

**CHARLIE HARBER**

**Interview 157a**

**May 4, 2000, at Harber's home, 415 Brown Rd., Lufkin, Texas**

**Jonathan Gerland, Interviewer**

**Susan Schinke and Jonathan Gerland, Transcribers**

**Abstract:** Born in 1920, Charlie Harber tells interviewer Jonathan Gerland about his personal experiences living on or near Southern Pine Lumber Company and Temple Industries lands most of his life. He discusses and describes the Company ranch in Trinity County known as Rayville, the practice of "pasture riding" in Houston, Trinity, and Angelina counties, and the Boggy Slough and Eason Lake hunting clubs. Prominent persons mentioned include Dave Kenley, J.J. Ray, Henry Titus Mooney, Dred Devereaux, and Walter Robinson.

**Jonathan Gerland:** My name is Jonathan Gerland. It's May 4, 2000. I am in the home of Charlie Harber, and he's going to tell us his memories. Mr. Harber, tell us your full name, when and where you were born.

**Charlie Harber:** My full name is Charlie Monroe Harber. I was born in Houston County, just outside of North Boggy Slough Club. Over on what they call Bristow Creek.

**JG:** How close was that to the Trinity County line?

**CH:** It's right in there on the Trinity County line, just off, over into Houston County just a little ways.

**JG:** What year were you born?

**CH:** August 21, 1920.

**JG:** Who were your parents?

**CH:** My parents was Ellis Monroe Harber and Daisy Harber.

**JG:** When and where was your father born?

**CH:** He was born in Missouri in 1866.

**JG:** Do you know when he came to Texas?

**CH:** I don't know just what year he came to Texas.

**JG:** You had mentioned before that your father worked at the Walkerton camp. What did he do there?

**CH:** I don't really know what kind of work he did at the Walkerton Camp. I know he worked there.

**JG:** What year did you say he was born? 1860?

**CH:** 1866, and he died in 1968.

**JG:** About what year was he at Walkerton?

**CH:** 1913, and I don't know what year, like I say, he was there anymore than that.

**JG:** What are some of your memories of your father? Did he work for the Temples then?

**CH:** He worked in, he helped fence Boggy Slough. See, they had that thing fenced and cross-fenced all over.

**JG:** This was when you were a young boy when it was done?

**CH:** Well, they started it, I guess, before I was born. Then, we farmed in there from, I think, from 1920, or 1919, up until 1928, when we moved out of there.

**JG:** Were you living on land that your dad owned?

**CH:** No, we was living on, farming for the Company there, that's when old man J.J. Ray had that land, had cattle and livestock.

**JG:** You mentioned Mr. Ray. Tell us a little about him. I don't know a lot about Mr. Ray yet.

**CH:** Well, I was young and, of course, don't remember a lot about him.

**JG:** That's who they named Rayville after?

**CH:** Yeh. See, he was related to Watson Walker, and he was related someway to that fellow Gilbert.

**JG:** L. D. Gilbert?

**CH:** L.D. Gilbert. So, they started that ranch. They was going to make a prairie out of it and so they deadened all the hardwood timber in the hills. I know my father was in the deadening crews.

**JG:** And this would be before you were born?

**CH:** I guess, when I was small.

**JG:** When you were small. Early twenties, then.

**CH:** See, when they fenced that thing I don't know what happened but those deer were shipped in here from somewhere and I can't even find out where the deer come from. Gandy Stubblefield tried to tell me they started with two deer in that place, but I remember hearing my father seeing those deer jump out of boxcars and some of them broke their legs when they come out.

**JG:** They brought them in on the railroad?

**CH:** They come on the railroad.

**JG:** On the TSE Railroad? The Company logging railroad?

**CH:** Yes. But, nobody has no history, and when this fella interviewed Claude Welch...

**JG:** Are you talking about Thad Sitton interviewing Claude Welch?

**CH:** Yes. He tells about, his father see was, Claude's father was section foreman, Old Man Tom Welch. They saw those deer jumping out of those boxcars, and he asked his father what they were, and he said, "they was deer." [note by Jonathan Gerland: It is believed Mr. Harber is referring to Claude Welch Sr.'s account on page 258 of Thad Sitton's *Backwoodsmen: Stockmen and Hunters Along a Big Thicket River Valley (University of Oklahoma Press, 1995)*].

**JG:** This would be about the time you were born? Just before, just after?

**CH:** Just after. But, see when they [the Company] started that thing, they [the community] cut that fence. They [the community] did everything in the world. They had all...everyone of those riders in there, they [the Company] put a pistol on them and a 30-30 rifle and told them, "You are to protect this." They finally ended up killing a man in there. They killed Walter James.

**JG:** When was that?

**CH:** In 1931, I believe, when they killed him. [note by Jonathan Gerland: Walter James was shot and killed in late August 1932, according to Dallas Morning News, 21 August 1932, and Lufkin Daily News, 20 and 22 August 1932].

**JG:** What was he doing? Hunting deer?

**CH:** Huntin' deer at night.

**JG:** They killed him. Who were "they?" The pasture riders?

**CH:** Game wardens, pasture rider fellas. They was...Uh, well, I don't guess I should name who killed him. I know who killed him, but, I won't name them because...I can name the people that was hired there that I remember. See, my brother-in-law stayed there from 1925 until '43. That's how come me...

**JG:** Stayed there. You mean lived on the Company land?

**CH:** Oh, yeh. He was a pasture rider.

**JG:** What was his name?

**CH:** Walter Robinson.

**JG:** He's getting a picture of him, I guess. [JG is talking to the tape recorder here].

**CH:** Here was his game warden commission.

**JG:** It's addressed to Mr. W.R. Robinson, Trinity County, Rural Route. Somebody cut off the postage. It says, "The Game, Fish, and Oyster Commission, The State of Texas, 1942, October 29. W.R. Robinson, of county of Angelina." What is this exactly doing?

**CH:** That's a free service game warden commission.

**JG:** Signed by...

**CH:** Tucker.

**JG:** Is that William Tucker?

**CH:** Yeh.

**JG:** William Tucker, Executive Secretary. '42.

**CH:** Here he sits on a horse with a deer roped.

**JG:** Now this is out at...

**CH:** At North Boggy Slough. Now, that would have been in the '20's. How far have we progressed on our deer?

**JG:** That's a pretty good-sized one there...1920's. Now, did you show Thad Sitton pictures like this when he was here?

**CH:** No. Now, there, that's uh...they had those old, big timber wolves in Boggy Slough in those days.

**JG:** That's a pretty good-sized one there. This was also in the twenties?

**CH:** That was in the twenties. State trapper, I mean, government trapper, that fella's name was Guy Burke. Here's one they had caught alive.

**JG:** And, there's the old railroad in the background, the logging railroad.

**CH:** Yeh.. That's it right there. That's at Walkerton.

**JG:** This is at Walkerton, in the twenties.

**CH:** And, there they had a big wild hog.

**JG:** They've got their chaps on.

**CH:** Now, there are the stock pens at Rayville.

**JG:** These are some great pictures.

**CH:** There's a cow picture. That's not interesting.

**JG:** These are some of Mr. Ray's cattle?

**CH:** Yeh, it's some of their cattle.

**JG:** Where was Mr. Ray from? You mentioned he was kin to Watson Walker and them. Was he from Texarkana? Or Virginia?

**CH:** I don't know just where Mr. Ray come from.

**JG:** Who is that fellow? He's got some glasses on there.

**CH:** I can't think...all of the old riders in there, uh, one of them was named Frank Rushing, one of them was named Calvin Tiner, one of them was named John Silvers, Walter Robinson and that's about as far as I can go on those old riders.

**JG:** Now, Walter Robinson was your brother-in-law. I assume he married your sister.

**CH:** My oldest sister.

**JG:** What was her name?

**CH:** Viola. She is still in a nursing home, ninety-five years old.

**JG:** In a nursing home in Lufkin?

**CH:** Um, yes. ... There's a picture of that hog.

**JG:** Yes, we've got this postcard.

**CH:** Yeh, I figured you did have.

**JG:** Those are some great pictures there. I want to talk to you more about these after we get through with the tape.

**CH:** I want you to look at that.

**JG:** What's this? "Chief copperhead killer, Charlie Harber, at TSE water tower, Eason Lake Club, 1974." So, that's the water tank that they would have fueled the locomotives.

**CH:** That's where they fueled the engines. That was...

**JG:** "Oscar, the road builder, Charlie Harber, Strawboss, Eason Lake Club, 1974." You were putting in a little bridge ?

**CH:** We were rebuilding a bridge going into Eason Lake there.

**JG:** 1974. Well, I could come back and ask you some more about the game that was in the Boggy Slough area, but when did you start working for the Company? You mentioned that you had been a pasture rider since 1964?

**CH:** Well, see I started out...

**JG:** Well, let me back up even further. Where did you go to school? Were you born there in Houston County?

**CH:** I went to school up there in that old Mount Pisgah. Where I started to school was Mount Pisgah Cemetery, I mean school. The cemetery is all that's there any more. That's where I first started to school, in 1927.

**JG:** Is that named for a place in the Bible called Mount Pisgah?

**CH:** I think you can find it in the Bible, Mount Pisgah.

**JG:** Did you go to high school there, too?

**CH:** No, see we moved out of there, we moved from there down to Huntington and stayed there two or three years, and then we moved back in the pasture on the south end down there. If you've been in there...Do you know where Lottie Temple's deer stand's at?

**JG:** No, sir.

**CH:** Well it's, uh,...we was the last person that ever stuck a plow in the ground in there. You couldn't farm due to the deer. Back then, they eat up stuff faster than you could plant it.

**JG:** Then, again, that would be in the twenties?

**CH:** That was in the thirties, early thirties, when we moved back there.

**JG:** You were the last person to stick a plow in the ground there.

**CH;** Yeh. We finished farming there, right there.

**JG:** Where did you finish school?

**CH:** At Kennard. See, that school finally consolidated with Kennard, but they have no record to where...we can't find no record where that school was ever consolidated with Kennard school.

**JG:** You finished school in the late thirties.

**CH:** Late thirties.

**JG:** Then, what did you do?

**CH:** I started back to work. Come back to work in Boggy Slough for D.C. Kenley, working for Dave in the cattle. Then, that's where I got started on this deal. I helped my brother-in-law there.

**JG:** Walter Robinson.

**CH:** I'd help him out, what I could, with protecting the game.

**JG:** Tell me about Mr. Kenley. How was he to work for? I heard he was pretty tight.

**CH:** He was the tightest man that ever walked. There wasn't no doubt. D.C. Kenley was the tightest man. They say Ed Kenley, his son, is just as tight as he was.

**JG:** I've heard stories. Some people have told me that when they were boys, he would round them up there in Diboll, take them out in the woods and do some work, look over some ground, some timber, and he would tell them, "Don't worry about lunch. I'll take care of your lunch." They would get out there at daybreak. The boys would start to get hungry, and finally they would get to eat later in the afternoon, and all he brought them was an apple.

**CH:** You'd get a can of Vienna sausage and a nickel box of crackers. Back then you'd get them crackers for a nickle a box., they'd come in. Many a day, I rode for him for half of one of those little cans of Vienna sausage, and me and another man, we'd eat a quarter pound of crackers.

**JG:** Crackers and Vienna sausages for a whole day's ride.

**CH:** Them old ranch-style beans, he believed in them. Now, they was cheap back then.

**JG:** I've also heard that he would ride out and just stay with whomever was living out in the woods. Spend the night for a few nights. Did you do any of that or did you come back to where you...I guess you were living out there then.

**CH:** Well, I was living over there at Rayville part of the time, and then I was living with my sister there. A lot of the times he would keep me...I had to travel all over the country. He had cattle in Diboll there where the golf course is now, I guess. He had all of that leased for cattle. Then, he had cattle scattered all over the country, and he'd keep me out 'till nine or ten o'clock, and then I'd spend the night with him up here in town.

**JG:** So, you were working for the Temples and Mr. Kenley, too.

**CH:** Well, I was just working for Kenley then.

**JG:** Working for Kenley. What did your job consist of? What were you doing when you were riding out there?

**CH:** I helped work the hogs and the cattle. Of course, back then we were tending hogs, penning and selling them.

**JG:** Was everything pretty much fenced then?

**CH:** Oh, yeh, still everything, cross-fences and all, was intact then. He kept cattle wherever they had it fenced. But, just riding, the first poachers I ever caught, I was in there below, in there in the Old River Club now. What's the The Old River Club was Boggy Slough then. I run upon two boys in there squirrel hunting. I didn't even have a sign of a gun. I captured both of them and brought them out.

**JG:** When you say, "capture", what does that mean? You got them to agree to come with you?

**CH:** Well, when I run upon 'em, they run 'till they just give plum out.

**JG:** Now, you were on horseback, and they were on foot.

**CH:** On foot. They was in there on Cedar Creek, and when I rode up on them, that one boy handed me his gun and the other wouldn't give me his gun. So, I looked at that one right quick to see if it was loaded, to see if I had a loaded gun.

**JG:** Now were you pretty young then?

**CH:** I was nineteen.

**JG:** You called them boys. How old were they?

**CH:** Oh, they was about... They was college students from SFA. They was about seventeen or eighteen. Something like that.



**JG:** What would happen if somebody got caught hunting on Company lands? What would you do after you caught them?

**CH:** Well, they usually...I would take them to my brother-in-law, and he would take them before the justice of the peace.

**JG:** So, you would actually take them before a court of law or some local authority.

**CH:** Yeh, the JP. See, years ago when they first started that, there was no such a thing as trespassing when Boggy Slough was started. So, if somebody was caught in there poaching, they got an injunction against them for ever setting foot on Company land again. So, if you was caught again, he was taken before a district judge for contempt of court. They didn't have no trespassing. See, the first game warden we ever had in this country was 1927. That's when they started game wardens. First two game wardens was Ellis Ivey and Enos Jones. That was the first two wardens.

**JG:** Now, they worked for...

**CH:** State. They were state game wardens.

**JG:** For the whole state or just this part of the country?

**CH:** Just this part of the country here.

**JG:** Do you know where their offices were? Where did they live?

**CH:** They lived in Huntington.

**JG:** Both of them lived in Huntington.

**CH:** Both of them lived in Huntington. They spent most of their time in Boggy Slough because that was where the only deer in the country was.

**JG:** That was because, as you said earlier, the Company brought them in on trains.

**CH:** Yeh.

**JG:** The two state game wardens, were they from this area?

**CH:** Yeh. Old Enos Jones, his son, what was his name? He was sheriff here. Leon Jones, was sheriff here. He made sheriff and stayed about eighteen years.

**JG:** That was Enos' son?

**CH:** That was Enos' son.

**JG:** Now, we're getting back to you working for Kenley, looking after his cattle and hogs and stuff. How long did you do that?

**CH:** Well, I done that until I went into the Navy in 1942. I got out in '45, and I went back to working for the Company and Temple then in 1946.

**JG:** Just briefly, where were you stationed when you were in the Navy?

**CH:** I spent my time in the Pacific Ocean.

**JG:** On a certain kind of vessel?

**CH:** Oh, changed several different ones.

**JG:** What did you do there?

**CH:** Well, started out, I was an armed guard on a merchant ship. That consisted of, we were supposed to be protecting the merchant fleet which we didn't have enough protection, had a five-inch gun and a couple, maybe three or four, according to how big the ship was, twenty millimeter anti-aircraft guns. Then, when they got down to where they wasn't...it was pretty safe, the Coast Guard taken that over away from us. They put us back on Navy ships then. I was on two troop transports. Then, the last thing I was on, I was with what they call COMSERAN 10, which we was a service unit for the fleet. We followed the fleet from one of those islands, when they would take an island, we would move and just skip from island to island. I ended up in the Philippines in 1945.

**JG:** Then, you came back to working for the Temples in '46.

**CH:** '46.

**JG:** What did you start out doing then, after you got back?

**CH:** Watching that up there.

**JG:** Back at Boggy Slough.

**CH:** Yeh, I went to North Boggy up there, living in there on Cochino Creek.

**JG:** Also called "Cochino Bayou?" [CH: Yeh.] Same place.

**CH:** You know, that was named by the Mexicans. Do you know what "Cochina" stands for?

**JG:** I read somewhere, but I have forgotten.

CH: Big Hog Creek. But, that was a wild country back then. I tell you it's a wonder somebody... that there hadn't been more people killed there than what there was.

JG: We talked about North Boggy and South Boggy, were there distinctions back then? Did they call it "North" and "South?"

CH: Yeh. Back then, North Boggy was nothing but a game reserve. They had that whole thing from, that old East Texas railroad, what they called "Old East Texas," from there to Highway 7 was a game preserve.

JG: For the tape, the East Texas Railroad being the railroad that went from the 4C sawmill at Ratcliff into Lufkin. From there to Highway 7 was a game preserve.

CH: A game preserve, and then, they leased it. They let J.J. Collins have it.

JG: What was he, an attorney? Mr. Temple was telling me about him just the other day.

CH: Yeh, J.J. Collins got it. There was Pitser Garrison, a fellow by the name of Louis Renfrow, who has passed away now. And them three, let's see I believe, and Martin Dies, old man Martin Dies. Them four, Temple let them have it.

JG: So, they were the only four who could hunt there?

CH: Their guests. They could have guests.

JG: They could have guests, but other than that, nobody else could hunt in that area. Is that what you're saying?

CH: No, not in that area. But, then, everything went fine until they had a meeting and they wanted to do something about a golf course. This...oh, what do they...?

JG: Crown Colony or the Diboll one?

CH: The country club out here. [JG: Crown Colony?] No, the one out here on the...

JG: Oh, the Lufkin Country Club.

CH: The Lufkin Country Club. So, the paper mill...Otis Locke, you've probably heard him mentioned. He was with the paper mill, and they all met. This attorney firm, they went against Arthur Temple. So, Arthur told them "Get your stuff off of Boggy Slough 'cause now you don't....So, that's the way that ended. That's what started the club. They had their clubhouse and everything up there. Of course, I understand they've [the Company] rebuilt on it now and made a real nice place out of it.

JG: You're talking about...

CH: North Boggy. But, that's how come them came to lose that. They didn't go with Arthur on that, so Arthur just told 'em, "I'll tell you what I'll do. I just build my own golf course." So, he come back...that's what started Crown Colony.

JG: But, the disagreement went back even further than that though, right, what you're telling me? That was in the thirties?

CH: That was in the fifties. That got up into the fifties.

JG: When was the Boggy Slough clubhouse that burned down, what we now call "South Boggy.", when was that built?

CH: That was built in the thirties. See, the first Boggy Slough clubhouse was built right on the bank of Boggy Slough down there. Way back in the boondocks there, and it was so bad and that water got over that road when it...

JG: Are you talking about the one that was built in the thirties?

CH: No, before that, the twenties.

JG: I don't know if we've got any pictures of that.

CH: I don't think anybody has. I don't know why. I can't find any, but that was the first clubhouse. That was built in the twenties, and then, they got to a point to where they couldn't get in there, so they went up there and built that one on that big pipeline. And, they built a nice clubhouse there, I'll tell you, that was something else.

JG: Now, in relationship...where the second one was, if we were standing there today, what direction would the first one have been? North, south, east, west?

CH: The first one...you've been in there?

JG: No, sir, I've not been into there yet.

CH: You hadn't been in Boggy yet.

JG; No, and I need to go and haven't been yet..

CH: Well, if they haven't changed it, if you go in there after you leave where Arthur's clubhouse and all that, the old state highway, you leave that, and the first road you come to that turns to the right and just hold to the right will take you right in to where the old Boggy Slough clubhouse formally was.

JG: That's the one that was built in the thirties? [CH: Uh huh.] Now, from there, where was the first one? The one that you said it got so bad that...

CH: Well, that's the one, that's the first one.

JG: So, you're telling me where the first one was.

CH: Yeh, the first one, and then, they come back and built that one up there where it burned.

JG: I'm still not clear, though, how far apart were they?

CH: Oh, a couple of miles.

JG: Which direction, the one that burned, if we were standing there today, where would the first one have been? South or north?

CH: Let's see, it would have been back to the northeast.

JG: They just quit using that one because water got up so much?

CH: Due to the water. At one time, they had...

JG: Did they just tear it down and use the lumber for something else?

CH: They tore it down. I don't know what they did with lumber, but they had that road with timber, hardwood timber, all the way in there. It's the only way they could get in, and then, when the water got over it, they couldn't get in there at all. [Mrs. Harber: Old trees that were laying there.] No, that was timbers. They cut three-inch hardwood timbers and brought 'em and made runways, had that for, I imagine, a mile and a half in there, nothing but...

JG: How far away from the railroad would that have been? The railroad that was running through there.

CH: That was a long ways off the railroad.

Mrs. Harber: [barely audible, Mrs. Harber asked when the second clubhouse burned].

JG: We haven't nailed down exactly when that was. Nobody can quite remember.

CH: It was in the seventies.

JG: You probably know Milford Ruby.

CH: Now, he married one of them Cutler girls.

JG: Yes, he was telling me that his father-in-law was a Mr. Cutler, and he was telling me about the night that...the day that the thing burned, and he told me a story about Mr. Cutler and Mr. Temple, stuff like that. I just mentioned that as an example, because he couldn't remember when it was or anything like that.

CH: I just wonder why his wife couldn't remember it? But, I...

JG: Well, she wasn't there when we were talking. I've never met his wife. Now, he comes down there all the time [to the Archives]. I guess we need to follow up and ask her.

CH: Let's see, this Cutler boy that's in the electrical business, you might call him. He might can tell you when that...but, it was in the seventies.

JG: And, where were you? You were at Eason Lake?

CH: We were at Eason Lake then, when it burned. He come over there and helped me dress that bear, helped me field dress that bear, Cutler did.

### **END OF TAPE ONE, SIDE ONE**

CH: ...got off of it 'while ago.

JG: Talking about the ranch.

CH: Yeh, we'll get back on that. They started out with that ranching and, of course, every-thing was shipped out of there by train. You saw that picture there, that's what those loading chutes that you can see there, that's on the railroad tracks. Those are the railroad tracks. Everything was shipped out by rail.

JG: I see it says "T&NO" on the side. Then, that's actually a car there. If you look right there, there's a sign, "T&NO, Texas & New Orleans."

CH: Had a car there ready to ship out.

JG: Well, that's great. I didn't even notice that until you mentioned it.

CH: He started that ranch, and they bought ten thousand head of goats and put in there.

JG: Ten thousand head of goats?

CH: Yes, sir. Those goats were shipped in there. They even built...they brought a bunch of Mexican goat herders in there, and they had some Mexican shacks along side of that railroad track between Neff and Rayville. Those goats started dying, and one of my father's jobs was to burn them goats. He said he burned as many as eight hundred head of goats a day when they started dying. So, they give up on that.

JG: I wouldn't think that would be good country for goats. (CH: No.) They like high, rocky ground, don't they?

CH: We had briar patches, and them old Angora goats would get tangled in them briars, and they would find them dead. Then, I don't know they...

JG: This would have been the Temples trying to raise these goats?

CH: Old man Ray, they turned it over to him. He was a rancher when he come here. J.J. Ray. They had their own slaughter pen out there. They furnished meat for Diboll. That meat was brought into Diboll by train to the Commissary. They killed hogs. They had a real nice slaughter pen there, stayed there up until thirties. I remember seeing that slaughter pen, it was right on the side of the railroad tracks there before you get to Rayville. They slaughtered hogs, slaughtered cows and sent them to the Commissary for meat. They had that operation going.

JG: I remember reading and/or hearing Mr. Temple talk about that. That would have been his grandfather, Mr. T.L.L. Temple. He died in '35, and I think they started at Rayville even earlier than that.

CH: Oh, yeh. In the teens when that thing started. They had...I managed from three and four thousand head of cattle in there then. Big operation.

JG: Like I said, I haven't been in Boggy Slough yet, but Mrs. Elaine Ingram Lockhart, we've ridden around the outskirts of Temple property there in Trinity County, and there's a lot of pasture land. Now, inside of Boggy Slough, it's all pretty much woods though. Is that right?

CH: Yes.

JG: So, these large herds of cattle were just roaming through the woods?

CH: See, they deadened that hardwood timber, and then they cut the brush. My father said they cleared it. But, they raised some good cows in there. It was a profitable ranch, but they give it up, I guess they taken that away from...in 1931 is when old man Ray left there. He went to Renfro Hunting Club. They let him have that for awhile. Then, when he left here, he went to Rosevine and put in a ranch of his own up there.

JG: Where is Rosevine? How far is that?

CH: It's up close to Dallas up there. I believe Rosevine is the name of that little old place up there, somewhere up there in that ranching country. That's where he passed away. Now, his son stayed here for years, J.J., Jr.. He ended up as an inspector for the railroad company.

JG: For TSE or for one of the other mainline railroads?

CH: Southern Pacific, mainline railroad.

JG: Was he based in Lufkin, J.J. Ray, Jr.?

CH: Yeh, he lived here in Lufkin most of the time. Part of the time, he went to New Orleans. He went all the way from New Orleans to...he'd stay there awhile in New Orleans. Him and old man E.C. Durham were real good friends.

JG: E.C. Durham died in '51, but he was an old railroad man. His father had a logging railroad in the 1880's even, Mr. Durham did, up around Longview.

CH: Well, all of this railroad stuff, Dred Devereaux pretty well built. Now, he was the one that built that old tower right there.

JG: That picture of the water tower.

CH: Dred Devereaux built that, and when they got ready to tear that down, they had a D6 Cat, and they liked to never pushed that thing over with that D6 Cat. Why, when he put something together, he put it together.

[Barely audible, Mr. and Mrs. Harber then comment on the water tank].

CH: No, they taken it out. If it was laying out there at Eason Lake, they drug it out from, probably that old...what was formally the old water tank.

JG: Hold just a minute. I want to get a few photographs. We're looking at the photographs that I took out at Alcedo or Gilbert in the old Eason Lake Club recently, and they're telling me that the water tank that filled the locomotives was just right near the house, what they now call the "Clubhouse." [CH: Yeh.] But, tell me what...that was the section foreman's house, you said?

CH: Are you looking...this, you said. You was looking from...

JG: We are standing on the Angelina County side.

CH: Looking across the river. All right, right before you get to where this trestle starts, between there and that road back of the house, that was about a third of the way there, is where the water tower was, just across the road.

JG: Tell me about ...why did they tear it down? This picture of you with the tower is dated 1974. About when and why did they tear it down?

CH: They tore it down, I guess, that year, or the following year. The Company then, they didn't want to buy a culvert, so they...

JG: Not when they had a good one sitting right there.

CH: But, I'll tell you, they like to never got that thing. That D6 Cat, it's all it could do to pull it up that road up there, to where they finally put it in the ground. But, they had to cut both ends of it. They spent enough time on that thing to... (JG: They could have bought one.) They could have bought one.



JG: You said Dred Devereaux installed that, put that up.

CH: Dred Devereaux built that platform there to put that on. And, the way that thing operated, you see this thing right here, sticking out, that's where the water come out to go in...(JG: The spout.) The way it worked, all they had to do is pull that down. It worked on pulleys up there above and pull it down and the water run in the engine. When they got ready to cut it off, all they had to do is stick it back up, push it back up.

JG: Tell me about the house, the Eason Lake Clubhouse. You said that was the section foreman's.

CH: That's where, uh...

JG: That is the original site? That house has always been there?

CH: It's always been there. That was built back in the twenties when they put that railroad track in.

JG: Do you remember the section foreman? What his name was?

CH: Matt Harris was the oldest one that I know of. Matt Harris stayed there for years. And, then, Bonnie Brown moved there when Matt left there. Matt went to Peavy Switch as section foreman up there. And, then, this fella, old man Tom Welch, he was section foreman out of Diboll. Old man Tom Welch was. That was...

JG: Between Diboll and Blix?

CH: Yeh, between. He had that section of it, and, then, Matt Harris had that back to Vair...well, he went all the way on up...I don't know just how far that went that way, a long ways. (JG: Neff, Walkerton, Kenleyville.) Then, Neff was the next section foreman house. Everyone of them houses, all section foreman houses was built just like this.

JG: Looked just like that one.

CH: Just like that one there. Everyone of their sections. Now, Kenleyville, I never was at that section house. I knew the fella that was there for years, old man Bea Conner.

JG: There's a Conner Creek that runs through there, is that part of the same family?

CH: All that same bunch of Conners. And, then, up there, you've probably heard of Bluff City. (JG: Yes, sir.) It's on above Kenleyville up there.

JG: There was a camp at Bluff City at the same time that you said your father was at Walkerton. We've got some pictures of school children at Bluff City in 1913. You know O'Hara Chandler? (CH: Oh, yeh.) He went to school in Bluff City.

CH: Did? Yeh, I know...

JG: I think 1913 was when he started to school because he's in that picture, he and some of the Estes children.

CH: Lee Estes was mechanic for the Company. The first woman I ever talked to on the telephone, was one of them old crank telephones from Rayville to Diboll, was O'Hara Chandler's sister.

JG: Rhoda Faye or Jimmie?

CH: One of 'em, both of them was... That's the first woman I ever talked to on the telephone.

JG: You were at Rayville and called Diboll?

CH: I was at Rayville, called Diboll. I knew both of them real well. I knew Rhoda Faye and Jimmie. I know George. George and I are very good friends.

JG: I've never met George, but I keep in touch with Mr. O'hara.

CH: He left Diboll and stayed away for years.

JG: Yes, sir. He was in Orange and Victoria for a good while. He was superintendent in Orange during World War II, I believe, and Orange grew from, I forget the exact number, it was like ten thousand to more than fifty thousand people almost overnight because of the shipyards down there. He was down there taking care of all them school kids.

CH: Well, old man O'Hara, he was...(JG: You're talking about Mr. O'Hara.) Mr. O'Hara had a high position in Diboll. I done forgot just what his title was. [talking about John O'Hara, not O'Hara Chandler].

JG: I forgot too, but he was an officer or director or something.

CH: Him and old man Bud Rutland.

JG: Now, Bud, was that E.W. Rutland? Would that be the same one?

CH: Probably the same one. They called him Bud Rutland.

JG: The E.W. I'm thinking of died in '28, I think. Bud might have been his son?

CH: Might have been. I know he was having parties at that Boggy Slough Clubhouse in the thirties, old man Bud Rutland was.

JG: That might have been E.W.'s son. Did you know or have you ever heard of, Fannie Farrington and her husband are buried over there off Lufkin Avenue. What's the name of that cementery in Lufkin? Glendale. (CH: Yes, Glendale.) And, next to the Farringtons, is E.W. Rutland. Do you know if they were... I don't think they were kin because the Farringtons were from...Where were they from? St. Louis or somewhere up there. But, I was just wondering why they were buried beside one another, kind of in the same plot. See, Frank Farrington died in '25 and E.W. died in '28, and they're buried beside one another. I just wondered if you had heard or knew.

CH: I hadn't heard.

JG: The Ashfords are buried there, too, kind of close to them. William Ashford.

CH: No, you've probably heard this rumor, which was true. (JG: A true rumor.) You know, old man Dave Kenley started out as timber buyer for Southern Pine Lumber Company. It was him, (JG: He was from Trinity County.) a fella by the name of Natt Wright, and I can't think of the other fella's name right now. But, there was three of them. So, they were buying that timber and deeding the land to theirselves and the timber to the Company, and, that went on for a long time. So, in the thirties, they finally caught up with them, so they fired Natt Wright. This was during the depression, and they fired this other fella, I'll think of his name in a few minutes. Anyway, they couldn't fire old man Dave Kenley. He had so much stock in that company, if they'd paid him off they'd... it'd broke Temple.

JG: I've never heard that. But I've heard a lot of other stories about Kenley and wondered why they put up with it.

CH: See, Judge Minton was their attorney, which Judge Minton and Mr. Kenley was brothers-in-laws, so...

JG: I was going through some TSE Railroad records the other day, and it said they were the early attorneys for TSE, it was Kenley and Minton, Groveton, Texas. OK. Keep going. I'm sorry to interrupt you, but I just made the connection.

CH: Old man Kenley's brother, he started the first abstract company that was ever in Groveton, and he was also a judge over there. So, therefore, they had an outlet to where...and Kenley got a lot of that land. Nobody owned it, see. His brother had that abstract company over there. So, they'd just deed that land to each other. He ended up with twenty-two hundred acres over there at Goat Hill that that's the way he got it. I can't think of his brother's name right now. He was also judge in...he formed the first abstract company that was ever in Groveton, back way in the teens or first of the twenties.

JG: Is this the same Judge Minton as R.E. Minton?

CH: Yeh. That other fella's name...

JG: Now, he stayed with the Company for a good while.

CH: Oh, he stayed there until Ward Burke taken his place. The other fella's name was Haywood Kirkland. Haywood Kirkland, Natt Wright, and D.C. Kenley. But, back then, mostly what the Company wanted was...they didn't want the taxes on the land, no way. They could get that land and timber and all for less than five dollars an acre. So, they'd just take and buy, say, a hundred acre tract of land with timber on it there and deed the land to themselves, the timber to the Company. The Company cut it and never thought anything about it. Arthur and old man Dave Kenley never did get along. They...(JG: Talking about Arthur, Jr.?) Yeh. They never got along. He and old man Kenley and his brother, they bought fourteen hundred acres of land over here on Alabama Creek for a dollar an acre. They kept that land. Mr. Kenley told me all about this story. So, they kept that land for years, and they finally sold the timber off of it to the Company. The Company paid a big price for that timber, evidently. And so much money was invested that Arthur went over there and looked at it himself. So, he told old man Dave, it made him mad, he come back and tells Mr. Kenley, "We're going to cut everything off of it and make a 2x4." And, Mr. Kenley tells him, "That's exactly what I want you to do because I'm going to make a pasture out of it."

JG: So, did Mr. Temple go ahead and cut it then.

CH: They cut it, they went ahead and cut it.

JG: Was that in the early fifties?

CH: Yeh. Let's see. Yeh, that was in the fifties.

JG: Mr. Temple...when Henry Temple, Henry Gresham Temple died in '48, and Arthur came from Lufkin retail yard to Diboll, and then, Mr. Temple's dad died in '51. So, yes, he was already in Diboll by '48, but he wasn't head of the whole company until '51.

CH: He started the lumber yard here in Lufkin. The first Temple lumber yard that was ever started was started right here in Lufkin. Right there, by the railroad track on Frank Street.

JG: Actually, the Company did have one in 1914 when they actually started. Down in Houston.

CH: Down in Houston? That's when Latane Temple...

JG: Latane's dad, T.L.L., Jr., was president of that, and then they...it was called Texas Lumber Company. They...I don't remember what happened. Then, in 1920, Temple Lumber Company took over Texas Lumber Company, and for many, many years it was called Temple Lumber Company. That was the retail side of it. Mr. Temple owned the company. But, they actually had several other retail yards before Lufkin got one. I can't remember when Lufkin exactly got it, but Arthur Temple actually started in Paris, I believe, when he was seventeen or eighteen. That was his first job for the Company was at the retail yard, I think, in Paris. Then, he came to Lufkin after being there for a couple of years. So, they actually had some earlier yards before Lufkin, but Lufkin would have been the first one in this area...

CH: Yes, it was, yeh. Old man Henry Temple, he was running Pineland (JG: Yes, before he came to Diboll.) before he came to Diboll. And, then, I don't why, Arthur moved to Diboll, and instead of building a house, he just had that old Henry Temple's home redone.

JG: He still lives there. (CH: He's right in...) Still there. I understand he's got other homes, but he lives there in Diboll. In fact, I understand they have been doing some work, Lottie's not doing all that good, and so they...Arthur, what I understand, didn't want to put her in a home or anything, so... She's staying there at the house.

CH: Somebody said her sister, Betty Baskette, was taking care of her now.

JG: She may be. I really don't know a whole lot about it. I know she's not doing all that good, and Mr. Temple's down quite a bit about it. Feeling kind of low about it.

CH: Well, is he in pretty good heath?

JG: The last time I saw him was a little over a month ago, and he was doing really good. He was making jokes, maybe his same old self. I was impressed with how good he was doing. Other times, I've talked with him on the phone and different things, and he just seems kind of down.

CH: John Ralph Pouland told me the other day, wanted some information on this bear deal.

JG: OK. I think what happened was Bob Bowman had put an article in the paper, and that stirred up some stuff.

CH: Well, you see, I called Bob, and he forgot all about this. In fact, he couldn't even remember it. He told me, "Come on over here, I want to talk to you." So, I went over there and taken him some of them. I taked him that one and showed it to him. (JG: This one here.) Yeh, and the one from Diboll, too. So, then I went and had him a couple copies made of it and give to him. So, he's... (JG: copies of the newspaper?) Out of the newspaper. I just had copies made of that and give it to Bob.

**TAPE STOPPED** [Mrs. Harber brought refreshments here].

JG: Now we're back....Talking about the "shop," I guess it was a truck shop?

CH: Yeh, the truck shop.

JG: It was up in the Boggy area?

CH: Yeh, up in North Boggy there. There was him and Maxey Arnold and Walter Powell was the three company mechanics.

JG: Now, Walter Powell, would that be kin to Sandra Powell? John Ralph's wife?

CH: No, they're a different set of Powells. I don't...He finally ended up at Diboll as a mechanic down there, but he had the shop there at my house, Walter Powell did. Then, Maxey Arnold and Weldon [Bowman] come to Diboll first. They left up there, I think, and come to Diboll when they left out of there. That was either '47 or, I think they was there at '47 and '48. They was logging all in that old country up there. Then, they finally started logging some in North Boggy up there. See, in '46, they didn't have a graded road in Boggy Slough, no. They built those roads from '46 until '50, they come in there and built those roads.

JG: The Company came in and built graded roads. (CH: Yeh.) That was about the time they were making transition from using some of those logging trucks and the railroad. Because they closed Fastrill down in '41. (CH: Yeh.) So, that would have been the time...

CH: See, they was putting them logs out there at Neff on the railroad train.

JG: In '46?

CH: '46, '47, '48, yeh, in the forties there. In fact, there was a fella killed over there. Got a log rolled off on him. Boy by the name of Minton.

JG: Not any kin of the Judge Minton?

CH: No, he was different. Well, his brother, I believe, was an engineer on that TSE train, Ramsey Minton.

JG: I've come across that name.

CH: Well, Ramsey and Lewis is the...Lewis Minton, Ramsey and Lewis worked down there for I guess for...Now, Lewis was an engineer, too. He run the log train.

JG: Do you know which locomotive numbers that they ran? Different ones or were they assigned...?

CH: Back then, see when they was running to Fastrill, Titus Mooney was engineer.

JG: I've heard a lot about old Henry Titus.

CH: Old Titus Mooney, he was quite a character. He run that log train. He made two trips a day from Diboll to Fastrill. He pulled forty car-loads of logs at a trip. He'd leave Diboll about three o'clock in the morning, and he'd end up about nine o'clock that night with that second load. But, that was in the thirties, or twenties. He started out in the twenties. He went to work for the Company as a bull puncher. That's what he...

JG: That's working with the mule teams?

CH: Ox teams, the old ox teams, when the camp was at Walkerton. That's where he started to work there.

JG: He was from Cherokee County, was born there, Henry Titus was.

CH: He had a problem. His eyes blinked all time, both eyes, but he was a real engineer. There was no question. That's the reason that old 13's preserved right now is due to Titus Mooney. (JG: That was his engine?) That was his engine. That was the engine he run.

JG: Jack Devereaux, you probably know Jack Devereaux, Dred's son, he's told me about Henry Titus Mooney. Said he was afraid of nothing. He'd run that train wherever it needed to go, as fast as it needed to go. Said, he would be flying into Diboll.

CH: Well, one year, back when things were cheap as they were, he killed over a half a million dollars worth of livestock that the Company had to pay for. He didn't slow up for nothing.

JG: We've got some of those reports. They're called livestock... I forget the term, but the Company had printed forms, and somebody with the railroad had to fill them out, little pink slips, about half a page, and they would fill it out who the person was, identified what livestock it was, and there would be several, sometimes several a day, and they would tell what milepost that they hit them at. And, most of them were in that Trinity County-Rayville area. In fact, a lot of them said the owner was J.J.Ray. So he killed a lot of Mr. Ray's cows.

CH: Oh, yeh, he had...Them cows, they didn't have that railroad fenced, see.

JG: I've seen letters where, I forget now who it was with the Company, but somebody in the Company whose responsibility was to contact that person, fill the report out, contact them by letter saying—yes, we acknowledge we hit your cow or calf, whatever, we will pay you for it. They would write back and either accept it or argue for more money. And, it would go back and forth three or four times, "I just sold cattle last week, and I know I got this amount for it." Never could...Some of them were never satisfied.

CH: You know a story. I laughed at old man Dave Kenley. He told me they killed a woman's milk cow, way up there close to Kenleyville somewhere. So, old man Dave, he gets on a motor car and goes up there to pay her for that cow. Well, he said he sat there and argued with that woman, tried to jew her down on the price of that milk cow, and he couldn't do it. He sat there 'till it got dark. Well, he was on a motorcar, and he didn't have a sign of a light, and he had to come back to Diboll. So, on the way back to Diboll, he hit a cow and liked to killed him and the cow both, and he told this story about being so tight that he tried to jew that woman down. Thought the price of the cow was too high, then he had to pay for another cow and liked to got killed in the process. (JG: He actually admitted...) He actually admitted that. Yeh, he told me that story about he'd sat there and argued with her 'til it got dark on him and then he didn't have a sign of a light on that motorcar. Did you know they left Fastrill, and then along in the thirties, they went...'37, '38, they went back to Fastrill again. My oldest brother went up there and lived when they went back the second time.

JG: Who was that?

CH: His name was Leonard Harber.

JG: How many brothers and sisters did you have?

CH: I had three brothers and four sisters.

JG: Where were you in the ages?

CH: I was, let's see, there was only three younger than me, five older.

**END OF TAPE ONE, SIDE TWO.**

JG: Mr. Harber was telling me about Albert Moore of Trinity County, or Houston County?

CH: Both.

JG: In that area. About his father working for Albert Moore.

CH: They...4C Lumber Company owned land there. Their railroads, course they run together see.

JG: The TSE and the East Texas crossed.

CH: Yeh, they crossed. They hit...see 4C tied in with TSE and run about a mile and then left it. But, Albert Moore, the way he operated, he stole timber from both companies. He stole from 4C Lumber Company, and he stole from Temple. Well, he'd steal from Temple and put it out on 4C's railroad track. He'd steal from 4C and put it out on Temple's railroad tracks.

JG: You mean logs?

CH: Logs. All right, then, staves. He was a stave maker. My father said he had a dog, that he'd cut timber, and that old dog would hop up on a stump and set there. If anybody come anywhere near, that dog would growl, and he'd throw down his tools and he'd be just walking around in the woods. (JG: He was a different kind of watch dog, huh?) Yeah, that man, they never did catch him or nothing. The story goes on there, he crooked everybody he ever had any dealings with. But, he had a whole bunch of staves made, my father said, and Temple thought they had him caught. So, the river, it rained like, worse than it is now, and that river got all over the country. So, he and my father, they taken...that old man went and built a raft. Now, Temple had a man watching them staves. They built a raft and hauled all those staves over across the river and put them over on Pine Island on that 4C railroad. When the river went down, the man working for Temple, he went back and reported they washed away. But, that's the way they got those staves out of there. He stole...(JG: He was an operator.) That's right. He'd steal from one of 'em and put it out on their railroad track, and it goes on to tell, I think, the last, I think, he stole seventeen carloads of logs from Temple, some way or another there. But, it tells about it in one of these books. I think it's that one there.



JG: Maybe, I remember reading it, and Mrs. Lockhart has told me about Albert Moore... Do you know, today, where the East Texas and the TSE met?

CH: At Neff. That's where they run together there.

JG: You'll have to take me out there some time.

Mrs. Harber: He'd be delighted to go. He loves to go back.

CH: Yeh, I love to go. I'll go back and show you where I taken my first steps.

JG: I'd love it. That's part of my job is to preserve all this history. So, we'll go. Just tell me when you're ready, and we'll do it.

CH: When it gets dry enough for those roads.

### **STOPPED TAPE**

JG: Now, we're talking about the bear that his son killed in '64.

CH: I had a 30 carbine, and the Lawrence boy asked me if he could finish off the bear, so I let him. So, actually that's his involvement in killing this bear. Other than that, he didn't have no involvement 'cause he's just visiting my son, he come from Diboll out there with him. They was riding around with me.

JG: Now, "finish him off." Were you already on the bear when that happened or were you still a pretty good way off?

CH: We was off fifty feet from him, he was still crawling trying to get at us.

JG: Your son shot him with a 30-30?

CH: Yeh, he broke him down, shot his backbone in two.

JG: First shot?

CH: First shot. I saw that thing, and I told them boys, I said "What a hog!" He's coming across this flat, and when he got in front of us, I said, "Hog, hell. That's a bear." I couldn't believe it. Some people said it was a pet bear or something, but he wasn't. Where that bear come from, we'll never know because his hair was just as full of cockleburs as it could be. Well, there's not any farming in Eason Lake or anywhere in that vicinity. So, he come through some country where there was cockleburs 'cause his hair was just all full of cockleburs.

JG: I have a picture here. When you mentioned that to me the other day, we've got, I mentioned all those, we haven't come across that one, but we've got a lot of photographs. Most of the photographs that Paul Durham and the Bushes took for the newspaper, and that's one there, this

is a xerox copy, you can't see it all that good, but on the back of it, it says, "Four Vidor hunters kill bear, dated November 26, 1966, Pineland." Does that look familiar to you or have you ever seen that picture?

CH: No, sir. I've never seen that picture.

### **STOPPED TAPE**

JG: Mr. Harber just mentioned to me that Mr. Temple had the bear that he and his son killed stuffed and mounted, and he got a picture taken of it in front of the old Commissary. Then, it was put out at Boggy Slough, is that right? (CH: Yeh.) At the clubhouse. (CH: Correct.) Then, it burned up when the clubhouse burned. (CH: Yes.)

### **STOPPED TAPE**

JG: Talking about Dred Devereaux...

CH: You could hear him for a hundred yards before you got to him. He'd curse them men, and all of that, and he...I don't guess there was nothing them men wouldn't do for him. But, you'd think he's just going to kill 'em. So, one time he fired a boy, he fired him, and so, he didn't show up to catch that work train. When Dred pulled in that evening, he was on the old Comissary there on the porch, and Dred asked him, "Why didn't you work today?" He said, "Mr. Dred, you fired me yesterday." He says, "Hell, that was yesterday." That's just the way he was. You could hear...I'd be riding through the woods, and I could hear...I'd know when Dred Devereaux was working on them bridges up there in that Cochina Creek bottom country. He was the one that rebuilt them, and that crew, you could hear him. He'd just curse ever breath, and you'd think he's just gonna really run everyone of them men off, and there was'nt nothing he would have done for them, I don't guess. Now, when he built something, he built it.

JG: I heard he used railroad steel in everything that he built.

CH: Well, when that old debarker burned there at Diboll. You might remember back years ago, it burned back in...well, that was before your time. In the fifties? And, Dred...

JG: I wasn't born until '67 and didn't come here until '81.

CH: So, Dred was retired, and Arthur Temple begged him to go back and rebuild that debarker, and he rebuilt it. He went and done it for him. Arthur didn't want nobody else to build that thing but Dred Devereaux. Well, is Jack back Diboll now?

JG: Jack Sweeny?

CH: Jack Devereaux.

JG: Yes, he's there. He and Mozelle. I'll show you a picture of him.

CH: He left here and went to Arizona.

JG: That was a long time ago.

## **STOPPED TAPE**

JG: We are now talking about the Antlers Hotel. I asked Mr. Harber if he knew Mr. Cammack that started that hotel. He was a game...he was from East Texas, I understand, and then he went to Kansas, maybe, and was the state game warden in Kansas. Then, he came back to East Texas, and the Company got him to either build or to start working there at that Antlers Hotel, and, supposedly, he decorated the interior of that place with game heads that he had collected over the years.

CH: Well, his name was, I wonder how you spell that name?

JG: C A M M A C K, is how I've seen it.

CH: I met that man at Boggy Slough clubhouse at South Boggy. See, I found a set of horns in that Boggy Slough there had nineteen points that something had killed. Found him by the buzzards, was eating on him, and I got that head. And, it was put in that old Antlers Hotel. I don't know, it was an odd set of horns, had a bunch of points down next to his head, and, then they come up at a...them beams was that big around on that old buck's head.

JG: So, you probably met Mr. Cammack then.

CH: Yeh. That was in there about '38, I think.

JG: I think the Antlers opened in '39.

CH: May have been '39, I guess it was '39, 'cause I started working there in '37 for old man Kenley, and I worked until '42. I don't remember that period of time, just exactly what I did and when. It had to be something special if I still remember.

JG: What do you remember about the hotel? Did you eat there much when you came into town?

CH: I don't think I ever eat there. I think me and Mr. Kenley eat there one time, all I...

JG: Did Mr. Kenley pick up the bill?

CH: Ahh, yeah. He picked up the bill. I used to...

JG: Did he leave a tip?

CH: He didn't leave no tip. But, I always got a bang out of him. He was...women run him crazy, I guess. He and I would be going down the street up here in Lufkin, and we'd meet a good-

looking woman, and that old man would run over light poles and ever thing else looking back. He couldn't stand...I don't know what always amazed him about seeing women.

JG: I guess he spent all that time out in the woods. (CH: Yeh.) Well, when you were pasture riding, did you...you mentioned that you lived at Eason Lake, did you come into town much? Town, I guess, I mean Lufkin or Diboll.

Mrs. Harber: About once a week.

JG: I've got more pictures here when we were out there at that Eason Lake Club. Do you ever remember about where Alceda was? Was there ever any...You showed me this little toy car here that you dug up. Any signs of where buildings were or anything like that where Alceda used to have been?

CH: Well, the old school was right there...did you see where the shooting range is? What they call the shooting range. (JG: No, sir.) As you go in after you get up there where the crossroads and turn back towards the clubhouses. There's a hole in the ground there now where they got a bunch of dirt. But, right there on that hill is where the white schoolhouse set, and on the other direction, if you go on there when you got to the crossroads, instead of going right, if you'd turn left, that's where Alceda was at. The old shop was right there, just off the side of that hill. A dozer dug up there ain't no telling how much junk iron's right there underground right there on the side of that hill.

JG: So, the Company pretty much leveled all that area out there?

CH: Oh, yeah. See, they had a water tower out there. I could go and find anything before they done that clear-cutting. They done clear-cutting, and then all of that and now it's completely ruined as far as...

JG: Hard to find stuff, where things were. When did they clear-cut that in there?

CH: In '75. Didn't John Ralph Pouland clear that?

Mrs.H: [unaudible reply]

CH: Yeah, he cleared all of that. That first clear-cut they made in Eason Lake was from the house to the highway.

JG: That whole area in there. So, is that right from the railroad tracks to the highway?

CH: Yeah... Now, I tell you, I wonder sometimes...

JG: We'll have to go out there someday.

CH: Yeah... As many a times as I almost got killed fooling with that stuff, fooling with this game business... My sister and I, she was taking me back to work over at Rayville one evening,

and during the huntin' season... They had a kid that they'd left settin' on the side of the road. Of course, the road then was just an old wagon road, and he was settin' up on a hump, and this boy was settin' there with that...he had a 30-40 Kraig. I won't ever forget it. You don't see many of them guns.

JG: Is that a German gun?

CH: Well, it was a gun that come out back in the thirties. That kid was settin' there with that gun across his lap, and he let it go off, and that thing come through the window. We was driving an old '37 model Ford, and that bullet went in at one window and out the other and liked to jerk my head off when it went by. And, that's how close it come to killing both of us. And, I don't know, it scared that kid nearly to death. It didn't have time for me to get scared, but we stopped, and we got stopped, that kid run down there. Grass burs all over that place. He's settin' up there barefooted with just his socks on. He had a thousand grass burs in his feet, and he didn't even know it.

JG: When did you get married?

CH: In '58.

JG: And, again, what was your name and your maiden name?

Mrs. Harber: Marie Thompson.

JG: Any kin to Clyde Thompson?

Mrs. Harber: No. My daddy's name is Claude. Lived out east of Diboll.

CH: Old man Clyde was quite a character.

JG: Clyde Thompson? (CH: Uh, huh.) Did he come out in the woods much?

CH: Oh, yeh. Yeh. They finally turned that logging department over to him, you know. He come to Diboll as an insurance man.

JG: I heard that he also ran the old Airdome movie theater in the twenties.

CH: Did you ever hear of Shirley Daniels? (JG: Yes.) Him and Arthur was big friends. Shirley had that theater there at the time. (JG: The Timberland.) Yeh. The Timberland theater.

JG: A big photo collection we have is one that Shirley Daniel took, started in the late forties up through the fifties. We've got about four thousand of his photographs and the negatives. It's a tremendous collection of history. A lot of Diboll history is in there. In the early fifties, they were doing some burning and stuff out at Rayville. I remember several of the pictures we have is when they were doing those controlled burns in the early '50's out at Rayville, and they were planting long leaf. In '51, I think. Have they cut that long leaf that was planted in '51?

CH: Well, I don't know. They had a big fire in there in '51 or '52, burned thirty-six hundred acres of Boggy Slough. All that south end. Fact, one of them Smith boys, he rode in there on a horse and set that afire. Taken him all night. And, you know, they finally caught up with him, and Arthur Temple didn't do nothing to him for that. But, I tell you, that was the worst fire. I went in there to that fire. I wasn't working for 'em then. It had...that fire jumped them graded roads they had in there just like it's...

JG: Set it on purpose?

CH: Oh, yeh. He set it on purpose. He set it all night. Horseback.

JG: Was he mad at the Company? What was the reason?

CH: Mad at the Company.

JG: He lived in that area?

CH: Yeh. One of them Smiths that lives up there at...there's still a bunch of them that lives up there on Cochina Creek. That old Smith place is still there. But, that boy's name was E.C. Smith. He burned thirty-six hundred acres of it. Started in right there just below Rayville, and they went almost to Cochina Creek up through that country. It destroyed that timber. They had to cut every bit of it. I noticed, I was in there last year, and they pretty well growed another growth of timber in there already.

JG: Now, the Boggy Slough clubhouse, was that set by somebody? Or, did they ever find out?

CH: They never did find out what happened to that Boggy Slough clubhouse. Far as I know, we had no idea who.

JG: That's what Milford had told me, they didn't know for sure. But, he was telling me about Mr. Cutler. What was he telling me? Something about...there was a reason why...Oh, his radio wasn't working. Anyway, he was down at the clubhouse, saw the clubhouse was on fire, his radio wasn't working, so he had to drive back to where he lived. He called it in to Diboll, and by that time, it was too late. He said Arthur Temple was out there, one of the first ones to get there. As Milford put it, he started asking all the questions. "Where were you when it happened?" "Why didn't you call it in sooner?" Anyway, to make a long story short, basically, he and Arthur had it round and round about his radio and why it wasn't working and all that. Of course, he told Arthur that he had taken it in to Kenneth Nelson and told him it wasn't working, and, apparently, Kenneth didn't fix it promptly, and Arthur was so mad he told somebody to rip Kenneth Nelson's radio out of his car and put it in Mr. Cutler's jeep or whatever vehicle he had and put Mr. Cutler's broken radio in Kenneth Nelson's car. He told Kenneth, "Now, maybe you'll fix it." But, Milford couldn't remember a whole lot about it.

CH: I don't know just how much this son of Cutler, like I say, he owns this Cutler Electric here in Lufkin.

JG: Mr. Sam Coleman, you may know him, a man that works for Mr. Temple. He drives for Mr. Temple now. He was telling me the...I was asking him about it because he brought some pictures Mr. Temple had sent of Boggy Slough. Mr. Temple gives stuff to him to bring down to the Archives. We were talking about Boggy Slough and Sam Coleman said he worked out at North Boggy for a number of years. I was asking him about when the...some details about the South Boggy clubhouse, when it burned and all that. He said to call that "crazy man," I forget his last name, changed his name to "Crazy Man." You may remember him. He's a roofer.

CH: That's Crazy Man Temple. I've know him all his life. I mean, Crazy Man Grumbles.

JG: Grumbles. I heard that he went to the pen for setting a house on fire or something. I didn't know if that was a good idea to call him and ask him about Boggy Slough being burned down. So, I haven't talked to him.

CH: Now, the other one of those Cutler girls that I know, she's married to this English boy here that welds, English Drilling Company. Him and Milford Ruby are brother-in-laws. She's the oldest girl. She's a registered nurse. I don't know whether she might know anything, but she was probably gone from home, no doubt. She might remember the date or something.

JG: I was just trying to get a date. Then, we could look it up in the newspapers and find out more about it. We'll get it down, sooner or later.

CH: It was in the seventies.

JG: I haven't really made an effort to find out, but occasionally I've asked quite a few people, and they can't really remember.

CH: I just know it's somewhere I'd say in the first of the seventies, between '70 and '75. Somewhere in that vicinity.

JG: I hate to bother Mr. Temple with a lot of that stuff. Save some bigger questions for him, then ask him details about when the clubhouse burned.

CH: Well, you know, I remember when that was all just bald, open prairie there where that lake's at now going in there to his clubhouse. They built that lake. That was called Bluff Prairie back years ago. Bluff Prairie. There wasn't nothing on it, but there was a lot of good grass on it before they built that lake. Shoot, they didn't have to dam up a place as wide as from here to the road out there to make that lake. One little drainage come out of there, and that was it.

JG: When did they pull the steel rails off of the trestle there at Eason Lake?

CH: I believe about '75 when they come through there.

JG: And pulled the rails up off of the railroad trestle there.

CH: It's when they put that pipeline through.

JG: Whose pipeline is that?

CH: That's Columbia Gulf.

JG: Are they running anything through it now?

CH: Yeh, they still...

JG: It still is running. (CH: Yeh.) From these pictures, that trestle doesn't look too sturdy.

CH: Well, they ain't gonna... I don't know ...I was the one caused them...see, there's an eight-inch pipe going inside of that twelve-inch pipe. I was the one that caused them to do that. I told them, I said "Fellas, you don't know this bunch of heathens that runs this railroad track." I mean the river. I said, "They'll shoot that thing and bust it." So, that fella that was over that pipeline, he said, "Well, I'll tell you what." They welded that eight-inch pipe all together and run it through that twelve-inch pipe. So, that's how come it's just an eight-inch pipe going through there. You see, they drilled seventeen water wells in Eason Lake.

JG: Seventeen water wells? They were drilling for water, though, (CH: Yeah.) weren't drilling for oil.

CH: No. That water is supposed to be...That is the future Diboll water supply. They hit Artesian water all over that place.

JG: All in the Eason Lake Club?

CH: All in Eason. There's seventeen wells, I believe, is what they drilled. Practically every one of them was flowing wells.

JG: What did they do with them?

CH: They're setting there. They still...

JG: Just cap them?

CH: Oh, they're lettin' two of 'em flow that's flowing a stream bigger than my arm. They've been flowing since back in the sixties. Why they don't cap it? This man come in there wanted me to go with him from this water quality board from Austin, and he was all upset about them things running, and he said he was going to see if there wasn't something they could do about it. But, that's the last I ever heard of it. I don't know this fella, Doug Fitzgerald, was over that until he retired. He had been in bad shape; he's got cancer, and a fella by the name of Ken Christopher is their geologist now. I don't know whether you've ever met him or not. (JG: No, sir.) But, he's in that main office down there. He's their head geologist. And, Doug Fitzgerald was their geologist. He has tried to get Christopher to plug them things. He hadn't done it. So,



that's the same water supply that comes from Arthur Temple's well over there, so they say, that same underground water. Well, I know one thing, we had Artesian wells in the clubhouses there at Eason Lake. Then, finally, it run dry...we had to put a deep well pump on it. Just had a shallow well with the wa...well flowing all time. And, it quit flowing, and our pump quite working. So, the water level dropped so much there that pump now has a deep well pump on it, and it just had a shallow well.

Mrs. Harber: It's good water.

JG: What do you think the camp there at Alceda, do you think they drank from some of those Artesian wells or do you think they got river water?

CH: I don't know what...They had some wells dug there. There's a bunch of old wells that was still open there when we went there.

JG: Talking about the area of the camp?

CH: Yeh, in the camp area. See, nigger quarters, that was the white section there on the front. The nigger section was on further down, had a nigger school in there.

JG: On farther down. Down the railroad towards Diboll?

CH: No, that other road that turns back to the left there when you get to the crossroads. They had houses on both sides of that road. On up further up there, they had the Commissary and the drug store and all of that was on it.

JG: I have a map here. Let me get that map. Maybe you can show me a little better.

## **STOPPED TAPE**

JG: Now we're talking about Titus Mooney pulling forty log cars from Fastrill back into Diboll and how he couldn't make the grade at Conner Creek.

CH: Conner Creek. He couldn't pull that hill with them. So, he'd come to Walkerton, leave that twenty and go back and get that other twenty.

JG: So, there was a siding there at Walkerton?

CH: A siding. So, he'd go and get that twenty and bring 'em on up there. Then, back 'em in there and connect 'em together.

JG: So, there was a siding on the other side, too, then. I guess.

CH: Well, no. See, he just...he'd park them out on the main railroad track, and then, he'd back in there and connect onto that twenty he had on the side track and pull 'em out and then back in there and connect them together and head for Diboll with them. And, he could make it from

there on to Diboll with them, that forty cars. But, he couldn't make it over Conner Creek hill with forty cars at a time.

JG: I've heard stories of some of those early logging railroads that put cars in front of the train and cars in back of the engine, the locomotive, because they couldn't make some of the hills. When they come to the big hills, they'd let go of the back ones, push the front ones over, let them sit and go back and get the other ones, and then hook back up again.

CH: Yeh. Well, he'd just disconnect them. I know one time, talking about, while we're on the subject of Titus Mooney, I was there at Rayville. Old man Kenley had a big, old steer. He's, I imagine, five or six years old. He'd weighed twelve hundred pounds or better. He was laying up in the middle of that railroad track, and Titus run over him. He run up on him, and he picked that engine up. That was before daylight, and I was there in that Rayville house, and he had to wait there until a section crew got there. They had to jack that engine up and take and pull that steer a piece at a time out from under that engine.

JG: Would that have been No.13?

CH: Old 13. He was...that was in the late thirties, I guess, about.

**END OF TAPE TWO**  
**END OF INTERVIEW**