

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

NR 6/4/08

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Ward's Crossing Bridge  
other names/site number Bridge #17693 / Site #YE0176

2. Location

street & number Yell County Road 8  not for publication  
city or town Plainview  vicinity  
state Arkansas code AR county Yell code 149 zip code 72857

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination   
request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic  
Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property  meets   
does not meet the National Register criteria. I recommend that this property be considered significant  
 nationally  statewide  locally. (See continuation sheet for additional comments.)  
Cathie Mathis 3/31/08  
Signature of certifying official/Title Date  
Arkansas Historic Preservation Program  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See Continuation sheet for additional  
comments.)  
\_\_\_\_\_  
Signature of certifying official/Title Date  
\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.  
 See continuation sheet
- determined eligible for the  
National Register.  
 See continuation sheet
- determined not eligible for the  
National Register.
- removed from the National  
Register.
- other, (explain:) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature of the Keeper

Date of Action

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Ward's Crossing Bridge  
Name of Property

Yell County, Arkansas  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

**Category of Property**  
(Check only one box)

**Number of Resources within Property**  
(Do not include previously listed resources in count.)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing

Noncontributing

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

**Number of Contributing resources previously listed in the National Register**

Historic Bridges of Arkansas

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

**Current Functions**  
(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/bridge

TRANSPORTATION/road-related (vehicular)/bridge

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

**Materials**  
(Enter categories from instructions)

OTHER/Camelback thru-truss

foundation CONCRETE

walls N/A

roof N/A

other METAL/Steel

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

[X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.

[ ] B Property is associated with the lives of persons significant in our past.

[X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

[ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

[ ] A owned by a religious institution or used for religious purposes.

[ ] B removed from its original location.

[ ] C birthplace or grave of a historical figure of outstanding importance.

[ ] D a cemetery.

[ ] E a reconstructed building, object, or structure.

[ ] F a commemorative property

[ ] G less than 50 years of age or achieved significance within the past 50 years.

Levels of Significance (local, state, national)

Local

Areas of Significance (Enter categories from instructions)

TRANSPORTATION

ENGINEERING

Period of Significance

1905-1958

Significant Dates

1905-1958

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

Builder: Converse Bridge Company

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

[ ] preliminary determination of individual listing (36 CFR 67) has been requested

[ ] previously listed in the National Register

[ ] Previously determined eligible by the National Register

[ ] designated a National Historic Landmark

[ ] recorded by Historic American Buildings Survey #

[X] recorded by Historic American Engineering Record # AR-70

Primary location of additional data:

[X] State Historic Preservation Office

[X] Other State Agency

[ ] Federal Agency

[ ] Local Government

[ ] University

[ ] Other

Name of repository:

Arkansas State Highway and Transportation Department

Ward's Crossing Bridge  
Name of Property

Yell County, Arkansas  
County and State

**10. Geographical Data**

Acreage of Property Less than one

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>470068</u>	<u>3866940</u>	3	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>          </u>	<u>          </u>	<u>          </u>	4	<u>          </u>	<u>          </u>	<u>          </u>

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Van Zbinden, National Register Historian  
organization Arkansas Historic Preservation Program date 31 December 2007  
street & number 323 Center Street, 1600 Tower Building telephone (501) 324-9880  
city or town Little Rock state AR zip code 72201

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

- A USGS map (7.5 or 15 minute series) indicating the property's location
- A Sketch map for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative black and white photographs of the property.

**Additional items**

(Check with the SHPO or FPO for any additional items.)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name Yell County  
street & number P.O. Box 219 telephone 501-495-2630  
city or town Danville state AR zip code 72833

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC

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## National Register of Historic Places Continuation Sheet

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### Summary

The only Camelback through truss in Yell County, and one of only three remaining in the state, Ward's Crossing Bridge is located on Yell County Road 8 where it crosses the Fourche La Fave River. The bridge is located approximately three miles south and west of Plainview and approximately seventeen miles up-river from the Wallace Bridge, second of the three camelback through truss bridges. A pin-connected, Camelback through truss with a main span measuring approximately 160 feet long, the bridge has a total length of 240 feet.

### Elaboration

The Camelback through truss is a modification of the Pratt Truss. The Pratt truss was originally designed by Thomas and Caleb Pratt in 1844 and was one of the bridge designs that successfully made the transition from wood construction to metal. Their innovation was to simply reverse the standard method of bridge construction; in the Pratt design vertical beams and the top chord took the compressive load of the bridge while the diagonal beams and bottom chord provided the tension load for the bridge. Prior to the Pratts' redesign, diagonal members carried both the compressive and tension loads for the bridge. The standardization of form possible with the multi-paneled bridges made them highly economical. The form also proved to be very durable, versatile, and stronger than previous designs. Thomas and Caleb Pratt's invention was the most commonly built early twentieth century bridge design.<sup>1</sup>

Charles H. Parker modified the Pratt truss by designing a bridge with a polygonal top chord. This created a lighter structure, using the same amount of material, without losing strength. Pratt trusses had an area of dead load—an area where the structural members were not providing significant support in relation to their weight—on each end. Parker's design removed the dead load and provided more strength in the center of the main span. The fact that the structural members of the Parker truss were of different lengths, however, meant that there was some loss of standardization and a subsequent increase in cost.

The camelback design is an improvement on the Parker truss by more efficiently distributing stress loads and increasing standardization. In Charles Parker's design each panel connected to the top chord separately meaning that each panel of the bridge was a different height. The camelback truss was more standardized and improved center span strength by connecting the center panels to one top chord and limiting the top chord to only five slopes.

<sup>1</sup> T. Allen Comp and Donald Jackson "Bridge Truss Types: A Guide to Dating and Identifying" American Association for State and Local History Technical Leaflet 95, *History News* 32, no.5 (May, 1977).

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The Ward's Crossing Bridge consists of a single camelback through truss span with nine panels, measuring 159'-9". The total structure length is 240 feet with timber approach spans on the north and south sides. The overall width of the bridge is 15 feet and the roadway width is 14 feet. The deck surface is wood plank over six rows of four inch by ten inch steel stringers. Four piers, placed in the river, are concrete.

Located in the Nimrod State Wildlife Management Area, the bridge is accessed from the north and south on Yell County Road 8. The area is swampy and uninhabited but was once both farm land and woodlands. To the south is the Fourche Mountain and the Ouachita National Forest. The area is now more lightly settled and less developed than it was when the bridge was built.

### Integrity

No structural alterations have been made to the bridge to compromise its integrity. The bridge is located in a rural area, and its setting remains undisturbed. The bridge still illustrates its original design and materials. In addition, the bridge is well maintained and still in use for vehicular travel.

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## National Register of Historic Places Continuation Sheet

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### Summary

The Ward's Crossing Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the only example of a Camelback through truss in Yell County, and one of only three remaining in the state. The bridge is also being nominated under **Criterion A** for its associations with the development of transportation in Yell County. This nomination is being submitted under the multiple-property listing "Historic Bridges of Arkansas."

### Elaboration

Sixty percent of Arkansas wage-earners were employed in the timber industry in 1900. There were 1,199 timber related establishments employing 15,895 people. It was estimated that in 1898 over seventy-five percent of the state, about 25,600,000 acres, was forestland.<sup>2</sup> It was the availability of good timber on inexpensive land that brought the timber boom of the late nineteenth and early twentieth century. Yell County, like Perry to the east, would play an important role in this timber boom. Likewise, the boom would bring prosperity and modernization to Yell County.

Yell County's first large mill was the Fort Smith Lumber Company mill at Plainview. Built in 1907, the mill had one large band saw and one gang saw. The Fort Smith Lumber Company's Central Railway of Arkansas stretched south into the company's timber holdings along the Fourche La Fave River.<sup>3</sup> Largely an agricultural county, there was a large amount of timberland available at the end of the nineteenth century. As late as 1891 there were 240,000 acres of land in the county subject to homestead entry and 35,000 acres held by the Little Rock and Fort Smith Railroad.<sup>4</sup> Twenty years later the Yell Lumber Company would own the vast majority of land south of the Fourche La Fave River in Yell County; over 100,000 acres of land.<sup>5</sup> However, at the turn of the twentieth century there was no ready access to timber lands south of the Fourche La Fave River.

Yell County was formed from Scott and Pope Counties in December 1840. The county was named for Governor Archibald Yell. Like Perry County, Yell County is bisected by the Petit Jean and Fourche La Fave Rivers. Both rivers cross the county from west to east.

<sup>2</sup> Census Office, Department of the Interior, *Twelfth Census of the United States, Taken in the Year 1900, Manufactures, Part II States and Territories* (Washington: GPO, 1902), 24.

<sup>3</sup> Kenneth L. Smith, *Sawmill: The story of Cutting the Last Great Virgin Forest East of the Rockies* (Fayetteville: University of Arkansas Press, 1986), 22, 41.

<sup>4</sup> Goodspeed Publishing Company, *The Goodspeed Biographical and Historical Memoirs of Western Arkansas* (Nashville, TN: The Southern Publishing Company, 1891; reprint Easley, SC: Southern Historical Press, 1978), 114.

<sup>5</sup> Smith, 86, 87.

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The Petit Jean River valley, to the north, is separated from the Fourche La Fave River valley by the east to west oriented Dutch Creek Mountain, Danville Mountain, and Ola Mountain. The Fourche La Fave River has the aforementioned Fourche La Fave Mountains to its north and the Fourche Mountains to its south. For many years after the founding of the county the two rivers were the primary means of travel in the county.

As with neighboring Perry County, travel, trade, and settlement between 1830 and the late 1850s was primarily accomplished by boat. The use of pirogues, a canoe-like boat, was common for fishing, hunting, and personal travel.<sup>6</sup> Larger goods were transported up the Fourche La Fave on keelboats or flat-bottomed vessels. Freiderich Gerstäcker noted in memoirs of his travels in Arkansas that, "At the end of two months, Kean arrived [in Perry County] early one morning with the news that Rutkin's and Haller's families were in a large flat-bottomed boat, at the mouth of the Fourche La Fave."<sup>7</sup>

The majority of early settlers to the county settled on the flat, grassland areas near the present site of Dardanelle. This area was easily accessible by boat on the Arkansas River and had ready access to markets at Norristown on the north side of the River. Small communities quickly grew on the bottomlands around Mount Nebo, Magazine Mountain and in the Petit Jean River Valley. At formation the county already had a substantial population; by 1850 it was listed at 3,341. That population doubled by 1860 but slowed during the Civil War. Nevertheless the county did grow in the decade from 1860 to 1870 and reached 13,852 by 1880.<sup>8</sup>

Farming was the primary occupation of Yell County's nineteenth century residents. Wheat and corn were the largest harvested products in the county from the 1840s to the end of the century. Swine and cattle were the primary livestock raised by Yell County farmers. Generally Yell County farms were more productive and better improved than Perry County farms; however, population density meant that Yell County contained more farms of smaller size than neighboring Perry County. Unlike Perry County, the Civil War seemed to have little impact on the productivity of Yell County farms. There was a slight decrease in farm value in the decade between 1860 and 1870 and an attendant decrease in the value of farm products but overall productivity remained steady.<sup>9</sup>

<sup>6</sup> Friederich Gerstäcker, in his narratives, frequently mentions the use of pirogues, or canoes, as a common method of transportation. For examples of their use on the Fourche La Fave see, *In The Arkansas Backwoods, Tales and Sketches* trans. James William Miller (Columbia: University of Missouri Press, 1991), 216-225.

<sup>7</sup> Gerstäcker, 216.

<sup>8</sup> Mildred Diane Gleason, "Yell County," *Encyclopedia of Arkansas History and Culture* available online at <http://encyclopediaofarkansas.net/Default.aspx> accessed 4 January 2008.

<sup>9</sup> Census Office, Department of the Interior, *The Seventh Census of the United States: 1850* (Washington: Robert Armstrong, 1853), 554-7. Census Office, Department of the Interior, *Agriculture of the United States in 1860: Compiled from Original Returns of the Eighth Census* (Washington: GPO, 1864), 6-9. Census Office, Department of the Interior, *Ninth Census—Volume III, The Statistics of The Wealth and Industry of the United States, Table IV—State of Arkansas* (Washington: GPO, 1872), 100. Census



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However, for many Yell County farmers, particularly the majority of small farmers living in the uplands, their farms often provided no more than subsistence. For those farmers living in the bottomlands of the Fourche La Fave River valley or the uplands along the river, getting what cash crop they did produce to market was a difficult task. As one man noted in 1866, "the people living sixty miles off the rivers come [to Dardanelle] to get their groceries."<sup>10</sup> That trip could prove to be a difficult task. Wayne Banks notes in his history of Yell County that the majority of roads were, "little more than trails and some of these not too well marked."<sup>11</sup> For those living along the Petit Jean and Fourche La Fave Rivers they were not in better shape. The Fourche La Fave River in Yell County was only navigable by boat in high water above Aplin; and that was after the Army Corps of Engineers began river improvements in 1879.

Though they may not be good roads, early maps of Arkansas provide evidence of the existence of established roads in Yell County early in the county's history. S. Augustus Mitchell's 1849 map of Arkansas, shows two roads: the southern route of the Fort Smith to Little Rock Road and the Dardanelle to Danville Road.<sup>12</sup>

Charles Desilver's 1856 map, on the other hand, shows several roads through the county including two, one to Rover and Bluffton from Danville and one from Rover to Mount Ida, that provided access to the Fourche La Fave River valley.<sup>13</sup> As settlement into the southern and western areas of the county expanded, the county government worked to establish new roads and improve travel.

Through the nineteenth century, settlement of Yell County expanded south and west from Dardanelle then slowly east into the lowlands along the Fourche La Fave River. Towns like Rover and Bluffton, both southwest of Danville on the Fourche La Fave River, were granted post offices as early as 1854. However, settlement east along the Fourche La Fave River was slower. On the eastern side of the county along the Fourche La Fave River there was not enough population to support a post office until the establishment of Jennings Falls in 1872. Six years later the Ward post office was established very near the site of Ward's Crossing.<sup>14</sup>

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Office, Department of the Interior, *Report of the Productions of Agriculture as returned at the Tenth Census (June 1, 1880)* (Washington: GPO, 1884), 32. See also John Solomon Otto, "Slavery in the Mountains: Yell County, Arkansas, 1840-1860," *Arkansas Historical Quarterly* XXXIX, no. 1 (Spring 1980): 35-52.

<sup>10</sup> James Reid Eison ed., "A Letter from Dardanelle to Jonesville, South Carolina," *Arkansas Historical Quarterly* XXVIII, no. 1 (Spring 1969): 73, 74.

<sup>11</sup> Wayne Banks, *History of Yell County, Arkansas* (Van Buren, AR: The Press-Argus, 1959), 62.

<sup>12</sup> S. Augustus Mitchell, *A New Map of Arkansas with its Canals, Roads, and Distances* [map], ¾"=10 miles (Philadelphia: S. Augustus Mitchell, 1849).

<sup>13</sup> Charles Desilver, *A New Map of Arkansas with its Counties, Towns, Post Offices, &c.* [map], ¾"=10 miles (Philadelphia: Charles Desilver, 1856)

<sup>14</sup> Russell Pierce Baker, *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971* (Hot Springs: Arkansas Genealogical Society, 1984), 117, 194, 230.

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Ward's Crossing first appears on maps in 1876 and was presumably the site of a ferry crossing. Several later maps show the location of a town or village called Ward.<sup>15</sup> Both Samuel Ward and Augustus M. Ward made claims with the federal land office for lands in the area.<sup>16</sup> The Ward family figured prominently in the area with at least one Ward, Davey, operating a cotton gin in the area. During the late 1870s there were also two school districts formed in the area near Ward's Crossing. Both formed about 1878, the Sunlight School and Mt. Carmel, were very near Ward's Crossing.<sup>17</sup>

Population in this area of Yell County increased greatly in the decade between 1870 and 1880 with some townships growing two hundred or more percent.<sup>18</sup> With this growth there became a need for safe and reliable crossings of the county's rivers. In 1879, Yell County built its first county-funded, metal truss bridges across the Petit Jean River. Soon after the turn of the century the county began a new series of bridge projects including a new bridge at Ward's Crossing.<sup>19</sup> The new bridge at Ward's Crossing was built by the Converse Bridge Company of Chattanooga, Tennessee. Structural members of the bridge were fashioned in the company's Chattanooga foundry and shipped to Yell County. It was erected in 1904 and 1905 and completed at a cost of \$9,998.

The completion of the bridge at Ward's Crossing was particularly timely given the rise of the timber industry in the region. Steve, Onyx, and Aly on the south side of the Fourche Mountains along South Fourche La Fave River were small communities largely centered around hardscrabble farming. The road from Dardanelle to these communities crossed at Ward's Crossing and headed up Hogan's Creek over the mountains to Steve and on to Mount Ida. This road was perfectly suited to providing access to much of the 240,000 acres available for homestead and land available from failed homesteaders looking to get out.

Frank Drummond and Paul D. Rust began buying land in the Fourche Mountains in the early 1900s. They purchased the land grants along the Fourche La Fave from the Santa Fe Railroad soon after the railroad acquired the grants from the government. Interestingly, it was Drummond and Rust who were chosen by the railroad to select blocks of land for grant.

<sup>15</sup> Lola Bennett, "Ward's Crossing Bridge," *Historic American Engineering Record*, AR-70 (Summer 2005), 2, 4. W. L. Nicholson, *Post Route Map of the State of Arkansas and the Indian Territory*, [map], 1"=10 miles (Washington: GPO, 1879).

<sup>16</sup> Goodspeed, 118. Many of the federal land records are available through the Bureau of Land Management online at <http://www.glorerecords.blm.gov/>.

<sup>17</sup> Catherine Eikleberry Rogers, *Readin', 'Ritin', and 'Rithmetic: A History of Former Schools and Communities of Yell County Arkansas* (n.p.: privately printed, 1981), 122, 123.

<sup>18</sup> Census Office, Department of the Interior, *Statistics of the Population of the United States at the Tenth Census (June 1, 1880)*, Table III—Populations of Civil Divisions Less than Counties, Arkansas (Washington: GPO, 1884), 103.

<sup>19</sup> Banks, 68. Bennett, 4.

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By 1904, Drummond and Rust owned thousands of hand-picked acres along the drainages of the Fourche La Fave River in the Fourche Mountains. The two men continued to purchase land, eventually building a substantial land holding that they gave to their company, the Yell Lumber Company.

The new bridge over the Fourche La Fave at Ward's Crossing provided valuable access to the newly purchased timberlands of Drummond and Rust. It would later also provide valuable access to the timberlands of the Fort Smith Lumber Company and their new mill at Plainview. In this way, the bridge not only served as a safe, all weather crossing on the Fourche for local farmers but it also provided access for the industrial and economic growth of the county.

The Ward's Crossing bridge was the highest of technology when built in 1904. It is indicative of a period of transition from locally built, custom bridge design to scientifically-designed, mass-produced bridges. It is one of three remaining in the state; a second, the Wallace Bridge is also on the Fourche La Fave River in Perry County. The bridge is the only remaining bridge in the state built by the Converse Bridge Company of Chattanooga, Tennessee.

### Summary

The Ward's Crossing Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the only example of a Camelback through truss in Yell County, and one of only three remaining in the state. The bridge is also being nominated under **Criterion A** for its associations with the development of transportation in Yell County. This nomination is being submitted under the multiple-property listing "Historic Bridges of Arkansas."

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### Bibliography

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\_\_\_\_\_. *Report of the Productions of Agriculture as returned at the Tenth Census (June 1, 1880)*. Washington: GPO, 1884.

\_\_\_\_\_. *Statistics of the Population of the United States at the Tenth Census (June 1, 1880), Table III—Populations of Civil Divisions Less than Counties, Arkansas*. Washington: GPO, 1884.

\_\_\_\_\_. *Twelfth Census of the United States, Taken in the Year 1900, Manufactures, Part II States and Territories*. Washington: GPO, 1902.

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### Verbal Boundary of Description

Beginning at a point, 34 degrees, 56 minutes, 40 seconds North by 93 degrees, 19 minutes, 41 seconds West, thence South and East 300 feet. Thence East and North 40 feet. Thence North and West 295 feet. Thence West and South 40 feet to the beginning. This being a part of Section 3 of Township 3 North, Range 22 West.

### Boundary Justification

The boundary encompasses all of the land historically associated with the Ward's Crossing Bridge over the Fourche La Fave River.

T. 4 N.  
T. 3 N.  
3867

WARD'S CROSSING  
BRIDGE

PLAINVIEW VIC.

YELL COUNTY

UTM:

15/470068E/

386694DN

7353 IV NW  
(ROVER)











