



The Glade Community Historical Society, Inc.
Including Glade, Garfield & Pine Log, Arkansas

A 501 (c)(3) CHARITY
www.gladehistory.org

Glade Post Office & Store, circa 1890
20659 Slate Gap Rd., Garfield

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The purpose of the society is to preserve the histories of the communities by researching and gathering stories, documents, and artifacts.

HIGHWAY 62

Today, U.S. Route 62 runs from the Mexican border at El Paso, Texas to Niagara Falls, New York near the Canadian border. It is the only east-west United States numbered Highway that connects Mexico and Canada. It winds through West Texas, New Mexico, the Texas Panhandle, Oklahoma, Arkansas, Missouri, Illinois, Kentucky, Ohio, Pennsylvania, and New York to the Rainbow Bridge. Building U.S. Highway 62 was not easy, it was often completed in parts, and was a concurrent route with other highways.

As people travel Highway 62 across the country today, some of its history is lost in time. Calls to various Arkansas Department of Transportation officials revealed that a resolution was adopted in 1929 because there was no U.S. Highway designation for roads across the northern part of Arkansas. Plans going north from Rogers in Benton County were drawn and approved June 1, 1929

for U.S. Highway 62. Records indicate that the road was previously Arkansas State Highway 47, and Project 490 re-established the road and dedicated it as Highway 62.

According to The Ozarks Mountaineer, March 1960, there were two important pioneer roads of the Ozarks. First, the Pioneer Road was the artery for early settlers who began at Boonville, Missouri and proceeded south to the Ozarks. Traces of four different Indian cultures have been found as they traveled for many miles on hunting and fishing expeditions and their migrations established well used trails. White men took over this road from Indian trails. When it was established is unknown. Before 1800 journeys of long distances were made for the salt licks near Boonville and later developed by the sons of Daniel Boone who shipped their product by keel boat to St. Louis. Early surveys of 1830 and 1840 established section lines and revealed that Pioneer Road was on their maps.

The second pioneer road was Old Wire Road or Telegraph Road that linked St. Louis, Missouri with Fort Smith, Arkansas. It followed an old Native American route, the Great Osage Trail across the Ozarks and became a road along a telegraph line from St. Louis, Missouri, to Fort Smith Arkansas. This route was also used by the Butterfield Overland Mail. It was initially built by the U.S. Army in 1828 as a military road and became Telegraph Road when a telegraph wire was strung along its path in 1860.

In 1838, thousands of Native Americans traveled along the road in their forced removal from their ancestral homelands during the Trail of Tears. The Springfield to Fayetteville Road was built upon elaborate networks of horse trails that were probably established by the Osage in 1835 and totaled 146 miles. It was

the major road before the Wire Road or Telegraph Road built by the United States military. The first travelers were with the army, which moved supplies and mail. Signs and remnants of Old Wire Road can be observed while traveling U.S. Highway 62.

The Butterfield Overland Mail Company carried the first successful overland transcontinental mail by stagecoach through Arkansas as it went from the Mississippi River to California. It ran from 1858 through 1861 and was the longest stagecoach line in world history. It was a major factor in the settlement and development of Arkansas and the American West before the Civil War. The Civil War bushwhackers and hostile Indians in the west caused the company to end by 1861. The Butterfield overland Mail Trail Route is currently being considered as a possible National Historic Trail.

U.S. 62 enters Arkansas near Summers and goes through Lincoln, Prairie Grove and Farmington before joining Interstate 49 in Fayetteville and then leaves the Interstate in Bentonville where it travels through Rogers, Avoca and Garfield. From Garfield, Highway 62 travels to Gateway and then goes southeast to Eureka Springs and on to Berryville, and Green Forest. At Alpena, it joins with U.S. Highway 412 and goes on to Harrison.

Arkansas pioneers sought to improve roads. In 1913, Coin Harvey of Monte Ne, organized the Ozark Trails Association (OTA) to bring tourists to his resort at Monte Ne and Rogers to become major stops on the highway system. That same year, the Arkansas General Assembly created Arkansas's first highway commission. During the 1920's, the commission worked to improve Arkansas roads. During the 1930's, the national highway system was developed to link cities and towns.

Eureka Springs needed good roads around the mountain for the tourists. Mr. John Cross, CS Bank, Eureka Springs, reported that his grandfather Mr. Claude Fuller, a Eureka Springs attorney, became active in political affairs in 1898, and was a mayor (1906- 1910), a member of the House of Representatives (1902-1906), and a Prosecuting Attorney till 1914 and then the manager of Dr. Charles H. Brough's campaign in 1916 for Governor. Mr. Fuller wanted to build a road from Eureka Springs to Gateway, Arkansas. His friendship with the governor helped supply convicts who built the road to Gateway, Arkansas. Mr. Fuller established a prison camp for convicts near where the road was being built, and he took an active interest in the management of the camp and developed a successful honor system. The highway was open just in time for automobiles to flood the new highway. The road was originally nicknamed the "Ozark Skyway" and was later designated U.S. Highway 62.

As roads developed, automobiles increased. By 1924 approximately 10,000 Ford Motor company dealerships existed. This was happening as World War I veterans returned home, movies were newly invented, radio was increasingly popular, and cars became a major source of freedom. Ironically by 1960, as interstate highways grew, travelers wanted to bypass cities, and today, the interstate bypasses many cities in the United States.

The Glade Community Historical Society plans to meet April 24 at 4 pm in the Lost Bridge Village Community Room. Hint, there will be Giveaways and Surprises! You can pay your annual \$25 GCHS membership dues at the meeting or mail your dues to Sam Reynolds at 20196 Slate Gap Road, Garfield, Arkansas 72732. You can also contact Sam at 479.359.2042 to schedule tours through the Glade Post Office Museum on Slate Gap Rd. in Garfield. . .