill flourished during the first of southwest Arkansas's mining booms in the late 1860s and early 1870s, but it would be the arrival of the Kansas City Southern and the development of the railroad town of Gillham nearby that would bring true prosperity to northern Sevier County in the 1890s. In August, 1897, "a new town on the [Kansas City, Pittsburgh and Gulf Railroad], about two miles south of the north line of Sevier County was laid off." The new townsite, named for the chief engineer of the railroad, Robert Gillham, and located approximately one-and-one-fourth miles southeast of Silver Hill, quickly eclipsed the

⁶⁸"DeQueen County Seats and Courthouses," *DeQueen Bee* October 22, 1936.

⁶⁹WPA *Guide to 1930s Arkansas*, 236.

⁷⁰*Ibid.*

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 27

older community. In 1898, the Silver Hill post office was moved to Gillham, where W. S. Johnson, the new community's first postmaster, built "a nice house to put the post office in."⁷¹

The new community grew quickly; before the turn of the century, Gillham boasted a number of stores, two sawmills, and a hotel. The Gillham Bank was chartered in 1905, and by 1909, a gin, a grist mill, another hotel, a restaurant, a public school, two churches, and a Masonic Lodge had been added. In 1900, Gillham's newspaper, *The Miner*, sang the praises of the new community:

[Gillham has an] impressive host of businesses: H. H. McDaniels' Home Saloon; W. R. Hughes' Fresh and Fancy Groceries; H. G. Gantts' City Barber Shop; R. Foote's Realty; M. S. Almond's Livery Stable; J. T. Gilbert, Contractor; Charles W. Grady, Contractor; and, Mrs. S. L. Cooper's Hotel Silver Hill. . .⁷²

The railroad provided an outlet for the region's agricultural produce; truck crops such as turnips, cucumbers, green beans, squash, grapes, cantaloupes, radishes, and blackberries were grown on the terraced hillsides. By April, 1898, five hundred acres of strawberries were in cultivation and the county's fruit growers had organized a commercial association. In the late 1890s, W. F. Knod established a prosperous produce market in Gillham that would operate through the 1920s. In the late 1920s, professional dairy farming was introduced to the region.⁷³

By 1902, Gillham's population stood at four hundred. The Silver Hill saw mill continued to operate, processing timber and producing staves, while the area's mines continued production. The Bellah Mines and Antimony Mines employed a number of local residents, and the North American Antimony Company established and operated an ore mill on the Kansas City Southern tracks near the post office. World War I brought a resurgence in demand for Gillham's mining production, as evidenced by a November, 1919, article in the *DeQueen Bee* on mining in and around Gillham:

The Boston and Arkansas Mining Company is operating the old Davis Mine which is about five miles from Gillham. It is claimed that at one time it shipped

⁷¹McCommas, 123.

⁷²Ibid., 134.

⁷³Ibid., 134-137.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 28

some eighty or ninety carloads of zinc concentrates...The outcome of the Boston and Arkansas operation will spell the future of mining of the whole district.⁷⁴

A devastating fire in January, 1928, destroyed much of downtown Gillham, as reported by the *DeQueen Bee*:

Fire Tuesday night destroys telephone exchange, R. O. Henry's Drug Store, G. W. Morrison's office, Emory Higgins' meat market, T. D. Claborn's residence and drive-in station, W. A. Beckett's residence and Claborn's property rented to Clifford Gunter. Damage was done to the Bank and the Goff and Gamble Building.⁷⁵

Although the fire, in addition to the 1930s Depression, was devastating to the economy of Gillham, the produce industry continued to provide jobs for many of the residents.

d. Horatio

On December 25, 1894, H. C. and Mary Pride granted 63 1/2 acres in Section 36, Township 9, Range 32, to Fred B. Hubbell, a trustee of the Texarkana and Fort Smith Railroad, which was later acquired and integrated into the Kansas City Southern Railroad system. This acreage, the first plat for the town that would become Horatio, was surveyed and subdivided on January 10, 1895, by W. W. Millwee. Subsequent donations by George and Ada Smith, later known as the Smith Donation and the Smith Addition, were surveyed and platted in the fall of 1895, while the Doggett Addition north of town was added to the city on May 7, 1903. A two-room frame schoolhouse was constructed in late 1898 on three acres of land purchased from the Smiths; though modified through the years, the school served the community until 1919. The community's greatest expansion came in 1917 with the incorporation of the Horatio Heights addition on land to the east of the school.⁷⁶

⁷⁴Ibid., 136.

⁷⁵Ibid.

⁷⁶McCommas, 111-112. Horatio was the last town laid out on the railroad during Hubbell's tenure as general manager of the Texarkana & Fort Smith Railroad, and he took a personal interest in the community's growth and development for the rest of his life. Hubbell, a student of Roman history, named the town for both his father, General Horatio Hubbell, and for the legendary Roman hero Horatio Cocles.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 29

Horatio was officially incorporated on January 23, 1900, and a mayor/council form of municipal government was established shortly thereafter. In 1895, the post office in Norwoodville was closed and relocated to a frame building at the west end of Main Street in Horatio, two hundred yards east of the railroad tracks. In the late 1910s, a new post office was erected, a large stucco building on the northeast corner of Pride and Main streets, but the facility was later relocated back to the south side of Main Street. Electrical service was established in 1917 when the city awarded the franchise to the Arkansas Light and Power Company of DeQueen, although limited electrical service was previously available through a generator operated by S. R. Halliday in a building on the northeast corner of Main and Pennock streets.⁷⁷

Horatio grew rapidly as the railroad prospered, and lots were sold almost as quickly as they could be platted. D. L. Cowden built the first brick building in town at the corner of Main and Williams streets to house his general store, replacing a large frame building that housed G. B. Pride's and George Scott's General Store. Pride and Scott themselves built a new brick building on the corner of Main and Pennock in 1900. Pride remained in business in Horatio until 1936, including a number of years with the Fruit Belt Hardware Store, which was founded by his nephew, Morgan Pride, in 1913. The E. R. Brinkley General Store was established on the north side of Main Street in 1905 under the motto "Everything you eat, wear or use." Brinkley's sons, O. T. and J. R., took over the family business in 1908 and moved across the street into the Cowden building. By the early 1910s, S. R. Halliday, a prominent local contractor and builder, had constructed a number of concrete buildings on the south side of Main Street, housing the Fruit Belt Hardware Store, the Pride Company, Wescott's Bank, the Bank of Horatio, and a number of mercantile establishments.⁷⁸

The late 1910s brought a renewed cycle of construction to Horatio. A \$40,000 three-story brick hotel, including space for the First National Bank, was built on the southeast corner of Main and Pride streets, while a new \$20,000 two-story Bank of Horatio building was erected at the northwest corner of the same intersection, opposite the hotel. A new \$40,000 school building, featuring steam heat, running water, ten classrooms and an auditorium, was completed in the spring of 1919. By 1920, the town's population stood at approximately 1,200.⁷⁹

⁷⁷Ibid., 115

⁷⁸Ibid.

⁷⁹Ibid., 118.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number E Page 30

In July, 1909, the Ferguson Contracting Company began work on a new railroad line detour west of Horatio. The detour started at Neal Springs, went around Horatio Big Hill, and ended at DeQueen. Eighty men were employed under Pete Pernie in construction of the line, later known as the Neal Springs to DeQueen detour. Once completed, the Kansas City Southern intended to discontinue usage of its track through Horatio. However, in 1911, a group of Horatio businessmen persuaded the Arkansas General Assembly to require the railroad to maintain a freight and passenger depot in the city, although the Kansas City Southern oil tank was moved from Horatio to DeQueen. Although the Kansas City Southern tried a number of times in the ensuing years to discontinue the older line, Act 139 of 1911 ensured passenger and freight service through Horatio until after 1936, when the region's agricultural importance began to wane.⁸⁰ In 1920, when the agriculture industry maintained steady growth in Horatio, the population stood at 1,038 and remained thus through the 1930s.

e. King

The Kansas City, Pittsburgh and Gulf Railroad, later the Kansas City Southern Railroad, began operation through what was to become King in 1897. This induced a lumber company from Kansas City to go into business in the area in 1900. Mr. Walker Beckett was sent from Kansas City to manage the newly established King-Ryder Lumber Company. King-Ryder Lumber Company established a company town and was responsible for building several two-room company houses and a company store for their employees. In 1916, King-Ryder Company sold out to King Saw Mill and Planer Company but because timber diminished the company closed in 1921.

A petition was drawn up on September 26, 1911, to incorporate the town of King. This petition was signed by Joe Edgar and three others and was presented to the county judge, A.L. Tribble. For one year the town operated under a mayor-alderman system, until, on a technicality, the incorporation was canceled. King did not attempt to incorporate again. The first school at King was in a church building at Spring Hill in 1897. During 1915, the school moved to the church house in town while a new school building was constructed just southeast of the old school. School opened in 1916 in the new brick building where classes were held until the school was closed in 1945. Before a post office was established in 1906, people received their mail on a route from the Pullman Post Office. The one church in town was attended by all denominations. The first store in King was opened in 1902 by Charley Stewart who later became the postmaster from 1910 to 1925.

⁸⁰Ibid., 115.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 31

During the height of the lumber business, King was a prosperous town with board sidewalks, a doctor's office, a blacksmith shop, a barber shop, a boarding house, a depot, a church building, a schoolhouse, a tie yard, four stores, and even a dance hall, and by 1936, a graded and drained road was added though the town.⁸¹

f. Provo

Originally the settlement of Farribaville, Provo was renamed by Dierks officials and became a company town for the DeQueen and Eastern Railroad.⁸² W. M. Wilson went to Provo to live in 1857. E.G. Mattingly and J.A. Mattingly came to Provo in 1914 from Kentucky and were instrumental in establishing the Cumberland Presbyterian Church. The presiding minister was Rev. G.E. Greer. In 1916, the name was changed to Provo Cumberland Presbyterian Church and a white frame building was erected in 1921. The building materials were donated by the Dierks Lumber Company and hauled on the DeQueen and Eastern Railroad.⁸³ With continued growth through the 1920s and 1930s, a paved road was added through Provo.

g. Avon

The little saw mill town of Avon was one of the first communities to be built on the new Kansas City, Pittsburgh and Gulf Railroad, which was completed near the end of the nineteenth century. Carlo Dean renamed the community after the famous Avon River that Shakespeare made famous in Stratford, England. Prior to this the community had been called "Accident."⁸⁴

The Avon post office was only a short distance from Little Bear Creek, two miles from Rolling Fork Creek, and five miles west of the Cossatot River. Mail was brought every day by both north and south bound trains. The village itself had only about seventy-five inhabitants in 1898, but the post office supplied service to between one hundred and fifty to two hundred people. The Avon Lumber Company operated a mill, which was the main industry of the community, and when the mill was sold in 1901, the community lost its post office.

⁸¹"King," (Place File, Southwest Arkansas Regional Archives, typewritten, no author or date).

⁸²Josiah H. Shinn, History of Arkansas (Little Rock, Arkansas, 1900), 92.

⁸³McCommas, 210.

⁸⁴McCommas, 24.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 32

The Avon School District was created December 21, 1899. By Christmas of 1900, a little white school building was completed. The last day the Avon School operated was March 16, 1931.⁸⁵

h. Brownstown

Brownstown, earlier known as Pine Woods, was on a high ridge between the Saline River and the Little River. The place was named for Henry K. Brown, an early settler who owned a large plantation three or four miles south of the community. He and his wife, "Aunt M," were old-time aristocrats who reportedly traveled around in great style. They had a closed carriage with four horses, complete with driver and footman. The first reference to Brownstown community is December 18, 1833, which is the date that the Pine Woods post office was established.

Brownstown was devastated economically after the Civil War and lost most of its population. The post office moved to Ben Lomond in 1868.⁸⁶ However, the town continued to survive, and in 1886, a pioneer teacher, J. B. Martin, came to teach in Brownstown. Faced with thirty-eight young ladies and young men who expressed a desire to attend school, Martin credited himself with making the first effort to have a graded school in Sevier County at Brownstown Preparatory School.⁸⁷

The *Arkansas Gazette* called Brownstown, known as "Black Colony" until May 13, 1880, "a thriving, business community" in 1881. J.R. Smith's general store had groceries, clothing, hardware, dry goods, boots, shoes, notions, and "did a good trade." W.K. Williamson and Company had general merchandise, plus medical prescriptions, under the supervision of Dr. K. Coats. P.S. Kinsworthy had a store with well selected stock, attractively arranged, and R.M. Shirley ran a large general store. There was also a village blacksmith by the name of J.W. Pipkin.⁸⁸

i. Chapel Hill

Hankins and Company were the first merchants in Chapel Hill, opening their store in 1847.

⁸⁵Ibid., 25.

⁸⁶Ibid., 48.

⁸⁷Ibid., 217.

⁸⁸Ibid., 16.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 33

John S. Hankins, a captain in the Civil War, built a log cabin in 1869, which was occupied until 1942. Hankins' father practiced medicine in Chapel Hill and was buried in the town cemetery on June 24, 1867. A short time later S.H. Nunnally went into business. E.G. Corder proposed a post office for Chapel Hill in 1877. Before the Kansas City Southern Railroad and the town of DeQueen were built, Chapel Hill had two general stores, one grocery store, one drug store, a wagon maker, and three physicians. The place was noted for its mineral water from the many springs in the vicinity. It is possible that the first oil wells in Sevier County were drilled in the Chapel Hill vicinity. Two were drilled after the turn of the century and before World War I.⁸⁹

The school at Chapel Hill can be traced back to 1870 and was, according to some, the oldest public school in the county. Chapel Hill school was built at Professor R.J. Bettis' personal expense. Captain John G. McKean described the school:

The building was made of hewn logs and had puncheon floors. One log was taken out of the full length of the house and served as a window for the writing shelf. During certain hours of the day, the pupils were given writing lessons. During that exercise the teacher was kept busy sharpening pens made of goose quills. School lasted three months. Teachers took turns staying with different families.⁹⁰

j. Geneva

Originally Logville, the town of Hortense had two schools in 1897: Humphrey School, which doubled as a church, and Nettle Hill. The town grew even more when it became a flag station on the DeQueen and Eastern Railroad 1901. In 1906, the town again changed the name to Geneva. By 1909, there was a post office, two cotton gins, two stores, two sawmills, two grist mills, and a telephone exchange. The depression of the 1930s caused hard times at Geneva; the sawmills, cotton gins, and grist mills all closed and only one store remained open.⁹¹ Throughout the decade, crops, animals, and gardens sustained the town.

k. Neal Springs

⁸⁹Ibid., 23.

⁹⁰Ibid., 217.

⁹¹Ibid., 28.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 34

J.A. Neal established his home and named the area Neal Springs in 1879. He and his friends formed a baseball team, which played on a large meadow near the springs. Eventually, the town also had the convenience of being connected to a major railway, the Kansas City Southern. The location of this community and its potential for growth were talked about in the *DeQueen Bee* in 1913:

Neal Springs is situated one mile south of Horatio, where the Kansas City Southern cut off is found. This is where freight trains often switch off in order to avoid some hard grades. This switch has been responsible for the erection of the new depot called Neal Springs. Some radical persons interested in the new townsite claim a great future for it and that Horatio will be a suburb. If they build a big city, we will be the town, for the Little River is on the south, swamps are on the west, and there is no where to build a town except toward Horatio.⁹²

According to a 1936 map, little is left of Neal Springs although the Kansas City Southern tracks are still used through the portion that runs through Neal Springs.

l. Paraloma

A man named John Rhyne coined the name Paraloma from Paraclifta and a man named Ben Lomond. Rhyne felt that because of the railroad, Paraloma would outgrow other towns. The new town was in the southeastern part of Sevier county on the Memphis, Dallas, and Gulf Railroad and, in 1909, the population was close to one hundred. R.H. Ellis was postmaster, and the community had three general stores, a news and confection stand, a hotel, and a bank. Residents also were planning a church and a school.⁹³

m. Pullman

Pullman was a flag station on the Kansas City Southern, six miles north of DeQueen. It had a sawmill, planer mill, and a rural telephone line. The mail was carried by rural route from DeQueen. Pearl Coulter taught school at Pullman in 1922. She thought Pullman might have had the first hot lunch program in the county; often it consisted of hot chocolate, stew, or soup. The school boys carried the large can of hot food, prepared by their mothers, to the school about

⁹²Ibid., 24.

⁹³McCommas, 32.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 35

11:30am every day.⁹⁴

B. Little River County

Created by an act on March 5, 1867, out of territory taken from the counties of Hempstead and Sevier, Little River County takes its name from the Little River. The temporary seat of justice was fixed at the house of William Freeman, who lived near the present town of Foreman. In 1868 Rocky Comfort was made the county seat and the first term of the Circuit Court began August 4, 1868. As a result of statewide violence and citizen unrest, Little River County, like Sevier County, was one of the ten counties in Arkansas placed under martial law by Governor Powell Clayton in November of 1868. General B.F. Catterson was in charge of the militia that was sent to Little River County to confiscate guns, horses, and mules. In 1880 the county seat was moved to Richmond. A courthouse fire on February 2, 1883, destroyed many of the county records; however, several records were reproduced from the Sevier County courthouse and by affidavits. Like many other Arkansas counties during the turn of the century, there was a constant struggle among the towns in the county to obtain and keep the county seat. By 1902 the county seat was moved to Rocky Comfort (present day Foreman) where it remained only until 1905. It was then moved to Ashdown, on the Kansas City Southern Railroad line, which was more centrally located and offered greater accessibility.⁹⁵

The railroad came to Little River County in 1889. Bill Whitaker was interested in building the Texarkana and Fort Smith Railroad through Richmond, which is located five miles west of Ashdown. Some of the landowners in Richmond refused to provide a right-of-way across their land. As a result, the Texarkana and Fort Smith Railroad by-passed Richmond. By 1910, with the railroad extended to every part of the county, commercial river navigation began to decline. The Texarkana Northern Railroad was authorized to construct a railroad bridge over the Red River at Index, Arkansas, and over the Little River north of Wilton. The bridges were to be drawbridges with spans two hundred feet apart.⁹⁶

1. Railroad Communities

⁹⁴McCommas, 32.

⁹⁵Bill Beasley, Little River County (Little River County Historical Society, 1975), 73.

⁹⁶Ibid, 121.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 36

a. Alleene

Alleene is located two miles from a pre-Civil War town called Mineola. In 1892, with the coming of the railroads, the town of Alleene was surveyed and laid out by Ben Lawrence on his own land. Lawrence donated ten acres to the railroad company and named the new station Lawrenceville. The Kansas City Southern railroad objected to the name of the station and renamed it Alleene, where the Mineola post office was moved.

Among the first businesses in Alleene were stores owned by men named Strawn, Skinner, and Stephens. A man with the last name of Harvey came to Alleene and built a hotel in block one. Harvey's Hotel had running water and other accommodations that made it a very comfortable hotel for the day. The hotel also managed a barber shop, bakery, butcher shop, cafe, and real estate office. The real estate office was run by R.L. Johnston. There was a large general store owned and operated by the Ryner Mill company. Mr. Harvey bought the store in 1912 and added living quarters on one side and a livery stable on the other side.⁹⁷ There was a telegraph office, a telephone exchange, and a two-story section house to accommodate the railroad section crew. The 1922 edition of the *Bradstreet Company* listed Alleene with a population of three hundred. There were at least three businesses and three doctors in town.

b. Ashdown

Ashdown, first known as Keller, developed at the site where the Peytonville-Richmond Road crossed the Texarkana-Fort Smith Railroad. Originally, Judge Lawrence Alexander Byrne, a land speculator and railroad lawyer, bought land in Little River County for a town he hoped to develop and called the area Keller. Judge Byrne owned several sawmills between Husdon and Rankin and in 1890 one of the mills burned, leaving nothing but ashes. According to oral history, the judge said, "the mill has burned down and is in ashes, but I am going to build a town here and call it Ashdown."⁹⁸ On June 11, 1892, the town of Keller officially became the town of Ashdown.

The actual founding of the town was the result of the work of many people. In 1888, the families of John Coggins, Henry Westbrook, and S.A. Maddox were among the first arrivals. The first homes were hewed logs with puncheon floors. There were two of these log cabins in

⁹⁷Ibid.

⁹⁸"Ashdown," (Southwest Arkansas Regional Archives, typewritten, no date).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 37

Ashdown, belonging to William and Maloy Waddell. The walls were chinked with mud to keep out the cold winter wind and the mud was removed in the summer to allow the breeze. The most prosperous of the farmers and plantation owners soon replaced these houses with one- or two-story frame houses. They had wide front porches, or, if they were two-story, had double verandas across the front.

The community grew and businesses opened. General trading stores were owned and operated by S.A. Maddox, John Westbrook, and Will Collins. The town had two or three saloons. Mrs. Ann Gurley had a boarding house. There was also a cotton gin and a livery stable. By 1898 Ashdown had a post office, and by 1904 Ashdown was a "boom" town with more new businesses opening regularly. H.L. Toland and Company was selling dry goods as well as groceries. W.F. Bridwell was selling insurance. One of the first churches, the First Baptist Church of Ashdown, was established on August 29, 1894, with only four charter members. In 1894, the First Methodist Church, which was out of the Richmond Circuit, had members from Hicks, Richmond and Ashdown. Other churches were established as the town grew. The north end of Ashdown was overshadowed by an "L"-shaped compress and warehouse.⁹⁹

Because the town flourished, the county seat was removed from Richmond to Ashdown in 1905.¹⁰⁰ Ashdown's location at the junction of the Kansas City Southern Railroad, the St. Louis-San Francisco Railroad, and the Memphis, Dallas and Gulf Railroad caused the town to grow rapidly. The town continued to grow and in 1922, *The Bradstreet Company* recorded the population as 2,205. On September 20, 1937, the *Camp Chatter* newspaper reported more exciting news regarding the railroad. The Kansas City Southern Railroad began running three new fast freight locomotives with larger engines capable of pulling 100 loaded freight cars. The new engines, according to the paper, were the "largest and most modern ever to operate in the region." Amongst tough economic times during the 1930s, Ashdown still prospered and employed several residents at businesses and industrial plants such as the Temple Cotton Oil Mill. Continuing to slowly grow, the population in 1940 was 2,332.

c. Foreman

The Arkansas and Choctaw Railroad from Ashdown to Arkinda was built in 1895. The railroad cut through virgin forest one mile north of what is said to be the oldest town in Little River

⁹⁹Ibid.

¹⁰⁰The WPA Guide to 1930s Arkansas, 321.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 38

County, Rocky Comfort. Records indicate the sale of right-of-way easements from Carl Schuman, Bettie Bell, Joe Madden, and Horace Coontz, in Sections fourteen and fifteen of Township twelve south, Range thirty-two west.

In 1900, a post office was established along the new route and named for Ben Foreman, a well-known Republican in Texarkana. For many years every deed or mortgage carried a description in the new town as being situated in New Rocky Comfort rather than calling the new town Foreman. Stores in the old Rocky Comfort were moved to the new town of Foreman, which was incorporated on August 20, 1901.

The county seat was moved from Richmond to Foreman in 1902. Block 30 in the middle of town was set aside for county government. A jail was built, and the county records were housed on the second floor of a large building on the main street of town. Before a courthouse was ever built in Foreman, they lost the county seat, which was moved to Ashdown in 1905.¹⁰¹ Then, in 1907, the Arkansas and Choctaw Railroad became part of the St. Louis San Francisco Railroad. Through the first half of the century, the town continued to grow from 612 residents in 1910 to 1,050 in 1940 and the town's first public school opened on September 10, 1945.

d. Ogden

The present site of Ogden was originally the John Nunneley farm. Judge M. W. Bates gave the town his wife's family name of Ogden in 1878. Judge Bates was a businessman and soon owned the first cotton gin, sawmill and store. The town's physicians were Dr. Bright and later Dr. Allen Bellar. Ogden thrived because of the farming and timber business, which relied on the Kansas City Southern Railroad. The Johnson Township or the Laurel Bell Community of Ogden had the first black-owned cotton gin in Little River County. It was operated by Lewis Armstrong as early as 1897. Lewis Armstrong, Dick Banks, Ben Baines, Sr., and Cary Robinson all hauled the lumber to build a church in Johnson Township in 1889. The church was named Laurel Bell after two of the women who helped clear the land for the church site.¹⁰²

e. Lipton

The town of Old Winthrop became the town of Lipton in 1904, and was a "Flag Station" on

¹⁰¹Beasley, 29.

¹⁰²"Ogden," (Southwest Arkansas Regional Archives, typewritten, no date).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 39

the Kansas City Southern Railroad. W. C. Merrit surveyed the town site for Winthrop in 1894 and the settlement of Winthrop and the building of the Kansas City Southern Railway occurred simultaneously. H.M. Bates began buying and selling town lots. G.W. NcDaniels was the first to build a residence in the town, and Dr. W.M. Lambert was one of the first physicians. Anderson and Cooper were the first store operators. As the town grew, saw mills, blacksmith shops, churches, and schools were established.¹⁰³ In 1907, just a few years after the town was renamed Lippton, a post office was established. According to a 1936 map of Little River County, a metal surface road ran east from Lippton to Alleene.

f. Arkinda

Between 1820 and 1845, the United States government moved great numbers of Indians out of the southern states and settled them in what became known as Indian Territory. In 1832, the Choctaws were moved into land abutting the southwest corner of Arkansas. A trading community soon developed across the line in Arkansas. Known as Choctaw City, this community had several saloons and stores. Later the Old Post Road (also known as Old Doakes Road or Choctaw Trail) was built, and a stage coach line was established. Choctaw City became a crossroad town, a typical frontier town with the inevitable lawlessness, drinking, and fighting, known for attracting outlaws. This was the status of Choctaw City until July 5, 1899, when an agreement between the Arkansas and Choctaw Railroad company was made that a town site be established and located on this land. The agreement also provided for a commission to partition this land and report to the Arkansas and Choctaw Railroad. The town of Arkinda was born as a result of this agreement, and was incorporated on October 7, 1901.¹⁰⁴

While the railroad was built primarily as a logging road, cotton was still grown, the Dawson Cotton Gin was built, and the railroad added a cotton platform for loading. Logging and especially tie making developed into a thriving industry. Several large stores opened, there was a hotel, and eating establishments and the saloon businesses continued to prosper. The first school was northeast of the present town but in 1910 a new brick school was built closer to the main part of town. When this school burned, it was replaced by a two-room frame building in the same location. Arkinda had the questionable distinction of never having had either a church

¹⁰³"Lippton," (Southwest Arkansas Regional Archives, typewritten, no date).

¹⁰⁴"Arkinda," (Southwest Arkansas Regional Archives, typewritten, no date).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 40

or cemetery.¹⁰⁵ Eventually, the St. Louis San Francisco Railroad ran through the town, according to a 1936 map.

g. White Cliffs

The only part of Little River County that is located north of the Little River is the twelve sections known as the White Cliffs area. A lime formation is exposed to form White Cliff Hills, which are solid limestone and loom approximately one hundred fifty feet high above the Little River. The town of White Cliffs was originally located one mile north of the cliff proper, on the road to Brownstown. There were two stores, several homes, and a hotel known as the Cliff House, which was built around 1890. A large concrete cistern marked the back of the building, which faced west. The Cliff House was used as a hotel for a short time before the first cement plant drew the town to the perimeter of the cliff. The Cliff House was then used for a school, which was known as the Shorckenbach School.

Harry Sandefer, D.R. Fawcett, and men by the last names of Smith and of Coates moved their stores to the new town located on the cliff. The stores all faced east with the Sandefer store on the south end. Henry Sandefer's store was later bought and became the Fred Schiermer Store.

The new town was laid out in streets and many homes were built by the cement company. All homes were supplied with river water by a system of pipes. Another hotel was built near the plant on the north side of the quarry hill but was later moved to the top of the hill. The Portland Cement and Chalk Company was incorporated for the purpose of manufacturing cement, chalk, lime, calcimine, whiting, brick, and artificial marble. This corporation was granted permission to build and maintain a system of water works, an ice plant, and an electric light plant for the use of the company and for private consumption. The company also built a railroad known locally as The White Cliffs Branch, which connected the town with the newly built Texarkana and Fort Smith railroad at Millkin. In 1903 the name of the town was changed to Folmina. Deeds to most of the lots in Folmina were forfeited for taxes in 1918. The Lime Products company bought the land and built a small plant that crushed limestone. Later, the town again became White Cliffs.¹⁰⁶

h. Wilton (Millkin)

¹⁰⁵Ibid.

¹⁰⁶Beasley, 56.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 41

Wilton, incorporated on January 29, 1884, was originally named Millkin in honor of S. S. P. Mills and P. S. Kinsworthy who owned the land upon which the town was founded. Mr. Mills was responsible for bringing the railroad right-of-way from Red River to Wilton. Mr. Kinsworthy came from Brownstown in 1888 and went into the general mercantile business. Other pioneers who homesteaded in Wilton before 1890 were John Thompson, James H. Barkman, James H. Clark, Sam A. Weaver, Newton Cothen and Alex Scott.

The town of Wilton was well established by 1891 because of the railroad. Millkin to Ashdown through Rankin was an important rail route because Rankin was a sawmill town. The people of Millkin thought their town big and important enough by 1892 to make a bid for the county seat. A list of reasons why Millkin should be named the county seat appeared in the *Millkin Gazette*; however, the town lost the bid. The name of Millkin was changed on July 1, 1892, to Wilton, in honor of one of the stockholders of the Texarkana and Fort Smith railroad.¹⁰⁷

C. Miller County

By an act of April 1, 1820, part of Hempstead county was cut off to form the county of Miller, named after James Miller, the first territorial governor of Arkansas. The act provided that the temporary seat of justice should be at the house of John Hall in the Gilliland settlement. An act dated November 3, 1831, designated commissioners to locate a permanent county seat and defined the boundaries of the county. These boundaries included a considerable territory lying within the Republic of Mexico and subsequently caused much trouble. The boundary line between the United States and Texas was not definitely established and for several years the settlers of Miller County were uncertain as to which government they were subject; in fact, many were inclined to acknowledge the Texas government. In his message on February 15, 1838, to the General Assembly, Governor James S. Conway called attention to conditions in Miller County. He submitted a number of letters transmitted to him by Sheriff Fraizer of Miller County to corroborate his statement. "The easiest and most effectual remedy," he said, "that presents itself to mind, is the abolition of Miller County and the attachment of her territory to some other possessed of more patriotism. I therefore recommend that the General Assembly abrogate the County of Miller and attach her territory and jurisdiction to the County of Sevier."¹⁰⁸

¹⁰⁷Ibid., 101.

¹⁰⁸"Miller County," (WPA place file, Arkansas History Commission, Little Rock, Arkansas).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 42

On February 20, 1838, Absalom Fowler introduced a bill making it a misdemeanor for any citizen of the county to hold office under the Republic of Texas. It passed both houses and was approved by Governor Conway on the third of March, but it failed to produce the desired results. The county officers either refused or neglected to enforce the laws of Arkansas. In his message of November 7, 1838, at the opening of the next session of the General Assembly, Governor Conway again referred to the subject, especially the failure of the Fowler law to improve conditions. A few days later he received a letter from William B. Conway, judge of the sixth judicial circuit. Judge Conway explained that he failed to hold a term of court in Miller County in October because the county officers has not made any provision. "Texas," said Judge Conway, "has usurped full jurisdiction over Miller county and divided it into two counties - Red River and Fannin - and has provided fully for the civil and military organization of these two counties."¹⁰⁹ This led to the disorganization of the county and the attachment of the territory to the county of Lafayette. Miller County was reestablished by the Act of December 22, 1874, with its present boundaries. The county seat was established at Texarkana.

1. Railroad Communities

a. Garland

Garland, located on the St. Louis Southwestern Railroad line, near the eastern boundary of Miller County, was incorporated December 28, 1903.¹¹⁰ Also called Garland City, it "is one of the most 'washed away' towns in Arkansas." Mud marks on homes and on buildings, which indicated the height of the latest flood, were common in the early twentieth century. Several times the river has isolated the town so that food and medicines have had to be parachuted from airplanes.¹¹¹ The town was named for Rufus Garland, who once owned the land upon which the town was built. In 1936, the town population was recorded as 425.

b. Texarkana

The date generally given as the founding for Texarkana is December 8, 1873. There are several versions on how the town received its name, but all of them stem from the play on thembination

¹⁰⁹Ibid.

¹¹⁰Herndon, Centennial History of Arkansas.

¹¹¹The WPA Guide to 1930s Arkansas, 372.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 43

of Texas, Arkansas, and Louisiana. Texarkana developed directly on the Arkansas-Texas line. In December, 1873, lots began to sell on the Texas side of the town; in January, 1874, lots began to sell on the Arkansas side. The first attempt to incorporate the town was unsuccessful, and incorporation was finally approved on August 10, 1880.

Two railroad lines met at the site of Texarkana: the St. Louis and Iron Mountain Railroad and the Cairo and Fulton Railroad. The St. Louis and Iron Mountain Railroad was authorized by the Missouri legislature to build a railroad from St. Louis to Pilot Knob, Missouri, then on to the Arkansas state line where it joined the rails of the Cairo and Fulton Railroad. The St. Louis and Iron Mountain Railroad and the Cairo and Fulton Railroad consolidated to form the St. Louis, Iron Mountain, and Southern Railroad. Texarkana, Arkansas was laid out by the St. Louis, Iron Mountain and Southern Railroad and some of the most important downtown streets were laid out along the angle of the railroad tracks. Consequently, many of the business blocks are sliced into irregular patterns; some office buildings are wedge-shaped, and others have walls staggered or even slightly zigzagged to fit available ground space. Although the Civil War interrupted construction, the railroad was completed from the Missouri-Arkansas state line to Texarkana on March 20, 1874; thereafter a direct line was open from St. Louis to Texarkana. Soon after, in late 1874, the Arkansas legislature established Miller County and made Texarkana the county seat.¹¹² Texarkana, one of the fastest-growing towns in southwest Arkansas, had a population of 11,821 on the Arkansas side of the state line and, including Texas, the population was 28,840 according to the census of 1940.

c. Doddridge

The Texarkana, Shreveport, and Natchez Railway ran a logging line out of Texarkana to Fouke sawmill and then extended the line south to other sawmill locations, finally deciding to extend to Shreveport around 1895. Doddridge was located along the T S and N line a few miles north of the present Doddridge, and is said to be named for a family of Dodds that lived on a ridge near the present town site. A large fire on February 26, 1916, destroyed the Cabiness Hotel and two other commercial buildings.¹¹³ According to a map from 1925, the Texas and Pacific Railroad ran through the town.

d. Fouke

¹¹²"Miller County," (WPA Place File, Arkansas History Commission, Little Rock, Arkansas).

¹¹³"Doddridge," (Place file, Southwest Arkansas Regional Archives, typewritten, no date).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 44

Settlers came to the Fouke area in 1850 but it was not until well after the Civil War, in 1890, that the town began to grow and was named after the original land owner, George W. Fouke. Located on the Texas and Pacific Railroad in the central part of the county, Fouke was an incorporated banking town with a bank, a telephone exchange, lumber and cooperage plants, and general stores. The town also had a post office, a printing press, a telephone exchange, a blacksmith shop, a gas station, drug stores, cotton gins, a photographic studio, and a railroad depot.¹¹⁴ The population was 565 in 1936.

D. Lafayette County

Lafayette County was created by an act of the Fifth Arkansas Territorial Legislature on October 15, 1827, from part of Hempstead County. It was named for the Marquis de Lafayette, who came from France and allied himself with the American Colonists in the Revolutionary War. The act designated the house of Joshua Morrison as the temporary county seat, but ten days later, an act was passed authorizing an election for commissioners to locate a permanent county seat. Because the early records are deficient, the identity of the elected commissioners remains unknown, yet it is known that they fixed the county seat at a place owned by a man named Wright on Chickaninny Prairie, where a log courthouse was erected.¹¹⁵

Settlers are known to have been in the area as early as 1816 when William Woodard settled on the Red River in an area called Long Prairie. Stephen F. Austin wrote a letter dated January 3, 1818, from Herculaneum, Missouri, to his brother-in-law James Bryan in Alexandria, Louisiana, locating Madrid claims on his improvements on the Red River. His father, Moses Austin, wrote a memo stating that Stephen F. Austin left Missouri in 1819 to reside in Long Prairie. Records of Stephen Austin indicate that there may have been other settlers on Long Prairie in 1818-20.

The survey of public land began in 1816 under William Rector. This survey was responsible for bringing James S. Conway to Lafayette County, where he settled in Long Prairie in 1823. Around 1840, Lewis B. Fort entered a tract of land near the Bayou Badiou in the northern part of the county but soon sold it to J. N. Wilson, who offered to give the county enough land for a new county seat. The offer was accepted and the town called Lewisville was laid off. A brick

¹¹⁴Herndon, Centennial History of Arkansas.

¹¹⁵"Lafayette County," (WPA Place File, Arkansas History Commission, Little Rock, Arkansas).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 45

courthouse was built in 1842 costing \$4,000; however, a judge was not elected until 1829.¹¹⁶ Railroad transportation was provided by the St. Louis Southwestern Railroad Company and the Louisiana and Arkansas Railway Company.

1. Railroad Communities

a. Bradley

The town of Bradley was laid off in twenty square blocks, 300 square feet each, with sixty foot wide streets and twenty foot alleys. The streets running east and west were numbered First through Seventh and the streets running north and south are named for parts of a train: Express Street, Coach Street, Cab Avenue, Pilot Street, Pullman, and Woodruff, probably named for the surveyor. The town was named for W.C. Bradley, the son-in-law of James S. Conway, Arkansas's first governor. The St. Louis Southwestern Railroad ran north to south and a depot was constructed in 1888. The population was 363, according to a 1936 map of Lafayette County.

b. Canfield

James P. Sutton, James T. McKnight, and John Templeton are said to be the first to recognize the potential of the area later known as Canfield. Sutton and McKnight purchased the land from the United States government in 1854. The land was drained by two streams: Mill Branch on the south and east of the community, and Heir's Creek on the north side. In 1887, the land was bought by C.C. DuBose, Jr., and E.H. and Lucy Canfield, and it was laid off for a town on December 5, 1887. DuBose moved to Canfield from Lamar, Texas, while the Canfields moved from Webster Parish, Louisiana.¹¹⁷

A plat of the town shows there were six blocks on the west side of the St. Louis, Arkansas and Texas Railway, Arkansas and Southern branch, and eight blocks on the east. The names of the streets running north and south on the west side of the tracks were Fordyce and West avenues, while those on the east side were East Avenue and Pine Street. Streets running east and west were Bishop, Holt, Dubose, Homan, Lynch, and Moore streets. All of the lots were 50 by 140 feet in each block, and all blocks had alleys. The streets were 60 feet in width.

¹¹⁶"Lafayette County," (WPA Place File, Arkansas History Commission, Little Rock, Arkansas, typewritten).

¹¹⁷"Canfield," (Place File, Southwest Arkansas Regional Archives, typewritten, no date).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 46

The railroad brought the first major industry to Canfield -- saw-milling. The Canfield Lumber Company, Inc. was incorporated in 1896, with Hugh Curry from Texarkana as president. Canfield claims to be the first town in the county to have a water works which was a large water tank at the saw mill that provided water for the town from a large overhead tank.¹¹⁸ According to a 1936 map, the St. Louis San Francisco Railroad ran through Canfield.

c. Lewisville

On January 1, 1883, the Southwestern Improvement Association, a St. Louis organization cooperating with the St. Louis Southwestern Railroad Company (also known as the Cotton Belt Railroad) purchased two hundred forty acres from Lewis C. Steel, son of the original land owner, John Steel. The new owners platted a new town on the railroad, which was named "New Lewisville." Old Lewisville resisted cooperation with the railroad and refused to "give away" the right-of-way for its construction, assuming that their town was so important that it could not possibly be by-passed. The new town was laid out in twenty blocks consisting of 174 business lots and 134 residential lots, with one block reserved for the possible site of the county courthouse at some future time. The deed of the acreage contains an exception reading, "The spot of ground occupied by the Steel graveyard and sufficient to enclose the same is reserved." This graveyard is in the block reserved for a courthouse, and the markers at the graves indicate that John Steel and members of his family are buried in the plot, which is preserved by the county as provided in the deed.

During the first three years of the railroads operation there was little indication that its coming to the area would change the status quo of old Lewisville. However, in 1885 M.D. Lester moved to New Lewisville from Mars Hill and opened a general store on First Street across from the depot. By 1886, Stone and Moore had constructed a store building at the corner of First (Front) and Spruce streets. Lots were purchased by others for future buildings on First Street and at the corner of Second and Spruce streets but few buildings were erected for three or four years. In 1887 W.D. Harrison constructed a store at the corner of Maple and First streets. The remaining business and residential lots were being offered by the Town-Site Company with little success.

The Sunny South Lumber Company, eighty acres east of the New Lewisville townsite, was established on January, 1889, by Thomas A. Garrigues from Kansas City. It was one of the largest mills in South Arkansas at the time and prospered for several years, but by the end of

¹¹⁸Ibid.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 47

1892, it had fallen on hard times and, as a result of lawsuits, was placed in receivership in 1893 and ordered sold by the court. Two other large sawmills, the Red River Lumber Company and the Interstate Lumber Company, were in operation just west of the town in the early 1890s. These mills operated tramlines into the interior for several miles for hauling logs to the mills by rail. The mills gave employment to more than two hundred workmen who lived in roughly built frame houses on the property of the saw mill owners. Customary "commissaries" were set up to supply the needs of the workers and their families, usually at exorbitant prices. The economy of New Lewisville soared rapidly and the town took on a new surge of growth as the result of the saw-mill operations. Twenty-eight businesses were in operation by 1890.

New Lewisville was incorporated on February 16, 1889, and the long planned removal of the county seat from old Lewisville became reality in October 1890. In December 1900, J.J. Tarvin was granted a permit by the City of New Lewisville to build and operate a telephone exchange in the town. By 1901, the City Council had authorized John Crocker to build and operate an electric light plant in New Lewisville, though electricity was not supplied to the town until 1904.¹¹⁹ The population continued to grow in the early 1900s and in 1936, Lewisville had 1,061 residents.

d. Stamps

Stamps was named in 1884 in honor of the first settler, Hardy James Stamps, by his daughter, Mrs. C.T. Crowell, who was the first post-mistress. The vast virgin pine timber in the area brought a large number of settlers to the area. The Bodcaw Lumber Company was established in the late 1890s and soon became one of the largest sawmills in the country. The company built a railroad to their land holdings in Louisiana and the logs were hauled on flat cars to the mills in Stamps. By 1899, Stamps was a thriving sawmill town with a population of approximately 1,021.

The mill consisted of two large sawmills and three planer mills, two steam-operated dry kilns, and many acres of lumber yards. The mill could daily produce and ship 350,000 feet, board measure, of the very best virgin short- and long-leaf yellow pine lumber. There were between 450 and 500 employees, most of whom lived in houses built by the company. Rent was \$1.60 per room for a four-room house and \$1 extra was charged for each room that was papered. Water was piped to most of the houses, and surface wells and bored wells were in general use. Very few had electricity and there was no natural gas. Health conditions were dreadful and

¹¹⁹"Lewisville," (Place File, Southwest Arkansas Regional Archives).

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 48

death was common. There was no cemetery until December 25, 1905. The original railroad that supplied logs to the sawmills ended just south of the Central Avenue and Main Street intersection, which was the original business district.

The original log railroad was discontinued and the Louisiana and Arkansas Railway Company was built. The right of way was moved west to its present location where it crossed the Cotton Belt Railroad, which was built through the county in 1884. After the arrival of the Louisiana and Arkansas Railroad, a depot, railroad shops, and general offices were built.¹²⁰ The population doubled in the first 30 years of 1900 and was 2,705 in 1936.

V. Additional Railroad Communities

Towns that blossomed during the spread of the railroad in southwest Arkansas but have little recorded information include Blanchard, Arden, and Genoa. Blanchard, named after Blanchard's Mill, was eight miles west of the Kansas City Southern Railroad stop in Gillham. Although just a small village, it had religious meetings, a Woodman Camp, a general store, a literary society, and a post office that was established around 1905.¹²¹ Located on the Arkansas and Choctaw Railroad line, Arden's population in 1910 was 300. Listed in the 1916 *Bradstreet* for Arden was a sawmill owned by Harry C. Wilshusen. Located on the Cotton Belt Railroad line, the town of Genoa was listed in the 1916 *Bradstreet* for the Oscar Meek sawmill and gin. The population was 50 in 1910.

Other towns that were conceived by the railroad industry and appear on a 1925 map of Arkansas counties are as follows: Mineral in Sevier County on the Kansas City Southern Railroad, Bear Circle Junction in Sevier County on the Kansas City Southern Railroad, Orten in Little River County on the St. Louis San Francisco Railroad, Mandiville in Miller County on the Missouri Pacific Railroad, Motz in Miller County on the St. Louis Southwestern Railroad, Joelia in Lafayette County on the St. Louis Southwestern Railroad, Spirit Lake in Lafayette County on the St. Louis Southwestern Railroad, Buckner in Lafayette County on the St. Louis Southwestern Railroad, Buchanan in Lafayette County on the Louisiana and Arkansas Railroad, McKamie in Lafayette County on the Louisiana and Arkansas Railroad, and Dennis in Lafayette County on the St. Louis Southwestern Railroad.

¹²⁰"Stamps," (Place File, Southwest Arkansas Regional Archives, clipping, no date).

¹²¹Ibid., 31.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number E Page 49

A later map, dated 1939, lists several more railroad towns: Morris Ferry in Little River County on the Kansas City Southern Railroad, Red Bluff in Little River County on the St. Louis San Francisco Railroad, Clear Lake Junction in Miller County on the Missouri Pacific Railroad, Homan in Miller County on the Missouri Pacific Railroad, Boyd in Miller County on the Texas and Pacific Railway, Roberts in Miller County on the Texas and Pacific Railway, Boggy in Miller County on the Texas and Pacific Railway, Ft. Lynn in Miller County on the Texas and Pacific Railway, Kiblah in Miller County on the Texas and Pacific Railway, Baker in Lafayette County on the Louisiana and Arkansas Railroad, Gamma in Lafayette County on the Louisiana and Arkansas Railroad, Shreveport Junction in Lafayette County on the St. Louis Southwestern Railroad, Buckner in Lafayette County on the St. Louis and Southwestern Railroad, Kress City in Lafayette County on the St. Louis and Southwestern Railroad, Patton in Lafayette County on the St. Louis and Southwestern Railroad, and Frostville in Lafayette County on the St. Louis Southwestern Railroad. Little is known or documented on these towns except that their birth coincided with the growth of the railroad in southwest Arkansas.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number F Page 1

I. Name of Property Type: Railroad-related Resources**II. Description**

All of the railroad-related resources -- the vast majority of which will be buildings, with a few intact structures remaining -- were erected between 1870 and 1945 in response to the arrival of a broad assortment of railroad corporations, large and small, temporary and permanent, that largely redefined the cultural landscape of the state of Arkansas. Many of the predominant national architectural styles are represented -- including the Italianate, the Queen Anne Revival, the Classical Revival, the Colonial Revival and the English Revival -- though most are more vernacular in nature and partake of simpler, less ornate local building traditions.

Most of the railroad-related resources in this part of the state are no more than two stories in height and tend to be built of wood or brick. All different types of buildings are represented, including churches, schools, commercial buildings, warehouses, and residences. All are located within communities that acquired the vast majority of their historic fabric after the arrival of the railroad to that vicinity and as a direct result thereof. Some are located immediately adjacent to past or current railroad lines, while others are located slightly further away; however, all were constructed during the respective community's growth after the railroad's arrival.

These resources were constructed by an assortment of public and private entities.

III. Significance

The significance of the railroad-related resources derives largely from the fact that they physically reflect the introduction, presence and impact of the railroad industry in southwest Arkansas, a region of the state that heretofore had been but sparsely settled and, in places, even inaccessible. As detailed in the historic context *Railroad Era Resources of Southwest Arkansas (Lafayette, Little River, Miller and Sevier Counties), 1870-1945*, these railroads opened up vast tracts of land that had largely been considered too distant from major overland routes and/or waterways to be worth exploiting for their abundant natural resources, particularly timber. The arrival of the railroad in all its various incarnations -- from such large national networks as the Missouri-Pacific and Kansas City-Southern railroads to such smaller regional lines as the Memphis, Dallas and Gulf -- forever changed the settlement patterns in these four counties, creating almost overnight communities where there had been none and causing earlier communities located on overland

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number F Page 2

routes or waterways to disappear. As such these resources are directly associated with the history of these railroads and the communities they created. They are also frequently significant for their architectural merit, as they are often the best extant examples of a particular recognized style or building tradition, however vernacular.

IV. Registration Requirements

Southwest Arkansas's railroad-related resources must meet two basic requirements to be included in this multiple property listing:

- 1) They must be clearly and identifiably associated with the growth of their respective communities that resulted directly from the arrival of a railroad.
- 2) They must have been designed and/or erected during the period 1870-1945.

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

See continuation sheet

H. Major Bibliographical References

See continuation sheet

Primary location of additional documentation:

- State historic preservation office
 Other State agency
 Federal agency

- Local government
 University
 Other

Specify repository: _____

I. Form Prepared By

name/title Don Baker & Lynne Zollner, Preservation Planners/AHPP Staff
organization Arkansas Historic Preservation Program date 4/1/96
street & number 323 Center Street, Ste. 1500 telephone 501-324-9880
city or town Little Rock state AR zip code 72201

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number G Page 1

The multiple-property listing of railroad era resources in southwest Arkansas, 1870-1945, is based upon a comprehensive survey of railroad communities in Lafayette, Little River, Miller and Sevier counties conducted by the Arkansas Historic Preservation Program. The survey was conducted between 1994 and 1995 by AHPP. An assortment of intact resources in known railroad communities -- and particularly institutional and commercial buildings -- were surveyed and those dating from the historic period were evaluated by AHPP staff as to their National Register eligibility. A total of sixteen individual resources were determined to be eligible for listing on the National Register for their associations with the growth of their respective communities and for architectural or design significance. AHPP staff, in cooperation with the AHPP preservation planner, determined that the best way to nominate them was through an historic context.

William Donald Baker, and later, Lynne Braddock Zollner, AHPP special projects historians, were responsible for research and writing of the historic context, with additional research and editing by Laura Brainard, AHPP intern. A multiple-property nomination was generated under the guidance of Ken Story, AHPP National Register/Survey coordinator. Baker holds an M.A. in political science from Baylor University, Zollner holds a B.A. from Louisiana State University, Brainard holds a B.A. from Rollins College, and Story holds a B.A. in art history from Amherst College and an M.A. in art history with a concentration in the history of American architecture from Tufts University.

Any building or site associated with the railroad industry and the communities that formed around it would be considered eligible for inclusion in the context provided that the property had not been moved to an incompatible location and retained at least 51 percent of its original integrity, as determined by the professional historians and art historians of the AHPP's Survey and National Register staff. Integrity requirements were based on a knowledge of existing properties and the Secretary of the Interior's Standards for Eligibility to the National Register of Historic Places. For each recorded property, locations were noted on USGS topographical and city maps; photographs, both black-and-white prints and color slides, were taken of several elevations; computerized AHPP Survey forms were completed; and research, utilizing primary, secondary and oral history sources, was conducted. Any information on research, events or issues not adequately covered in this study should be directed to the AHPP National Register/Survey Coordinator.

These properties represent significant physical reminders of an important period in Arkansas history generally, and in the history of these four counties in particular. Located near the borders of three states -- Oklahoma, Texas and Louisiana -- this area nevertheless remained only sparsely settled until after the Civil War. The arrival of the railroads heralded the beginning of a new era in the settlement and growth of this region, and in connecting this heretofore isolated

**United States Department of the Interior
National Park Service**

National Register of Historic Places Continuation Sheet

G 2

Section number _____ Page _____

region of the state to a national and international commercial network. The regional repercussions of the railroads have lasted through contemporary times and the associated historic resources continue to be cultural reference points for the discussion of the legacy of the period. By publicly recognizing the importance of these resources to the understanding and appreciation of Arkansas history through this project and the accompanying media campaign, the Arkansas Historic Preservation Program hopes to encourage the preservation and protection of these historic properties.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number H Page 1

SELECTED BIBLIOGRAPHY

- Brown, Walter L. Review of *The St. Louis - San Francisco Transcontinental Railroad: The Thirty-Fifth Parallel Project, 1853-1890* by Craig H. Miner. Arkansas Historical Quarterly, Vol. XXXI, No. 1 (Spring 1972).
- Buckalew, A.R., and Buckalew, R.B. "The Discovery of Oil in South Arkansas, 1920-1924." Arkansas Historical Quarterly, Vol. XXXIII, No. 3 (Autumn 1974).
- Dew, Lee A., and Koeppel, Louis. "Narrow-Gauge Railroads in Arkansas." Arkansas Historical Quarterly, Vol. XXXI, No. 3 (Autumn 1972).
- Ferguson, John L., and Atkinson, J.H. Historic Arkansas. Little Rock, Arkansas: Arkansas History Commission, 1966.
- Hempstead, Fay. Historical Review of Arkansas: Its Commerce, Industry and Modern Affairs. Chicago: The Lewis Publishing Company, 1911.
- Herndon, Dallas T., ed. Annals of Arkansas. 4 vols. Little Rock, Arkansas: The Historical Record Association, 1947.
- _____, ed. Centennial History of Arkansas. 3 vols. Little Rock, Arkansas: The S.J. Clarke Publishing Company, 1922.
- Hull, Clifton E., Shortline Railroads of Arkansas. Norman, Oklahoma: University of Oklahoma Press, 1969.
- Long, Sandra K. "The Romance of the Rails." Arkansawyer (November-December 1984).
- Thomas, David Y. Arkansas and Its People: A History, 1951-1930. 4 vols. New York: The American Historical Society, 1930.
- Turner, Ralph V., and Rogers, William Warren. "Arkansas Labor in Revolt: Little Rock and the Great Southwestern Strike." Arkansas Historical Quarterly, Vol XXIV, No.1 (Spring 1965).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number H Page 2

Walz, Robert B. "Migration into Arkansas, 1820-1880: Incentives and Means of Travel." Arkansas Historical Quarterly, Vol. XVII, No.4 (Winter 1958).

Wood, Stephen E. "The Development of Arkansas Railroads." Arkansas Historical Quarterly. Vol. VII, No.2 (Summer 1948).

Writer's Program of the Works Projects Administration. The WPA Guide to 1930s Arkansas. Little Rock, Arkansas: Hastings House, 1941; Reprinted, Lawrence, Kansas: University of Kansas Press, 1987).