

HM-01-10-004

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NOV 16 2009

PLANNING DEPARTMENT



NOMINATION FORM  
HALF MILE OF HISTORY

**Section A: Nomination Information**

Name of Nominated person, place or event: Col. "O.C." Osborne Cosby Palmer

The nominee is being honored for outstanding contributions in the area(s) of (please check all that apply):

<input type="checkbox"/> Agriculture	<input type="checkbox"/> Entertainment/Media	<input type="checkbox"/> Philanthropy
<input type="checkbox"/> Architecture	<input type="checkbox"/> Government/Military	<input type="checkbox"/> Religion
<input type="checkbox"/> Arts and Culture	<input type="checkbox"/> Industry	<input type="checkbox"/> Science
<input checked="" type="checkbox"/> Aviation	<input type="checkbox"/> Invention/Innovation	<input type="checkbox"/> Sports
<input type="checkbox"/> Business/Corporate Leadership	<input type="checkbox"/> Law	<input type="checkbox"/> Transportation
<input type="checkbox"/> Community Service	<input type="checkbox"/> Medicine	<input type="checkbox"/> Other
<input type="checkbox"/> Education	<input type="checkbox"/> Oil/Gas	

**Section B: Nominator's Information**

Name of person making nomination: Betty L. Waters

Address: 1403 Bowie Dr

City: Tyler State: Tx Zip: 75701

Daytime telephone: 903-596-6286 Email: \_\_\_\_\_

Relationship to nominated individual:

My father was O.C. Palmer's nephew

Nominated Individual's year of death: 1949

**Section C: Narrative**

The narrative section of the application is the most important. It is the primary source of information judges use to make their selection of new inductees. Two (2) typed pages of 12-point type is the maximum acceptable length of the narrative. Any additional material will be referred to only for verification of accuracy of the nomination. No submitted materials will be returned.

The narrative section must contain an explanation of the nominee's enduring contribution that make this person/place/event worthy of the honor. Please describe the impact the nominee has had on the community, county, region, nation and/or world. For Individuals, please include any honors earned by the nominee as well as a list of organizations in which the nominee has been involved. Also, please indicate their educational background as well as the length of time the individual has lived in Smith County. Inclusion of photos is preferred but optional. Do not send original photos. All submitted materials will become property of the City of Tyler and its Historical Preservation Board.

Please submit nominations to:  
City of Tyler Historical Preservation Board  
Attention: Half Mile of History  
P.O. Box 2039  
Tyler, Texas 75710



Lt. Col. Osborne Cosby Palmer, a pilot known as "O.C.," came to Tyler on a barn-storming tour in the 1920's and stayed.

During World War II, Palmer trained hundreds of fliers for military service.

Palmer has been called "the Lindbergh of East Texas" and the father of aviation in Tyler.

Palmer pioneered and promoted aviation in Tyler. According to news reports, aviation started in Tyler the day Palmer took off from a strip of pasture along an area now dotted with homes on South Broadway.

Palmer was Tyler's first licensed pilot and owned the first airplane in the city — an open cockpit, two-wing Alexander Eaglerock biplane. Since Tyler had no airport then, he parked his plane under trees in the vicinity of Fourth Street between South Broadway and Donnybrook Avenue.

Many people would go to see him land.

Palmer worked successfully for establishment of Tyler Municipal Airport and for construction of the first administration building. Initially, the airport consisted of a single hangar and dirt runways.

In its first year, the Tyler airport managed by Palmer was said to have been the only airport in the country that showed a profit.

Palmer flew the first plane into the newly constructed municipal airport on Feb. 20, 1930. He took passengers on sightseeing flights over Bellwood Lake and taught many to fly, especially encouraging young people, several of whom made aviation their career. He later taught civil aeronautics at Tyler Junior College.

Palmer designed and built the state's first radio traffic control system at the Tyler airport in 1936. It was copied by several airfields in Texas and attracted fliers from across the country eager to view the system. Palmer established a weather bureau at the airport, financing it in part with his own salary until the government took it over.

He fought for recognition of Tyler as an air center. He managed the airport for at least 20 years.

Palmer approved plans for construction of a new \$200,000 airport terminal in about 1948.

An article about the ground-breaking in the Dallas Morning News described Palmer as "a man of vision" for whom the terminal was "a personal triumph." Convincing the city that flying was more than a passing fad had been "a long hard fight with a short stick," the article quoted Palmer. He convinced city leaders that money spent on aviation was not an extravagance but an investment, the article stated.

Palmer was instrumental in expansion of the airport from 300 to 800 acres.

Palmer died Dec. 25, 1949 at the age of 54 of a heart ailment. He had lived in Tyler since 1923.

His funeral reflected his stature in aviation. Five national airlines including Delta, American and Continental sent huge floral arrangements. It was a military funeral with military planes flying overhead in the signing lead plane formation and dropped rose petals. Palmer was buried in Rosehill Cemetery.

By the time of Palmer's death, the airport had gone from dirt runways to a facility valued at \$2 million with three runways, each 5,100 feet long and 150 feet wide.

For many years, a plaque recognizing his aviation contributions was displayed on the airport terminal. But with passage of time and construction of new terminal buildings through the years, the plaque disappeared.

At one time, consideration was given to naming the terminal for Palmer, since Tyler Municipal Airport itself had been renamed for the first Smith County airman killed in active service in World War II, First Lt. Jack W. Pounds.

Palmer is hereby nominated to be honored on the Half Mile of History.

It is further hereby recommended that Tyler Historical Preservation Board take steps to rectify disappearance of the plaque in Palmer's honor at the airport.

It would be appropriate and fitting to have something ... a plaque, a statute, something ... at the modern new airport terminal honoring Tyler's aviation pioneer.



His contributions to East Texas aviation are mentioned in rare Tyler Public Library books, records of the airport and Smith County Historical Society, and in old newspapers.



$$\begin{array}{r} 1949 \\ 54 \\ \hline 1895 \end{array}$$



# Airport Has Come A Long Way In 60 Years

## Pounds Field's Beginnings Humble As A Pasture

By JOHN FUQUAY  
Staff Writer

Probably only a few people who attend Sunday's re-dedication of Tyler Pounds Field Airport will recall that it was a pasture 60 years ago.

Before 1929, Tyler's "airport" was a grassy hilltop south of town. The location has since become the center of Tyler — Bergfeld Shopping Center.

Tyler City Clerk Ann Lanier and Airport Manager Roy Green recently uncovered information about the airport's early development through old city council minutes.

According to city records, O.C. Palmer was one of the pilots who used the "Bergfeld" airstrip and is credited with securing the property now known as Tyler Pounds Field Airport. It was Feb. 20, 1929, when Palmer reported to the council he had found a location. By April, records show the deed and

contract were signed.  
□ Tyler Airport's Economic Impact  
□ Activities Set For Re-Dedication  
— Page 1, Sec. 4

In June 1929, the council approved the sale of airport bonds to Citizens National Bank -- today's First City National Bank. According to council minutes, the bonds sold for \$25,000 to cover \$8,026 for the real estate with the remainder for a runway, terminal building and hangar.

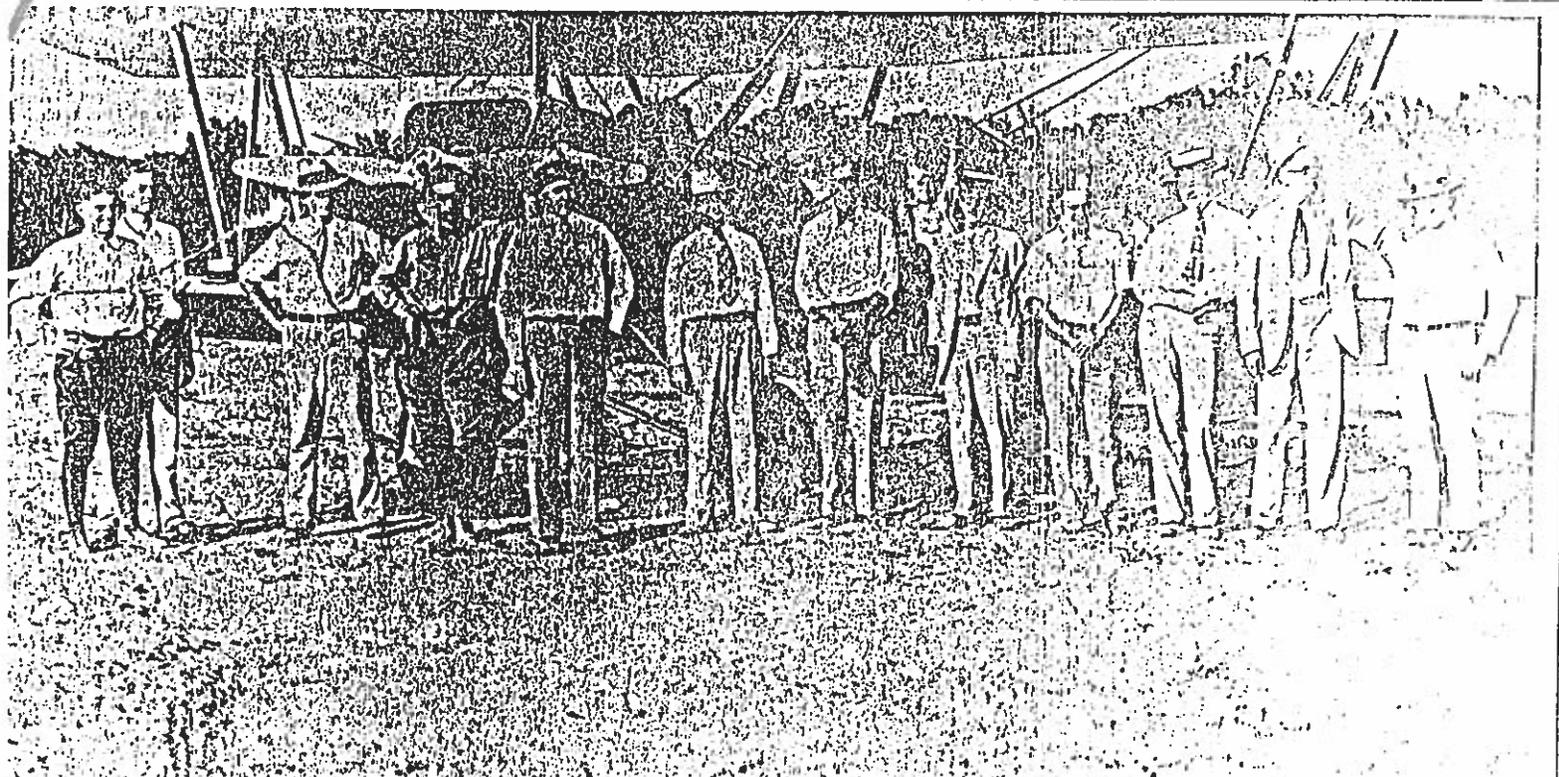
Eventually, the council realized the need to hire an airport manager, and Palmer, the obvious choice, was named airport superintendent Aug. 28, 1929. He told the council in November 1929 the site was ready to be leveled

AIRPORT Page 6, Sec. 1

Feb. 20, 1929 — O.C. Palmer reports to Tyler City Council that he has found an airport site west of Tyler.
June 1929 — City Council gives deed for property to Citizens National Bank to cover \$8,026 of real estate.
Aug. 20, 1929 — Palmer named airport superintendent.
November 1929 — Palmer tells council the site for airport town is ready to be leveled and a hangar foundation laid.
Feb. 20, 1930 — First airport sale. Palmer reports to Council Alexander Eaglehawk, bank of Tyler airport.
1933 — Council approves name of airport, the deed for Second gravel runway built.
May 1940 — City build aviation mechanics school at junction with Army Air Corps.
May 21, 1941 — City voters approve \$200,000 bond issue.
Jan. 8, 1943 — Airport renamed Pounds Field after Jack Pounds, the first Tyler pilot to die in World War II.
1952 — Federal government builds runways and taxiway site of airport to east of Dixie Drive.
1949 — Pounds Field terminal building built. First Texas Air, first regional airline, begins service between Tyler and Dallas.
1968 — Airport on ramp-up, complete reconstruction and expansion of terminal building.

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## Historic Day For Tyler

This Alexander Eaglerock open cockpit bi-plane, owned by O.C. Palmer, was the first plane to land at Tyler's new airport on Feb. 20, 1930. Seen in this photo taken that day at the airport site is Clarence Stewart, A. A. Arnold, J. P. Ferrill, Paul Durst and Ed Smyrl, all of the city engineering department; Lee Powell, street superintendent; Airport Manager O.C. Palmer and his son; Tom H. Delay, city commissioner; Alex Ope, city attorney; S.H. Howard and D.M. Lyle, city commissioners; and Russell

Rhodes, manager of the Tyler Chamber of Commerce. Rhodes and Palmer were leaders who helped get the airport approved and operating. Those pictured here are deceased except for Arnold and Stewart. Another living Tylerite, Norman P. Pounds, was an early pilot who flew with Palmer from the Bergfeld property between South Broadway and Donnybrook Avenue. This smooth hilltop was the "airport" before the new field opened west of Tyler. (Courtesy Photo)

## AIRPORT

Continued From Page 1

a hangar constructed. At the construction, the council had a mule team and driver for \$5 a day, and authorized hangar construction for \$11,495. Later, a monthly hangar fee of \$16 was established. A. A. Arnold of the Tyler Planning and Zoning staff recalled when the first airplane landed in early 1930 it was Palmer's open cockpit biplane under Eaglerock. It landed on the north-south driveway near Dixie Drive," Arnold said. "He (Palmer) just moved it to where he was keeping it under the trees where Fourth Street is. It was just a gravel runway."

World War II. By then the airport had a beacon, runway lights and a name. "It was originally called Rhodes Field," Arnold recalled. "He (Rhodes) was the manager of the chamber of commerce." City council members approved the airport's new name in 1934 to show their appreciation for Rhodes' role in getting a transcontinental air mail route to come through Tyler. The same year, a second gravel runway was constructed as passenger and air freight service was increasing. In May 1940, council minutes indicate the city established an aviation mechanics school in conjunction with the Army Air Corps. The

and the city would have to provide north-south and east-west runways, each a mile long. Council minutes show a \$260,000 bond election passed May 21, 1941, by a 459-186 margin. The bonds were sold with a 2.25 percent annual interest rate, records show. One month before the bombing of Pearl Harbor, a resolution was passed that is still binding. During a period of national emergency, the resolution states, the military will immediately become operator of the airport. This provision is still written into airport contracts. On Jan. 8, 1943, the airport underwent another name change. Lt. Jack Pounds was the first Tylerite to die while serving his country in World War II. The new name was

Tyler Pounds Field. Arnold said that when the military took control of the airport in 1942, the government built several barracks and shifted the actual site of the airport just east of Dixie Drive. The new area encompassed 802 acres and remains the current site. "Our first paved taxiway came in 1942," Arnold said. "The Army built runways as needed, but the city continued to build and built the terminal building in the late 1940s." According to records, the terminal building was completed in 1949. The first regional airline, East Texas Air, was shown to have begun the same year with regular flights serving Tyler, Longview and Austin. A second airline called Trans

Texas entered in 1951, and records show it soon became the only operator. Trans Texas, now known as Texas International, remained the only operator until 1975. By then, numerous technological improvements and expansions had occurred at Pounds Field, including new runways, taxiways and high intensity lighting. Today, the airport is served by American Eagle, Atlantic Southeast Airlines and Comquest Airlines. The most noticeable addition at the airport since 1975 is the complete remodeling and expansion of the terminal building, which will be officially dedicated at 2 p.m. Sunday.

Arnold said the airport continued to grow and operate during the war, not experiencing any major changes.



# O. C. Palmer Considered Father Of Aviation In Tyler

Continued from Page 1, Sec. V)  
Tyler airport soon after it was  
opened and used part of his own  
money to operate it until the gov-  
ernment finally agreed to give  
financial aid.

The airport was closed to  
military operation during World  
War II, and Palmer went to war,  
rising the rank of Major in the  
Air Force. After the war, the  
airport was turned back to the  
city of Tyler.

When Palmer left the service  
he received a flattering offer  
from a large air line, but turned  
down for the smaller salary  
offering for him in Tyler.

"There is an unfinished job to  
be done back home," he ex-  
plained.

Under his guidance, the air-  
port's facilities gradually ex-  
panded. And in 1949, the new ter-  
minal building at the airport  
was started at a cost of approxi-  
mately \$200,000.

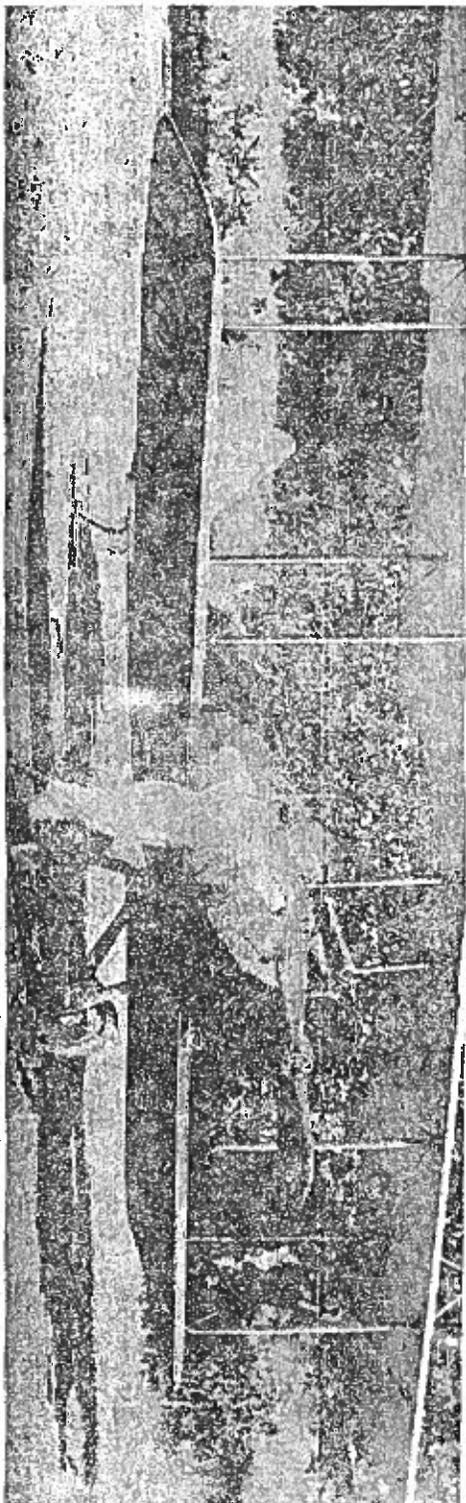
A number of improvements  
have been made at the airport

since then, and more are being  
planned.

The future of aviation in Tyler  
looks big, and a large part of

the credit must go to the avia-  
tion pioneer whose vision many

years ago can be credited with  
much of the progress made.



**SOUTH BROADWAY AIR CENTER**—The late O. C. Palmer stands beside his plane which was the only Tyler-owned airplane during the period around 1928 when Palmer operated his Tyler "Air Center" in the South Broadway area which is

now the Bergfeld Shopping Center. Long-time residents recall that Palmer kept the plane tied to a tree when it was not in use.

**Congratulations F.A.A. on Your 5th Anniversary at Pounds Field!**

## TEXAS AVIATION SERVICE, INC.

AIRCRAFT SALES, CHARTER MAINTENANCE and MODIFICATION. FAA APPROVED

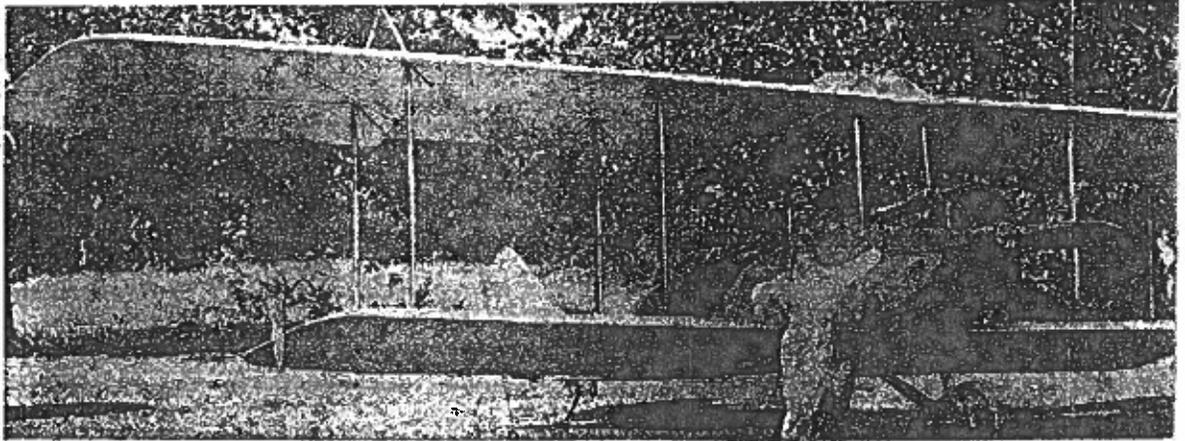
**Completely Serving Your Aviation Needs...**

**FLIGHT TRAINING:—**

- PRIVATE PILOT
- COMMERCIAL PILOT
- MULTI ENGINE RATING







**PIONEER AIRMAN**—The late O. C. Palmer stands beside his plane which was the only Tyler-owned airplane during the period around 1928 when Palmer operated his Tyler "Air Center" in the South Broadway area which is now the Bergfeld Shopping Center. Long-time residents recall the plane tied to a tree when it was not in use.

# O. C. Palmer Pioneered Tyler Aviation Progress

Aviation progress in Tyler can be traced back to the late O. C. Palmer who individually for a number of years carried the full load of the city's aviation program.

Palmer truly can be called the father of aviation in Tyler.

The first recorded notice available of Palmer's aviation activities is a clipping from a 1928 Tyler newspaper. The story announced that Palmer had purchased a 180-horsepower Hissco motored airplane, which was the first Tyler-owned ship at that time.

Purpose of the purchase, Palmer announced, was to promote aviation in Tyler.

The promotion of aviation in Tyler continued to be Palmer's major goal for the rest of his life — although the project was interrupted for a while during World War II while the aviation pioneer served in the Air Force, attaining the rank of Major before returning to Tyler.

After purchasing the plane in 1928, Palmer announced plans to organize an Air Cadet Corps.

An area on South Broadway, in the vicinity of what is now Bergfeld Shopping Center, became Tyler's Air Center from which Palmer operated.

He sponsored parachute jumps and air circuses in the interest of aviation in the East Texas city.

When interest was created to



**O. C. PALMER**

... As Tyler Aviation Pioneer

the point that a bond issue was proposed to raise \$25,000 with which to provide a municipal airport for Tyler, Palmer staged a big air circus.

Featured in the show was Capt. George Babcock of Minneapolis, a noted aviator and stunt flyer of that day. A newspaper report said some 10,000 persons turned out for the show.

It apparently helped to bring about an acceptance of aviation and the bond issue for the airport carried by a 3-1 margin, according to a February 15, 1929, report.

The city took action to purchase 107 acres of land five and a half miles west of Tyler on the Dixie Highway. That, of course, was the start of the

the airport was turned back to the City of Tyler.

When Palmer left the service he received a flattering offer from a large air line, but turned it down for the smaller salary waiting for him in Tyler.

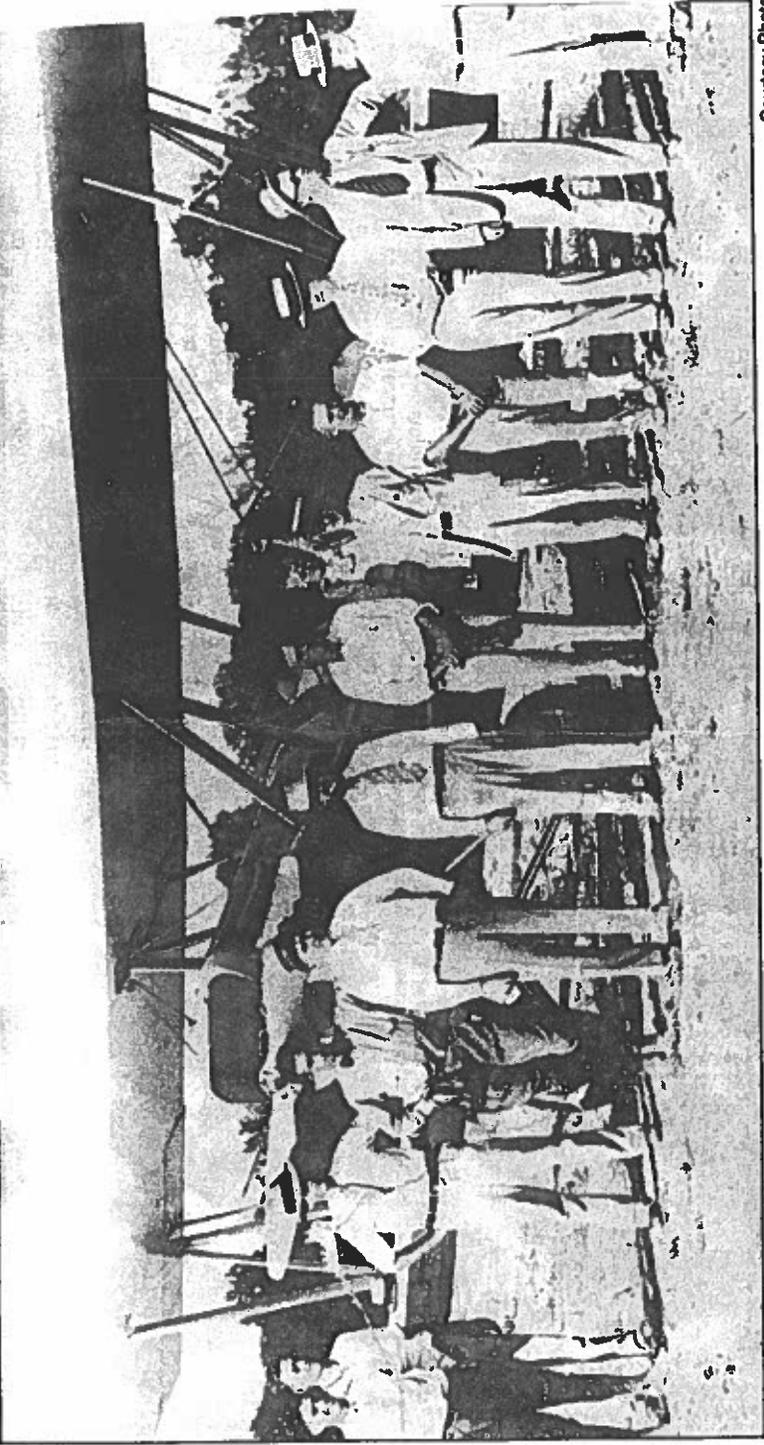
"There is an unfinished job to be done back home," he explained.

Under his guidance, the airport's facilities gradually expanded. And in 1949, the new terminal building at the airport was started at a cost of approximately \$200,000.

**PLATIONS**

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— Courtesy Photo

**O.C. PALMER LANDED FIRST PLANE AT TYLER AIRPORT IN 1930**  
Palmer, Center, Named Airport Manager, Was Greeted By Civic Leaders



Vision Of Early Day Flyer Paid Off

July 16, 1950

# Colonel O. C. Palmer Pioneered Tyler A

By JOHN N. PATTON

Courier-Times-Telegraph Staff Writer

In 1928—just a year after Charles Lindbergh had shocked the world by racing to Paris in 3½ hours—aviation history was being made in Tyler by a slimly built, sincere appearing young veteran of World War I.

The young man stepped into the cockpit of a World War I training plane—a Stanford J-1—and took off on a strip of pasture and from what is now South Broadway homes.

That man was the late O. C. Palmer, who died just a few months ago.

If one were writing a complete detailed history of aviation in Tyler he would merely record the biography of Palmer, who referred to himself in the first aviation days of Tyler as the "flying used car salesman."

Palmer was a veteran of both World Wars, having the rank of colonel at the time of his death in the Air Force reserves. He was known by everyone who worked with him or knew him in his services as a "man of vision".

Palmer's dream was the present airfield west of Tyler known as Pounds Field. His dream was the new municipal building now under construction and near completion. All of his life Palmer sought for recognition for Tyler in the field of aviation. Palmer thought so much of Tyler and of aviation in his home city that he turned down a tempting offer from a major airline service after his discharge from the service in 1948.

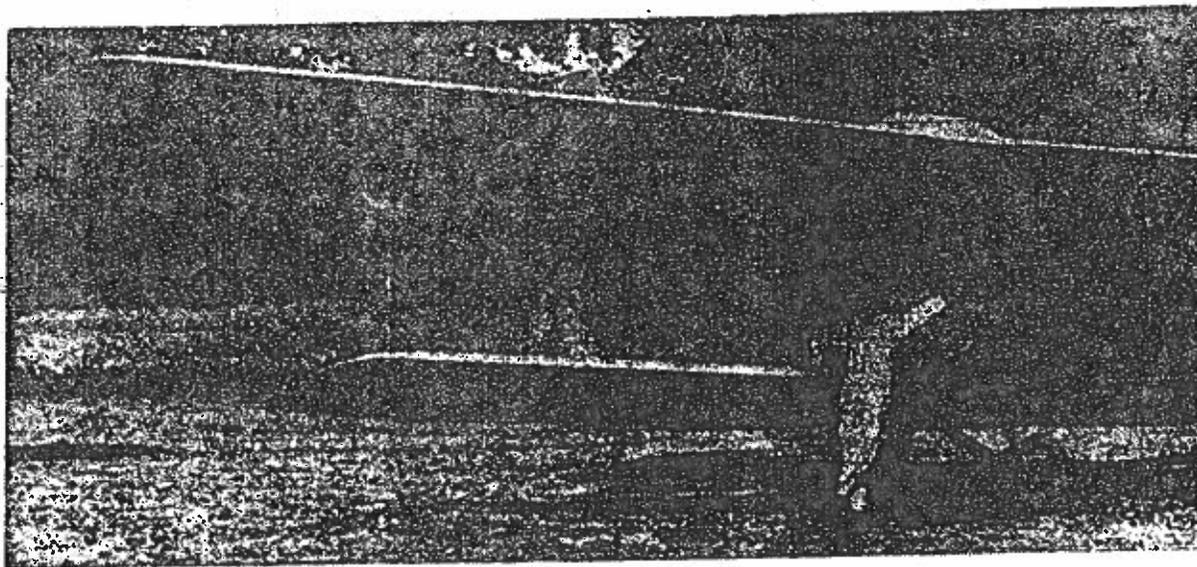
Palmer wanted a new municipal building for Pounds Field so Tyler could keep pace with the expanding aviation in the Southwest. And in typical Palmer fashion, he got it.

One city manager said he used to find Palmer in his office all the time wanting something for Pounds Field.

Palmer flew the first plane. He advertised his plane and his ideas out of his own money. He took 1929 "adventurers" on daring "sight seeing" trips over Bellevue Lake. He organized groups of Tyler students wanting to learn to fly, and taught them how.

With Palmer encouraging Tyler's youth in aviation and the need for airmail service growing, the need of an airfield was present. Palmer went to work on the idea and on June 28 and 29 in 1930 10,000 East Texans turned out to help celebrate the opening of Tyler's new air field. A squadron of bi-winged U. S. Army planes turned out to help in the celebration.

On April 4, 1930 an article ap-



**TYLER'S FIRST FLYING MACHINE**—O. C. Palmer, Tyler's nationally known aviation pioneer, is pictured with the first airplane many Tylerites ever witnessed. Palmer flew his machine over the city for months and advertised himself as the

"Flying used car salesman." Palmer died in 1948. He was a veteran of both wars and died at Pounds Field at the time of his death.

peared in the Tyler Morning Telegraph that reveals what an undertaking even a flight to Dallas was in those days. The headlines read, "First Flight On Airline Is Made To Dallas . . . Five passengers go from Tyler on Initial hop; Arrive safely at Dallas Airport." Delta Airlines began the service and is still serving Tyler.

Palmer was the most likely choice for an air port manager at the new field. He was given the job the day the field opened and he held it until his death. Since that time the city has not found a man to take Palmer's place.

Another page in the history of aviation for the city was written in 1935. The Department of Commerce at that time approved the city for air mail service. Palmer had predicted the service would come to the city more than 10 years before in 1925 when the city had no plane or air field. That was in February of 1935.

Palmer took his place among the state's aviationists in history when he designed and built the state's first radio traffic control system. Fliers from all over the country came to Tyler to see the radio system that aided in making flying more safe. His design was copied by several airfields in Texas. He completed the radio traffic control system in 1935 and by 1938 it was in full operation.

The new municipal building at Pounds Field will again take the leadership in the state in the field of traffic control. The Civil Aeronautics Administration will run the control tower on the new building. Officials of the CAA have called the tower "the best in the state." Palmer approved the design before his death.

In 1939 aviation had advanced steadily until it had become a subject in all of the nation's colleges both in theory and in practice. In typical Palmer fashion, Tyler Junior College had a class that had both. The class was taught by Palmer.

In 1937 the second airline was added when Mid-Continent planes started landing at Pounds Field. Now on the eve of the opening of the new air port building still another line is being sought for Tyler to serve all of Texas. Officials of the Chamber of Commerce and the city believe that the new line will be added by the first of 1951.

Aviation history started in Tyler the morning the slim, serious man took off from the red clay of what is now South Broadway. It advanced in Tyler mainly through the efforts of the "man of vision". And now, after his death, still another building will be dedicated at Tyler's airfield. The man of vision saw that building when others saw only the vacant ground it now stands on.

The Progress  
Tyler Is A Pic  
of Success  
We Are Proud  
Be A Part Of  
SUCCESS

LASAT  
FOOD STORE

QUEEN STREET RADTEST CITY





# For O. C. Palmer, Aviation Leader

lease are northwest the No. 2 from the west lease cogdoches The No. 2 oker and ns are to -Clarks- complete

Tyler paid final tribute to its aviation pioneer Tuesday as final rites were read at the Burks-Walker-Tippit chapel for Col. O. C. Palmer, manager of Pounds Field since it was founded more than 20 years ago.

Col. Palmer, an active member of the U. S. Air Force reserve, was given a full military funeral by military personnel of Barksdale Air Force Base of Shreveport. Dr. Ewart Wyle, pastor of the First Christian Church, acted as military chaplain. Burial was at Rose Hill Cemetery.

Top city officials and citizens of the town turned out to pay tribute to the Pounds Field head. Conducting civilian services at the funeral home chapel was Austin Siburt of the West Erwin Church of Christ and Dr. James Ulmer, a former pastor of the First Christian Church. Col. Palmer was a member of the Church of Christ.

He died Christmas Day at the Mother Frances hospital. He had been ill from a heart ailment for four months. He was 54.

Col. Palmer had been noted in the aviation world in East Texas, Texas and the United States. He built the first radio control tower in Texas, founded the first weather bureau in East Texas. He owned the first plane in the Smith county area and was responsible for the founding of Tyler Municipal air field, now Pounds Field. He also brought the first air mail service to Tyler.

He was born at Scurry but came to Tyler in 1923 after serving as a pilot in the first World War. He was a veteran of both World Wars.

He is survived by his wife; one son, O. C. Palmer Jr., of Miami, Florida; two daughters, Mrs. Bill Brady of Fort Worth and Mrs. Milton Morris of Wichita Falls; his mother, Mrs. J. W. Palmer of Poteau, Okla.; three sisters, Mrs. Joe Hawthorne of Williams, Okla.; Mrs. Roger Clark of Dallas; Mrs. Dora Morris of Stillwater, Okla.; and six grandsons.

Pallbearers were D. G. Russell, M. L. Sheppard, H. G. Cotton, Arthur Exum, Clayton Vedenbury, W. R. Rambin, Leo Bradshaw, and Mack Laird.

## Coast Guard Drops Search For Hunters

GALVESTON, Dec. 27 (U.P.)—Coast guardsmen Tuesday refused to share a father's faith that three hunters somehow escaped drowning in an ill-fated expedition to Pelican Spit in Galveston Bay.

The duck hunters, missing and



COPY, 1949, KING FEATURES SYNDICATE, INC., N. Y.

## Interest Paid Theory Leaves Einstein Calm

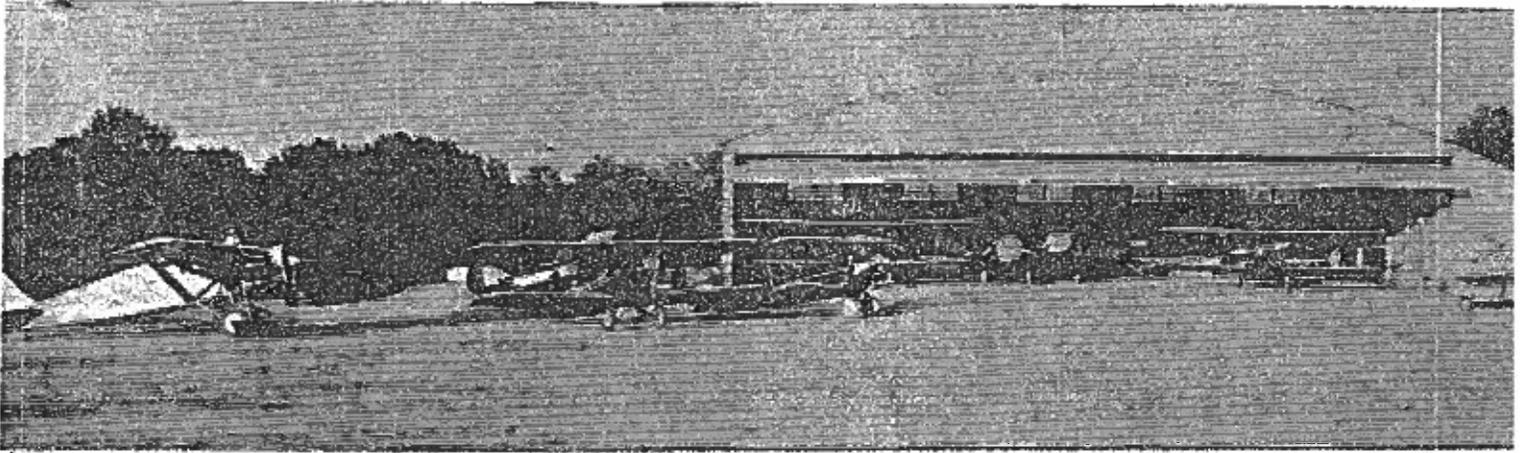
PRINCETON, N. J., Dec. 27 (U.P.)—The unlisted telephone in the most famous home of Albert Einstein rang constantly Tuesday.

Callers were persons throughout the country wanting to talk to the famous mathematician about the new Einstein theory. It was disclosed Monday that Einstein has evolved an extension of his theory of relativity—a new theory that he believes will give scientists a single formula to understand two of nature's fundamental forces, gravitation and electromagnetism. But Einstein answered not a word of the telephone calls. He never talks on the telephone except "old cronies" from the world of higher mathematics.

Even though his number is unlisted in the phone book, and has been changed from time to time, it still leaks out.

Einstein has a faithful woman secretary who carries the brunt of the incoming telephone calls. She said that Einstein did not





**EARLY MUNICIPAL AIRPORT**—Shown is the main terminal of the Tyler Municipal Airport during the early years of the airport which was constructed in 1929-30 with funds from a \$25,000 bond issue approved by a 3-1 vote early in 1929.

# O. C. Palmer Father Of Aviation In Tyler

Tyler Courier-Examiner

SECTION 5 SUNDAY MORNING



Tyler's aviation progress can be traced back to one man—the late O. C. Palmer — who was the leading, and many times the only, proponent of aviation in the city for a number of years.

O. C. Palmer can truly be called the father of aviation in Tyler.

Although his interest in aviation must have started many years earlier, the first recorded notice available from a search is a clipping from a Tyler newspaper of June, 1928.

According to a February 15, 1929, report.

The city took action to purchase 107 acres of land five and a half miles west of Tyler on the Dixie Highway. That, of course, was the start of the present Pounds Field Airport.

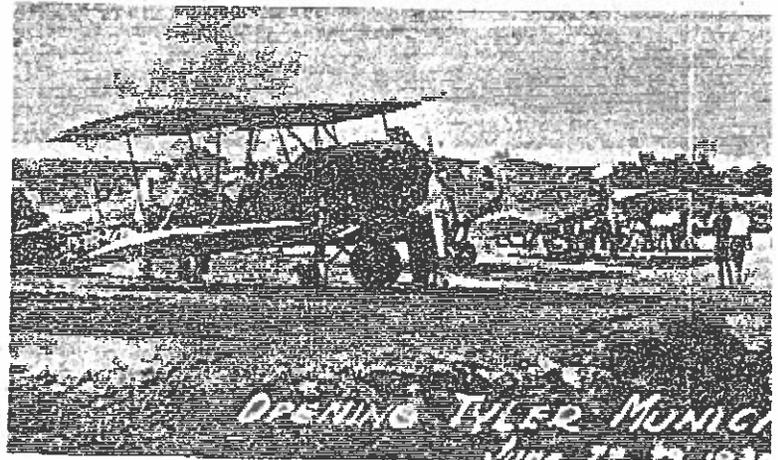
Opening of the Municipal Airport was held on June 28-29, 1930, and the first flight on a new air line was made in April of that year. The initial flight was a Delta plane on which five passengers from Tyler flew to Dallas. The success of the flight and safe arrival of the passengers in Dallas was headline news in Tyler newspapers.

Palmer, of course, who was manager of the used car department of Walsh-Hendrix Motor Co., became manager of the Tyler airport upon its completion.

Under Palmer's managership, the Tyler airport set records in its first year, and was the only airport in the country that paid all its operating costs for the year and showed a profit.

In February of 1935, a Department of Commerce representative approved the Tyler municipal airport for airmail service, an act which started to bear out a prediction made by Palmer 10 years earlier.

Palmer, after failing to gain government assistance, established a weather bureau at the (See PALMER, Page 8, Sec. V)



**TYLER AIRPORT OPENING**—This photo was made at the official opening of Tyler's Municipal Airport on June 28-29, 1930. The airport was financed by a \$25,000 bond issue approved in February, 1929, by a 3-1 vote of Tyler citizens. O. C.

Palmer, who was backed by the city, was the first to indicate severe opposition to the opening.



**O. C. PALMER**  
... As WW II Major

The story announced that Palmer had purchased a 180-horsepower Hisso Motored Airplane, which was the first Tyler-owned ship known of at that time. Purpose of the purchase, Palmer announced, was to promote aviation in Tyler.

The promotion of aviation in Tyler continued to be Palmer's major goal for the rest of his life.

## FAA Investment In Tyler Close To \$1 Million

Federal Aviation Agency facility at Pounds Field provides services and equipment equal

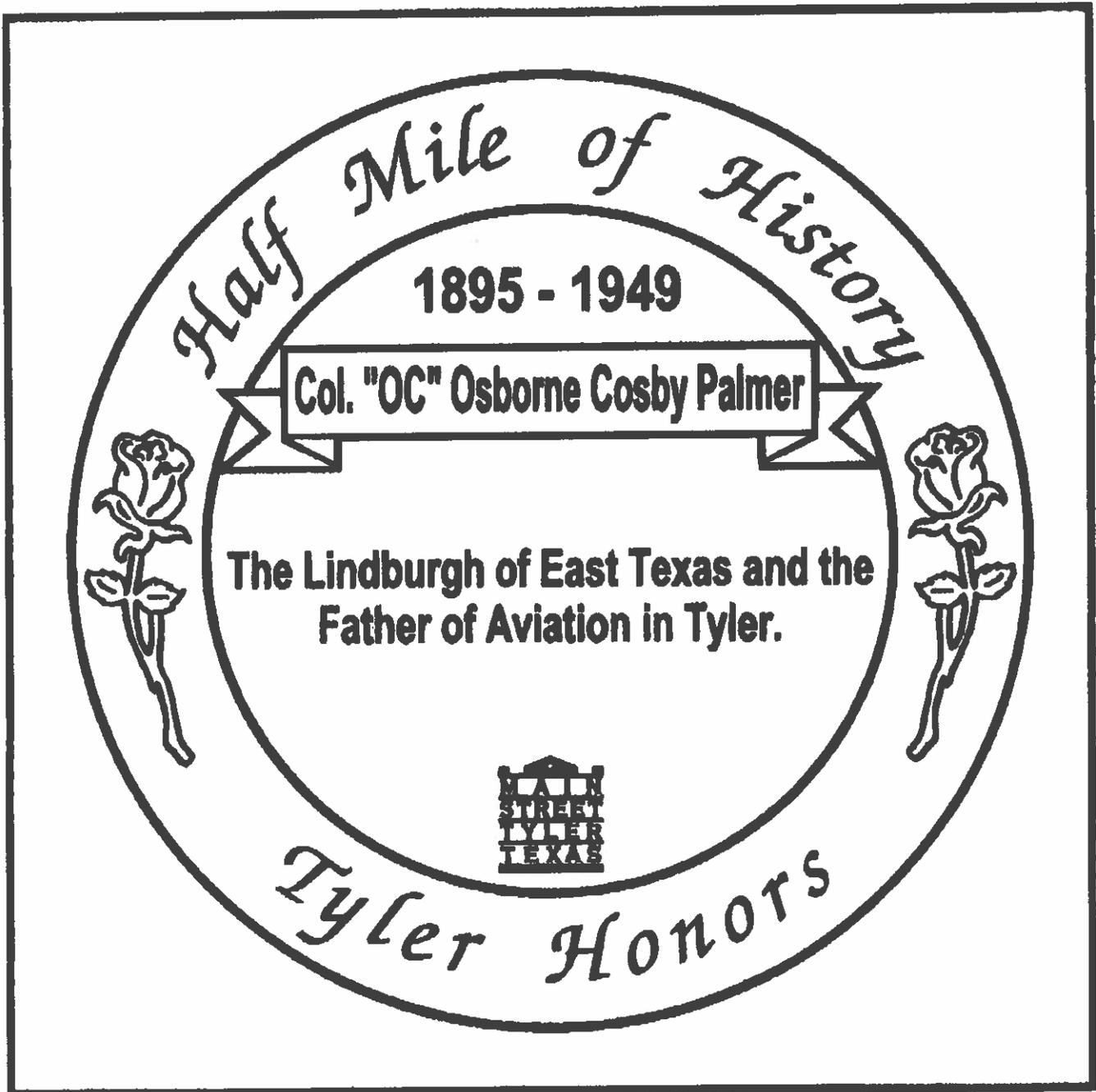
to that at any major airport in the United States. Value of the FAA investment at Pounds Field is near one million dollars.

The facility at Tyler was originally established in 1946 as a Communications Station by the non-existent CAA.

After completion of the terminal building in 1952 and a thorough period of training for the FAA complement, airport traffic control service was added.







Approved 4/8/10  
Heather Nick



4/1/2010

Fort Worth Monument Company  
5811 Jacksboro Hwy  
Fort Worth, TX 76114  
Main Number: (817) 625-2721  
Fax Number: (817) 624-8428

James,

Please remit proofs to 903-531-1170.  
We are expecting to have our ceremony on April 29<sup>th</sup>.  
Please let me know when these will be ready for shipment.

Note: NEW Shipping instructions.  
Please call the day before delivery.  
Deliver to Street Department, 3305 Frankston Highway, Tyler, Texas  
Phone: (903) 531-1393 or (My direct line) 903-531-1174  
**Deliver between 8 a.m. – 5 p.m.**

**COL. "OC" OSBORNE COSBY PALMER**

1895 – 1949

The Lindburgh of East Texas and the Father of Aviation in Tyler.

Thanks,  
Heather  
Senior Planner  
903-531-1174



CAMP FORD (1862 - 1865) SERVED AS A CONFEDERATE TRAINING CAMP AND  $\frac{1}{2}$  DETENTION POINT FOR CAPTURED UNION PERSONNEL. done

LADY WILLIE LEE CAMPBELL GLASS - "GRANDE DAME" - EARNED TEXAS COLLEGE HER MASTERS DEGREE  $\frac{1}{2}$  WAS FIRST LADY

WELL EDUCATED

BORN INTO SEGREGATION, EARNED HER MASTERS DEGREE, AND ~~CROSSED~~ ROSE ABOVE BARRIERS TO HELP AFRICAN AMERICANS.

COL. "OC" OSBORNE COSBY PALMER (1895-1949)  
THE LINDBERGH OF EAST TEXAS AND THE FATHER  
OF AVIATION IN TYLER.

3/19/10

OK  
per Betty Waters



212-1-4-2-210-0-1 TEXAS DEPARTMENT OF HEALTH BUREAU OF VITAL STATISTICS 4450 28  
 STATE OF TEXAS CERTIFICATE OF DEATH STATE FILE NO. 60775

NOTE THE INFORMATION CALLED FOR ON THE REVERSE SIDE

1. PLACE OF DEATH a. COUNTY <b>Smith</b>		2. USUAL RESIDENCE (Where deceased lived. If institution: residence before institution) a. STATE <b>Texas</b> b. COUNTY <b>Smith</b>	
b. CITY (If outside corporate limits, write RURAL and give precinct no.) OR TOWN <b>Tyler</b>		c. CITY (If outside corporate limits, write RURAL and give precinct no.) OR TOWN <b>Tyler</b>	
d. FULL NAME OF HOSPITAL OR INSTITUTION <b>Mother Frances Hospital</b>		d. STREET ADDRESS (If rural, give location) <b>Rt. 2</b>	
3. NAME OF DECEASED (Type or Print) a. (First) <b>Mr. Osborne</b> b. (Middle) <b>C.</b> c. (Last) <b>Palmer</b>		4. DATE OF DEATH <b>December 25, 1949</b>	
5. SEX <b>Male</b>	6. COLOR OR RACE <b>White</b>	7. MARRIED, NEVER MARRIED, WIDOWED, DIVORCED (Specify) <b>Married</b>	8. DATE OF BIRTH <b>November 28, 1895</b>
9. AGE YEARS <b>54</b>	10. MONTHS <b>0</b>	11. DAYS <b>27</b>	12. BIRTHPLACE (State or foreign country) <b>Sourry, Texas</b>
10a. USUAL OCCUPATION (Give kind of work done during most of working life, even if retired) <b>Air Port Manager</b>	10b. KIND OF BUSINESS OR INDUSTRY <b>Aviation</b>	13. MOTHER'S MAIDEN NAME <b>Lucy Sanders</b> BIRTHPLACE <b>Texas</b>	
12. FATHER'S NAME <b>J. W. Palmer</b> BIRTHPLACE <b>Tennessee</b>		14. WAS DECEASED EVER IN U.S. ARMED FORCES? (Yes, no, or unknown) (If yes, give year or date of service) <b>Yes World War I &amp; II</b>	
15. SOCIAL SECURITY NO.		16. INFORMANT'S SIGNATURE <b>Bill Liddy</b>	
17. CAUSE OF DEATH (Enter only one cause per line for (a), (b), and (c))  *This does not mean the mode of dying, such as heart failure, asthma, etc. It means the disease, injury, or complication which caused death.		MEDICAL CERTIFICATION I. DISEASE OR CONDITION DIRECTLY LEADING TO DEATH (a) <b>Ruptured abdominal aortic aneurysm</b> ANTECEDENT CAUSES <b>Hypertension (malignant)</b> DUE TO (b) <b>11 yrs</b> DUE TO (c) II. OTHER SIGNIFICANT CONDITIONS <b>Conditions contributing to the death but not related to the illness or condition causing death.</b>	
18a. DATE OF OPERATION		18b. MAJOR FINDINGS OF OPERATION	
19. AUTOPSY? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		TEXAS DEPARTMENT OF HEALTH REC'D JAN 11 1950 BUREAU OF VITAL STATISTICS	
20a. ACCIDENT SUICIDE HOMICIDE (Specify)	20b. PLACE OF INJURY (e.g., in or about home, farm, factory, street, office bldg., etc.)	20c. (CITY, TOWN, OR PRECINCT NO.)	(COUNTY) (STATE)
20d. TIME OF INJURY (Month) (Day) (Year) (Hour) (Minute)	20e. INJURY OCCURRED WHILE AT WORK <input type="checkbox"/> NOT WHILE AT WORK <input type="checkbox"/>	20f. HOW DID INJURY OCCUR?	
21. I hereby certify that I attended the deceased from <b>Jan 25, 1949</b> to <b>Dec 25, 1949</b> , that I last saw the deceased alive on <b>Dec 25, 1949</b> , and that death occurred at <b>7 P. m.</b> , from the causes and on the date stated above.			
22a. SIGNATURE <b>Bern. Wilson M.D.</b> (Degree or title)		22b. ADDRESS <b>9015. Rodney Tyler, Texas</b>	22c. DATE SIGNED <b>12-25-49</b>
23a. BURIAL, CREMATION, REMOVAL (Specify)		23b. DATE <b>December 27, 1949</b>	23c. NAME OF CEMETERY OR CREMATORY <b>Rose Hill Cemetery</b>
23d. LOCATION (City, town, or county) (State) <b>Smith Co., Texas</b>		24. FUNERAL DIRECTOR'S SIGNATURE <b>Burks-Walker-Tippit - R. L. Tippit - 897.</b>	
25a. REGISTRAR'S FILE NO. <b>405</b>	25b. DATE REC'D BY LOCAL REGISTRAR <b>12-27-1949</b>	25c. REGISTRAR'S SIGNATURE <b>W. R. Ross M.D. Registrar</b>	

445

RESEARCH

MAR 18 2010

... and rules the move-  
the stars.  
... will be  
"universal law" and,  
of other scientists, will  
the highest scientific  
ent of all time.  
... explain every physical  
the universe, from the  
an atom to the enormous  
of outer space.  
... crown with success  
... of Einstein, who has  
last half of his 70 years,  
... the answer to this illu-  
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... or in short, to prove it,  
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... of relativity" in 1905,  
... suggested several actual  
... could be made to prove  
... and which actually  
... e them in 1921. But this  
... is apparently so ab-  
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... in its own book, "The  
... Of Relativity." Einstein  
... professor of mathematics  
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... r fundamental research.  
... times before, Einstein  
... ight he had the answer,  
... arded his ideas as faulty,  
... his friends think he has  
... discovered it, the mag-  
... nific American said in a  
... article.  
... said to have told close  
... that he regards it as his  
... achievement, the mag-

# Soviets Imply They Saved U.S. From Germ Deaths

Moscow, Dec. 27 (AP).—Testimony at the trial of Japanese war prisoners as carried by the Soviet press—today gave the impression that the United States and Britain were to be targets of a germ war attack.

Newspaper accounts of the trial quoted Japanese prisoners as saying the scheme had progressed to the point where American prisoners were sent to special bacteria plants to be experimented upon as human guinea pigs.

The trial of 12 Japanese army officers was reported proceeding at Khabarovsk, Siberia. By infecting their American prisoners with certain germs, the Japanese were quoted as saying, they sought to determine how Anglo-Saxons would react to various diseases and plagues.

# Occupants Unhurt In Car Accident

Both occupants escaped injuries from an auto accident which occurred near a standpipe on South Glenwood shortly after midnight. Driver of the car, Mrs. Fay Bland, 635 South Glenwood, a waitress at the DeLuxe Cafe, 425-A West Erwin. The other occupant was L. R. "Buddy" Bernet, 24, Route 2, Tyler, owner of the vehicle.

Miss Bland said that she was driving up the hill and became startled upon seeing a road sign straddling "slow." She stated she then applied the brakes, causing the car to skid about 150 feet and climb the hill.

And the large sales which stores report for home appliances, television sets, refrigerators, washers, radios, this month forecast another sharp rise in the total buying on time, when the final pre-Christmas sales figures are gathered and analyzed.

Two things contributed to the pre-Christmas rush of installment buying: first, the generally higher degree of confidence in the business future, and, second, the \$2.6 billion that economists expect to be getting in the next couple of months from insurance companies.

The present consumer credit of \$17 billion compares with \$14 billion at the time of the 1929 financial crash. Those dealing in consumer credit—which includes charge accounts in the stores, service at loan companies, as well as installment credit—say the total is not dangerous, because of the stim-ilar growth since 1929.

# Holland Tricolor Flutters Down As Indonesia Freed

Batavia, Java, Dec. 27 (AP).—Holland's Tricolor, symbol of three centuries of rule in the East Indies, fluttered down today over the palace of the high commissioner as a crowd of 20,000 cheered the hoisting of the revolution-ary red and white banner of a new nation—the United States of Indonesia.

The flag ceremony followed the signing of the protocol of transfer of authority within the palace almost simultaneously with the pro-claiming in Amsterdam of the new republic's sovereignty and independence by Queen Juliana.

The solemn but congratulatory speech by Queen Juliana was heard in a three-minute broadcast during the ceremonies here. The man of the hour was diagh-ing 37-year-old Sultan Homatiku Buwono, deputy premier of the new United States of Indonesia, who accepted the turnover of authority from Netherlands high

New York, Dec. 27 (AP).—Low income Americans are improving their diets, but they still eat less good food than their fellow citizens.

This report was made to the American Association for the Advancement of Science today by Dr. Hazel K. Stiebeling.

More than 2,000 scientific re-searches—the largest number on re-ports ever made at such a gathering—are to be made during the six-day meeting, now in its second day.

Approximately 10,000 scientists are attending, chief of the bureau of human nutrition and home economics of the Agriculture De-partment's research administra-tion, said families with incomes of \$7500 or more a year eat about two-thirds more milk and meat than 52,000-income families.

Those with the higher incomes, he said, eat more than twice as much fruit as those with low in-comes.

Nevertheless, she said, the low income Americans have been mak-ing significant gains in diet qual-ity. To do this they are spending two-and-a-half times more now on what they eat than at the be-ginning of the war.

A revolution is going on in food agriculture, said Dr. E. C. Stake-man, University of Minnesota, as-ident of the American Assoc-iation for the Advancement of Science.

# Col. O. C. Palmer Rites Conducted At Tyler

A final tribute to Col. O. C. Palmer, East Texas aviation pioneer, was given at 2 p. m. today in Burke-Walker-Tippitt chapel.

Colonel Palmer died at 2 p. m. Christmas Day at Mother Fran-cis Hospital. He died from a blood clot caused by a heart ailment. He had been seriously ill for the past four months. He was 54 at the time of his death.

A veteran of both world wars, Colonel Palmer was credited with numerous "firsts" in East Texas aviation. He was Tyler's first licensed pilot, he was the first man-ager of this city's first airport (a position he held at the time of his death) and used his own funds in establishing an East Texas weather bureau.

Colonel Palmer's weather fore-casting was known over East and Central Texas until 1938 when the government took over such fore-casting.

Colonel Palmer also contributed heavily in the despoiling of the first air control tower in Texas and was the first to establish a radio control tower in Tyler.

Colonel Palmer founded the old Tyler municipal airport which later became Pounds Field. He also was the first to teach aviation at Tyler Junior College, a chore he held for several years. It was mainly through his efforts that Tyler obtained air mail service.

series of Texas Citier." About 500 persons were killed

Forty holiday deaths were reported in Canada during the same period, including 23 traffic fatalities.

One Illinois girl choked to death on a piece of Christmas candy and

The long Christmas week ended at 12:01 a. m. today with Texas reporting more violent deaths than any other state.

United First survey which was started last Friday showed that at least 62 persons had died through other than natural causes.

Traffic mishaps, always the greatest claimer of lives, ac-counted for almost half of the fatalities. Forty-one persons were known to have died on the state's streets and highways.

Twelve persons burned to death, two perished in a plane crash and 30 died from miscellaneous causes which included drownings, suicides and murder.

The plane crash victims were Dr. George J. Grupe, San Angelo, and Dr. William L. McLaughlin, 34 Big Spring. Their plane crashed 20 miles north of Wichita Falls yesterday.

Lytle Doyle, 39, a Kerrville paving contractor, was killed instantly at 11:15 p. m. Monday when a truck overturned nine miles south of Kerrville.

Doyle's passenger in the truck, Sid Backer, was pinned 40 minutes under the wreckage, but was lifted out apparently not seriously injured.

A San Francisco resident died when he choked while eating his Christmas dinner. And a California woman was accidentally killed with a rifle she gave her son for Christmas.

Bad weather, including cold waves, sleet and snow, increased the death count by making high-ways hazardous and causing many

See DEATHS, Page 6

Final rites for Mrs. Rose Frapart, 67, of Galveston will be held at Bethel Cemetery here tomorrow morning at 10 o'clock. Services will be at the graveside. Rabbi Harvey Wessel will officiate.

Mrs. Frapart, mother of Herbert Frapart, manager of Kline's store in Tyler, died at her home in Besides her son, Herb Frapart, she is survived by her husband, Ralph Frapart; another son, Edward Frapart of Richmond; one brother, Hyman Block of Galves-ton; one sister, Miss Gertrude Block of Galveston; and two grand-children.

Funeral services will be at Herbert Frapart's home, 1111 E. 17th St., at 10 o'clock. Officiating at the military graveside will be at Rose Hill Cemetery.

Col. Palmer was also a member of St. John's Masonic Lodge, the American Legion, the Rotary Club, the Reserve Officer's Association and the Church of Christ.

He is survived by his wife; one son, O. C. Palmer Jr., of Miami, Florida; two daughters, Mrs. Bill Morris of Fort Worth and Mrs. M. L. Morris of Wichita Falls. His mother, Mrs. J. W. Palmer of Pampa, Okla.; three sisters, Mrs. Joe Hawthorn of Williams, Okla.; Mrs. Roger Clark of Dallas; Mrs. Dora Morris of Stillwater, Okla.; and six grandsons.

Palmer, formerly D. C. Russell, M. L. Sheppard, H. G. Cotton, Arthur E. Clayton, Leo Brad-bury, W. R. Ramboin, Vred-shaw, and Mack Laird.

Antonia L. Area of Brownsville died shortly after he was struck by a Victoria bus at Brownsville Monday night.

At Dallas, funeral services were to be held today for one of the state's two drowning victims, Dr. Alfred Debard, a chiropractor. Debard drown-ed in a lake near his Dallas home.

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Colonel Palmer was a member of the First Church of Christ, the date Air Force Base, Shreveport, officiated at military graveside services at Rose Hill Cemetery.

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# The Tyler Courier-Times

**DRIVE CAREFULLY!**  
 Holiday traffic remains heavy and hazardous. Be careful!

UP. INS. WIREPHOTOS

TYLER, TEXAS, TUESDAY EVENING, DECEMBER 27, 1949

72 YEARS OF PUBLIC SERVICE

18 PAGES

## Yuletide Holiday Death Toll Climbs To 611; Texas Has 83

### Number Of Dead Below Safety Group Estimate

Chicago, Dec. 27 (U.P.).—Christmas week end accidents killed 611 persons in a carnage which the National Safety Council said today should horrify the nation as much as the Texas City disaster of two years ago.

The council warned that the toll would be repeated during the New Year's week end unless "the people have sickened of making horrors out of their holidays."

Traffic accidents killed 420 persons, 63 died in fires, four were killed in plane crashes and 124 died in miscellaneous accidents a United Press survey showed.

The highway toll fell short of the safety council's prediction, the highest for Christmas in council history, that 435 persons would be killed on the highways. However, deaths from injuries suffered in highway accidents were expected to boost the actual toll above 435.

From 6 p.m. Friday until midnight last night, eight persons died every hour or better than one person every seven minutes. The dead included 78 children.

Ned H. Dearborn, safety council president, said that "once again the nation finds itself counting its dead — not after a battle against an enemy but after an American holiday dedicated to peace on earth and good will toward men."



**Best-Dressed ...**  
 Tall, brunette Mrs. William Poley, the former Barbara Cushing, Mortimer of Boston, Mass., heads the 1949 list of the world's ten best-dressed women as announced by the New York Dress Institute. Mrs. Poley the

### Tyler Child, 2, Dies After Inhaling Pecan

Pecan nuts procured for the Christmas holidays meant death for a 23-months-old child today, Gary Wayne Carter, who would have been 3 1/2 years old January 21, died shortly after the noon hour.

The child inhaled the nut Saturday morning when he started crying while eating. Parts of the pecan were lodged in his windpipe and in the lungs, necessitating surgery to open his windpipe. Two operations were made.

He was removed to Mother Frances Hospital Saturday night and had been placed in an oxygen tent.

Ironically, Carter, who is employed by Modern Floors, 611 Greenwood, took over the position of James Peilator, whose granddaughter died in Tyler in similar manner last Christmas.

**Set Record High**  
 Now Is The Day To Clean House, Worry About Bills

BY SAM DAWSON  
 New York, Dec. 27 (U.P.).—This is the day to clean the Christmas and start worrying about the bills. Both presents and bills are apparently at a record high this year.

Merchants report they sold more presents than ever before. Even with the lower prices most customers favored, the total dollar sales appear, in preliminary reports, to be higher than last year. But the Federal Reserve Board reports that more people put more things on the cuff this year than

**Low Income Group Improving Diets, But More Needed**

Improving Diets, But More Needed

**Surprise!**  
 The private plane of Dr. J. T. Giles, flying physician at Griffin, Ga., has atop the home of Turner Quillian, LoGrange, Ga. The plane developed engine trouble before reaching the LoGrange airport and the roof of Quillian's house looked like the best place to land. Quillian's wife and two children were

**Quillian's**  
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Quillian's wife and two children were