

BILL OAKS
Interview 17a
October 5, 1978
Ellen Temple, Interviewer
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ABSTRACT: In an interview with Ellen Temple, Bill Oaks reminisces about his life as a member of the roads crews for Southern Pine Lumber Company. He worked grading and maintaining roads in the woods and in Diboll during the 1920's, 1930's, 1940's, and 1950's. He worked with mules in the beginning and then moved up to different types of large equipment. Mr. Oaks lived and worked in White City, Fastrill, and Diboll.

This is the exchange of the T.L.L. Temple Memorial Library sponsored by the friends of the library, and the day is October 5, 1978. I am the interviewer, Ellen Temple, and I am in the library meeting room, interviewing Mr. Bill Oaks. Mr. Oaks worked for Southern Pine Lumber Company for over 40 years, and he is going to tell us his story.

ET: Mr. Oaks, how old are you?

BO: Well, the eight day of this last September I was seventy-five years old.

ET: Seventy-five years old. And where were you born?

BO: I was born right down there close to Cold Springs out from Cleveland.

ET: And what day was that?

BO: Huh?

ET: What date was that?

BO: 1903.

ET: 1903, okay, we want you to tell us about your experiences with Southern Pine Lumber Company; when did you go to work for the company?

BO: The twenty eighth day of September, 1921.

ET: And where did you start your job?

BO: I started in White City, in the grading gang.

ET: What is the grading gang?

BO: That is where they are grading the tram roads, spurs, back in there.

ET: For the trucks to use?

BO: They had, uh, teams, slips, frisnoes(?), one wheel, I think it was, and then they had three frisnoes to work in the slip teams.

ET: What was that, mules or oxen?

BO: Mules and horses. Had one pair of horses to work the horses to that wheel. They had been doing up in there then, since then I have graded up here at Fastrill, help grade all them spurs, help take them spurs off to the logging. And I found that I had rather work for the company than anywhere else. Back during the war, they come up here from down there at Port Arthur and wanted me to go down there and use the foot adze in the shipping outfit and I said, "Well I have done got all my folks up here, done settled down and got my folks here and all" and I said what difference it was in the wages down there and the wages up here, I would have to pay it out in the rent and everything and so I just stayed with the company.

ET: What was White City like, that camp south of Broaddus?

BO: Well, it was just a-the spur went down there to where the thirteen came out on the Cotton Belt, Teflon(?) Cotton Belt out from down there at Huntington out to White City and Broaddus and on out to White City to this log camp down there.

ET: At the end of the railroad?

BO: At the end of the end of the railroad. That is where they went around the "Y" down there and turned and come back and picked up their logs down there, and set them off and bring them back down here with the thirteen engine. And we was-I stayed there and worked from the twenty-eighth day of September, 1921, to June...July, I think it was, we moved to Fastrill.

ET: What year did you move to Fastrill?

BO: In 1922, we moved to Fastrill, from White City to Fastrill.

ET: Was Fastrill the last of the logging camps?

BO: Huh?

ET: Was Fastrill the last Southern Pine Logging Camp?

BO: Yeah, Fastrill was a logging camp, it is out from Alto up there and it was sixteen miles, I believe it was from Alto to Fastrill and from there I think it was fourteen miles from there back the other way to Rusk.

ET: What was? How many people lived at Fastrill you think?

BO: Well, I imagine there was about thirty or thirty five colored people that lived there, and some Mexicans lived there, and there was about fifteen or maybe twenty families of white people that lived there. Paul Durham [Sr.] was woods foreman at that time.

ET: Oh, he was?

BO: And he was the woods foreman when I went to White City, and so we lived up there then.

ET: Did you have your family with you?

BO: Yeah, I got married while I was up there.

ET: Oh?

BO: Whenever I come up here, I had three boys.

ET: For heaven's sakes.

BO: Richie Oaks was my oldest boy and John Henry Oaks was my middle-sized boy and Vernon was my youngest boy. Vernon was eighteen months old; I think it was when I came in here in '41.

ET: Did your older children go to school in Fastrill?

BO: No, they went to school in Fastrill and when we came down here seems like they all went to school here somewhere I think it was.

ET: Did they have a regular school house in Fastrill, a regular little building just for the school?

BO: Yeah, they had a schoolhouse there, and well they had, I believe it was, two or three teachers, three teachers I believe it was. And for the higher grades they run a school bus to Rusk.

ET: From grades, which grades, sixth on up?

BO: Sixth, I think it was on up.

ET: What did they do about schooling in White City?

BO: Well, they had a little school house there in White City. They taught all the grades there while we was there, because I don't remember running a school bus. If they had a school bus, they would have had to go to Broaddus or else San Augustine to school there.

ET: Well, sometimes did the families just stay, like the mama and the kids would just stay in a place like San Augustine, so the kids could go to school?

BO: Yeah, they always had a school where the camp was and kids didn't have no way in them days to catch buses and such as like we have now.

ET: Did they have permanent homes in White City?

BO: No, they were all rent houses, most of them. Well there was some folks lived out on the edge of town there that owned their own homes and land, you know, but they all was in company houses there.

ET: Were they the boxcar houses or were they regular little houses?

BO: Yeah, just a kind of little ole boxcar houses, two and three rooms to a house, and when we moved from there, they put up tram roads through there and put up skid poles, and slid them boxcar up on one of them log cars. And they carried them up to Fastrill up there and unloaded them and pulled them out and put them on a place up there and some of the white people stayed there and they went to Fastrill and they built some of them four-room boxed houses. They built four-room boxed houses for the white people, and then the colored folks still lived in the house that they moved up there. They had their furniture and everything in there and they moved right on out.

ET: Just took the whole thing, huh?

BO: Just loaded it all up there and then they had the cabooses and when they carried a train load of them up there about, well, they carried about twenty-five or thirty cars of them at a time. And when they would carry them up there why, they would carry the families along with them on the caboose. They had a kind of a boxcar caboose, door in one end and a door in the other end.

ET: Well, did they take all their livestock, their chickens and their pigs and everything?

BO: They took everything. Just load 'em up and carry them on. They moved on up there, done pretty good on moving, didn't tear up too much stuff.

ET: No, I heard Fastrill was a pretty good place to live during the Depression, did you think it was?

BO: I guess it must have been. Back in them days when you could get a forty-eight pound sack of flour for a dollar. Ha-ha and you can't do it now! Yeah, you could get a forty-eight pound for ninety cents, that Martha White flour. You don't see any of it now.

ET: Where would you shop when you lived in Fastrill?

BO: The shop?

ET: Where would you buy your food?

BO: Do what?

ET: Where would you buy your food in Fastrill?

BO: They had a store there.

ET: They had a store?

BO: Yeah, they had a store there. They had a pretty good size store there.

ET: Was it a boxcar, too?

BO: No, they had a store built. Had a store and a ice house, and a meat market and all, right all together there.

ET: Did they have a church building, too?

BO: Yeah, they had church in a schoolhouse. They used the schoolhouse in White City for church, and also when they went to Fastrill up there they had meetings up there; each denomination would have certain time to have their meeting in the schoolhouse.

ET: What were the forests like around Fastrill, you worked out in the woods, didn't you?

BO: Yeah, I worked in the woods all the times. Well, I worked just like I did here. I worked on the streets and camp on the roadsides there. With our slip teams and all, we would take slip teams and build a road out there about six miles and.....

ET: Tell us how you build a road, what would you do first?

BO: Well, with slip teams and... with slip teams, and well, after they got that grader, well we would run the grader up here, and I built all these roads up around Boggy Slough and all in there and I graded the roads and all these here streets, I laid all them all over Diboll with a maintainer. I leveled up this place here with a maintainer, all down here where the back is and all that. And when I moved here, well they had right where the store is right there, they had a ball ground right in there behind the store about where the

Powell's auto store. That was about middle ways of that baseball ground they had down there.

ET: Oh, right where the Brookshire's grocery store is?

BO: Yeah, all that was taken in here and they moved this here and Jess Parker lived right there where that Brookshire's store is right up there. Right across the front of where Mrs. Wells lives. They had to move that business out 'cause I leveled down the ground where Brookshire Brothers was and all that stuff and I fixed that ball ground was over there where the schoolhouse is. Then I put in that football ground over there and they decided to move that baseball ground over there, over there at that other place, and I didn't get into that.

ET: But you helped with all that other leveling and building?

BO: Yeah, I leveled up places for these buildings to put down in here, and before they put that road around across from that railroad track from the office there, over there in what they call ole box factory town over there, I put that curve in when they put that blacktop in. I put that in with a maintainer.

ET: Oh?

BO: They bought one maintainer here I believe it was two years... a little Allis Chalmers maintainer.

ET: What is that maintainer for, to spread the surface?

BO: Yeah. It's to pull the dirt up and build the road up, to fix and level it up. And then, I graded these streets, all these streets down around in here, and it used to be nothing but just dirt, so I got them fixed.

ET: How in the world, how did you level using mules, what...how did they do that?

BO: With the mules?

ET: Yeah.

BO: You just had to stoop over there and hold the slip around the right way and dressed up and you turn your slip over and divide it out smooth like that.

ET: Was the slip the blade?

BO: It was a number two western slip. It had a handle on each side of it and you'd just load them up with dirt. If you had to build a dump, you'd just start to dump that way and every time if you had to build the dump that high, you'd have a twelve inch crown on it... you would have to start over here with the slope and every time you would build it a

foot high, it had to be ... high, well it had to be eighteen inches drop in it. 'Bout like that. And I would start at the bottom layer and I would figure out how high the dump was and start out with a stake in line. And right back there, I would drop a foot. And like that with the next one, come on up a foot high. And that dirt road was tapered from there, up that way allowing for your mistakes.

ET: Uh-huh, did you, when you were using the mules, did they surface the roads then, out in the woods? Did they put any kind of surface on them or just packed dirt?

BO: They would start at the bottom and driving them teams over it, kept that dirt packed, you know.

ET: But they didn't put any oil or gravel or anything on them, did they?

BO: No, they was nothing like that, not until, well, there wasn't nothing like gravel roads and highways and oil roads such as back then, whenever they was using teams on the roads.

ET: When did they start building roads that the trucks rode on? Out in the woods?

BO: Well, they started using dump trucks back over here, we started using dump trucks on them high dumps and had a dragline to load the dump trucks with and we would haul the dirt and sometimes we would get to the gravel pit and go to get gravel and we would put it on the road after we had one got it built up and all and we would dump the dirt then and have to scatter it with a grader or a bulldozer or something like that. But now days all them roads that they built out yonder, here in the last ten or fifteen years, why, they are using their bulldozer too much on them roads. They just go along, level a little strip down there and when they do that, they shove the dirt off in the ditch and it's got to where the ditch was filled up and the center of the road was lower than the ditch was.

ET: For heaven's sakes.

BO: And all the water runs down the road now.

ET: You could teach them how to build them again, couldn't you?

(Laughter)

BO: So, here about four or five six years ago, Clyde Konuski wanted me to go back out there and, said they couldn't get nobody to grade them roads and keep them ditches pulled. I said ain't ya'll the boss. He said, "Yeah." I said, "Well, I'd tell a man what to do and what I wanted done." And I said, "If they couldn't do it I'd let 'em go somewhere else." He said, "Well, that's what we are trying to do now, trying to get somebody to go back down in the woods," and wanted me to go back and I said "Well, I'm retired and I get along pretty good and all with my social security and I'm still making a living and I'm by myself."

ET: When did you retire?

BO: Well uh, it was uh, 70, 78 I believe it was.

ET: Recently?

BO: '58.

ET: Oh, '58.

BO: '58, uh-huh.

ET: And you worked how long?

BO: Well, I put up forty-four years, eight months and four days when I retired.

ET: Oh, that's wonderful. You worked hard, didn't you? And you worked on roads at that time?

BO: On roads and all. And I've taken, they used to, in the log woods find a muddy place and they would put...they had three of these here 3 x 8's, sixteen feet long, and five cleats under them and they was nailed up where the trucks could just drive under them runways you called them.

ET: Oh, they just laid them out on the muddy part?

BO: Yeah, lay them out on the ground on those soft places. And I've waded in water up that high in February. And pried them runways up that was bogged down and float them out and the poor fellers could load them. They had a truck on there; a big line carried back, and pry it up and put that line around it and drag them out. And I couldn't get the niggers to do that. Them niggers wouldn't do it. I'd done work out there and the niggers would just back up. Wouldn't get near that water, said it's too cold. I said well, it's got to be done. Now ya'll load it. So, they would load them up.

ET: Did you like working out in the woods, outside?

BO: I worked in the woods cutting logs. I sniped.

ET: What is that? What is sniping?

BO: Sniping is working on a section crew in a section gang and keeping up the track, raising up those low places in the track and I've done that and I've cut wood for the loaders, pine knots for the engines. And in 1921, when I came on this job, I think the only engines that they had oil on was, I believe, they had oil on that thirteen then, the mainline then, out there, and then the eleven, they put the eleven on oil, and the twelve;

George Thompson run the twelve there, and they burnt pine knots out for a good while and then they finally went to the twelve on oil.

ET: Well, you could get enough pine knots lying around in the forests to fuel those...

BO: Oh yeah, they had a cart there, wagon or something another like that. And after I got the trucks, well I'd haul, I'd get pine knots for the loader and put them on up yonder at Fastill, they had a bobtail truck up there, truck with a big bed. I'd haul pine knots, cut pine knots during the Depression, where they had been down maybe two or three days a week and they would have to go the next four or five days cutting pine knots, I'd cut about four or five loads of pine knots, about three or four loads a day.

ET: Well, would you cut the tree and then got the pine knots out of the tree? No?

BO: No, just where the tree had been cut a long time ago and the wood had burnt off, the rotten wood had done rotted off and there was a big ole pine knot there.

ET: Are they pine, rich lighter?

BO: Yeah, why back in them days, why you could find pine knots anywhere, nearly...where the tree was. Sometimes you would run on to a tree, probably where the trees had burnt down or they had burnt a tree down. And burnt all the sap off of it. The pine knots would be on the ground. I've got a-I've run into a bunch of pine knots one time, and I got four loads of pine knots.

ET: Four truckloads?

BO: Four truckloads of them in that bobtail truck, about a cord, cord and a half a load.

ET: How many pine knots would it take to run an engine, like a number 11, for example?

BO: Well, sometimes they would have to wood up an engine as high as twice or three times.

ET: How many cords?

BO: It would be, I imagine about five or six cords, of pine knots. Maybe a fifth. They just throw it up on one tank and pile it up and then they go by there maybe a time or two and they stop and pick up a few pine knots and throw on up there.

ET: Would somebody just open a shoot and pour the pine knots into a big car?

BO: No, they had it on the ground. The engineer, Paul and the brakeman would have to get out there and pitch them up on top of the tank. Just pick them up off the ground.

ET: Yeah, did they have a big car behind the engine to store them?

BO: Them tanks on back had water tanks behind them engines you know. Well, they had a tank there and a water tank there and they had a band or a strip around on top there to kinda hold stuff up on the tank. They would pitch them up there and just fill them full, all around that, them pine knots. Stack them up there and they would run, I believe, they would have to go out there and take water out there in the woods, why they had to dig ponds, they had to put up ponds to catch that branch water to fire the engine with, to have water to run the boiler with and they would fix that up and so they would uh, take a pump there and put the hose, they would take the hose and they would pump that water to the engines up in the tank through a hose out of the pond. One day there they was just about to run out of water at White City, and Paul Durham was the woods foreman. And Paul, if he was short of a loader man or anything like that, why he'd go out there and get on that loader or run a engine all day if he was short of engineer men or anything like that. Why he'd run an engine all day, and he would go out there and run the loader. And he'd fooled around out there one day and they was running short of water, the water pump taken out. Well, they decided to overhaul the pump. And I was way back in there-way out in the woods about ten or twelve miles from White City and camp. And they was a little ole boy, looked to be about twelve or fourteen years old, come up there and sitting around there watching them. And when they tore into it, why they took the gasket and put it back in the back there and hooked it up, and it still wouldn't pump water. And so, that boy watched them as they tore it down again, and put it back there and uh, that kid seen them when they took it off. He noticed it. Well, they got it hooked back up again and it wouldn't pump. Well, they went and tore it down again. He says, the kid says, "Mr. Durham," says, "I can make that thing work." He says, "You can't do it boy." Says, "We've done worked a long time." "Yeah," he says, "I can. If you'll loan me your wrenches and stuff, and let me put it back together, I'll make it run." Paul says, "All right son, if you think you can, we'll just stand here and watch you." And said, "I'll give you a five dollar bill if you can start it, says we ain't got much water and says, got to have water. And he says, "All right." He said, "Ya'll just step back." In 'bout five minutes why he had done put the gasket back in there and tightened up the bolts and says, "Now see if I've got them tight enough." And he taken and tightened it on them to see if he had them tight. He said, "Now, crank it up. It'll go." Got it hooked up, and turned the steam on, it went to pumping, went to pumping water.

ET: Sure enough?

BO: Paul says, "Well, here son. Here's your five dollar bill." (Laughter)

ET: Did he ever hire that boy?

BO: Naw, it wasn't but about four or five months after that...three or four months after that....why we had to, the moved the camp up to Fastrill. And that boy, he lived out there in the country where they logged around and he would go down there. Of course that pond, they have them ponds they built had a lot of them trout and them perch and

catfish in there. That kid was down there fishing in that pond that day and he decided to watch them work that pump over and he got it to running.

ET: Well, I'll be darn. That's great! You know, you might want to tell us some stories about people like T.L.L. Temple. You had seen him a few times, hadn't you?

BO: Yeah, I've seen Uncle Tom Temple. He would come out there, I've done told you 'bout that mule.

ET: Yeah, go ahead and tell us about that while we are recording.

BO: He had that set of mules and had, I believe it was a colored feller, driving the team. And he'd come out there and get that mule to ride. He'd stand the team up. Then tell them to go ahead and just work with him, you know. And uh, after they come in, why, they happened to had rode him quite a while and he'd tell him well, just take him over to the lot and rub ol' bill down and fix him up where he could go eat and turn him loose. He'd worked hard under that saddle, riding him all day.

ET: Was that in White City?

BO: Yeah, that was in White City, in 1921 or '22.

ET: Where would he ride him, just out in the woods, just kinda look things over?

BO: How's that?

ET: Would he just ride him out in the woods?

BO: Yeah, they were going around looking where they had went through cutting timber and maybe where they had went into some more timber to cut, you know. And the best logs that I've seen over there, well, they was all good average size trees, about 18 to 4 foot through pine trees. And they was thirty two foot was about as long a log as they would cut then. And so, they put in the spur there, what they call the Townsend spur back in there, back close to the old western naval turpentine camp, turned off and went in there to that place over there. And they was about a half a mile over there that you could take and walk. You could get on one side of the tack over there. The flatheads had cut about two or three weeks there waiting to get trough with it, you know. And they hadn't never moved a loader in there. And they cut them logs and went in there and you could go in there and you could get on a log on one side of that track and maybe walk a half a mile and never put your foot on the ground. Just them logs, just laying there that thick. They was that long leaf pine timber. And it was really good timber. You'd cross over on the other side and walk back down on the other side of the tracks on the logs. They brought the skidder in there then, and we was skidding them logs. Had a four line Clyde Skidder. And uh, they'd skid them logs up and every time they'd sit down there, they'd pull two drums off. They had two lines on each end of it and pullers for them, you know

ET: They used an automatic skidder, then?

BO: They'd pull in to the track and then they had a decker they called it on each one of them lines and they decked them logs, and then there logs was...oh, they deck them up there ten or twelve foot high, maybe. And they would fool around and move up just another Kane where they could saw them another one. And they would leave room; well it would be 'bout six, eight or ten foot, in between each deck of logs.

ET: How did they load them on the train?

BO: They had a loader, had them a "McGifford" loader there.

ET: What year was that when they used the "McGifford"?

BO: Huh?

ET: What year did they start using the loader?

BO: That was 1921 or '22. They would go in there and the way it was they would go in there and they would sit down on the feet, right there on the end of the ties. The loader would come that way and they'd raise the feet up that trucks rode on. And they had their log train would bring in them empties, and shove them empties onto that loader and put them all back down there and when you load up, why they just drop the car on down ahead of you like that, you see. I've seen him load a whole train out of one set. Had a load of logs on one side and one on the other side and they would just move one time. They let the feet down and then load out on each side. And they would have a train load of logs in them cars and there was about twelve or fifteen cars. I mean twelve or fifteen cars. Four or five cars, they would load out of two or three sets decks of logs and load the train way on out. They would fool around and after they had moved up there at Fastrill, they finally put them on a, I believe they call it rapid loading then. They had done away with the McGifford loader. They put the drum on slides where they had a line there and it could move itself on them cars. They would put it up on the car.

ET: Conveyor belts?

BO: And just slide it along, hooked to the draw head over on the car behind them. And you could just slide that loader right on back there when you got ready to load out. You get your car loaded; just pull another one down to slide back and forth and pull another one down.

ET: You know, when they were using the camps, for logging, did they go in and...they pretty well clear it, wouldn't they before they moved on, or were they selective cutting and just cut a few choice logs?

BO: Ah, they would cut it clean to a certain size. I believe they cut down to about a twelve inch stump and about a ten inch tree, I think it was. Then when they first started

just choice cutting was up there at Fastrill where the government men came out and they got to cutting trees up there just about two years before we come in here. Well, they commenced to cutting the trees down were up breast high. It had to be fourteen inches.

ET: Oh, before they would cut?

BO: Yeah. They would cut a twelve-inch stump see, but the gauge, they put the caliper on there and measured the tree and then they would mark it. That there they said was saving the timber and making it grow faster too. They trimmed it out the best way they could like that. But when they went through there with that skidder, why he would practically tore up everything.

ET: They used to just use mules to skid didn't they, and they weren't as destructive, were you?

BO: Well, they was still using, when they cut to keep the trucks out here, they had mules a skidding logs in sets. They got to using these here tractors and cats and forsontractors and such and now they probably turn you in to just contract job.

ET: Well, those skidder, they would just pull the logs through the woods and just tear up everything on the path.

BO: Yeah, and they would put spurs close together , you see and well, they would skid, they would put a spur in here and they drop over here over here 500 yards and come in with another spur. Well, they would skid in between that spur 250 or 300 yards and get them logs that way. Well they would...

ET: Well, do you have any more stories about working in the woods?

BO: How's that?

ET: Do you have stories about working in the woods that you would like to tell?

BO: Well, I liked to work in the woods all right. My daddy tried to make a carpenter out of me but I got to working for Southern Pine there and I just got to working in the woods and I just fooled around and made a dirt man. Went to handling dirt. (Laughter). Went to working in that grading gang, you know and

ET: Well, that was a real important part of the logging operation.

BO: Yeah, they brought one maintainer here. Ol' Uncle Henry Temple was president here before Arthur come along. And he pulled around and they decided they had that little ol' four wheel Allis Chalmers grader and I drove it two years here working building roads and working with it. And it was all right...it was a good thing to work with. I reckon while you was getting a work out of it, well, it was working you, too. I run it two years and then they decided they wanted to get a bigger grader then. Well, they got one

of them there D-12's. One that had them big tires, tandem drive, had big tires on the back, two sets of big tires on the back, and the front wheel up there they was twenty-four inch wheels, had twenty-four inch rims and had a seven and a half inch tire and if you didn't watch, you got that wheel down there and it would bog down in that sand and stuff and it was hard to handle. Well, uh, I got one there, and right where Pavlic's store is there, and Lee Estes had his mechanic shop there.

ET: Right, the gas station was there too, wasn't it?

BO: Yeah, and Lee Estes, he was...had his truck shop there and Lee was buying and selling, buying the cats and everything for the company. And he was buying them cats and stuff and ol' Uncle Henry Temple wanted me to...well, had the little ol' maintainer first street to oil was that one that goes right down in front of the office. they had to put all the sand on there I had to put oil on that road plum down to where Arthur is living down there, that is where Uncle Henry Temple's....

ET: What year was that?

BO: Well it was, uh, well...

ET: In the forties?

BO: In uh, '40, '48 I believe it was. '46, 7, 8, somewhere along in there. Uh, they bought that bigger maintainer. I'd take and put sand there and they would put oil there and roll that sand with that little maintainer and that oil mixing it and getting packed. And then it would spread it out. And I fixed that and then I went around over yonder towards the ol' box factory town with that oil road next and went across the railroad tracks next to that office there. That's when they had the office, store, market, ice house, and all right there where they got the office right now.

ET: And those were the first surfaced roads?

BO: How's that?

ET: You did the first road surfacing in Diboll, huh? Up to then, it was just dirt roads?

BO: Yeah, I started to oil them roads the first time they went blacktopping down there. I started this whole blacktop road and went down in front of the ol' brick, ol' log cabin hotel, that ol' highway, there that goes on up through yonder. And so, we got that down and uh, I thought I'd tell you about that big maintainer. Well, they bought that and we went over there and Lee Estes was there, and uh, Uncle Henry Temple was there, and that feller running that number two store, we used to have a number two store over there in Diboll in the quarters. And uh, he told Henry said, "I want that big maintainer, Henry." Said, "I don't know how to run that big maintainer." And Uncle Henry told him said, "I got a feller that knows how to run it." And so that morning they got it in, they had it sitting out here a day or two, right there by the mechanic shop where the Dick's Drug

Store is there. Well, he had that for a park ground for some of their cars and stuff and that maintainer sit right out there. That's that old highway there. And uh, so we went out there that morning. And Richie Wells. I took orders from Richie Wells for twenty years. And he was grading foreman. And uh, I was, before I moved in here, I was assistant grading foreman by the way. And then I turned Richie's time in. He put his name on a sheet and put his time in everyday. And so Richie said, "Why, I don't see how in the world you'll ever learn to use all the knobs." I said, "Well, they are easy." So, we fooled around and got that thing fixed up and went out there then. Went out that morning that demonstrator, they drove that maintainer, that big maintainer from Houston up here. The governor was set on it for 17 miles per hour and it would run about 20 miles per hour. And they brought it up here where they would have it done broke in kinda', when it got here. That dealer, that demonstrator, he rode out there with me. We went out there across the river where Goat Hill turns off and we turned back to the left right through there and taken that cutoff road that little ol' cutoff trail where they hadn't been nothing but just one or two "Whoopee's" had been through that trail there. So we went right through there to cut off to go cross over there, the other side of the Damascus church over in there where we put that blacktop down around through there. Us, they was a logging back there and they had to have everything fixed up. Went there and went to work, that their demonstrator got off and made a round down through there and Ritchie, Lee Estes and ol' Uncle Henry Temple was there and I believe, I don't know, seemed to me like there was somebody else there. But anyhow, made a round down there and turned around and come back up there. And that demonstrator says, "You done caught on to it." Says, "Just go ahead." And the ol' guy from Houston that sells them maintainers, he was up here. So I made a round, and they got out there and they told me to just go ahead and grade that road. And that would make about two more rounds on the road to get it pulled up and leveled off. I drove up there and said, "Well, I got it fixed, leveled up." He said "Okay." Uncle Henry Temple said, "Bill, you want to buy that?" I said, "I can't buy that thing, I ain't got no money." They had done talked things over while I was working. I says, "I can't, I ain't gonna buy it!" Uncle Henry said, "Bill," says, "go ahead and buy it." I says, "I ain't interested." He says, "Sign that check up there." Says, "That belongs to you." I went ahead and signed it. I said, "I ain't able to pay for it, not getting no two bits an hour. He says, "Well, that's all right. Go ahead and sign the check." I signed the check. That demonstrator says, "Well," says, "You're maintainer operator. Let's turn it over to you." Says, "Whatever you want to do with it go ahead and do it." Says, we got a place over yonder though, going towards Goat Hill, where you go down that hill and it crosses Southern Pacific railroad track, there will be the biggest sand bed there you ever seen. That demonstrator, he said, "Let me show you how to roll this sand." He got in there and fooled around and sawed around there. That...Uncle Henry Temple, and him, and Lee Estes and all of them was out there. He said, "I can't get out of here." And he done bogged that thing down. He says, "You gonna have to, come here, you gonna have to get it out." I didn't...I got to looking it over... and I says, "Well, I got to get them front wheels out some way." He got down and I got down, and I went to laughing. We were going to see what he could do about it. What do you do? I looked at it; I just pulled my logs back and set that blade down. Just picked up the front end of that thing. I got out and got me some chunks to put under them front wheels. Lifted it up off them.

ET: Some chunks of wood?

BO: Some ol' rotten chunks of wood, and stuff out there. Stuck it in front of them wheels so it wouldn't bog down. I tried to pull it back and it wouldn't move. Well, I got the blade around there; put that blade down like that and that front drive where it would pick up. I put me some rotten wood under that, put my blade back over there, worked my blade out, got my blade out there, picked it up clear. After I got that I backed right on out. No longer than you been on that thing.

ET: You know when you were actually working, and making the roads, did you get bogged down pretty much, and you have to get out like that?

BO: Oh, I usually always, I've been stuck before where I had to get a winch truck or something in order to pull me.

ET: But most of the time you could get out?

BO: Get out. Well, you have to do something, whenever you get out fifteen, twenty miles by yourself and you get bogged down, you have to figure out some way to get out. Finally.... Finally I got them to fix me a hitch for some winch truck that we do forest work in. They would fix that winch, I would get to hauling. I would hook the back of the maintainers and lead the truck along behind me if I had to go somewhere.

ET: And you would be all by yourself?

BO: Be by myself. And I would get everything fixed up and if I happened to get stuck...well, I'd get out there and get behind that tree or something. Get that winch truck and roll my line, get back there and hook it. Hook that line back and get all the blades clear and everything and get up there and I'd throw it out of gear before we ever rolled. And rolled it back out there on top.

ET: Did you notice much wildlife out in the woods when you would be out there working? Would there be any deer?

BO: Oh, yeah.

ET: Did you see any wolves or bears?

BO: Oh yeah. I've seen deer. Now, I tell you, before Arthur and them opened up that doe season up there at Rayville and Boggy Slough club, right there on that hill. I've been ... I'd sit there on the road and have that grader running sitting up there eating my dinner. And I had some deer come up as close as that door right there till I would throw them something to eat. And they would eat out there with me. I would throw them a piece of bread or something or other. There were sixteen head there the day I fed them a day or two before they opened that doe season, yearly season again. One day later, they made my deer wild. I think they killed twelve, fourteen head of deer that day. I've seen high

as forty or fifty deer in a bunch over there around over there. I've graded right along by there, maybe we'll grade and I'll stop and a deer will be standing there looking at me. And I would talk to 'em, then they'd walk on. I've seen..... the rest of the road that I put in, down around through the old farms I come back on the other side of Tyler Road crossing back in there on this old Southern Pine road, that goes out that way.

ET: Out toward Boggy Slough?

BO: Yeah, out to Boggy Slough. You go out there? You go over there the other side of where they drilled that oil well, come back in there and come back down there, there's about four or five miles around, I guess. And I'd count oh, seventy-five and eighty deer going down around in there.

ET: Was that in the fifties? What about back in the 1920s and '30s, did you see many deer around White City or Fastrill?

BO: Yeah, there was a good many deer in '37; there was a lot of them. In '38 we would be down at Fastrill when we was logging down here. And we would sit on the cabooses... in the cabooses on each side. And we'd go up 94 on through there down to Redville. I think there's two fellows, counted... me and another fellow counted on one side... counted eighty... it was eighty-one, I believe on one side of the track. It was about two or three miles they was counting eighty-seven, I think it was, on that other side. The train was going about thirty miles an hour right along through there.

ET: Did you ever see any bear?

BO: Bear? I haven't seen no bear; I've seen the bear tracks.

ET: Have you?

BO: Yes. That there rider, Calvin Lawrence's boy, I think, killed a bear up there just this side of 94 there. Right there. It was a black bear. That black bear that Arthur had fixed up in that Boggy Slough club, when it burnt down, when the club house burnt down; it burnt that bear up in there. They had the bear up here in the deep freeze up here. Kept it up there for a while. Then finally got it skinned and had it fixed up. Got it fixed up there and it kinda looked like Smokey the Bear. A big black bear.

ET: Well you know when you moved to Diboll when the whole camp moved in, when Fastrill moved in, how many people was that that came into Diboll all at once?

BO: No, you see, I come in here and I put this spur in. Which comes from Mill Pond around to the Creosote Plant. And there went on across down yonder where the furniture store used to be out that old sand road. They had to keep the log trucks off of the highway. But they had to put them back on. Had to put them back on the highway. If they would come along here, like where this here tap line from T.S.E. run across up yonder and hit that spur, it would have been all right. But they wanted to come out from

over yonder, around through there above where the creosote plant is, and across that Southern Pacific railroad track there. And it was just a jump off. They raised a foot of that highway a foot high down through there and raised up. And the way it's done was to cross the track in a curve right beside this side and just have to go over on the other side with it till it come uncovered. I told Clyde as long as you just lay two or three, that's where we put that half back in the ground and I said there. And it cost seventy-two hundred dollars just to get a work order to cross that railroad track. Then they went across there and loaded... loaded some cars out. I think they carried eight, nine cars over there. Had to chain them cars together to keep them from coming uncoupled going back down there. It crossed about one or two cars at a time. And they come uncoupled nearly every time there. They got that all fixed up. One days logging, trying to log there. They went to hauling them logs of a truck and come around this a way coming in. Then they had to, had to put them in over here at the mill pond. I worked with old man Dred Devereaux when we was at White City, when we was at Fastrill it was. Well, ol' man Dred would come out there and work on bridges, and here come Richie Wells wanting me and Jim Barnes to help him. Set a piling or use the foot adze on them, there.

ET: The what, the foot adze?

BO: Adze looked like a little grubbing hoe to smooth off your woodwork seals and things such as that. And use that and they said, come in here and Uncle Dred was putting this here hard wood crane up over there where the ol' hard wood mill used to be you know. That crane there and they had to put up twelve by twelve's out like that. Then had to take them other twelve by twelve's and cut four inches down here on that side and then take about nine foot to bring it out where it would fit just right. Had a twelve by twelve up on each side. Ol' Welch, he was crane man there. He worked way up on it. Ol' Dred Devereaux had me ... so on down the end of the line they take the straight edge, take four inches where it will just taper out. Take that square, two foot square, just slide it along where that place was marked and take my adze and smooth it up. I got just about finished, I had one nearly finished and ol' Red said, "well I'll go get the plane and smooth that up." I said "you don't need no plane." He said "I know what I want." He went off down there. Dred Devereaux came by directly and said, "Where's that Red Welch at, Bill?" I said, "he went after the planes to dress this here up with it where I done got it smoothed up." He fooled around, walked off. Now ol' man Dred, he was awful ol' fellow to cuss.

ET: I've heard he was.

BO: He come down, Red here he come back, ol' Dred saw him coming' up and when he did, he fooled around and ol' Red got down there and tried to make that plane smooth. But the plane wouldn't catch hold. They tried it crossways.

END OF SIDE ONE

ET: OK, go ahead with your story about Mr. Devereaux.

BO: He cussed and said, "Where have you been all this time?" He said, "Well, I had to take that thing back before I... he said you carry that thing back down there. He said it's smooth enough. Well, I thought it needed a little smoother, a little bit more. He said, can't you see that thing won't take a holt? It's smooth enough. You're messing that, turn that crank off there trying to tighten it up. Smooth that down there where you scarred it up a little bit. I tell you right now, that was awful.

ET: What was Mr. Devereaux's job?

BO: He was kind of the load master. He was checking these bridges and things that T.S.E. goes out, on out to Fastrill, and all like that. Over all these sections and these bridges here. Building bridges, he had his eye on out there. I would level off that beam first when we come in here. Ol' man Dred had that McGruder skidder. He had that Clyde Skidder four by five Skidder. They went and made a pile driver out of it. And had a moon beam, kinda shaped like a half moon. When they had to set the pylon straight and drive those pylons straight down. But they needed it bent just a little to put the pin over there. Had a piece of iron just about that thick, half moon...ten to twelve, I believe it was. Wanted several made. A piece of iron just made that circle. And after we got it fixed. Well he was, it fit around there. After we got that fixed, it was smooth. You couldn't see where he messed it up. Ol' Bobby Brown, section foreman, he couldn't overhaul that. I fooled around with a lot of them pieces and had to go to work with Bobby on that business. Come out of the woods and got the adze and worked on that moon beam. Then we got all that fixed up and uh, ole Bobby he...after we got that fixed we kinda slowed up on our road work out there, and everything.

ET: You know, when you say road work that you did back in the twenties and thirties, were you talking, are you talking about road beds for the tracks, weren't you?

BO: Road beds for the tracks, for the trucks and things to go in.

ET: All of it. All those different things.

BO: Tram roads, of course, were later, in twenty three or four.

ET: Why did they call them tram roads?

BO: Well, that's where they run their engine out there and load logs over there. Dump logs over on the side of the road there where they could load them there with the loaders you know. They called them tram roads then. Railroad... they put the railroad down on the dump, you know. They dump logs. We'd build them tram roads and all like that. Then ole Donahue he seen, took me out there... I was getting forty cents, fifty cents an hour I think it was.

ET: When, in the thirties?

BO: About forty-one, forty-two, forty-two... forty-three, around in there. Bobby Bounds was the section foreman, and he wasn't getting but a hundred, eighty, eighty-three something odd dollars a month. I was making more... made two and half, three dollars a month more than he was getting, and he working for four bits an hour.

ET: For heaven's sakes.

BO: I made more than he done.

ET: How could you make ends meet?

BO: Well everything was cheaper back in them days. Pretty cheap you see then.

ET: Did the company offer fringe benefits?

BO: How's that?

ET: Did the company offer any fringe benefits? Like health care, did the company offer health care?

BO: We could get anything that we wanted. If we needed any money, we would just borrow money from the company... and all like that.

ET: Was health care free, like if you needed a doctor? Was that free?

BO: Insurance they called it. If they paid insurance well, your doctor bill was paid free.

ET: How much was the insurance?

BO: Well, it run about eight to ten dollars a month.

ET: Was that in the forties?

BO: Forties and all like that. Now as you got on up there for a while, if you had to go to the hospital, then you had to pay your hospital bill. Maybe a hundred and fifty, two hundred dollars, something like that. Company would give them a big check and then take it out of our time. And all like that.

ET: If somebody had to go into the hospital, would they go up to Lufkin?

BO: Yes, they would have to go up to Lufkin. And during that time, I spent some time, '47, '48; I spent some time in the hospital myself.

ET: Did you? What happened to you?

BO: Nothing much happened to me. I just... I got my foot busted opened in '47. Four bones broke.

ET: Was that on the job?

BO: Yeah on the job. You see, they sent me there. The company paid for that, the insurance paid for that, you see. And then I had my neck broke, got my head out of place.

ET: On the job?

BO: On the job.

ET: How did that happen?

BO: Well, right up here, where this sheriff car department is, where you buy car parts up there on the left. Coming down the ole highway, we was coming out to work one morning and met a lumber truck up there. And uh, woods wasn't working that day. He had done worked, woods had, building roads over there in Houston County. So Ben, Hufton McAdams, John Burchfield, and Slim Brown was on the truck. Me and Edward was up in there. Now Ed was driving, and I was sitting in there at the time, and Slim was back there in the back with someone called Nag. We had a new truck. That bobtail truck was just a box outfit there where you stepped up on the steps go inside at the back end there. And had a row of benches on each side where two people could sit on each side, and look out the winders. We met a log truck down there. I mean a lumber truck. And that lumber truck, we was going down yonder way, and that lumber truck was coming this way, and then there was an ol' feller over here that hauls handles come by us. And this other truck was along behind. Well the saw logs, flat edge went out to work that morning. Flat edge, that guy come pretty near hitting that saw truck right there on that hill over there just before you get up to Ryan's Chapel road up there. Come near hitting them. They had to hit the dirt. Went off to one side to keep them from hitting them. Got down there, that wood man, hauls handles over here at the handle factory, was going. We met him. That there other truck was coming so fast that he just whipped over like and hit this other. I told Mack, "That fool'll hit us." He said, "No." And about that time it says Wham! Just jack knifed that truck. Had eleven thousand feet of two by fours on that trailer. And so, I busted that windshield out of that truck. They got, a Ford truck had a strip of iron, you've seen them I know. That strip of iron to divide that windshield up there on the dash. I hit that with my head and I tore that a loose from the dash of that car, that iron a' loose. And when I did that... car... that truck caught fire. I seen smoke, I didn't know whether it was from us or not. It turned, spinned us right around and set us right back up on the highway. That truck jack-knifed there. That feller had a woman in the car. He said it was his wife. And she was a big woman to get up out of there. He carried something down there, called the ambulance to come down and uh ... they fooled around whenever it jack-knifed there. The truck caught fire, seeing it was a fire, after I got to where I could see. I seen it was a fire there somewhere, I didn't know whether it was our truck on fire or not. I asked Edgar, can you open the door? And Ed was sitting

nodding his head, he had an ol' safety hat, an ol' brown safety hat, looked like a turtle hull kinda. And it knocked a chunk out of that there safety hat and cut his ear right half in two there. He was bleeding, and taking on with his shoulder hurting there, broke his collar bone there. I seen something had to be done. I just taken the hat off my head and held my head like that, opened the door, turned around and opened the door on my side. Got out reached back in there and pulled him out of the truck. Got him out of the truck, I turned around, walked... walked out there, sat down on the edge of the road. About that time the gas tank exploded on the truck, lumber truck. I thought I had a ... fire extinguisher there and they put it out. That woman lost an ear bob. Had a hole punched in her ear there to hang her ear bobs on. And it fell off. I got down, I got fed up with that hole in my head, my hat was gone. I got up, squatted down and kinda' picked ol' Edgar up, helped him up and started to walk towards the highway. As soon as I got across the road everything turned backward. Well I'll tell you right now it was just as dark as anything. I said Edgar; I've gone as far as I can. I laid down there... I just eased down on the ground, laid down and started holding my head. It seemed like it was five minutes before the ambulance come. They had done called the ambulance to come get us. Jake Owens, he carried that there truck driver and that woman, called his wife, down here to the log cabin hotel. Put them in there and kept them down there three weeks, I mean three days. I didn't know whether I was gonna live or die. Ol' Slim Bounds and Edgar McAdams, and John Burchfield was bleeding. I asked ol' Slim, I says, "Slim are you, are you crippled?" He said, "My back is hurting." I say, "Are you bleeding anywhere?" He tore his overalls there and he scratched and blood was just easing out through the hide. I says, I says, "Well, let's look in there and get that blood stopped." I said, "I'm satisfied that my neck's broke. But," I says, "I ain't bleeding outside no wheres." There were two ambulance come out. The first one said, "How many was there of you?" There was four of us. He said, "Well sir, I can carry two and the other ambulance coming along behind us will get the other two." I said, well, get them there with the blood all over their face, get them to Lufkin and get that blood stopped." He had done got back in Lufkin that ambulance had, before that other one got down. Come up there, ol' Slim, he was complaining that his back was hurting, so they come in and put ol' Slim on a cot and put him in the back. I was sitting up in the ambulance, holding my head like that. When they turned that curve, that sharp curve on this old highway there up above Burke there, like to put ol' Slim off his cot back there. Slim said, "Take it a little bit easy up there driver, don't drive so fast, you like to throwed me off my cot." He said, "What did he say?" I said, "Take a little easy your about to loose him. Throwing him off his bed back there." I went on up there, I got out, had to get ol' Slim in the elevator. And when I got him up on the elevator, I walked up the stairway holding my head. Got up there, I was still standing there. My wife and them, they come on up there. My sister had a car and they come on up there. Well, I was standing... standing up there waiting for them to try to get waited on. I told them... they come back, they says, "Who are you waiting on in there?" I said, "I'm waiting on a doctor or somebody." I said, "I've got to have a place to rest. My neck's broken." He says, "Naw, it ain't broke, you wouldn't be up here." I said, "That's what I come for." I said, "They wouldn't even let me come up on the elevator." I said, "I walked up the stairway up here at the old hospital. He said, "Naw you didn't walk up here." I said, "Well I know I did." He says, "Not with your neck broke." So they fooled around until they got time to check it. My sister come in and she... she pretty

much knew how to use language pretty bad. She said, "His necks broke. You get him in there and get him in bed or something or other. He's out here standing around holding his head that way. Holding his head on. They finally got me in there under that fluoroscope, they found that my head was out of joint and that neck had come down that way and that joint was busted... back there in my neck. I spent about six or eight months with my head twisted like that. Just like an old car going up a coffee mill stick.

ET: Well before we close, I know you're probably getting tired, but could we get back to the twenties. Think back in the twenties in White City and Fastrill and tell me about some of the things back then. How much did you earn a month? Working in the twenties.

BO: How much did I earn?

ET: How much did you make a month? Off road work?

BO: I made, I finally got to where I was making eighteen dollars a week.

ET: That's back in the twenties?

BO: Back in the twenties, around '24 something like that.

ET: I was just interested in some practical things about living in the camps. How would you, when there was an election, how would you all vote out there?

BO: We would have to go from Fastrill out there to Hendrick, of course Hendrick's store, that's when they had a school house between Fastrill and the school house. I mean, between Fastrill and Alto. A school house up on top of that big hill. We would go up there... they would take the wood's crew up there in an ol' bobtail truck. It would make two or three loads a carrying people out there.

ET: Did people, did anybody at that time ever come into the woods to campaign?

BO: Oh, they'd run around there.

ET: They would speak sometimes?

BO: Oh, they'd, I guess come out and like they was running for sheriff or something like that, they would come out and ask to shake your hands and make themselves acquainted... and make... campaign and tell them about it. When I... when Bill Duncan, I guess you heard about Bill Duncan getting killed? Sheriff up there at Rusk a while back... a long time ago. Well, anyhow Bill Duncan they sent there... he was a city mayor or something or other like that at Alto. And his cousins sent word for him to come down there to the old store there. They was selling whiskey down there and run the gambling room. And Bill had done told, he's the mayor, he done told 'em to quit that or he was gonna bust into them and make them pay for it. They told him to come down

there and he went down there and when he knocked on the door he asked them says, "You gonna quit doing that?" He said, "Open the door, this is Bill." So whenever he got it opened, he said, "If you don't open it, I'm gonna kick it down!" He told him, "Kick it down!" And his cousin, by the way, had a gun stuck in his face whenever they kicked the door down to open it. So the gun... ol' Bill shot and killed his cousin. Then he went up there at Rusk and went to run for city sheriff, for the sheriff of Cherokee County. Got up there then and come down there on Election Day. Two or three men was there. One says, "Bill." Says, "Bill, you're a mighty good man." Says you, says it won't do no good. Says, "You know you'll get killed as sheriff." He says, "Well, I tell you folks one thing, if I ever get killed I'll guarantee you I might not know nothing about it, but if I do," he says, "I'll cut a man down, a person down that kills me." And so it worked out that way. Ol' Isaiah Quill, says we will never, Coreen, used to be Flowers... used to be Flowers that would, you know, Doyle Glass died just a while back. His wife's mother. Well it was Coreen's uncle was bootlegging whiskey and running the honkey tonk there at Fastrill. Out there near Rusk. He went, him and a woman was working for him, went to Fairfield over there, and got a load of whiskey and come back. And ol' Bill, he caught on to it. And he was coming back with a load of whiskey there at that underpass between Rusk and Alto, and he went out there and met him. He flagged ol' Bill down... I mean Isaiah. He stopped, started to stop, and ol' Bill, he didn't think he was gonna stop so he hauled off and shot his front tire... of his car. And when he did ol' Isaiah stopped, come crawling out. He said, "Now Bill, you wouldn't kill a fellow now would you?" He said, "Not unless I have to." Whenever he went to get out, well his gun, he got the gun, well he shot that women. Well he pulled the trigger and the woman got shot right through her leg there and just grazed along this other. And ol' Isaiah come around, Bill was standing out there. And ol' Isaiah shot Bill. Then when Bill was falling... he shot Bill, I mean Bill shot Isaiah right through the heart there three times. Just as fast as he could. Shot him three times. Now when they fell, Isaiah fell backwards and Bill fell forwards and Bill's head was just about that close to Isaiah's feet.

ET: Did that happen when you were living in Fastrill?

BO: Yeah, over in Fastrill there in Cherokee County.

ET: I guess the sheriff was the only law that you had in Fastrill, wasn't it?

BO: How's that?

ET: The sheriff was the law for people in the camps.

BO: Oh yeah, he was sheriff over there. Now Donnie Brown, he was what they call a deputy. Just like, he was over, he was there, he was quarter boss. They called them quarter bosses then but he was deputy just like ol', what's his name down there at the gulf station is.

ET: Mr. Monk Warner?

BO: Yeah, Monk Warner. He was just... he was deputy up there too. Ol' Bill, he come down there to Fastrill. He'd come down there, you see he had a right to anywhere in the country there, in the county to arrest anybody or anything. He was High Sheriff. Just like this High Sheriff up here at Lufkin is.

ET: Diboll changed a lot, I know, in the years that you've been here. Do you think that changes are good?

BO: Oh yeah. Well I'll tell you right now by ways if Uncle Tom Temple could appear right here right now and look things over, it would be altogether, shore enough different from the way it was. Oh I'll tell you right now....

ET: Tell me again what night was it that you worked for Southern Pine Lumber Company, you said. But you worked in White City and lived in Fastrill. When was the first time you ever spent the night in Diboll?

BO: Last of March in '41.

ET: '41. That's when you moved over?

BO: Yeah, I moved down here in '41.

ET: And you lived in the Redtown Area?

BO: Well lived right down there, you know where Odom Burchfield lives there?

ET: Uh-huh.

BO: Well I lived on that area right there by it. A little back alley come back to my gate and back to his gate. The way the streets was laid out then. Like our street went out right through there just where it's at now.

ET: And all the streets were dirt roads then?

BO: All of 'em was dirt roads. When it come a rain it was muddy and slippery roads.

ET: Did you have a fence around your house? Did you have a picket fence?

BO: Yeah. All that Redtown business had a picket fence around their houses.

ET: Were there any stores besides the Commissary, or was that the only store?

BO: Well, that commissary here, and then that store over there in the quarters, the Number Two Store they called it. And then finally Gus Holcomb opened up a little ol' store. Had a place up there, he had a little ol' store there sell candy, and first one thing and another. Then Tremble, he finally put in a little store over there.

ET: What about, you know that Number Two Store, why did they have a separate one? Just so it would be closer to the people or was the store segregated? Could they shop in the Commissary if they wanted to?

BO: They could shop in the commissary there or go down there to that store, either one. Right back over where Stovall's store is over there; used to be a big two story building beside that little ol' two-story building there over across the street. Stovall had a store there. And then Russell, Russell used to have a big two-story building there. He finally fooled around and sold out, died, Russell did.

ET: Ok, well do you have anything that you wanted to add? I can't think of any more questions.

BO: Oh, well that's about all I guess. Only thing, do you know the first time I seen Arthur Temple?

ET: No, is this Arthur Temple, Jr.?

BO: Yeah, Arthur Temple, Jr.

ET: Tell me about that.

BO: Well he was seventeen years old, the first time I seen him. Him and his daddy and ol' man, Watson Walker, and Dave Kenley, come out there over there at the Henry Holcomb dip they called it. Twenty-eight.

END OF TAPE