

Nearby the old Stage Coach Inn is the old Taylor Springs Cemetery dating from the early 1850s. Here are some 200 graves, many with fine marble monuments placed in memory of members of many Indian families who lived in this country. It is no longer used, and thru neglect and maintenance brush and weeds bar most visitors from paying their respects. Too, the old stage road has not been used for a long time. In fact, the development of a large ranch there causes the trace of the old road to terminate at the once popular stage stop.

Mr. Scott and his two older sisters have never married, and have always lived on their old home place a mile or so north of McLain. Many of their people of older generations have lived in this country. He says they have waited about 25 or 30 years too long to start trying to find out something of their people. They had planned to record their relatives names from the old Sevier and the Milligan Cemeteries, but they waited too late. These burial places were moved out of the river bottom to other places and they have for the most part lost contact. Historic too is the old Elm Grove Cemetery in the McLain area, being well over a hundred years old. A cholera epidemic broke out among the Negro slaves before the Civil War and over a hundred died and were buried at Elm Grove.

If places could reveal their history then the Arkansas River could tell much. In the early part of the 1800s river boats were going up and down the Arkansas. Then came man and all his devices and activities and eventually the river filled with sand and silt where it would no longer accomodate travel. In his early days Ted (as he is usually called) recalls that Pete Lowrey operated a store on the river just east of McLain. This Indian also operated a ferry boat for traffic between Tanlequah and the western part of the Cherokee Nation, as well as for travel between the Indian Nations. Ted also recalls a time when the river was low and much gravel was being hauled out in wagons to build roads. During the loading out of gravel the workers found several old rifles, cannon, and remains of other merchandise in the river bed. Whatever the story attached they never knew. On the east side of the river once grew great areas of cane breaks, and here were many cattle belonging to the Indians. A wilder animal never grew to match those river bottom steers. He tells that river boats used to stop at the Lowrey store and dispatch mail to be taken to other settlements in the country.

As with many of those of the older generations he tells about the roads they had. Any road work or improvement was done by hand, as road machinery had not yet come into use. When going to Webber Falls to trade they usually took produce to sell or trade. He recalls that the roads were so rough that they had to hold the eggs in their laps. Even to-day some of the roads in the country retain a close relation to those of long ago. Webber Falls used to be the main market center of that wide area. He remembers when they would leave home with a load of cotton for the gin there, leaving before daylight and getting home after dark. He says those trips left much to be desired. Nearly always there would be more than one wagon on those journeys, because there were hills, mudholes, and other natural barriers that would require the use of two teams to pull over or thru. Corn was another crop that produced unbelievable returns. He tells that some years they did not have space enough to store the corn, and would pile it out on the ground. In that case they could not make anything by hauling corn to the market as the price was prohibitive. Instead the corn was used for hog and stock feed. Even then hogs only brought three or four cents a pound.

Among the many things Ted has seen include house boats on the river long ago. People made these their only homes and sufficed their needs by stopping at