

Memories of Stuttgart 1909

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For some time I have tried to induce someone with more talent than I have to write or compile a history of Stuttgart. Nearly everyone is more or less familiar with the very early history of the town, its founding by the Buerkle family led by Rev. Adam Buerkle, and the naming of the new town for Stuttgart, Germany. Most histories have recounted the story of the settlement in 1878 at the Mitchell, or Gum Pond Plantation, the establishment of the first post office in 1880, the first school in 1879, the laying out of the first townsite in 1884, the first railroad in 1883. Familiar, too, are the tales of the first electric light and water plant, the incorporation of the town and the election of Col. Robert Crockett as the first mayor, the first disastrous fire in 1889, and the old street car system. Interesting as these events would be if woven into a complete history, they are better left to more capable hands; and my efforts will be devoted to giving you a picture of the Stuttgart of fifty years ago. Mostly they are memories with only a minimum amount of documentation—memories of a barefoot boy. And memories being as slippery as they are, I have no doubt that they will not be confined to the year 1909, but will spill over on both sides into the years 1908 and 1910. I am rather hopeful that the mere fact that I haven't fully documented my memories, will cause enough controversy that others will get in the game, and that our combined memories will lead to a real history of Stuttgart.

We are told that Stuttgart from 1890 to 1904 was just a sleepy country town, but that about 1900 the real estate men began to take notice of the prairie land and made arrangements with the Cotton Belt Railroad to run excursions from northern points to Stuttgart the first and third Tuesdays of each month. During the period from 1900 from 1910 it is probable that more new people were brought into Stuttgart than in any other decade prior to World War II. It is entirely possible that the Glenn family was caught up in this movement, for we arrived at the Cotton Belt depot on Wednesday, June 29, 1904, having been preceded by my grandfather, I. J. Showalter, who succumbed to the lure in 1903. Land was cheap and the real estate men advertised that fact to the world, with the result that people came from far and near on excursion days. Many came and many remained and bought land; and we should give credit to the real estate men who induced them to invest here, and who were largely responsible for the early development of Stuttgart, and its portion of the Grand Prairie. Stuttgart is described by the 1908 directory, compiled by E. H. Eves, as follows:

With a population of 2,709 thrifty and energetic people and natural resources equaled by few and excelled by none, Stuttgart is one of the coming cities of the southwest. Set like a jewel in the center of the far-famed Grand Prairie, this fair young city owes much to agriculture. All crops grown in the temperate zone do well here, and the soil is especially adapted to rice culture, which yields large returns and each year assumes larger proportions. An abundance of excellent water is obtained from driven wells, both in the city and throughout the surrounding country. The climate is remarkably healthful, and being free from extremes of heat and cold, is pleasant all the year. Stuttgart, being a junction on the St. Louis-Southwestern (Cotton Belt) Railway, has a convenient train service in four directions, and has good shipping facilities to the great markets, from the lakes to the gulf. Good public roads to all parts of the Grand Prairie facilitate hauling of farm products here for shipment. The streets of Stuttgart are well graded, and with their good crossings and miles of concrete sidewalks, furnish ready access to all parts of the city. Mail facilities are excellent, both in the city and on the surrounding rural routes. A well equipped telephone exchange, both local and long distance, and a waterworks and electric

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light plant help to put Stuttgart in the ranks of up-to-date cities. The U. S. Weather Bureau maintains an observer's station here, which is of great value to farmers, gardeners, and fruit growers. All lines of retail trade are well represented; and such manufacturing establishments as are adapted to local needs are in operation. Among these are the creameries, the brick and tiles works, the bending works, the bottling works and the rice mill, the only one in the state.

Both the business houses and the homes in Stuttgart are far above the average in cities of this size. This is especially true in regard to homes, which are of modern architecture and are surrounded by well kept lawns and flower decked door yards. Twelve churches minister to the spiritual needs of the people and the leading civic and fraternal orders are well represented. The well organized public school system is admirable, supplemented by three parochial schools. For those who wish to take more advanced studies, the Stuttgart Training School provides an excellent opportunity for both boarding and day pupils. But the principal asset of Stuttgart is her citizenship. Magnificent as are her natural resources, they are by no means comparable with her citizenship, composed of courteous, progressive and law abiding people, drawn from every section of the union and uniting here to build a city that commands the respect and admiration of all who see it.

When the directory was compiled, there was no city mail delivery, and houses had therefore not been numbered. For convenience the city was divided into four parts, as near equal in area as possible. Main Street was the north and south dividing line, and Fourth Street was the east-west dividing line. In the area north of Fourth and west of Main there were 545 persons living. In the area north of Fourth and east of Main there were 727, south of Fourth and east of Main, 922, and south of Fourth and west of Main there were 575.

J. H. Van Duyn was mayor of Stuttgart in 1909. Mr. Van Duyn, along with sons Claude and Glenn, operated the Central Livery Stable on the northwest corner of Fourth and College, a site now occupied by Turpin Funeral Home. Another son Hal was a weigher at the rice mill and still living. Hal married Mabel Story and is the father of Dr. T. S. Van Duyn, and Mrs. Lindsay Baker. Another son Charlie is still living as is Glenn. A daughter Beatrice or "Bee" married Ray O. Burks and died some years ago. In those days livery stables did a thriving business renting rigs to travelling men and to young blades who took their girls for rides in the countryside. These rigs ranged from ordinary buggies through phaetons, which were the lovers' favorites, to surreys. My memory does not record whether the surreys had a fringe on top. There was also a type of buggy known as a high water buggy for use in extremely rainy weather. On those occasions when a sizable snow fell, Glenn Van Duyn was a familiar sight riding in an ordinary rocking chair pulled by a horse. Another source of income for livery stables was boarding horses for private owners. It seems that mankind in those days was divided into three parts—those who could not afford a horse, those who owned a horse and stabled and cared for it at home, and those who boarded their horses at the livery stable.

Clay C. Williams, who with his brother Ed. M., published the weekly *Free Press* and operated the Opera House, was city recorder. Ray Underwood, cashier of the Bank of Commerce was city treasurer. Aldermen were Ray O. Burks and Edwin Pettit, first ward; B. J. Underwood and Wm. Simmermacher, second ward; and L. K. Buerkle and T. B. Nicholson, third ward. Ray O. Burks at one time operated Stuttgart's only flour mill, which was located on the site of Mill A of the Arkansas Rice Growers at First and Grand. In 1909 he managed the Stuttgart Rice Mill and ended his career in the real estate business. Edwin Pettit was an attorney, the father of Clyde Pettit, and one of the first rice farmers. He is one of the first to my knowledge to use surface water for rice irrigation. The water was pumped from Bayou Meto by a plant located on the Tenth Street junction of the bayou. B. J. Underwood was a merchant, and Conn

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and Underwood Hardware Store at 303 Main Street was well known. William Simmermacher was in the bowling alley and sporting goods business with C. D. Conrey. His widow still lives in the old family home at 616 S. College. Louis K. Buerkle was business manager of the *Stuttgart Germania*, a German language newspaper published on East Union Avenue, which is better known as E. Second Street. It was edited by Martin Buerkle. Frank Martin, who still lives in Stuttgart, was foreman. J. H. Wm. "Billy" Buerkle, who retired as a local mail carrier several years ago, was also on the *Germania* staff. T. B. Nicholson lived on the southwest corner of Twelfth and Main and later was one of the owners of the building at Fourth and Main, which was known as the Pettit-Ellis-Nicholson Building.

The Board of Health was composed of C. F. Clark, a grocer whose old home still stands at 422 S. Grand and whose store occupied the building recently vacated by the Farmers and Merchants Bank; J. A. Galvin, father of Leo Galvin, who operated a feed, hay and grain store on North Main Street and was agent for International Harvester (his old home still stands at 901 South Main Street); and Dr. O. A. Shirkey, a veterinarian who lived at Nineteenth and Elizabeth, and whose daughter Miss Ella was my teacher in the fifth grade. My father was Dr. F. H. Glenn, and we lived at that time at 501 East Sixth Street. Dad's office was upstairs in the Rhodes Building at 323 S. Main, now occupied by Kline's. It appears that this Board of Health was active and its directives were not to be taken lightly. At one time Dr. J. D. Poindexter, a dentist who lived at 223 W. Fourth, had scarlet fever in his family, but decided that quarantine was not for him. The Board of Health posted a man with a shotgun in front of his home and he was effectively confined. Memory does not recall the name of the guard. A good guess would be A. E. "Hock Eye" Low, who was a character in his own right. It could be that such tactics weren't too popular. At any rate, a newspaper item, dated September 17, 1909, noted that the Stuttgart Board of Health had been reorganized with the appointment of Dr. J. C. Weld as president, R. B. Gregg secretary, J. A. Slifer, E. Haines and Dr. R. H. Froelich. I have no memory of Dr. J. C. Weld or J. A. Slifer, but the others were prominent citizens of the time.

The Public School Board was composed of J. I. Porter, G. W. Fagan, W. M. Price, J. C. Wilcox, John Ingram and Paul Buerkle, all of whom were leading citizens. I. C. Gibson was principal of the school with Miss Myrtle John as assistant. Other teachers were John Baumgartner, Miss Julia Shannon, for whom the present grade school is named, Miss Belle Coulter, Mrs. Dora White, Mrs. Leona King and Mrs. Elsie Riley. Mrs. King worked for many years as a postal clerk. Mrs. White, the mother of Mrs. A. U. McGill, Mrs. Ernest Ahlfeldt and J. T. White are still living in Stuttgart. L. D. Holman was assistant principal of the Negro school and served so well through the years that the present Negro high school is named in his honor. There were three parochial schools. The Catholic was taught by Sister Evangelista, O. S. B., the Iowa Lutheran by Rev. C. H. Hauser, and the Missouri Lutheran by Rev. J. H. Kleinman. The Stuttgart Training School trustees were J. I. Porter, C. F. Clark, W. M. Price Sr., W. M. Hayes, and W. W. Christie. The Training School or College was located on the two blocks of land at the south end of College Street, between Main and Grand Avenue. In addition to the main building, it had a dormitory for young ladies, both buildings being of frame construction. The faculty consisted of: C. Orear, Principal, English and History; Nellie B. McCarley, Foreign Languages; R. R. Standley, B. S., Mathematics and Science; Roberta McKee, A. B., Elocution; M. Rachel Allison, Instrumental Music; Mr. C. Orear, Vocal Music; and Mrs. Rose Green, Art.

There were twelve white and three Negro churches: Baptist, 109 members, Rev. B. E. Antrobus; Catholic, 172 members, Rev. J. A. McQuaid; Christian, 125 members, Rev. Oren Orahood; Episcopal, 12 communicants, Archdeacon Lloyd; Iowa Lutheran, 201 members, Rev. C. H. Hauser; Missouri Lutheran, 100 members, Rev. J. H. Kleinman; Methodist Episcopal, 226 members, Rev. J.T. Bainbridge; Methodist Episcopal South, 160 members, Rev. W. M. Hayes; United Presbyterian, 55 members, Rev.

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E. McKee; African Methodist Episcopal, 100 members, Rev. J. N. Campbell; First Baptist (Negro), 100 members, Rev. A. Fields; Second Baptist (Negro), 23 members, Rev. A. D. Johnson.

Edward Hall was postmaster, with E. N. Hall as assistant and O. M. Young and Miss Marie Soekland as clerks. James E. Jones, Adam F. Buerkle and G. G. Sampson were rural carriers. The office was open from 7 a.m. to 7 p.m. Fraternal orders were well represented. Euclid Lodge No. 130 had John Ingram as Worshipful Master and Daniel Adams as Secretary. The Order of Eastern Star No. 102 had Mrs. A. Slattery as W. M. and Mrs. M. E. Gregg as Secretary. In addition, there were the Royal Arch Masons No. 108, Crusade Commandery No. 19, the Odd Fellows, Rebekah Lodge, A. O. U. W., and Amethyst Lodge, W. O. W., and Int'l. Order of Red Men. In 1890, a street car system was built. It ran from the Cotton Belt depot south to Second Street, west to Main, south to Fourth, east to Grand Avenue, and south to the fairgrounds on Twentieth Street. The cars were pulled by mules and made slow progress. I well remember wading barefoot in Grand Avenue after heavy rains and digging up the half-sized railroad spikes with which the tracks had been held together. Following the demolition of the street car system, passenger trains were met by a coach pulled by a pair of buckskin ponies. This coach looked for all the world like one of the western stagecoaches so popular on television today. Jim Clark drove the coach for a number of years, picking up passengers at the depot and taking them to the various hotels. Louis Wilson, who in 1909 was a butter maker at one of the creameries, later drove the old stagecoach.

The town marshal was C. Tucker; and D. P. "Uncle Dill" Ball was night marshal. Uncle Dill, who later became town marshal, was our bulwark against juvenile delinquency. He must have had a good system of informers, because he seemed to know everything. I believe it was he who locked Harry Fagan in the local jail overnight for violating the town curfew, which went into effect at 9 p.m. This must have taken a considerable amount of temerity, because Harry's father, G. W. Fagan, was head of the German American Bank and secretary of the local school board. In those days, as now, there was an ordinance against horses and cattle running at large. The penalty for violation was capture and confinement of the animal, until the owner forfeited one dollar and cost of feed. Anyone who captured a loose animal was rewarded with the sum of twenty five cents when it was turned over to the marshal. Then, as now, kids always needed money, and very probably many owners wondered how their animals got into the hands of the marshal so soon.

We have mentioned the part the real estate men played in the development of Stuttgart. Let's see who some of them were. The name of Dan McGahhey comes to mind. He lived at Twelfth and Main, and had a downtown office. He advertised to refund railroad fare to those who bought land from him. The father of E. D. McGahhey, he died in 1950. John M. Ellis and D. C. Adams, under the firm name of Ellis and Adams. R. B. Gregg with officers in the Gregg Building, at 216 South Main, now occupied by Rosenthal's. Philip Reinsch, who owned and operated the fairgrounds and had a string of race horses. He died in 1917. J. E. Balle, grandfather of J. B. and George Wilson, who lived in the house now occupied by Magnolia Apartments. He had an open or topless automobile, called a touring car in those days. It was one of the first to have an electric horn. The horn button was located on the floor and was operated by pressure of the foot. We used to bedevil him by laying a brick on the horn button.

E. N. Hall and Company, consisting of E. N. Hall, who doubled as assistant postmaster, and A. E. "Allie" Moran. G. W. Chambers, who lived at 212 West Third Street. William Colon, who lived on South Porter Street. Dan Drescher, C. C. Epps, Col. Robert Houston and son F. W. Houston who lived on the northeast corner of Tenth and College. C. M. Johnston, "Uncle Charlie," who later became mayor of Stuttgart and built the Peoples National Bank Building. Olaf H. Kyster, father of Mrs. Leo Galvin and whose widow is still living in Stuttgart. A. J. Liedtke, who lived at 424 S. Anna St. A daughter Anna is Mrs. Arthur Reinking. W. M. Purvis, J. G. Quertermous, who lived on West Fourth. I believe this neighborhood was known in those days as "catfish row." J. P. Selig, who lived at 612 South Anna, and was

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the father of Lawrence, Oscar and Mrs. Myrtle Hoolihan, as well as a number of other children; and I. C. Sheets. Elliott Tallman. Someone has said that Stuttgart has always had its characters, and Mr. Tallman was one of them, a contentious individualist who was still rather likeable. He was the father of Lewis, James and Mrs. J. E. Dews. Any animosity I might have toward this family should perhaps be directed toward Lewis—he gave me the only black eye I ever had. J. E. Timbrook, who lived on North Anna Street and had a couple of pretty and popular daughters; J. F. Wattwood; J. C. Wilcox of 222 East Second Street. He was the father of Judge Fred Wilcox and also served as County Judge himself. F. H. E. Brierton, who had an office on South Main Street. Mr. Brierton is still living and still spends part of his time in Stuttgart. I have no doubt that a paper could be written about any one of these real estate men; and probably a book could be written about the last two mentioned.

W. M. Price Sr. was called “Old Mack” Price to distinguish him from his son W. M. Price Jr., who was known as “Little Mack.” Old Mack was a legend, an institution, and a promoter. He probably brought more outside money to Stuttgart, and did more to develop the surrounding territory, than any other person. With the coming of the railroad in the 1880s, steamboat traffic on the White River began to decline; and a number of families moved from the river towns to Stuttgart. These included the Price families. Three Price brothers moved to Stuttgart from Mount Adams about 1890. They were Napoleon Price, who was known as “Polie,” Bryon Price, who was a former state senator; and W. M. Price Sr. Old Mack first moved to the house at 212 West Third St., later occupied by G. W. Chambers. About 1907, he moved a large two-story house to Second and Anna, and remodeled it into the showplace of Stuttgart. It is the present Stuttgart Country Club, and looks today much as it did in 1909. The grounds extended east along Second Street to what is now the Rock Island Railroad. Gov. Geo. W. Donaghey was a guest in the Price home when he visited the first Rice Carnival in 1909. Mack Price at one time owned the block of ground on which John Cain Park is located; and it was enclosed by a high wire fence to confine a herd of deer. Little Mack Price died at an early age. In 1909, Old Mack was in the real estate business with another son Ernest. Other sons were Cecil, Bryon, and Herbert. Mrs. Mabel Gunn was a daughter; and Mrs. Roger Crowe is a granddaughter of W. M. Price. Old Mack Price died in 1932. A familiar figure around Stuttgart in 1909 was Uncle Jim Turner with his gunny sack apron. Uncle Jim was a former slave, and was yard man at the Price home for many years.

The Reinsch family came to Stuttgart in the 1880s and started one of the first general stores. In 1909 Emil G. Reinsch was operating what was advertised as the “Oldest Grocery House in Stuttgart,” and the Reinsch Mercantile Company, selling dry goods, clothing and shoes. Both were located in the building at 208 and 210 Main St., now occupied by Jacobs Grocery and Sandwich Shop. Hay was one of the main crops in 1909, and nearly every merchant bought and sold hay and had a hay barn. They were big barns; and most of them eventually caught fire, probably from spontaneous combustion in the partly cured hay. A burning hay barn was a sight to behold and was nearly always a total loss. The Reinsch hay barn was located at Second and Porter, where the Stuttgart Cooperative Buyers is now located. Baled hay was very useful in making tunnels; and we had tunnels in the Reinsch hay barn that it was possible to get lost in. Philip Reinsch dealt in real estate and advertised as a wholesaler of standard-bred horses, Hereford cattle, and mules. He was the owner of the Stuttgart Driving Park, commonly known as the fairgrounds. Joe Bush, who was the first Negro to live in Stuttgart, was employed as a horse trainer at the driving park. Willis Redd, another Negro, was employed there also, and several years later had his throat cut in his front yard on North Maple Street. The Negro who wielded the razor always claimed he didn’t intend to kill Willis, but it was because his throat was so tender.

The Reinsch Store issued chips in lieu of money; and they were accepted as legal tender all over the prairie. The Woolfolk family moved to Stuttgart from St. Charles and established a general store at 321 South Main. The name Woolfolk Bros. is still embedded in the sidewalk in front of the building. They

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were Robert H. and John Jr. They were also cotton buyers and had a cotton yard on the present site of 555 Service Station. The J. I. Porter family came to Stuttgart around 1890; and the J. I. Porter Lumber Co., which he founded, is still in existence. He dealt extensively in lumber, building materials and hay. Everyone suspected that his business was only his second love, and that baseball was his first. And Stuttgart had a good baseball team in those days. Games were played at—you guessed it—Porter Field, located at Michigan and Leslie, where Motel Stuttgart is now located. I'm not sure who managed the team, but C. D. Conrey and Rube Slifer were always on the players' bench. Some of the players were Herbert Lindsey in right field; Jim Pollard, who later became sheriff, in center field; Homer Harris, who still lives in Stuttgart, in left field. Floyd "Toad" Denman played third base; and Ed Farris was the catcher. Pitchers were Cassie Stroud, Clarence Martin, and Bennie Barsbol.

Other entertainment was provided at the old opera house located on the site of the present city hall. In the 1890s, W. S. Gettle, Charlie Holmes, Ed Mahle, and J. W. Searan operated the Central Grocery Company in the old Buerkle Building at Second and Grand. This building burned, and was rebuilt on the city hall site. Pine Bluff and Little Rock competition ruined the wholesale grocery business, and it was discontinued and the building converted to an opera house, with one room used as a city hall. The building was torn down in the 1920s, and the lumber used to build the American Legion Hall. The opera house was managed by Williams Brothers, who also published the weekly *Free Press*. I worked my way in for a number of years, passing bills, cleaning out, carrying wood, and stoking the old wood stoves for heat. Later on it was my privilege to rewind the moving picture films. Some of those who worked there were Victor Deets, Dennis Stillwell, Harry Baker, Randall Simmermacher, Bern Deets, and Mrs. Elizabeth Gough, who later married Herman "Whistle" Longrader. At nights we were sent up and down the street with a megaphone to advertise the shows. Vaudeville was a regular attraction, along with moving pictures and one-night stage shows. Occasionally a so-called stock company would move in for a week and present a different play every night. I remember seeing movies of the Jack Johnson-Stanley Ketchell championship fight, which occurred October 16, 1909.

In 1910, the famous Halley's Comet was visible; and when a new theater was opened at 420 South Main Street, it was called the Comet Theater. It was located in the building now occupied by Leland's Shoe Shop, and its programs were confined to moving pictures. For recreation we had baseball, marbles, swimming in the brick kiln pond at Fourteenth and Leslie; and those who liked to live dangerously had shinny. Someone should write and preserve a set of rules for shinny. I can't remember a game as exciting that can be played with a few old broomsticks and a tin can. The brick kiln was operated by G. H. Wessels, and made brick and tile. Many of us learned to swim in the old brick kiln pond. One thing that happened in 1910 is retained in my memory. It was customary for the Catholic Church to sponsor travelling carnivals on the church grounds at Third and Leslie. On May 1, 1910, a Charles E. Wallace, who was a member of a Wild West Show and known as "Arizona Red" died of rabies on the show grounds. He had befriended a stray black cat at some town before coming to Stuttgart, with the thought that the cat would be lucky, and was bitten by it. He was buried in the Catholic Cemetery, May 4, 1910.

The first rice crop was grown in Arkansas in 1904 near Carlisle. W. E. Hope raised the first crop near Stuttgart at Clearpoint, on a plot of ground 9 x 27 feet. In 1907, a rice mill was built in Stuttgart, with G. W. Fagan as president; Dr. W. H. Moorhead, vice-president; Ray O. Burks, secretary and manager; J. A. Harr, R. B. Gregg, John L. Ingram and J. F. Whaley were directors. September 30, 1909, was "Rice Day" on the Cotton Belt Railroad. A dessert made of Arkansas rice was served free to all diners in all dining cars and restaurants operated by the Cotton Belt; and other rice dishes were prominent on its menus. In the fall of 1909, a number of business men and rice farmers decided to celebrate the successful completion of another rice crop. The idea seemed to have originated in the minds of Ray O. Burks, Mrs. Anna B. Stoops, and G. W. Fagan. The carnival was held on November 15–20, 1909.

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Dorothy Fagan, the four-year-old daughter of Jay Fagan and granddaughter of G. W. Fagan, was chosen queen. Prizes were offered for decorated cars and floats, decorated homes, and decorated bicycles. Ribbons were offered for the women's department and school booths. Mrs. Lentz was in charge of the women's exhibits. The home of W. M. Price at Second and Anna won first prize for the best decorated home; and the automobile of John M. E. Ellis for the best decorated car. Quoting from the 1936 Rice Carnival Souvenir Program:

When Gov. Donaghey's train arrived, he was met by a delegation of 20 ladies on side saddle, 20 horsemen, four pages, and the band, with much pomp and ceremony. They escorted him down streets where every home was decorated with buntings and rice, until he met and crowned the little queen and the big parade was on. And such a parade! There were 30 floats drawn by prancing steeds, and pony and cart outfits a-plenty. (Motor cars were scarce in the town then). 35 little boys rode decorated bicycles and 40 mothers proudly pushed baby carriages with all the infants dolled to perfection.

Gov. Donaghey was a guest in the Price home during his stay in Stuttgart. I was one of the "little boys" with a decorated bicycle. The parade formed at Twelfth and Main, and Mother had fixed my bicycle up something special with bunting in the carnival colors of green (for the growing plant), gold (for the ripened grain), and white (for the milled rice). The wheels were completely covered by the tri-colored bunting which was drawn in at the hubs. When I reached the assembly place and saw the other bicycles, I knew I had won the prize hands down. But for some unexplained reason, the bicycle parade was postponed until the next day; and it was necessary to return home. Parades were held on at least three of the carnival days. The next day it was plain to see that some of the other boys had gotten some ideas from my bicycle, and that competition was going to be more difficult. The parade started and before we had gone a block, my bunting yielded to the three ten-block trips from home to the starting place, and having worn through, gathered in a tangled mess of bunting around the wheel hubs. I didn't win the prize.

It wouldn't be proper to write of Stuttgart in 1909, and not mention Archie Thweat, "Blind Archie," who sold peanuts, chewing gum, soft drinks, etc., from a little stand located about where the Esquire Grill now stands. Since Arkansas County was dry, it has always been said that Archie also had drinks that were not so soft, available for his friends. The mystery was how a blind man could distinguish his friends from his enemies, but Archie did. The Fagan family has been mentioned several times. G. W. Fagan was cashier of the German American Bank, a public school director, president of the first rice mill and one of the first rice growers. He had a farm and pumping plant on West Second Street and the weir pond made a good swimming pool. He had four sons, Carl, Jay, Banks, and Harry, and one daughter, Mrs. R. H. Woolfolk. Harry has been mentioned. He died in 1920 at the age of 30. Banks was assistant cashier of the German American Bank; and died in 1913 at the age of 26. Jay moved from Stuttgart to operate a rice mill and may still be living. Carl was an osteopathic physician, and practiced with my father for a time after 1904. Then he spent his time between practicing and publishing a newspaper. In 1909 he was publishing the *Arkansawyer*. In 1908 Bernie Babcock and O. C. Ludwig published a little book entitled *Pictures and Poems of Arkansas*. In it were two poems by Carl Fagan, one entitled "My Little World" and the other "Since We Struck Ile." Dr. Carl is still living and practicing osteopathy in California. G. W. Fagan lived until 1933 and is buried in Lone Tree Cemetery.

About this time, Clay Turpin was town marshal, and bought a pair of young blood hounds. We kids could pick up a quarter occasionally by running through the patch of woods where John Cain Park is, hiding in a tree, and letting Clay and his blood hounds trail us. My memory doesn't recall whether this

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was sufficient training or not, nor whatever became of the blood hounds. I can think of only three firms that were in business in Stuttgart in 1909 and are still operating under the same name. They are J. I. Porter Lumber Company, L. H. Morpew and Company, and Denman Jewellers. Many other families were prominent in the affairs of Stuttgart in 1909; and any of them would warrant a page in a history of the town. This is just a beginning and I hope it can be continued. I am indebted to Guy Crockett for helping me refresh some memories; and to Bernadette Woerner for the use of the 1908 Stuttgart Directory and the 1936 Rice Carnival Program.

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