

PHILLIPS COUNTY  
HISTORICAL QUARTERLY

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EXPLANATION OF PHOTOGRAPHS

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This issue of the QUARTERLY is dedicated to the memory of Carolyn Hornor Curtis.

The Phillips County Historical Society lost one of its most loyal and supportive members in the death of Carolyn Curtis on September 30, 1978. Mrs. Curtis, though always denying the fact, was a great source of information on early Helena and Phillips County. She and Mr. Curtis have often provided details and facts for articles in the QUARTERLY that others have written.

She was the second president of the Historical Society, 1963-1964, and a yearly member of the nominating committee. Probably no member of the Society attended more meetings. She will be missed in many places, for she had an abiding interest in people and events, a rare find.

## THE DOUGHBOY

by

Dale P. Kirkman

The Doughboy has been an interesting part of the local scenery since 1927, when it was erected. Since then, several other monuments and historical markers have appeared in Helena, including the De Soto stone on lower Cherry Street, the statue of Father Marquette and the shaft commemorating the first Christian service held west of the Mississippi River on Oakland Avenue, but none is as impressive as the Doughboy.

Following the First World War, there was an immediate local interest in producing some kind of monument to honor the men and women from Phillips County who had been in the service of the United States during the World War. The only group or club that had any past experience in raising money to erect monuments was the old Phillips County Memorial Association. It had been organized in 1869 to establish the Confederate Cemetery, and during the 1870s and 1880s it directed the removal of all remains of Confederates buried in Phillips County to the new Cemetery. The Association had realized its finest hours in 1891 and 1892, when it provided for the raising of the Cleburne shaft and the Confederate monument in the middle of the Cemetery. The ceremonies came after years and years of searching for funds to carry out these projects.

Between that time and 1918, the work of the Association was mainly concerned with keeping up the Confederate Cemetery and holding a memorial service there yearly. It was not hard for the organization to take on a new interest, and with some of the same members of 1891 and 1892, along with



younger ones, it entered on the work of raising money for a World War memorial. The 7 Generals Chapter of the United Daughters of the Confederacy, many of whose members were also Association members, the Business Men's League, and several other organizations and patriotic societies helped in the effort. This work extended over a period of almost nine years, and no contribution was too small. The workers said that the time consumed would have been less if those years had not included droughts, boll weevil, floods, and financial deflations, which at times postponed their efforts.

By 1924, one of the favorite suggestions was to buy the lot next to the American Legion Hut and have a park there as a memorial, with some sort of shaft or statue to be placed in it later. But the American Legion had its own plans for buying and using the lot, so this idea was discarded.

Major Thomas Johnson, a relative of Mrs. E. S. Ready, suggested in a letter to her the possibility of acquiring a bronze statue made by a sculptor in Indiana. At a combined meeting of the Association, the mayor, and representatives of several clubs, Mrs. John I. Moore showed a sketch of this statue, a 12 feet tall American Doughboy and base, with the figure made in bronze, by E. M. Viquesney of Spencer, Indiana. The group present at this meeting in 1926 considered this statue "100% perfect," and found it reassuring that a number of identical statues had already been placed in other cities.

If acted on immediately, Mr. Viquesney's statue could be bought for a lesser amount than if the group waited until sometime in the next year. However, no place had been decided on, and this decision had to be carefully made. Since the Hut Park was not available, the other possibilities were the lot between the Courthouse and the Post Office, or the north intersection of Perry and Cherry Streets. It was thought at this time that the Post Office

and Federal Building would be enlarged someday, so that site was eliminated. After conferring with the city engineer, the general opinion of the clubs group was that the north intersection of Perry and Cherry was not large enough, and that the middle intersection of the two streets would be best.

It was decided to submit this plan to Mr. Viquesney and if he thought it advisable, then the statue would be bought and placed there. The committee to make the purchase and to settle details was composed of Mrs. Moore, Mrs. John Sidney Hornor, President of the Association, Mayor Hargraves, Gilbert Yaeger, and Mrs. A. P. Coolidge.

By the time that the statue was ordered, the original price offer had expired, and the cost was higher. The final price of the Doughboy was \$2,065.00, plus \$88.00 freight, and \$100.00 to E. T. Walker for supervising its placement, with no charge by Mr. Hogan for placing stones. The U. D. C. appointed a committee composed of members from several clubs to arrange a program and the dedication ceremony.

The statue was covered with a drapery for several days before its dedication on July 10, 1927. The Phillips County Memorial Association invited all people in the county to come to the program. About 2,500 were in attendance when Mrs. Virginia H. Lambert introduced Senator Joseph T. Robinson, who delivered the main address. Seven young ladies of the county pulled the cover from the statue. The program:

Selections by Marianna band.

Salute and pledge to the flag. American Legion of Phillips County.

Invocation by the Reverend Mr. Bumpas of Elaine.

Song, "America." Audience. Led by Miss Josephine Shinault.

Introduction of speaker. Mrs. Virginia H. Lambert.

Speaker. Honorable Joseph T. Robinson.



"Star Spangled Banner." By band.  
 Unveiling of Phillips County monument.  
 Miss Carolyn Hornor--Helena.  
 Miss Rosalind Mundt--Helena.  
 Miss Harriet Mays--Helena.  
 Miss Olive Baker--West Helena.  
 Miss Rachel Swift--Marvell.  
 Miss Mary Gist--Lexa.  
 Miss Mildred Lacy--Elaine.  
 Benediction by the Reverend Mr. Patterson of  
 Marvell.

Song, "Arkansas." Audience. Led by Miss Josephine Shinault.

Mr. Viquesney, the artist, had designed many Confederate and Union soldier statues, but he admitted that they lacked "spirit," and this was what he wanted the Doughboy to have. He made many sketches of returned doughboys and their equipment and how it was worn. He studied photographs of the faces of wounded and gassed men to help produce a face that he felt contained the proper expression and feeling. He asked a returned soldier to sit in his studio and advise him as his work progressed. He wanted it to be authentic in every detail. The final product depicts a typical American soldier, rifle in hand, as he went "over the top" hurling a hand grenade before him, and crashing through the entanglements of No Man's Land.

Some other communities that honored their service men and women with a Doughboy statue:

Colorado Springs, Colo.	Lancaster, Pa.
Dover, New Jersey	Indiana, Pa.
Anniston, Alabama	Axtell, Kansas
Rock Springs, Wyo.	St. Bernard, Ohio
Chambersburg, Pa.	Bolivar, Missouri
Bessemer, Alabama	Muskogee, Okla.
Charlotte, N. C.	Sedalia, Missouri
Alton, Illinois	Hobart, Indiana

Lexington, Missouri  
 Mt. Pleasant, Utah  
 Monticello, Ky.  
 Crisfield, Maryland  
 Cementon, Pa.  
 Boise, Idaho  
 Frenchtown, N. J.  
 Oakley, Kansas  
 Crooksville, Ohio  
 Columbia, Ill.  
 Fostoria, Ohio  
 Roselle Park, N. J.  
 Benton, Montana  
 St. Albans, Vt.  
 Phillipi, W. Va.  
 Fair Haven, N. J.  
 Scottsdale, Pa.  
 Birmingham, Ala.  
 Tatamy, Pa.  
 Henrietta, Okla.  
 West New York, N. Y.  
 Price, Utah

Napierville, Ill.  
 Perry, N. Y.  
 Garfield Park, Chicago  
 Aberdeen, Wash.  
 Swanton, Ohio  
 Wichita Falls, Texas  
 Vernon, Texas  
 Janesville, Wis.  
 Spencer, Indiana  
 Marysville, Ohio  
 Lincoln, Maine  
 Clearwater, Florida  
 Hobart, Okla.  
 Lufkin, Texas  
 Attica, Indiana  
 Greencastle, Ind.  
 Hartford City, Ind.  
 Herrin, Illinois  
 Lincoln Park, Chicago  
 Meridian, Miss.  
 Americus, Georgia

That night of the dedication, and for some nights afterward, through the courtesy of Arkansas Utilities Company, the Doughboy was illuminated by special flood lights mounted on the regular street lights.

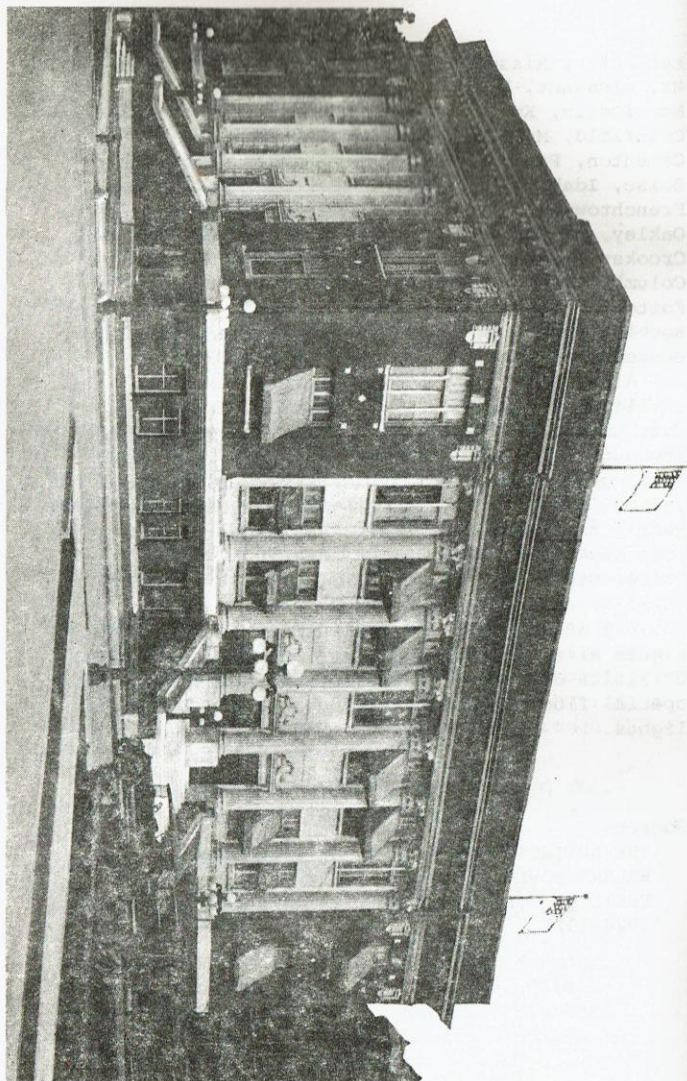
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#### Sources:

THE ARTIST'S STORY by E. M. Viquesney.  
 HELENA WORLD of July 11, 1927.  
 Phillips County Memorial Association minutes,  
 1924-1927.

\*





COURT HOUSE, HELENA, ARK.

#### A BRIEF RECORD OF PRIVATE ANDREW M. WASHINGTON

I was born at Cleveland, Bolivar County, Mississippi, January 22, 1890. Registered for military service in the U. S. Army to serve in the Medical Corps, in 1917, at Helena, Arkansas; drafted to report for duty at Camp Pike, Little Rock, July 5, 1918. While there, I received some of the type of training that would give me to know what army life was like. From there I was transferred to Camp Alexander at Newport News, Virginia. Received training in First Aid and other information necessary for the work I had to do in my field.

On October 13, 1918, the outfit to which I was attached sailed for Brest, France on the S. S. Mercury, one of the transports in our convoy. The killing epidemic of influenza was raging at this time. I was assigned to work in an isolation ward 24 hours a day, to work with influenza and mumps patients while we were crossing the mighty ocean on our way to France. My shifts were two hours on and four hours off.

A short time after we landed in Brest, France and received our orders, our commanding officer, Dr. Williams, I and two other medical men were assigned to the 328th Service Battalion, Company D. We were ordered to go to Geirve, France, a supply depot where we would be outfitted to go to the Meuse Argonne Forest Front. While there on November 11, 1918, the armistice was signed.

During my short stay in northern France, I was engaged in a variety of activities. Aside from carrying out the duties and responsibilities required of me by the commanding officer in the Medical Corps, I was appointed censor of all the mail that came in and went out of my company. This required that I go down to the port of embarkation

each day to carry out the outgoing mail, and pick up that coming in. I was also a helper in the canteen giving out cigarettes and other gifts the army provided for the soldiers.

On our way back from the Meuse Argonne Front, we stopped at a little village called Laon. There we were besieged with heavy rains and had to stay for several days. While there, I met an elderly French woman to whom I talked (I had little French). She told me that her husband and six sons were killed in the war. This was a very pathetic case to think about. However, it comes in the course of life.

From there, we resumed our journey back to Geirve, where we were to get new outfits of clothing, and wait for orders. Not knowing just how long we would be there, it dawned upon me to organize a Sunday School class for the soldiers. I talked with my commanding officer about my plans. He thought well of the idea, and provided the facilities for same. It was gratifying to see how graciously and willingly the soldiers took to the idea, and supported it.

We were transferred to several camps in France before I received my special discharge to go back to the U. S. A. with a bunch of casualties. I was engaged in the same type of work coming back as I was going over, namely, waiting on patients in isolation wards on the ship. Sometime early in June, 1919, I was ordered with three thousand others to get ready to come back to the U. S. A. on the S. S. Mobile. Being at sea for ten days we landed at Hoboken, New Jersey and transferred to Long Island, New York, where I was finally discharged July 5, 1919, and sent back to Helena, Arkansas.

\*

The Reverend Washington was pastor of Carter Chapel AME Church in the late 1960s. He moved with his family to Phillips County in 1906, and attended Southland College. He received a BA degree in

education from Alabama A. & M., and did graduate work at the University of Arkansas and Philander Smith College. He went into the ministry in 1927, retiring in 1973.

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#### PHILLIPS COUNTY SOLDIERS

The rolls on the following pages were found at the Phillips County Library. They list the men who composed three different military units, most of whom were from Phillips County. This is far from a comprehensive list of men from Phillips County who served in the World War, however. The letter included here explains the difficulty of assembling such a list.

ARKANSAS HISTORY COMMISSION  
Little Rock, Arkansas

Editors, Phillips Co. Historical Quarterly:

Your proposed list of men and women who enlisted from Phillips County in American wars will be (1) difficult to compile and (2) highly incomplete. For Civil War, you can examine the rosters of companies which are known to have been raised in the county. Other soldiers from the county would have to be picked out of the rosters of their units. The records do not always indicate where a person enlisted.

I think it might be possible to get the records of men who enlisted in Phillips County Confederate companies, once these companies have been identified. We have these records on microfilm. Originals are in National Archives.

For the Mexican War we have a master index of men who served in the Arkansas regiment. Their places of origin are not given. A name-by-name comparison with 1840 census and Phillips County tax assessment books for 1846-47 might yield some Phillips County enlistees.

Records for World Wars One and Two and the Korean War were destroyed in a St. Louis fire about three years ago. These will be hard to assemble.

Sincerely,

John L. Ferguson  
State Historian

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#### MOTOR TRUCK COMPANY #2, 114th AMMUNITION TRAIN (One of 12 Truck Companies in Arkansas Ammunition Train)

Morse K. Upshaw, Jr., Captain F. A. Comdg.  
David L. Meyers, Regimental Supply Sergeant Clerk  
Robert H. Mott, Regimental Supply Sgt. Truck Master  
Richard A. Cunningham, Sgt. Asst. Truck Master

#### Sergeants, Assistant Truck Masters

Henry J. Otis  
Charles H. Gist  
Charles L. Rogan, Sergeant Agent  
Jerry D. Presley, Sergeant Mechanic  
Leo S. Jenkins, Mess Sergeant  
Joe J. Pursley, Corporal Agent

#### Cooks

Emmette B. Rhyne  
Oscar L. Strickland

#### Privates 1st Class

Dave Bass	Otey P. Hunt
Frank M. Bershears	John H. Kirby
Gus A. Beatty	Lawrence M. Lambert
Louis J. Brachendorf	William H. Masters
Luther H. Brigham	Walter S. McCracken
Carl W. Byrd	Charles E. McDuffie
Biscoe Carter	Key P. Mott
Edward C. Cech	Eugene N. Porter
Frank B. Fleming	Odle B. Porter
Walter E. Forbes	James H. Powers
Percy S. Hopps	Will Ragsdale
James H. Hudson	Robert C. Rawes

Dan Roach	Leonard A. Schwantz
George R. Sanders	Reuben E. Toney
Oscar Simon	Oscar P. Trice
Bert E. Spires	Patrick F. Wood
Joe E. Stanford	James B. Worley
	Otis E. Young

Privates

Coxey W. Blanchard	Jim W. Johnson
Ralph W. Bonner	Clyde R. McKinney
Alexander S. Campbell	John C. Pace
Wallace E. Emrich	William E. Rumsey
	Arthur W. Turrentine

\*\*\*

HELENA MACHINE GUN COMPANY  
Third Arkansas Volunteers

(The Third Arkansas Infantry became a part of the  
154th U. S. Infantry Regiment)

W. F. Jeffett, Captain  
Arthur L. Lockwood, 1st Lieutenant  
George H. Vineyard, 2nd Lieutenant  
Robert H. Berry, 2nd Lieutenant  
Wilbur L. Dennison, 1st Sergeant  
James L. White, Mess Sergeant  
Joe C. Wall, Supply Sergeant  
William P. Burks, Sergeant  
Clark M. Coolidge, Sergeant  
Bogan N. Gist, Jr., Sergeant  
Victor Hyde, Sergeant  
Jordan B. Lambert, Sergeant  
John R. Miles, Sergeant  
George D. Polk, Sergeant  
Ernest M. Preston, Sergeant  
Hubert D. Hyde, Corporal  
Jack McDonald, Jr., Corporal  
Keith J. Pevey, Corporal  
Edward L. Porter, Corporal

Charles E. Rimer, Corporal  
Shelby C. Wilson, Corporal  
Ira Taylor, Corporal  
George A. Storey, Corporal  
John W. McCaslin, Horseshoer  
Clarence A. Nelson, Mechanic  
James H. Smedley, Mechanic  
Aubrey L. Rushing, Cook  
Jesse D. Wayland, Cook  
Raleigh S. Elledge, Bugler  
George A. Lacey, Bugler

Privates

Robert S. Austin	George W. Huff
Harry H. Barrett	Robert Hydrick
Frank W. Breece	Albert Irby
Herman G. Belser	Joe James
Julius H. Bevens	Anthony J. Kluember
Sam E. Beardsley	Preston D. Lake
William C. Blundell	Carl C. Moore
Charles F. Buckley	Owens L. Moore
Robert L. Bush	Polk McDonald
Edward T. Bridgers	James C. McKinnie
Oscar B. Carruth	Mason B. Oldham
Cecil B. Cheshire	Bascom Parker
Francis W. Dawson	Henry M. Parker
Lawrence E. Dawson	Lucian H. Pate
Vernon D. Edwards	Lemuel E. Pounder
Henry M. Folsom	Lester Warrick
Ernest H. Gardner	Edgar M. White
Joe Goldstein	Carl Wamble
James R. Gurman	Drover C. Wooten
James A. Holcomb	Wilson Wooten
Raymond D. Henry	Thomas E. Wooten
Oscar E. Heskett	Henry B. White
Roy N. Hopper	Ira Young
Walter W. Zieman	

Attached unassigned: Christopher C. Corley, Robert  
E. Smith, Emery L. Shields. \*\*\*\*\*



COMPANY H  
First Arkansas Volunteers  
(The First Arkansas Infantry became a part of the  
153rd U. S. Infantry Regiment)

J. G. Lewis, Captain	A. H. Shields, Cpl.
J. H. Morgan, 1st Lt.	Bert Hardin, Cpl.
J. W. Barr, 2nd Lt.	A. J. Rollins, Cpl.
F. H. Stratton, 1st Sgt.	C. W. Cooke, Cpl.
C. C. Heller, Mess Sgt.	C. H. Bell, Cpl.
C. O. Erwin, Supply Sgt.	J. E. McCall, Cpl.
H. E. McElroy, Supply Sgt.	Junius Davison, Cpl.
C. E. Wyder, Supply Sgt.	J. C. Brickell, Cook
J. S. Fish, Supply Sgt.	John Sugden, Cook
W. J. B. Sims, Cpl.	Ed Stratton, Mechanic
Fred Baker, Cpl	Windon Baker, Bugler
Emile Sanford, Bugler	

First Class Privates

H. M. Altman	T. H. Jacks
W. Andrews	F. F. McCoy
T. F. Cobb	G. V. Patrick
R. W. Cornell	M. C. Rieves

T. V. Price

Privates

J. H. Brown	J. P. Duren
F. K. Brown	H. B. Edwin
J. L. Bickerstaff	A. A. Freeman
J. W. Blaine	H. S. Farrish
J. W. Blackard	Frank Figures
Lucius Beadless	F. J. Galloway
R. L. Brooks	Ernest Gilbert
J. H. Clatworthy	G. Gillenwater
W. B. Caraway	T. E. Gordon
F. D. Clancy	Albert Grady
C. C. Clay	W. R. Hale
G. P. Cox	H. J. Hall
Luther Crawford	M. D. Hart
Frank Darr	Fred Hickson
Ed. Darr	J. B. Hix

J. E. Hill	Charles Parrish
Robert Holt	J. L. P. Penrod
John Jennings	O. S. Perry
Clarence Johnson	Houston Richardson
F. A. King	A. E. Rollins
Frank King	George Ross
Garland Kelley	J. F. Rowland
F. F. Leake	W. E. Hiedelberg
W. F. McCrory	W. H. Sain
T. E. McCullough	L. B. Shepard
J. H. McLaurin	DeWitt Sivey
Lloyd Mabie	J. F. Smith
Joe Mays	Victor Stratton
J. H. Merrell	J. L. Tanner
B. T. Minor	J. H. Terrell
T. L. Morris	J. L. Terrell
T. E. Morris	Geo. M. Tolson
Dunham Mulkey	Wm. H. Thompson
Eli Novels	Ed. Underwood
L. W. Oliver	Cecil Whitney
Stanley Orrell	Safford Williams
J. C. Palmer	Austin Woods

Wm. M. Word

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DEAR MOTHER...

This letter was written by Major Norfleet E. Blaine (1899-1952), to his mother, Mrs. A. T. Blaine, at Marvell.

General Headquarters  
American Expeditionary Forces

Sunday morning  
January 19, 1919.

Dearest Mother;

Well, this morning I thought of going to some Shrine to worship, but there were none open except the Catholic. Therefore, must compromise with a Band Concert at 3 o'clock this afternoon.

Did not find any mail on my desk this morning, so am still angry with Mr. Burleson. If my mail ever comes in suspect I shall have to devote a whole day to opening it, and another to reading. Have not had but one or two letters recently, and they were written on the 31st of December, so between the first and last of December I must have lots of mail lost, in the ports. Among the letters I have received in the last week, was one from Dorothy Woolverton, of New Jersey, Cousin Emma Crockett's niece. I have written you of the Woolvertons. She is taking a nurse's course, at the Base Hospital at Camp Dix, and arrived a day or so before I left there. We were so busy at the time I had no time to call on her. I sent her a photograph of the General and his "Staff," the same one I sent you. She was very much delighted, apparently. Did you ever receive the one I sent?

Am really very anxious to get your letters, because I feel sure Bonie has arrived in the States, and I want to know where he is so I can write him. I feel confident that he is getting well rapidly, and hope he is in the East, at one of the

Hospitals.

Did the Christmas packages ever arrive, and did they charge you any Customs duty on any of the articles? Also, did the helmets reach you, and how many of them? I have several more on hand, and one of the men will go into the Battle field district this week, and will bring me back some more. I have a shell, about eighteen inches high, which my Host (the owner of my billet) is hammering into a vase for you. Will get two more, and have them hammered, with designs of acorns and leaves on them. Shells make very attractive vases. You know they are brass, and last for many years. They serve as splendid relics of the bygone age of barbarism, and are useful as well as ornamental.

There was another ceremony here the other day. General Pershing decorated about nine Generals with the Distinguished Service Medal. T'was quite an impressive ceremony. Following right in the wake of the Marshal's visit and Decoration, we had an opportunity of a lifetime.

The Peace Conference opened yesterday. The situation, to me, does not look favorable for such an early Peace as I would have predicted a few weeks since. I hope that I am wrong, and Mr. Wilson will display his great force and ability. I fear France will demand too much. The internal situation in Russia is most disturbing, too. If people become crazed, and insist on fighting for a cause they cannot express or understand, then it is time the civilized powers intervene. If intervention is not understood, and is opposed, then withdraw and fortify. Civilization is now being put to the test; will it be able to stand it? I believe it will. Personally, I see many things which do not look good, but I am not a wise statesman, or a participant, and my opinions must be reserved.

Am still looking for Moss. You did not furnish me with his address. Of course, Mrs. Penn has it. I would like to see him very much. Understand Davenport Mosby is over here. Would like



to see him, too. Maybe I can get their station from Personnel.

Write me soon and tell me all the news. Hope you and the rest are well and happy. Is the weather very severe just now? We are still having rain, but it is not extremely cold.

Lots of love and kisses.

Affectionately,  
*Norfleet*

The letter from Norfleet Blaine is in the possession of his sister, Mrs. Ida Cunningham, and she allowed it to be printed here.

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Following are extracts from letters written by Lieutenant Colonel Jerome G. Pillow (1875-1956) to Mrs. J. B. Pillow, at Helena. The letters were still at the house to which they had been addressed, and are printed here by permission of members of his family.

In France, with B. E. F.  
June 16, 1918.

Dear Mother,

Yesterday brought a letter from you, two from Mary, and one from her sister Ruth--a red letter day for me. Today is Sunday, but it has not been religiously observed by the Boche for he created havoc in my immediate neighborhood. Began shelling us with his big guns at 8:30, hitting, for one thing, a house occupied by soldiers across the street from me, about 100 yds. away. Fortunately, they were nearly all out, but 2 were killed and 15 wounded. A piece of shell fell thro' the roof of my house, and the concussion was terrific. Again at 11:00, while I was at Hdq., he opened fire and we pretty soon took to dugouts, as he was hitting so close to us.

On the 13th I went out to the aviation hdq. and had a very enjoyable trip in an aeroplane. Went up 2000 ft., and enjoyed the plain sailing, but when the pilot made several sharp turns so that I almost looked sideways at the ground, and did a nose dive, I wondered whether I was going to get out of it all right. I wasn't dizzy, but lost my sense of direction and experienced just a suspicion of sea sickness.....

Speicher, Germany  
Dec. 3, 1918.

Dear Mother,

The days are hardly long enough to accomplish all that I would like to do. I don't seem to be doing much, but the time passes in doing routine work and making plans for the next day's march. As G-3 (Operations Officer) I have to get out the orders each day for the march and that involves a map study of the country ahead of us, roads, bridges, etc; which can be used by motor trucks, artillery, infantry, wagon trains. Then, all roads in the sector assigned us must be used, for if the Division (25,000 men) were put on one road it would be 30 miles long. That means a 2 days' march for the tail of the column to reach where the head of it is, and if the head were attacked it would be defeated before help could come from the rear. There are many things to be considered in moving this little army--it is just the size if the U. S. Army when I entered.

We are marching along without any incidents worth mentioning. The inhabitants don't appear to have suffered any from hunger--and they are lucky that the Armies didn't fight over their land. It's quite a relief to see country that hasn't been destroyed by this war. I have been at various places on the battle front almost from Belgium to Switzerland, and the sight is not pleasant, to say the least.

Had a delayed letter from you today--



dated Oct. 21st, tho' I received one of later date several days ago. Am glad to know that all have pulled safely through the "flu" epidemic.....

Rengsdorf, Germany  
Dec. 23, 1918.

Dear Mother,

Gen. Pershing paid us a flying visit yesterday--travelling like a meteor across the sector, but stopping occasionally to address some of the troops. Spoke very pleasantly to me--don't see how he has time to remember everyone. His visit caused me to stay up until 1:00 a.m. getting out orders. Last night I inspected part of the outpost line and didn't get back until 2:30 a.m. The night was a miserable one, snowing hard, then raining. I had to travel over miserable mountain roads in a crippled Dodge, which I finally had to abandon on account of the mud and make part of my rounds on foot. Walked 4 or 5 miles in the mud and slush, slipped down once, and got pretty well soaked.

I'll be thinking hard about the family on Xmas, and hope all will enjoy it--as I know you will, especially since peace has come. There is a mail in now and I am hoping the Xmas box Mary is sending is in it.....

Rengsdorf, Germany  
Dec. 31, 1918.

Dear Mother,

One unit of the Division has just received orders for return to the U. S.--our Trench Mortar Battery. I am afraid its going doesn't mean that the remainder of the Division is to follow, though, as I hear trench mortar batteries are in general being ordered back, since they are not now needed. I haven't the least idea when I may expect to return. I have heard that when National Army or Guard Divisions do return to the U. S. only one regular officer per regiment accompanies them, so even should the

32nd be ordered back I may not go with it. This Division has made one of the finest records of any over here, and I would like the honor of returning with it. We are one of the 3 American divisions to cross the Rhine and hold the front of this sector, the other two being regulars, the 1st and 2nd ....

Rengsdorf, Germany  
March 14, 1919.

Dear Mother,

This week I am a day ahead on my usual weekly letter--this being only Friday night. Tomorrow Gen. Pershing inspects the Division, and many preparations have had to be made for the inspection and review. If anything goes wrong, I had better go over the hills, for it has been up to me to make the detailed arrangements. Quite a lot of fuss and feathers connected with a review staged for the Commander-in-Chief. Several hundred wagons of our field and combat trains, and the big tractor drawn guns are already in position, and if the day is sunshiny the ceremony should be quite spectacular. The vicinity of the little town where the review is to be held presented a busy appearance today, with men, wagons and guns concentrating upon it, and tomorrow it will be busier still.

Marching the bulk of a division of 25,000 men upon one spot, and so routing and timing their march to prevent any interference or crossing of columns, while at the same time arranging that they get there at a specified time and be in the proper formation for review, is rather a worrisome proposition. I ought to be able to move troops in my sleep after the experience I have had over here. This concentration of troops looks warlike again--only they are not being pestered by shelling and the bombing of aeroplanes. During the review we shall have a couple of planes flying about over the troops.

It begins to look now as if we may get away before the first of May. Plans are already

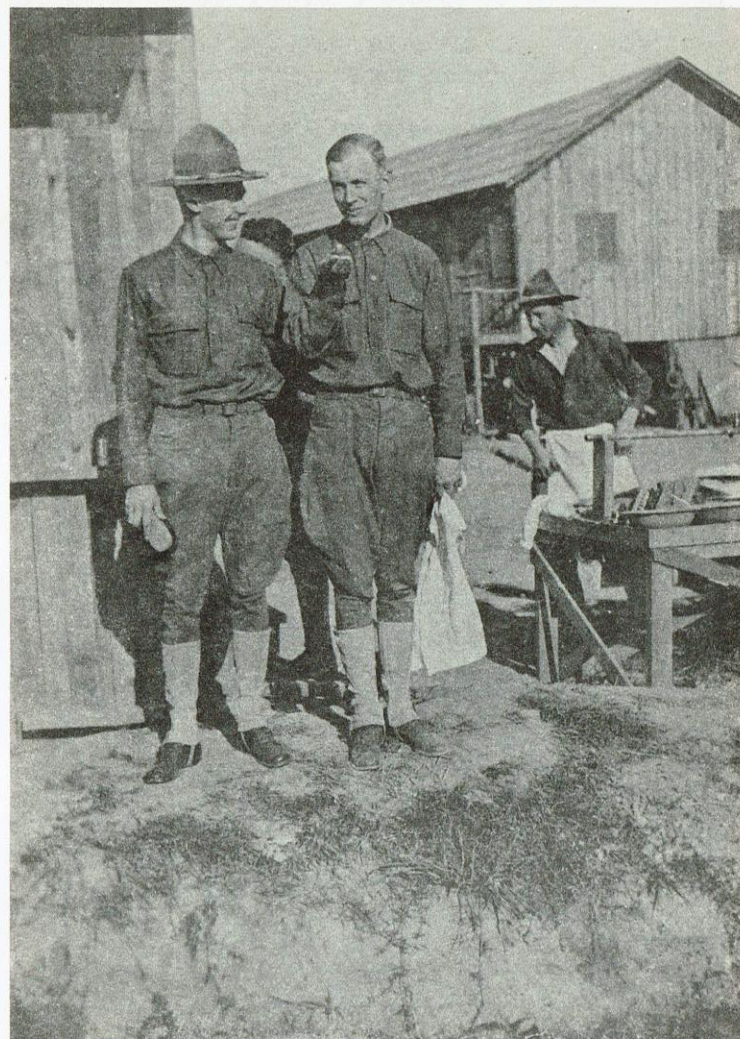


under way for us to take over part of the area to be vacated by the 42nd Division which moves out just ahead of us. They expect to begin their movement by rail about the first of April, being routed from here to Antwerp where they take steamers. Due to shortage of transportation it will require a long time to move an entire division by rail. After reaching the port of embarkation there may be an interval of two weeks or so between the time of departure of the first and last elements of the division, so that even after leaving here I can't say definitely just when the ship I shall be on will sail. I'll cable as soon as I know anything definite.

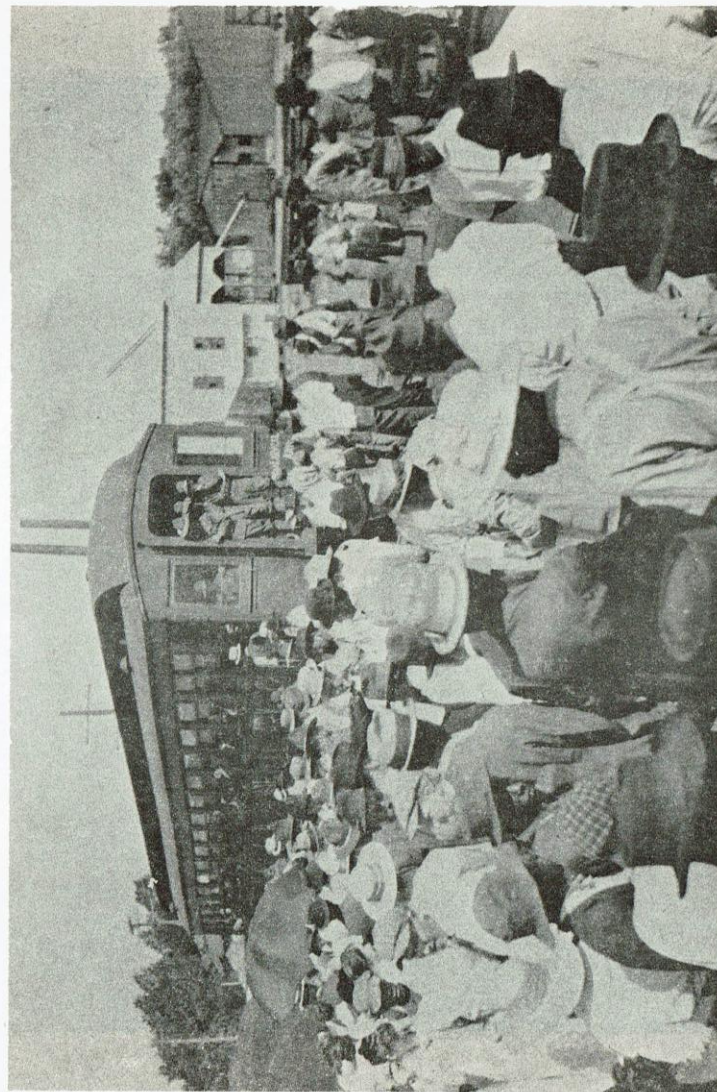
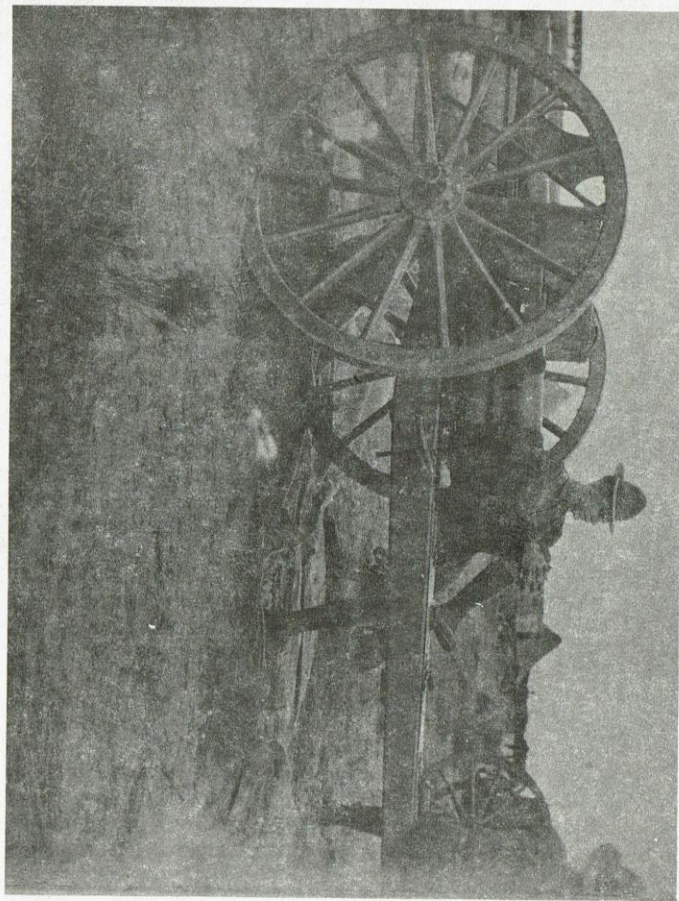
Hope all are well and happy. Much love.

Your devoted son,  
*Jerome*

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#### THE LAST MAN'S CLUB

by

Harry L. Bealer

After several months of effort and planning by a group of dedicated Veterans of World War I, who were active members of the Richard L. Kitchens Post #41 of the American Legion, a meeting was called for the purpose of organizing an exclusive club within the membership of the American Legion. This club was to be known as The Last Man's Club, with the membership to be open only to veterans of World War I.

The purpose of The Last Man's Club was to perpetuate the feeling of close friendship and camaraderie that exists in the ranks of those who were a part of World War I, and to perpetuate the memory of those within our ranks as they leave us to answer that last Roll Call.

The first meeting, or organization, of The Last Man's Club was held in the Hut on the night of June 24, 1942. At this time a banquet was served by ladies of the Legion Auxiliary under the capable supervision of Mrs. Dora (Dick) Allin and Mrs. Joyce (L. J.) Bell. The dinner was delicious, as is always the case where these two ladies are concerned.

After the banquet the first order of business was the reading and adoption of the By-Laws prepared by the committee appointed for that purpose. The By-Laws provide for: a permanent annual meeting date, to be the first Tuesday of April of each year; for a memorial service to be held each year to perpetuate the memory of our departed comrades; for the date of opening and closing membership eligibility; for the cost of membership; and for the acceptance of the oath of office to be assumed by each group of



newly elected officers of the club upon election.

The first officers of the club then elected without opposition were:

President: Dr. W. F. Jeffett  
Vice President: E. M. Bacharach  
Secretary: Thomas H. Jacks  
Treasurer: W. B. Tanner

A bottle of champagne occupies a place of honor on the banquet table. Each year, the newly elected President subscribes to an oath to hand it down from president to president until the club's last man shall banquet alone and have the honor of opening and drinking the contents of the bottle. It is ironic that the bottle of champagne was donated to the club by Pete Goldsmith, who was the first member of The Last Man's Club to pass away.

The ranks of The Last Man's Club have been reduced by death and attrition. The highest membership was 249. We now have 19 members, some of whom are not physically able to attend the meetings. At the last meeting of the club, on April 12, 1978, we counted only 15 members in attendance. Two were in nursing homes and two were unable to attend because of physical disability.

Although my memory is now suspect and I am sure that other names should be included in the following group, some of those most active in bringing The Last Man's Club into being were: From Helena: Walter Keeshan, W. C. Chavey, E. M. Bacharach, E. L. Burks, Roy Hale, J. B. Lambert, John C. Sheffield, W. B. Tanner, Harry L. Bealer. From Marvell: Abe Davidson, K. C. Broom. From Elaine: Ben Lucy, Jesse Crisp, F. M. Strother.

A roster of the membership is placed in the American Legion Hut. A gold star appears after the names of those who have passed on. The purpose of The Last Man's Club has been accomplished. The

vision that prompted the organization has never faltered. The treasure of good friendships has been ours. When the last member joins his comrades and the rolls are closed, we believe that the roster of The Last Man's Club will remain on the wall in our beloved Hut.

ORIGINAL ROSTER *THE LAST MAN'S CLUB* OF RICHARD L.  
KITCHENS POST #41 HELENA, ARKANSAS

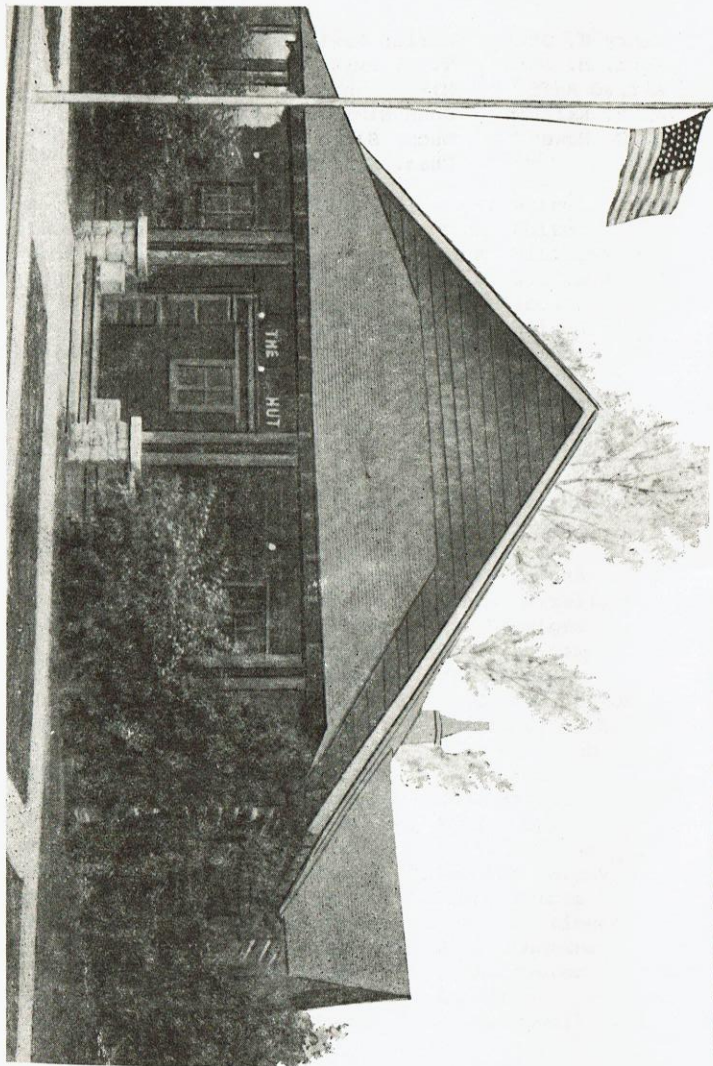
Geo. L. Aitken	W. C. Chavey	Jack Green
Henry Altman	Frank Clancy	Jack Greenfield
E. M. Bacharach	Austin Coates	C. F. Greer
T. Bailey	Millard Cohn	M. Guthrie
W. E. Barrow	Jack Connors	E. T. Guin
V. J. Barry	Bart Crabson	Roy Hale
H. L. Bealer	Jesse Crisp	D. T. Hargraves, Jr.
Allein Beall	T.G. Cunningham	A. G. Harthcock
K. P. Beith	F. J. Daugherty	Chas. Harrington
W. M. Bennett	Abe Davidson	Eugene Hart
O. L. Benthall	Chas. Davis	O. D. Hendrix
A. R. Bernard	W. V. Deckleman	B. H. Henley
H. Bickerstaff	Raymond Dipola	James Herring
John Blaine	Roy Dunavan	Ernest Hibbs
Dave Blair	James Dwyer	Chas. Hodge
N. H. Bobo	Virgil Edwards	Albright Horn
Dr. J. Bockman	W. V. Edwards	James Hudson
O. Rex Boon	A. D. Faulkner	John Hughey
Chas. Bowers	Tom Faulkner	Victor Hyde
R. L. Brooks	Fred Faust	John Hyman
K. C. Broom	C. S. Fielder	Eugene Jacks
J. E. Brown	C. W. Foreman	Thomas Jacks
Warren Brown	C. S. Forte	James Jackson
E. L. Burks	J. K. Gerlach	W. F. Jeffett
J. B. Butts, Jr.	Bogan Gist	Harrison Jobs
Dr. J. W. Butts	Warfield Gist	Nelson Johnson
W. F. Byerly	A. R. Gladin	L. H. James
Wm. Carliey	R. Glickstein	Mosler Kahn
J. R. Carpenter	James Goodwin	P. W. Kale
Biscoe Carter	M. W. Goldsmith	A. S. Kelly
H. B. Carvill	Wm. Gregg	Thad Kelly



Pat Keeshan	S. M. Newman	M. B. Vonderau
Oldrich Kesl	Tom Nick	Ben Vowan
E. T. King	L. M. Nothern	J. F. Wahl
Fred King	M. B. Oldham	C. R. Ward
Ben Kirk	Ike Panich	E. F. Weaver
Harris Krickel	Joe Papa	Dan Welchel
J. B. Lambert	Sam Papa	H. H. White
A. D. Lauderdale	Verne Parker	J. S. White
Lucian Laughter	C. B. Partee	T. H. White
Chas. Lederman	G. A. Peters	C. A. Williams
Robt. Lederman	J. L. Pettigrew	F. S. Williams
B. H. Lucy	E. O. Phillips	Roy Wilson
C. C. Lyford	W. T. Phillips	R. C. Wilson
Walter Lucy	M. E. Pickett	S. C. Wilson
Jack McDonald	Sam Plumlee	E. V. Wolfe
J. B. McElroy	Geo. Polk	T. E. Wooten
C. L. McAvoy	Odle Porter	Geo. Vineyard
R. F. McKelvey	T. Porter	Dave Aidkins
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	Chas. Spriggs	R. E. White

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AMERICAN LEGION HUT, HELENA, ARK.

## THE HUT

by

Annetta T. Beauchamp

(This article was written for use in the local newspapers, to help publicize the Helena Pilgrimage of April, 1978.)

Added to this year's Pilgrimage tour is Helena's "American Legion Hut," which is now on the National Register of Historic Places. Visitors will be welcomed and Legionnaires will be on hand to tell the interesting story of its origin when the Phillips County Foundation for Historic Preservation sponsors its fourth annual Pilgrimage on April 8th and 9th.

This building was the first log Legion Hut to be built in the United States and was the first to be called "The Hut." It was used as a model for the many such buildings that have dotted our American towns since World War I. There are about twelve in Arkansas.

After our Doughboys came back from World War I, they wanted some place where they could meet and keep alive the comradeship that they had found during this tragic conflict. American soldiers have long been known for their ability to keep their spirits up by gathering together in time of trouble, to joke and to sing...and when they returned to their homeland, they remembered with nostalgia the chalets and log huts in the mountains of Europe and the warm and congenial moments they had shared there between battles.

In 1922, the Helena Veterans built their meeting place in the rustic fashion of these mountain cabins. Most of the labor and materials were donated. The cypress logs came from the farm of Mrs.



Robert Gordon and the logs were put together with steel pins and chinked with cement. The construction was so well done that, except for a new roof and porch, no repair work has ever had to be done to this building. The new Post was called the Richard L. Kitchens Post, in honor of a young Helenian who was stricken with flu on a troop ship en route to France and who died shortly thereafter. He was buried in the American Cemetery in Pons, France.

It was at this Post that the first "Last Man's Club" in the United States was begun and after World War II, the first "World War II Survivor's Club" was organized here.

Of particular interest on the grounds of The Hut is the "Merci" boxcar. After World War II, the people of France sent a "Thank You Train" to the United States as an expression of thanks for the help that had been given to them during the war. This was a train of 48 little French boxcars, each bearing the shields of various Provinces of France, and each loaded with gifts from the French people. As the train toured the United States, one boxcar was dropped off as a gift to each state.

The Arkansas "Merci" car was placed at the Helena Post after originally resting at the old Naval Ammunition Depot at Schumaker, Arkansas. It belongs to the "Grand Voiture du Arkansas," of the "40 & 8," which is a U. S. veterans organization composed of honor members of the American Legion. The organization takes its name from the French National Railroad, with all titles being synonymous. The name is taken from the little French boxcar, which during both World Wars I and II, despite its small size, somehow managed to carry 40 men or 8 horses.

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The following information is from the Nomination Form of the National Register of Historic Places,

describing the Hut and its beginnings:

A temporary charter for the Richard L. Kitchens Post was issued on August 11, 1919, with the permanent charter issued the following year. Fifteen charter members organized the Post, which has been continually active since 1919. Like other American Legion Posts around the country, the Richard L. Kitchens Post has played an active role in civic and social events in the local community.

Contemporary newspaper articles in THE AMERICAN LEGIONNAIRE, a weekly publication of the Arkansas American Legion office, describe construction of the Helena Legion Hut. On April 24, 1922, it was reported that a lot near downtown Helena had been purchased as a building site for the Post. Though all building materials were donated and work was to be done by Legionnaires, there was nevertheless a \$3,000.00 fund to be used in construction of the building.

On July 4, 1922, a public ceremony was held to lay the cornerstone of the Helena Legion Hut. Work commenced soon afterwards and the building was completed within the year. According to contemporary newspaper accounts the Hut was designed by Legionnaire H. H. Walters. Present officers of the Post report that Helena contractor E. T. Walker supervised construction of the Legion building, with much of the work done by local members.

The facade of the building features a simple porch. Rough-hewn paired posts set in four square-cut stone bases support the hipped roof with exposed rafters. Above the porch roof the gable end of the building is covered with rectangular shingles. A bay-like projection on the west elevation has a gable roof. This west gable end features vertical flush-board trim terminating in a zig-zag pattern.

The original building was planned to hold a 60-feet by 44-feet meeting room, men's and ladies' dressing rooms, and office space. In 1949 a two-



story frame addition was made to the rear of the Hut, and the gable roof was extended to cover this addition. At the same time two small one-story shed roof additions were made on the east elevation. Though not of log construction, these later additions are nevertheless in keeping with the architectural style of the Hut.

The rustic style is continued in the interior of the Legion Hut. Double entry doors open into the large meeting room. The ceiling extends to the ridge line of the roof, thus exposing the structural details of the building. At the south end of the room is a large fireplace of cut stone matching that used on the porch. Weapons used in World War I and World War II are displayed along the walls of the meeting room.

The Legion Hut rests on its original site near downtown Helena. Except for the 1949 additions the building has changed little since its 1922 construction. The Helena Legion Hut remains in excellent condition. For over fifty years the Hut in Helena has served veterans of World War I, World War II, the Korean conflict and the war in Vietnam. Constructed by and for American Legion members, it stands as a monument to twentieth century American military veterans. Architecturally the Helena Legion Hut is unusual as a twentieth century institutional structure.

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#### MISS CHRISTINE SANDERS

This newspaper article is from the GANGPLANK NEWS, Embarkation Camp, St. Nazaire, France, Wednesday, June 11, 1919. The paper was published daily at Embarkation Camp, Base Section No. 1, A. E. F., by and for the Embarkation Personnel and the homeward bound soldiers of the United States Army.

#### THE CITY HUT

As a visitor of the "Hut," and the praise which is wished upon so many other places, I thought it would be well to speak of the wonders which take place there. And in view of the fact that part of the staff is leaving it would be well to give them their due credit.

The Sunday evening chow line is a very long and winding trail, and when you are served is well worth lining up for. Now and then a Lootie will envy us of our meal and slip in at the end of the line for his portion of food, which is well worth the money. Now and then I notice there will be some one who wants their coffee black but with sugar, or bread without butter, which holds up the line, but being "Y" girls they strive to please. Some fellows are cross and make bad remarks, which goes against the grain of the girls who were not waitresses in civilian life, and should receive a pleasant greeting instead of a cross one. And boys please lay off of that Napoleon Franc gag, bad francs are hard to get rid of.

The man at the money box has no snap, making change and keeping plenty on hand. Just because he won't give you American money, you must not get angry, for there is a G. O. against giving out American money, which is held for the boys going home.

The reading room is also a nice place to spend an hour or two. Some very interesting books if you



will just get acquainted.

Last but not least is our Saturday night box-in bouts. Even the French enjoy them when they are held on the beach.

Staff of the "City Hut," we thank you for the service which we have received. "Ce la Guerre" of St. Nazaire.

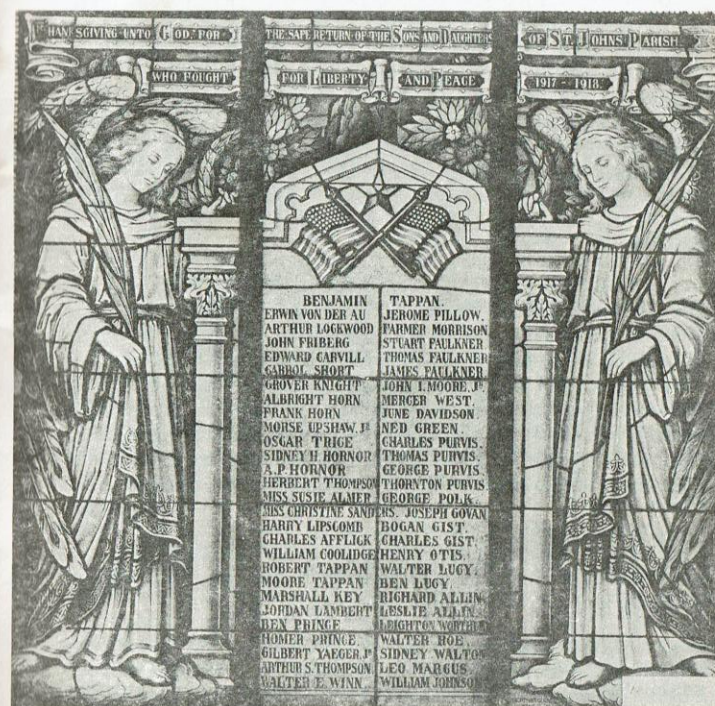
A. Buck.

\*

Miss Christine Sanders of Helena (1879-1953), was in charge of the cafeteria of the City Hut mentioned in the article. When the Phillips County Museum was started in 1929, Miss Sanders gave many things that she had brought back from France after World War I, including a dozen pieces of Brittany ware, several items of German and French military equipment from Belleau Wood, and things from Chateau Thierry made by a soldier in a rehabilitation camp.

Miss Sanders became librarian of the Helena Public Library in 1922, having graduated from the Library School of the University of Illinois, and was the first trained librarian employed by the Helena Library. After six years here, she went to Little Rock to be librarian of the Free Library Service Bureau. She then went on to become librarian of the St. Albans Public Library at St. Albans, Vermont, and she held that position until her death.

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## MILITARY AVIATION IN WORLD WAR I

by

Brig. Gen. Charles M. Young, Jr. USAF Ret.  
Jacksonville, Arkansas

When World War I broke out in the summer of 1914, almost all Americans viewed it as a faraway conflict which could never engulf the United States. It was a war between European nations, a continuation of age-old hatreds and animosities. When America was originally settled these things were largely left behind. Except for the War Between the States, which united the nation once and for all, Americans had traditionally rejected war as an arm of national policy.

The use of aviation in war was an accepted practice by the time of the Great European War. Balloons had been used successfully during the Civil War, but only for observation purposes and only to a limited extent. With the advent of World War I balloons were again introduced, this time in large numbers. Because aviation had developed in Europe much more rapidly than in America, it was only natural that airplanes were used by European armies to extend their ability to observe enemy activities. Aviators quickly learned to deny this extended observation to their opponents by air-to-air fighting. Anti-aircraft artillery came into being. Air combat was now a part of modern warfare.

Still, America did not heed the lessons being taught by the experiences in Europe. The United States military forces had scant interest in aviation, very few airplanes, and a budget which required pilots to pay for the repairs to the military machines they flew. The outstanding American military aviator and leader of that era learned to fly at his own

expense from a private instructor. He was Billy Mitchell.

In his Memoirs of World War I, Mitchell had this to say about the U. S. military aviation in the 1914-1917 era:

"The United States, in a military way, was absolutely helpless. The American regular Army and Navy knew nothing of up-to-date war and refused to be taught, so great was the valor of ignorance in the directing minds of these services....It was almost impossible to awaken the slow-working minds of our regular army officers to any action. A few took a passing interest, but there was practically no effort made to revise the old military system we had been using since the Civil War...we sat idly by and practically did nothing."

While the United States was asleep militarily a few intrepid Americans joined the forces of the Allies, ignoring the strict U. S. laws forbidding such enlistments. A small number joined the French Army as early as 1914 and fought courageously against the German onslaught into France. Some of these daring young men quickly recognized that fighting in the skies above France was a better way of life than living in the trenches. At least there were no mud and "cooties" in the air, and aviators lived a better life between battles than doughboys sleeping in dirt holes.

Thus was born the Lafayette Escadrille, a unit of American aviators and ground crews organized in an officially recognized squadron of the French Army. The pilots had learned their trade in French flying schools. They flew French airplanes and they amassed a fine record of innumerable patrols and observation missions plus some air victories over enemy aircraft. When the U. S. entered the war in 1917 they petitioned the governments of France and the U. S. for a mass transfer to the U. S. Expeditionary Forces commanded by General John J. Pershing. Forty-three pilots were



transferred along with about 200 other Americans.

When the U. S. declared war in 1917 the nation enthusiastically and vigorously initiated an aviation program. Mass production was begun on a Curtiss-designed trainer, 40 air fields were opened for training in several states, and thousands of men were taught military flying. The airplanes were newly designed and untested, but they nevertheless were placed into mass production. The accident rate was costly in life and limb, but the pace of the training mounted with each passing month.

The standard Army training plane of 1917-1918 was the Curtiss JN4D, powered with an eight cylinder aluminum engine of 90 horsepower. The planes were built by furniture manufacturers and piano makers, the engines by tractor and automobile makers. The plane was a fine contraption for its day, but at best a crude jumble of stick, wire and fabric. Animal glues were used extensively in the making of these planes, which accounts for their quick deterioration in service. The Curtiss trainer was called "Jenny" and pilots had a saying that "Jenny is no lady," meaning she was hard to fly, easy to crash.

As pilots were trained and shipped overseas with newly organized units they were forced to fly British and French warplanes. The production of combat planes in the U. S., judged in retrospect, was a disgrace for a nation with vast resources. No combat planes were on the drawing boards or in prototype production, causing the War Department to look to our European allies for fighting machines. Fortunately, early in 1917 Billy Mitchell was in France before the deployment of the AEF. He persuaded the French authorities to produce more than the planned number of combat types so that the U. S. would have a supply. Without this informal and unauthorized arrangement the history of American aviation in World War I would have been disastrous.

Once our pilots and ground crews arrived in

France and were equipped with European planes, they fought valorously and efficiently. Especially were they well organized and expertly led. Much of this was the work of Colonel Billy Mitchell who became America's foremost aviation leader of that day. He laid the groundwork for the aviation tactics widely used in World War II two decades later. His planning and execution of air strikes in the Battle of St.-Mihiel, fought on September 13 & 14, 1918, was a masterpiece of military leadership.

For this offensive battle against entrenched German armies he amassed all the aviation units the Allies would release, making strikes on selected targets. Just before the offensive he struck supplies and communications behind the enemy lines. During the gigantic two-day offensive his planes gave direct support to the advancing troops. It is interesting to note that American soldiers, many in battle for the first time, made greater advances in those two days than any offensive of the war.

Within two months the war would end. Americans had shown the world how to fight with airplanes, but not with American airplanes. Of the almost 1500 planes used by Billy Mitchell at St.-Mihiel only a few were American made. When the war drew to a close less than 200 American manufactured planes had reached the front. Many of them were seriously deficient. To quote Billy Mitchell again:

"...we had present on the front on November 11, 1918, in the hands of American units, 740 airplanes...196 were of American manufacture...one year and eight months after the U. S. had entered the war."

No report on the military aviation efforts of the nation in World War I would be complete without some comments on planes which participated. The Jenny became the standard plane for postwar commercial aviation, mostly flying schools and itinerant barnstormers. Of the 6000 Jennys manufactured most were destroyed in crashes, taking many lives.



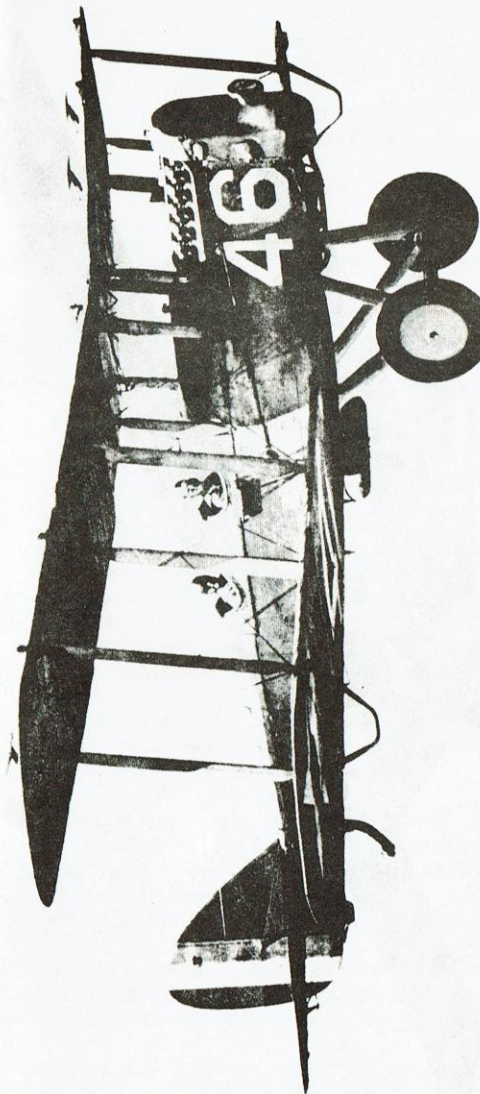
The only other airplane to be mass produced in the U. S. during the war period was the DH-4, a British-designed DeHavilland observation and bomber biplane powered by an American-made Liberty engine. It was known as the "flaming coffin" and was generally detested by American pilots and observers. Although about 4000 DH-4s were manufactured they soon faded from the scene. The military didn't want or need them and Billy Mitchell, the leader of military aviation in the early postwar years, hated them passionately.

Billy Mitchell was promoted to Brigadier General just as the war ended. He became nationally famous as military aviation's foremost spokesman. He pleaded with national authorities, military and civilian, to rebuild the army's aviation units with modern and effective planes. He dreamed of air armadas making the nation invincible.

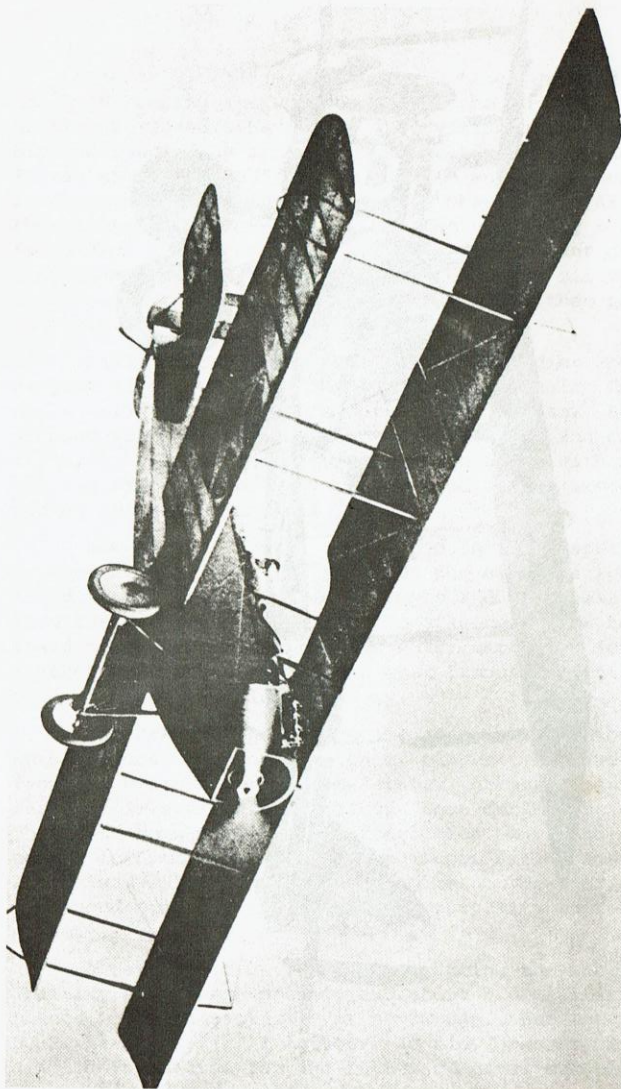
However, his voice became too shrill, especially when he went over the heads of the nation's leaders directly to the American people and the press. When the War Department tried to silence him he refused to remain quiet. He was court-martialed for insubordination in one of the most famous, or infamous, trials in American history.

Two Arkansas pilots became aces in Europe by shooting down five or more enemy planes. Both were from the western part of the state. Arkansas saw very little action as a training base during the war. There was some warehousing of aviation parts and materiel in Little Rock, and a huge open field near Lonoke was selected as a training base. However, the war ended prior to any large scale activity in the state.

A note about naval aviation during the war. Training bases were opened, and about 500 military planes were manufactured for naval use. But the U. S. Navy saw little action. It did, however, lay a solid foundation for the future of naval aviation.







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Meetings are held in September, January, and May, on the fourth Sunday in the month, at 3:00 P. M. at the Phillips County Museum.

The Phillips County Historical Society supplies the QUARTERLY to its members. Membership is open to anyone interested in Phillips County history. Annual membership dues are \$5.00 for a regular membership and \$10.00 for a sustaining membership. Single copies of the QUARTERLY are \$1.25. QUARTERLIES are mailed to members. Dues are payable to Mrs. C. M. T. Kirkman, Treasurer, 806 McDonough Street, Helena, Arkansas 72342.

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