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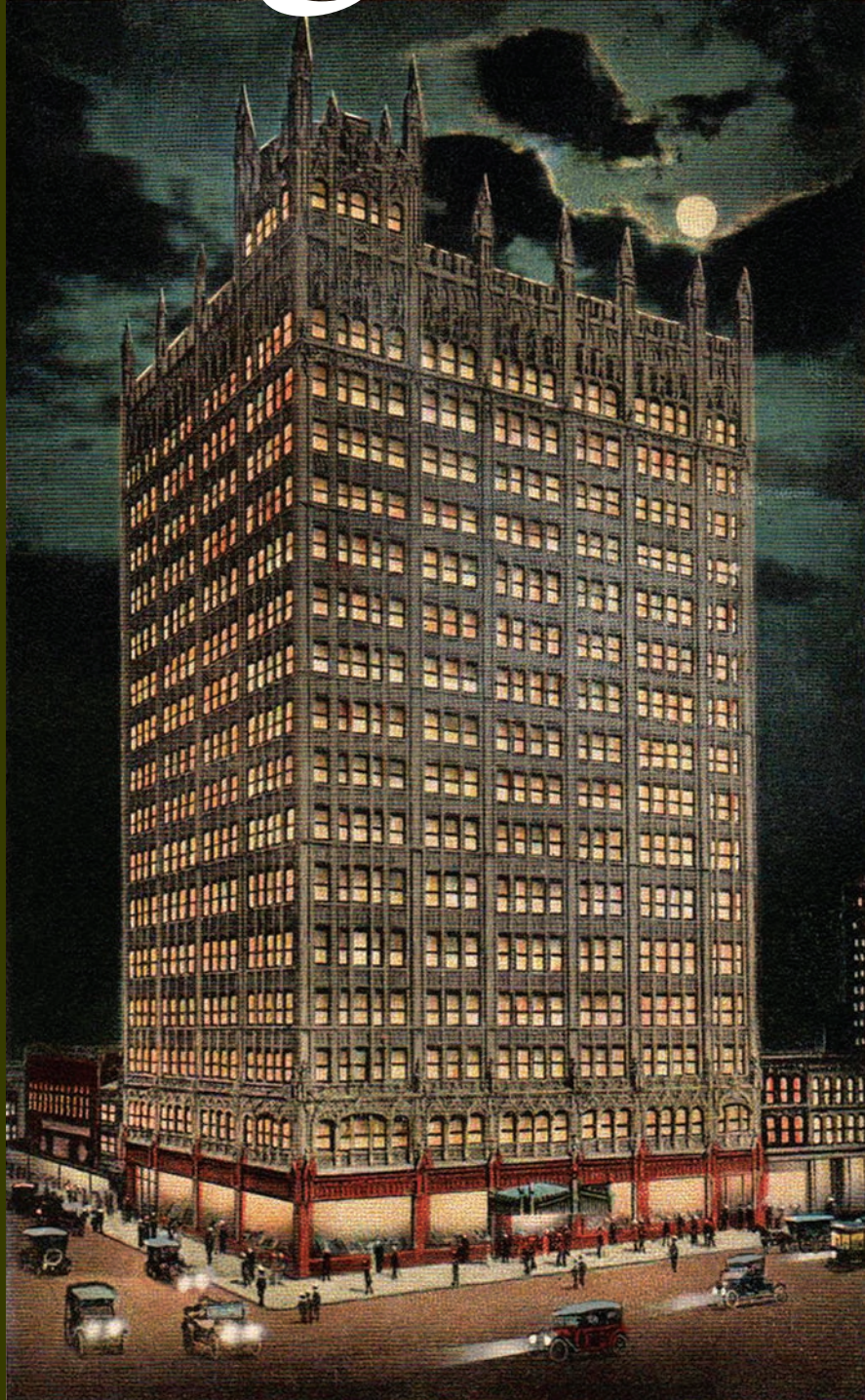
Fall
'13

Legacies

A History Journal for Dallas and North Central Texas

25th Anniversary Issue

Preston Trail ★ The Coming of the T&P to Dallas ★ Rock Bottom of the Great Depression
Memories from Dealey Plaza ★ Lucy Patterson, Dallas's First African-American Councilwoman



**Legacies is a joint publication of:
Dallas Heritage Village
The Dallas Historical Society
The Sixth Floor Museum at Dealey Plaza**

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Front cover

Among several significant downtown buildings completed 100 years ago in 1913 was the Busch Building, now known as the Kirby Building. The St. Louis firm of Barnett, Hayes & Barnett designed the structure in a Gothic commercial style. Originally home to A. Harris Department Store, it now houses loft apartments.

Back cover

These two postcard images were produced after the Adolphus Hotel opened in 1912 but before the Busch Building was completed in 1913. The top image looks south on Akard, with the Oriental Hotel at the end and the back of the Adolphus on the right. The tall building on the left, where Pegasus Plaza is now located, was the Southwestern Life Building. The other image looks west on Main from near St. Paul. The Wilson Building is prominent on the right, and the Adolphus can be seen in the far left corner.

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An Anniversary Timeline



**Preston Road:
A Highway for the New Republic in 1843**

BY CAROL ROARK



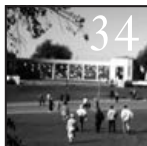
**“Lo! We Communicate with the World”
The Coming of the Texas & Pacific
to Dallas in 1873**

BY THOMAS H. SMITH



**Dallas 1933:
Rock Bottom of the Great Depression**

BY JACKIE McELHANEY



Memories from Dealey Plaza, 1963

TRANSCRIBED AND EDITED BY STEPHEN FAGIN



**“We Still Love Lucy”
Lucy Patterson, Dallas’s First
African-American Councilwoman, 1973**

BY W. MARVIN DULANEY



The Sumpter Building on Main Street was one of several major downtown structures that opened in 1913. This photo was published in *The Dallas Morning News* on January 1, as the building neared completion. Designed by C. D. Hill with a finish of buff brick and terra cotta, it was remodeled in 1935 by Mark Lemmon and Grayson Gill with a limestone façade. It is currently being renovated by Tim Headington as part of the Joule Hotel complex. Other 1913 additions to the skyline that still stand are the Dallas Criminal Courts Building and the Kirby Building.

An anniversary provides a good opportunity to reflect on history, celebrate achievements, and set new goals for the future. With this issue, *Legacies* concludes twenty-five years of publication. In those years we have published nearly 300 research articles, profiles, and photo essays. Many of the issues have been thematic, from architecture to transportation, and from religion to sports, allowing a focused look at those topics. The contents of other issues have been more diverse. But all, we hope, have added to an understanding and appreciation of the history of Dallas and North Central Texas, while providing some enjoyment in the process.

To mark this anniversary in 2013, members of the *Legacies* staff and Editorial Advisory Board have contributed articles focusing on events that happened in other years ending in “3,” beginning with 1843, the first such year following Anglo settlement in the region. One of the greatest challenges to the pioneers was simply getting here, since all they had to follow were primitive trails. In an attempt to remedy this problem, the Republic of Texas began laying out roads. One of the best known—perhaps because its name survives in a major Dallas thoroughfare—was the Preston Road. Carol Roark tells the story of this important link between Dallas and points north.

But the Preston Road and similar trails were still primitive, muddy in the rainy seasons, lacking bridges across the many streams. Some people pinned hopes on river transport. But the ultimate solution, as nearly everyone recognized, was the railroads, which were gradually traversing the nation in the mid-nineteenth century. The arrival of the Houston & Texas Central to Dallas in July 1872, linking the town with the Gulf Coast, was a cause for jubilation. But the completion the

next year of the Texas & Pacific, which crossed the H&TC in Dallas, was arguably even more significant. Not only did it give Dallas vital connections east and west, but it made the town the first rail crossroads in North Texas and launched Dallas on a path to economic dominance of the region. Thomas H. Smith lays out the complex negotiations that brought that line to Dallas.

If 1873 launched an era of financial prosperity for Dallas, 1933 saw the city at an economic nadir. Four years into the Great Depression, the impact of the catastrophe was at its most serious in Dallas, with thousands out of work. Jackie McElhaney looks at the relief efforts mounted during that year, from both volunteer and governmental agencies, and explains the reasons for cautious optimism at the year’s end.

Thirty years later, Dallas was prospering economically. Located at the center of the Sun Belt, the city was becoming known for its high-tech industries, and new suburbs were spreading across the once rural landscape. But the assassination of President Kennedy in November sent the city into another kind of depression, this one psychological. Stephen Fagin has transcribed the fascinating recollections of four citizens who happened to be at Dealey Plaza on November 22, 1963.

The decade following the assassination was one of significant changes in the city, especially in the area of civil rights. Lucy Patterson’s election as the first African-American woman to serve on the Dallas City Council in 1973 symbolized that change. Marvin Dulaney chronicles her career, which included a surprising twist at the end.

In our first issue, we promised “to examine the many historical legacies” that have shaped this region. We look forward to continuing the journey into our next quarter century.

—*Michael V. Hazel*

An Anniversary Timeline FOR DALLAS COUNTY

1843

John Neely Bryan married Margaret Beeman on February 26. . . . Old Preston Road was completed by soldiers under the command of William Gordon Cooke.



Victor Considerant

1853

Victor Considerant traveled to Dallas County to look for land for his utopian community, La Reunion. . . . Alexander and Sarah Cockrell moved to Dallas, having bought John Neely Bryan's remaining interest in the town for \$7,000. . . . Jane Elkins, a slave woman, was hanged.

1863

A Ladies Relief Association, headed by Mrs. B.W. Stone, raised \$576.25 for soldiers' families at a concert. . . . Dallas's weekly newspaper, the *Herald*, was forced to suspend publication at the end of September because of a shortage of paper. . . . Concerned at the devaluation of Confederate currency, physicians began charging soldiers' families based on the price of wheat, demanding wheat or its equivalent in money at present value.



Dallas Herald

1873

First street railway system opened. J.W. Swink built the first mule-pulled cars, the "Belle Sink" and the "John Neely Bryan." . . . The Texas & Pacific Railroad was completed from Shreveport to Dallas. . . . First Opera House built (Fields Opera House). . . . A Dallas library opened on Main St. . . . First Jewish congregation, Temple Emanu-El, was established. . . . New Hope Baptist Church was organized as the first African-American church within the city limits of Dallas. . . . The Dallas Bar Association was organized. . . . The first roller skating rink opened in Dallas.



Early Dallas streetcar

1883

The iron toll bridge across the Trinity was purchased by the city and county and opened as a free bridge. . . . Construction of St. Louis & Texas Narrow Gauge Railway was begun from Dallas to Texarkana. . . . Dallas Opera House on Commerce was completed. . . . First electric lights gleamed from wooden poles downtown. . . . Lemuel Craddock opened Dallas's first billiards parlor. . . . Dallas hosted its first Saengerfest, bringing German singing societies from across Texas as well as featured performers to Dallas. . . . Charter members of the Texas Baseball League, the Dallas Brown Stockings won the league's first championship in 1883 and again in 1884. . . . A half-million dollar fire on Oct. 11 destroyed 4,000 bales of cotton and the grain elevator.



Toll bridge across the Trinity

IN YEARS ENDING WITH “3”



Oriental Hotel

1893

The Oriental Hotel opened as Dallas's finest luxury hotel. . . . The steamboat *H.A. Harvey* docked at the foot of Main Street on May 20, after a 47-day journey from Galveston. . . . The "Panic of 1893" engulfed Dallas in a serious depression; several local banks failed. . . . Texas Democratic Convention met in Dallas and nominated Chas. Culbertson for governor. . . . Dallas Commercial Club, forerunner of Chamber of Commerce, was organized on May 2. . . . The MKT Railroad built and completed its railroad connecting Dallas and Waco.



AT&T Building

1903

The AT&T Building at Jackson and Akard, originally built as a two-story structure in 1899, was raised to four stories as telephone service in the city expanded. . . . Oak Cliff was annexed to Dallas by an election on Aug. 3. Some OC residents appealed to the Supreme Court, which ruled in favor of Dallas. . . . The Dallas Art Association, forerunner of the DMA, was founded. . . . The Baylor University College of Medicine opened in Dallas. . . . The Texas & New Orleans Railroad completed its rails to Beaumont, giving Dallas another outlet to the Gulf.

1913

The Dallas Criminal Courts Building was completed. . . . The Busch Building (later re-named the Kirby) was completed, becoming Dallas's most significant Commercial Gothic structure. . . . Dallas City Hall at Harwood and Main was under construction (finished in 1914). . . . William Sydney Pittman moved to Dallas to begin career as Texas' first African-American architect. . . . Miss Ela Hockaday opened a girls' school on Haskell Avenue. . . . Socialists made a strong showing in municipal elections. . . . Members of the Dallas County Graduate Nurses Association established the Dallas Baby Camp, forerunner of Children's Medical Center. . . . The Dallas County Highway Improvement Association was formed. . . . The original Neiman Marcus store was destroyed by fire; Herbert Marcus leased a new site at the corner of Main and Ervay. . . . The towns of Highland Park and Carrollton were incorporated. . . . The Dallas Equal Suffrage Association was organized to work for voting rights for Texas women. . . . Under pressure from the Council of Churches, the "Reservation" was officially closed. . . . Dallas's official U. S. Weather Bureau was established in October, beginning the first officially recorded weather observations in the city. . . . Dallasite J. B. Adoue became Texas State Tennis Champion in both singles and doubles competition.



Dallas Criminal Courts Building

An Anniversary Timeline FOR DALLAS COUNTY



Medical Arts Building

1923

The Medical Arts Building was opened. . . The Dallas Automobile Association held its first auto show at the Fair Grounds Dec. 12-18. . . A new interurban line, connecting Dallas to Terrell, was opened. . . The T&P tracks were removed from Pacific Avenue. . . Henry Garrett installed the first automatic traffic signal in the U.S. in downtown Dallas. . . The last train ran down Pacific Avenue before tracks were removed. . . A huge meeting of the KKK on Oct. 25 at the State Fair drew more than 5,000 men. . . The Dallas Little Theatre won the first of three consecutive Belasco Cups.

1933

On July 30 a destructive cyclone destroyed a large part of West Oak Cliff. . . The Dallas Independent School District opened the first two junior high schools. . . A Maceo Smith became the first executive secretary of the Dallas Negro Chamber of Commerce. . . Notorious criminal Harvey Bailey escaped from the county jail.



Mercantile Bank Building

1943

Mercantile Bank Building completed, becoming the tallest building in Texas. . . The point system of rationing went into effect, with coupons required for foodstuffs, meat, sugar, coffee, automobile tires, and gasoline. . . Victory gardens were started. . . Southwestern Medical School was established. . . Jesuit Preparatory School for young men opened. . . Dallas hired Harland Bartholomew of St. Louis to formulate plans for future development. . . Mayor Woodall Rogers appointed Interracial Committee to ease racial tensions in the city during World War II. . . On Dec. 18, Dallas's most destructive wartime fire occurred, the burning of incendiary bomb plant of Austin Bros. Bridge Co., consuming more than 17 carloads of highly flammable magnesium used for making bombs.



Mayor R. L. Thornton

1953

R. L. Thornton was elected to first of four terms as mayor of Dallas. . . The ground layout and building plans for new Municipal Auditorium were completed. . . The Round-Up Theatre, an African-American company established by George Allen, debuted at Fair Park with Margo Jones directing the first production. . . Addison, Balch Springs, and Sunnyvale were incorporated. . . Texas Instruments was listed on the New York stock exchange.

IN YEARS ENDING WITH “3”

1963

President John F. Kennedy was assassinated while riding in a motorcade through downtown Dallas. . . . St. Paul’s Hospital moved to a new facility near Parkland and Southwestern Medical Center. . . . Carol Burnett set box office records in *Calamity Jane* at the Dallas Summer Musicals. . . . Lamar Hunt moved the Dallas Texans to Kansas City, taking the nickname, the Chiefs.

1973

Dallas/Fort Worth Regional Airport opened. . . . Lucy Patterson became the first African-American woman elected to the Dallas City Council. . . . Santos Rodriguez was killed in the back of a police car, prompting vigils and marches.

1983

City Council approved creation of the Arts District. . . . Voters in Dallas and 13 suburban communities approved the creation of DART. . . . The refurbished Majestic Theater, the only remaining Elm Street “movie palace,” re-opened as a performing arts venue, owned and managed by the city.

1993

The African American Museum moved into new facilities at Fair Park. . . . Dealey Plaza was declared a National Historic Landmark District. . . . Norm Green moved the Minnesota North Stars to Dallas, bringing the National Hockey League to town. . . . The Dallas Cowboys won back-to-back Super Bowl victories (1993-94).

2003

The Latino Cultural Center opened just east of downtown Dallas. . . . The Nasher Sculpture Center opened in the Dallas Arts District.



J. Erik Jonsson presiding at opening of DFW Airport



Latino Cultural Center

Preston Road

A Highway for the New Republic in 1843

BY CAROL ROARK

Once the dust settled at San Jacinto, the Congress of the new Republic of Texas turned its sights to governmental operations and the infrastructure needed to manage the new country. Alongside legislation establishing the court system, designating a capitol, setting up postal routes, and handling financial operations, Congress also addressed the need for roads to connect towns in the new nation and facilitate immigration.

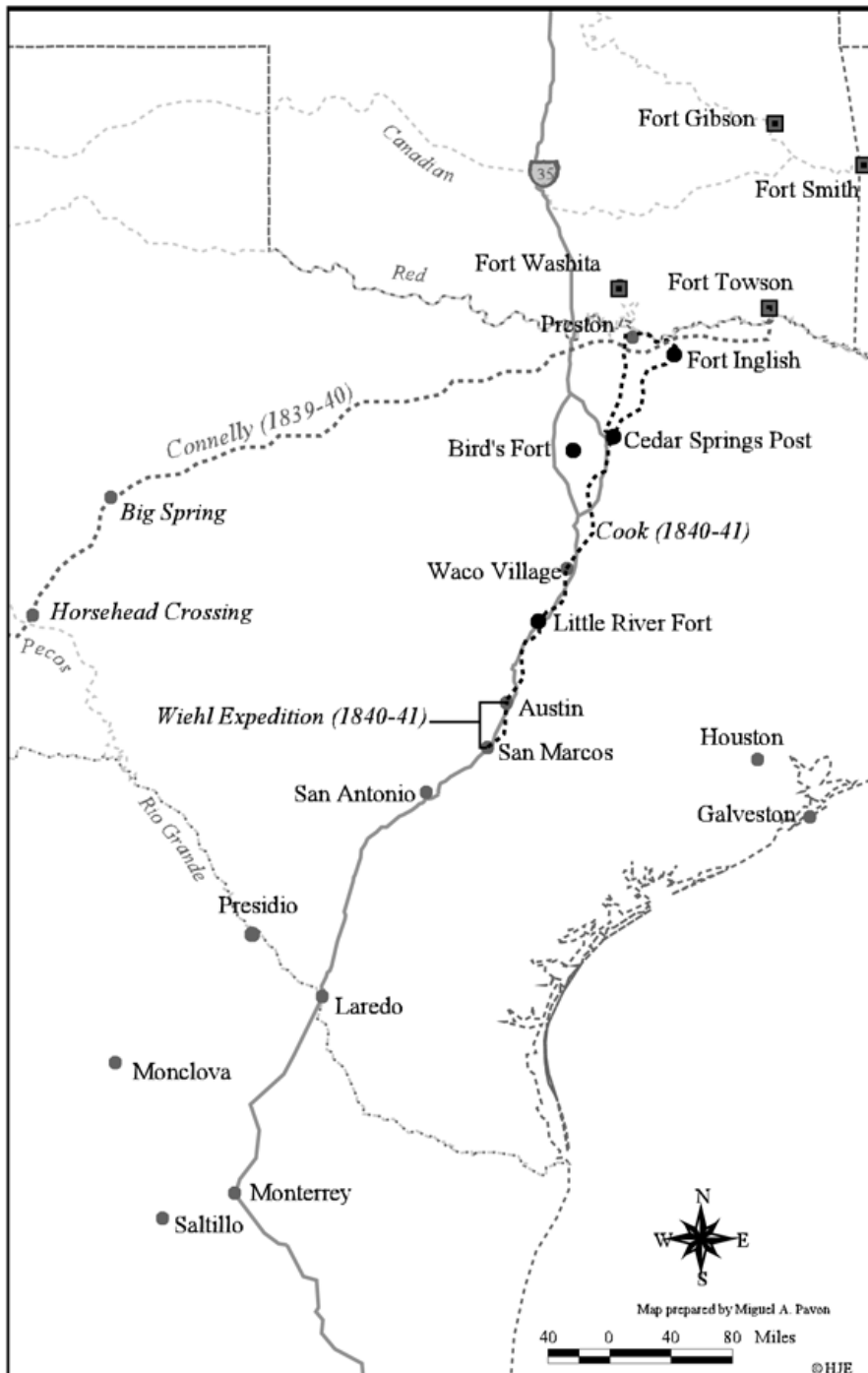
On May 26, 1838, the Congress passed legislation “[a]ppointing Commissioners to view and mark out a road from Bastrop to Red River.” Three commissioners were appointed to identify a route from Bastrop to “the Trinity river, at or near the upper [*sic*] Three Forks” and another three commissioners, all from the northern section of the fledgling country, were to mark out a path for the northern portion of the road from the Three Forks of the Trinity River to a point on the Red River between Spanish Bluffs and the Cross Timbers. The legislation called for each team of commissioners to start from a point “at or near the Three Forks of the Trinity” and agree on a point where the road—via a ford—would cross the Trinity. Congress also stipulated that the commissioners submit a report with their proposed route to the next session of Congress. For this work the commissioners were to be paid \$3 per day for a period of not more than twenty days.¹

In 1839, John Neely Bryan, who worked for trading post operator Holland Coffee at a bend in the Red River about 100 miles north of present-day Dallas, made his way south looking for a place to establish his own trading post. Like migrating animals and Native Americans before him, Bryan

followed the easiest, if not the most direct route. “He let the lay of the land and the natural path through the unknown country” guide his way. “Fords in those wilderness days when there were no bridges were extremely important considerations, and pioneers, hunters and wandering Indians who wished to cross a river would journey miles to reach them.”² Bryan found an excellent ford across the (then unchannelized) Trinity River just west of where the Old Red Courthouse now stands and returned home to Arkansas to settle his affairs and secure support for his new endeavor before returning in 1841 to found the town of Dallas.

It is uncertain how much of the initial survey work authorized by the Congress of the Republic of Texas in 1838 was actually completed, as reports or route maps have not been located. What is known is that Colonel William Gordon Cooke set out in the fall of 1840 with his troops to construct a north-south military road to link forts and protect the frontier.³ He located the northern terminus of the road at a bend on the Red River near Coffee’s trading post. At that time, the area was known as the Washita Bend or Coffee’s Landing—and sometimes as Coffee’s Station—but about 1845 it became known as Preston Bend or Preston when a future Dallas County resident named Captain William Preston set up an informal military presence there.

The road’s pathway between Preston and Cedar Springs (which would eventually be incorporated into the City of Dallas) was refined with the assistance of surveyor William L. Hunt. That route, which generally follows the modern



This map shows the route of Captain William G. Cooke's Preston Road, from Austin to the Red River, as well as the Central National Road, which branched off from it at Cedar Springs, heading northeast. The route of modern I-35 is also shown for reference.



For its first 60 years, Preston Road was little more than a dirt pathway. Yet, until the Houston & Texas Central Railroad arrived, it served as the main north-south highway into Texas, running from Preston's Bend on the Red River to Austin.

route of State Highway 289, is what is known today as "Preston Road."⁴ Despite lending his name to both the community and the road, William Preston's involvement appears to be minimal at best. Journalist Kent Biffle fact-checked the many stories which claim that Preston had something to do with building the road or founding a formal military installation, and came up empty handed.⁵ Nonetheless, the Preston name stuck, so we have "Preston Road" instead of "Three Forks Trail" or "Coffee's Road." Historian A. C. Greene noted that although the original pathway of Preston Road is most closely followed in Collin County, the Dallas section of modern Preston Road between Royal and Lovers Lane also tracks the original route.⁶

Accounts generally agree that the overall road was "completed" in 1843 – that is if you don't count an occasional foot-high stump or the numerous dog-legs. As a trail and then a road, Preston Road had numerous advantages. It sat high on a natural rocky ridge, there were no streams to cross between Cedar Springs and the Red River, and it connected to a roadway that led all the way to St. Louis. Preston Road became the first north-south route between Austin and the Republic of Texas' northern border. In the absence of easily navigable rivers, it served as a major thoroughfare for immigrants entering Texas from the north before the railroads arrived. The road also proved extremely useful for John Neely Bryan, who found himself with a major thoroughfare at

his doorstep not long after founding Dallas. It was a great place for a real estate speculator to set up shop.

Settlers claiming lands as part of the Peters Colony also found Preston Road particularly convenient because available lands fell on either side of the trail. So did stagecoach lines handling mail routes and—after the Civil War—cattle drives following the Shawnee Trail, which largely paralleled Preston Road. A second major roadway begun in 1844, the Central National Road, started in Dallas and followed a northeasterly route connecting with towns in Arkansas.⁷ Thus, Dallas was located at the point where Preston Road and the Central National Road came together, so any traveler from the north ended up in Dallas before heading south, and any travelers heading north stopped in Dallas before the two roads branched.⁸ Dallas proved to be a good provisioning point, selling supplies and playing host to travelers—and the travelers came on foot, on horseback, and in wagons. Many of them also settled in the town near the Three Forks of the Trinity River.

The arrival of the Houston and Texas Central Railway in Dallas in 1872 marked the beginning of the end for Preston Road's significance as a state thoroughfare. That fate was sealed when the railroad reached Red River City (now part of Denison in Grayson County) in 1873, where it connected with the Missouri, Kansas and Texas Railroad, providing a rail route to St. Louis.⁹ Even so, Preston Road remained a vital connection for north-south traffic in North Texas. County Commissioners used "convicts" to maintain the road, grading and graveling sections and repairing bridges, identifying Preston Road as one of the permanent or "cardinal" roads in Dallas County.¹⁰

By 1907, the entire twelve and one-half mile section of the Dallas County portion of Preston Road from the city limits north to the county line had been graded and gravelled. The farmers and businessmen of Denison had also "improved" their section of the road from the Pottsboro road to Preston, a total of seventeen miles.¹¹ By 1913, portions of the roadway were being paved. Asphalt macadam pavement was laid between Armstrong Avenue and Beverly Drive—a distance of about three-quarters of a mile—providing a "well paved" surface from Oak Lawn Avenue all the way to Beverly Drive.¹²

Today, drivers can still follow Preston Road—still designated as State Highway 289—past Highland Park Village, past Highland Park, University Park, and Preston Hollow sheltering their

substantial mansions, past Plano and Frisco across the farm land of North Central Texas to Celina, continuing north where, for a short stretch near Sherman it becomes Hardenburg Road, and then on to Pottsboro where the road again takes up the Preston mantle as "Preston Bend Road" before ending abruptly at a point jutting into Lake Texoma. Its original destination, the town of Preston, is still down there somewhere beneath the waters of the lake.★

NOTES

¹Act approved May 26, 1838, 2nd Congress, S. S., 1838 Laws of the Republic of Texas reprinted in H. P. N. Gammel, *The Laws of Texas 1822-1897* (Austin: Gammel Book Co. 1898), I:1523.

²John William Rogers, "Views and Previews: Dallas' Lost Beginnings," *Dallas Times Herald*, October 28, 1951.

³Morris L. Britton, "Military Road," *Handbook of Texas* (Austin: The Texas State Historical Association, 1996), 4:732. Howard J. Erlichman, *Camino del Norte: How a Series of Watering Holes, Ford and Dirt Trails Evolved into Interstate 35 in Texas* (College Station: Texas A&M University Press, 2006), 70-71. Gerald S. Pierce, "The Military Road Expedition of 1840-1841," *Texas Military History* 6 (Summer 1967).

⁴Erlichman, *Camino del Norte*, 73-74.

⁵Kent Biffle, "Who was mystery man 'Preston' of road fame?" *The Dallas Morning News*, August 1, 1993 (hereafter cited as *DMN*).

⁶A. C. Greene, "Old Preston trail joins parts of Preston Road," *DMN*, February 17, 1991.

⁷"Central National Road," *Handbook of Texas*, 2:20.

⁸John Rogers Williams, "Views and Previews: The Preston Road," *Dallas Times Herald*, July 16, 1950.

⁹George C. Werner, "Houston and Texas Central Railway," *Handbook of Texas* 3:742.

¹⁰"Work on County Roads," *Dallas Weekly Herald*, July 2, 1885, p. 6, and "A rousing session," *DMN*, May 5, 1896, p. 8, and "Action of Court: County Commissioners Take First Steps Toward Expending Bond Money," *DMN*, May 18, 1905, p. 9, and "Engage in Road Inspection: County Commissioners Hold No Session, Being Occupied in the Country - Assessment of Railroads," *DMN*, September 19, 1905, p. 4.

¹¹"Accept the Preston Road. Work Found Satisfactory to County Commissioners, Who Issue Order That it be Paid For," *DMN*, August 17, 1907, p. 14 and "Good Roads Movement. Grayson County to Have a Model Thoroughfare - Denison Citizens to Share in Construction," *DMN*, March 4, 1907, p. 9.

¹²"Will Improve Preston Road - Nearly a Mile of Asphalt Macadam Will be Pleased [*sic*] Just North of City Limits," *DMN*, March 16, 1913, p. 5.

“Lo! We Communicate with the World”

The Coming of the Texas & Pacific to Dallas in 1873

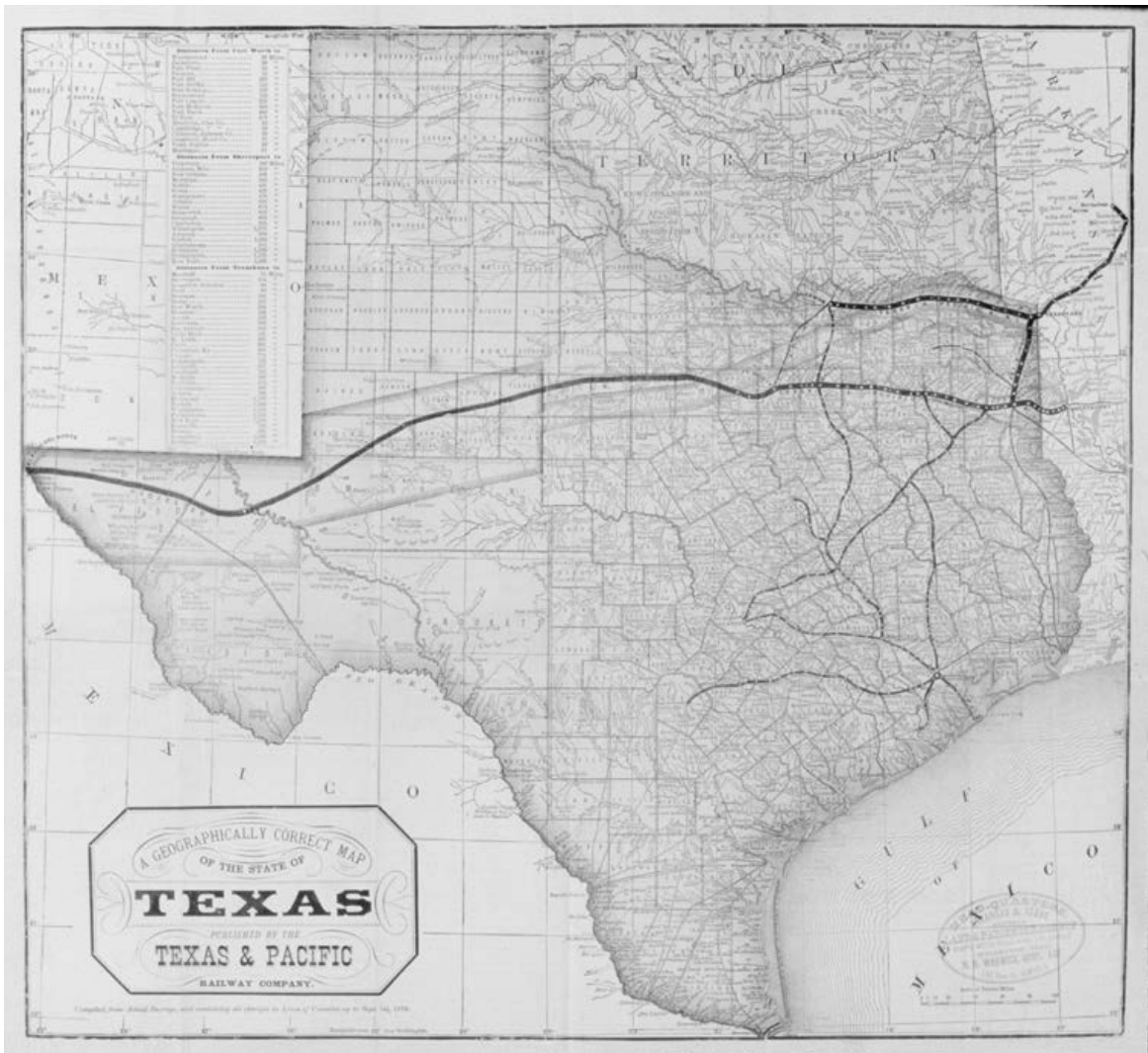
BY THOMAS H. SMITH

One hundred and forty years ago, in February 1873, the Texas & Pacific Railroad formed a junction with the Houston & Texas Central Railroad in Dallas.¹ This was arguably the single most transforming event for Dallas for the next century, or until the supersonic Concorde landed in 1973 and officially opened DFW Airport. As Dallas became the railroad hub of North Texas, its economic reach stretched across the country from Galveston to St. Louis and Chicago, and from Memphis and New Orleans to El Paso and eventually to the West Coast. Dallas's population exploded, businesses migrated in, and new companies sprang up. Geographically the city grew in size while its rural hinterland, rich in fertile soil, supported abundant harvests of wheat and cotton, and the town became an important commercial center. And, upon the back of this economic prosperity, its cultural, religious, educational, and civic institutions developed and flourished.

With prospects of the Texas & Pacific coming to Dallas looking good in the spring of 1870, and with Dallas in full blown self-promotion or boosterism mode to attract that railroad, a public meeting was held at which Kentucky-born Volney Hall, the vice-president of the Southern Pacific Railroad, one of the antecedents of the T&P, was the principal guest and speaker. Hall reviewed the history of the Southern Pacific, claimed the

line was solvent, explained that it needed money to extend its line, and without making a promise, said that Dallas was one of the “objective points” for the railroad. Questioned how to entice the Southern Pacific to come to Dallas, Hall replied that “people must manifest a desire to have the road extended here [Dallas], before it would be built to this place,” and he added that, “the manifesting must be a substantial one.” The meeting promptly selected a committee of ten prominent and influential men to investigate if anyone in Dallas would loan the Southern Pacific money.² No one was willing!

The Texas and Pacific Railroad, the line that eventually crossed the Houston & Texas Central in Dallas, was to be a trans-continental road passing through Texas to El Paso in the Rio Grande Valley and then on to San Diego, California. It was part of the ongoing drama of the nation's westward growth in the nineteenth century. The federal government, interested in finding passages westward, in 1838 established the U. S. Army Corps of Topographical Engineers to map the trails in the then national territories. Later, after the Mexican War, Congress passed the Pacific Railroad Survey Act in 1853 that gave Secretary of War Jefferson Davis the authority to send teams of surveyors into the west to find reliable, reasonable, and inexpensive routes to the West Coast.



This T&P map published in 1876 shows its primary route across Texas through Dallas, as well as several subsidiary lines.

At the same time, during the 1850s, the Texas Legislature chartered 45 railroads, most of which were speculative and never built. If the Texas and Pacific Railroad had any lineage in Texas at all, it was the Southern Pacific Railroad. This road was linked to the Texas Western Railroad chartered originally as the Vicksburg and El Paso Railroad and subsequently renamed. By 1857, the line operated 23 miles of track between Marshall and Caddo Lake.

The Texas and Pacific Railroad was a federally chartered railroad, the only one in Texas. To obtain a transcontinental railroad was long an objective of Texas politicians. In late 1852, Texas Senator Thomas Jefferson Rusk supported the

proposal to build a railroad from coast to coast.³ Eight years later, in February 1860, Senator Louis Wigfall introduced Senate Bill 122 in the 36th Congress to establish a railroad and a telegraph line from the Mississippi, across Texas, to California.⁴ With a burst of enthusiasm, John Swindells, the editor of the *Dallas Herald*, proclaimed that the routes of the Southern Pacific were “no longer a myth, or a ‘moonshine’ matter, but a reality of steam, locomotives, and almost interminable rail ties and iron, when completed.”⁵

By the time Senate Bill 647 calling for a railroad and telegraph route from Marshall, Texas, to San Diego, California, was introduced on March 9, 1870, two transcontinental railroads, the com-

pleted Union Pacific and the soon to be completed Kansas Pacific, already stretched across the land. Congress wanted a southern transcontinental route and SB 647, introduced by Louisiana Senator William Pitt Kellogg, conformed to the suggestions of numerous commercial conventions that endorsed and promoted one.⁶ The bill was referred to the Committee on Pacific Railroad.

That Committee, however, reported a substitute bill on February 21, 1871, that not only changed the name of the railroad but replaced the original bill with a substitute measure entitled "An Act to incorporate the Texas Pacific Railroad Company and to aid in the construction of its road, and for other purposes."⁷ A week earlier, on February 14, the Texas Legislature had passed a Joint Resolution addressed to the U. S. Congress urging that body to pass legislation to build a trans-continental railroad through Texas along the 32nd parallel.⁸

The House Committee on Pacific Railroad reported out yet another version of SB 647 and this time the road was called the Southern Pacific. There appeared to be ample support in both houses to pass railroad legislation, so SB 647 headed to a conference committee. The main differences between the House and Senate versions were the size of the gauge and the number of branches that would connect with the main line in Texas. The Senate called for a five-foot gauge, commonly used by southern railroads, whereas the House asked only for a uniform gauge to be determined by the engineers. As for railroads that originated outside the state but constructed branches through Texas to connect with the main line, the Senate allowed for six and the House demanded a "naked line" with no branches.

The debates, while at times a little testy, focused on the quantity of land to be given away, the positive economic impact the railroads would have on the national economy and reduction of military expenditures, and the matter of justice to the South. It was estimated that the six branches advocated by the Senate would double the length of the railroad and, if the same land grants given to the main trunk applied to the branches, the amount of land given away would double from 13 million acres to 26 million. There was a concern among some members of Congress that this land give-away would amount to the building of mass fortunes and estates for easterners who would organize, build, and operate the railroads

much to the detriment of homesteaders who were to occupy the vast western regions.

William A. Wheeler, representative from New York who had railroad interests, and later vice president of the United States, best explained the national self-interest in building this transcontinental railroad. He said that "with the incubus of slavery removed, which barred all improvement, immigration but awaits the construction of this great national highway to fill this country with a teeming population and to make available all its wealth of soil, climate and mines." He continued that "common justice demands we place the South upon an equality as to commercial facilities," and that "public economy demands the construction of this road" because it will cause retrenchment of military expenditures," settlements will be protection against Indians, the development of natural resources will make the nation powerful and help "the extinguishment of our national debt," and provide value to lands now "idle and unproductive." Expanded markets would bring the riches of Mexico into the country's market places and "will carry the lessons of our civilization and institutions to that region." Wheeler, a sensible Republican, prophesied that the completion of the railroad "will prove a most important and potent element in the reconstruction of the South," and will demonstrate "the liberality and impartiality of the Government to all sections of the country and to all its citizens," and bring the South into direct contact with "northern men, northern progress, northern ideals and capital, and in the general comingling of interests, in the general prosperity, and in the new enterprises opened to the South, the feeling of antagonism engendered by the late war will be sure to fade out." He concluded, "This road will accomplish, in my judgment, what so far our reconstruction statutes have failed to do, and will constitute another link in the chain which shall make our Union indissoluble."⁹ James A. Garfield, a representative from Ohio and future president, conditioned his support for land grants, but said the road should be built "as a great act of commercial justice to the South."¹⁰

Texas was readmitted to the Union on March 30, 1870, and the state's delegation of two senators and four representatives was sworn in to Congress the next day. They appeared to be rather mute throughout the recorded debate. Texas Senator Morgan C. Hamilton, a Radical Republican and brother to the state's former gov-

error, offered an amendment that would make El Paso the eastern terminus rather than Marshall. He eventually withdrew his amendment.¹¹ Texas Senator James W. Flanagan told the Senate that Texas had waited for fifteen years for a trans-continental railroad, and its rich farmland invited emigrants “who can get rich on growing sugar, cotton, wheat, cattle, horses, etc.” In conclusion he said “this road is demanded by every sense of justice for the great commercial interest of the country.”¹² The entire delegation favored the bill’s passage, although Hamilton was ill part of the time and missed several votes.

The debate over SB 647 continued on into the eleventh hour of the 41st Congress. During the evening session of March 3, 1871, the last day of the session, the Senate concurred with the report from the Conference Committee that the House had already accepted. Texas Senator Flanagan was a member of the Conference Committee. To make SB 647 the law of the land, things had to move quickly before the end of the session. Both the Speaker of the House and the Vice President signed the bill and it was approved by the President the same day.¹³ The railroad was named the Texas Pacific Railroad Company. Its eastern terminus was to be “from a point at or near Marshall, county of Harrison, State of Texas.” Then the route would follow the most direct route “to be determined by said company, near the thirty-second parallel or north latitude, to a point at or near El Paso” and then on across territories of New Mexico and Arizona to California and San Diego.¹⁴

There were four drafts with amendments of Senate Bill 647 until the final one reported on March 3. That the Texas Pacific Railroad should reach the Trinity River was mentioned five times in the various versions or amendments but it was not in the final one.¹⁵ Therefore, if Dallas was to be included as a stop on the Texas Pacific, it would have to turn some political and financial wheels to make it happen.

The Texas Pacific Railroad was a federal project that was built on land grants from the country’s federally administered public domain. But when Texas entered the Union, it kept its public lands. Consequently, the federal government could not give away something it did not control. Nearly three months after the federal legislation, on May 24, 1871, the Texas legislature enacted legislation that basically approved the federally chartered railroad to cross Texas.

The May legislation, “An Act to encourage the speedy construction of a railway through the State of Texas to the Pacific Ocean,” was central to getting funding for the T&P building across the state. In order to create a railroad across Texas that would connect with Atlantic rail systems and the Pacific, the state had chartered three railroads: the Memphis, El Paso and Pacific (February 7, 1853), the Southern Pacific (August 16, 1856), and the Southern Trans-Continental Railroad Company (July 27, 1870). In May 1872, the state granted the Southern Pacific and Southern Trans-Continental \$3 million each in state bonds if the two railroads, within six months, identified a junction of the two roads west of the eastern line of Shackelford County and between the 32nd and 33rd parallels. The Southern Pacific was to build from Longview to Tyler and from there westward to the Brazos River but was not to deviate north or south by more than five miles from a due west line. These instructions left Dallas and Dallas County out of the picture. The Southern Trans-Continental was to begin at Jefferson and build to the eastern state border near Texarkana and then on to the junction point but was to follow closely the survey route of the Memphis, El Paso and Pacific. The railroads could trade the bonds for Texas’ public land at a rate of 24 sections per built mile. A section of land was 640 acres.

The preamble of this legislation anticipated that the Southern Trans-Continental would absorb the Memphis, El Paso and Pacific along with its “rights, franchises and property.” Section 11 of the act authorized the federal Texas Pacific Railroad to consolidate with the state’s Southern Trans-Continental and the Southern Pacific including “all the rights, benefits, and privileges granted and intended to be secured” by the two Texas chartered railroads. Consequently, the T&P would acquire the rights to build a railroad on Texas soil, the benefits of money and gifts, the privileges of operating a business in Texas including its legislated powers and authorities, and the land grants that accompanied the completion of laying a requisite number of miles of track.¹⁶ The Texas and Pacific acquired the Southern Pacific on March 21, 1872, and nine days later, it absorbed the Southern Trans-Continental. On June 12, 1873, it acquired the Memphis, El Paso and Pacific.¹⁷

Swindells was critical of the crossing prescribed by the Texas Legislature for the two railroads building westward as being too far west,

beyond the most agriculturally productive region in North Texas. He also argued that, because of the terrain, the cost of construction would be greater.¹⁸ A week later, it was reported that a T&P survey team was “prospecting Dallas,” running a preliminary line from Marshall. Once again, the editor, with railroad surveyors at the gates, began to beat the booster drums to energize the community and asked if it were not time for the people to make a concerted unified effort to attract the T&P to cross the H&TC in Dallas?¹⁹

The Dallas editor favored the use of Texas’ public lands, rather than money, to aid the construction of the railroads across Texas. Swindells voiced the opinion, probably of the majority of white Texans, that the land in the state’s vast public domain was there for the taking. He wrote:

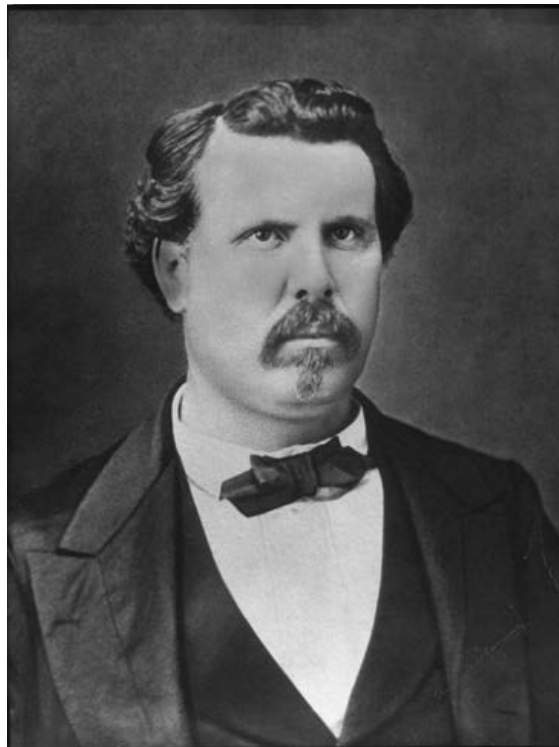
What are the public lands of Texas worth to-day, and unless developed by internal improvements, what are they likely to be worth? To-day, and in all time past, these lands have furnished a hunting ground and hiding place for the Comanche, the Kiowa, and other hostile tribes who desolate our frontier. Instead of yielding revenue to the State from taxation, (as they would if owned by railroads,) they are indeed a burden and a bitter curse to our people. Let us have the Pacific Railroad, and where now the buffalo and wild horse, the antelope and deer, and the savage, roam in undisturbed freedom, we will have cultivated towns, farms and villages, teeming with a busy population. And where the Indian has his war-dance and gloats in triumph over the scalps of murdered victims, will be seen the school house and temple of Christian worship.²⁰

Dallas’s booster mechanism began to warm up. John McCoy, the oldest lawyer in Dallas, chaired a committee to correspond with the officials of the Texas Pacific regarding “the route of that road.”²¹ In June “most of the principal professional and mercantile men of Dallas” hosted a supper at the Crutchfield House for Major F. A. Blanch, chief engineer for the Southern Pacific, and his staff, who had completed a survey from Longview to Dallas. He said that while Congress granted subsidies to build the railroad, so did Texas counties. Blanche explained that if Dallas offered the necessary inducements, the railroad would ignore the federal inducements and bring

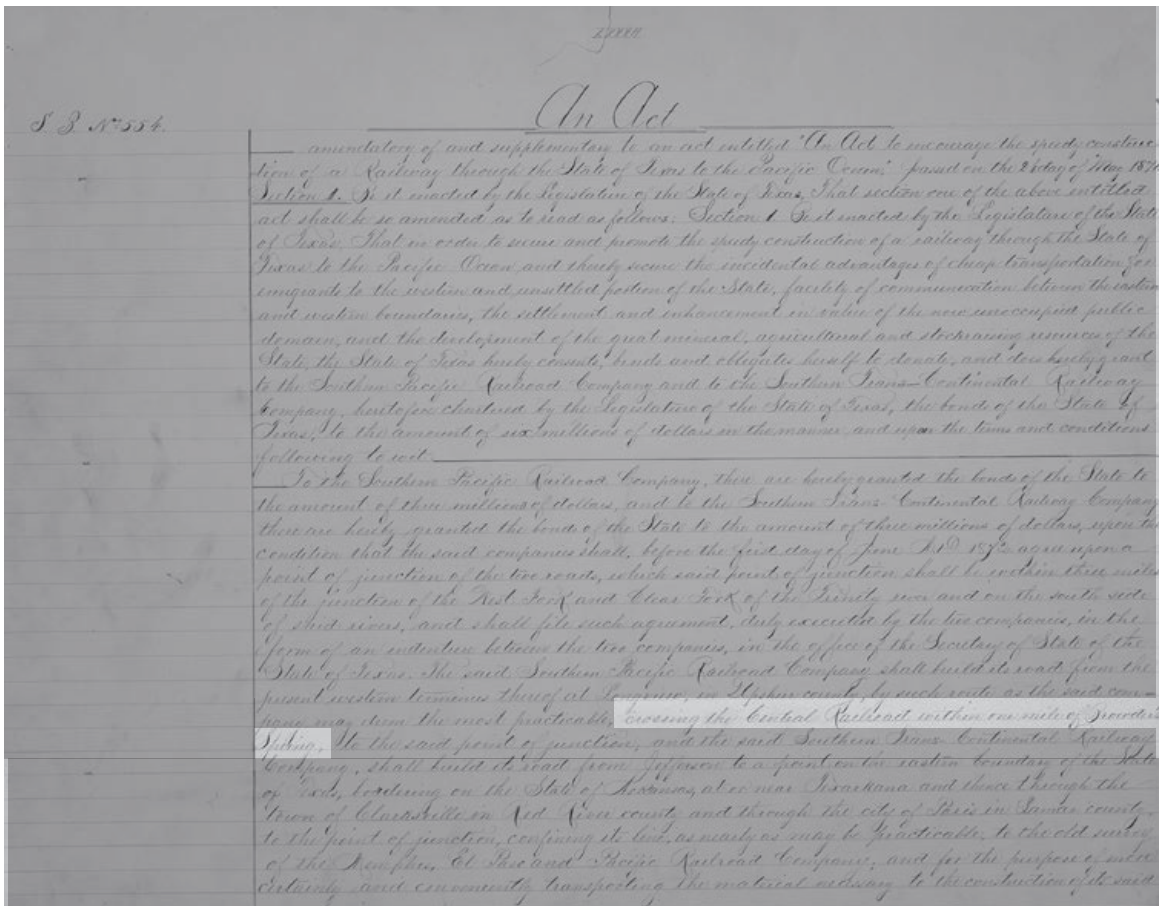
the rails as close to Dallas as would be required.²²

While the businessmen were honing their lobbying skills, the Texas Legislature was busy amending its legislation of May 24, 1871, for a speedy construction of a railroad across the state. The new act, passed on November 25, became law without the Governor’s signature. It changed the history of Dallas.²³ The juncture for the two railroads was changed from the eastern boundary of Shackelford County to within three miles of the south side of where the West Fork of the Trinity River joins the Clear Fork in Fort Worth. The Southern Trans-Continental was to build from Jefferson to the eastern border of Texas near Texarkana, then to Clarksville, Paris, and a point of juncture using the old surveys of the Memphis, El Paso and Pacific Railroad.

The Southern Pacific was to build from Jefferson “by such route as the said company may deem the most practicable, crossing the Central Railroad within one mile of Browder’s Spring, to the said point of juncture, . . .” Dallas’s lobbying efforts had paid off. John W. Lane, Dallas’s representative in the Texas House, placed just ten



John W. Lane, who represented Dallas in the Texas House, introduced the critical amendment that brought the T&P Railroad through Dallas.



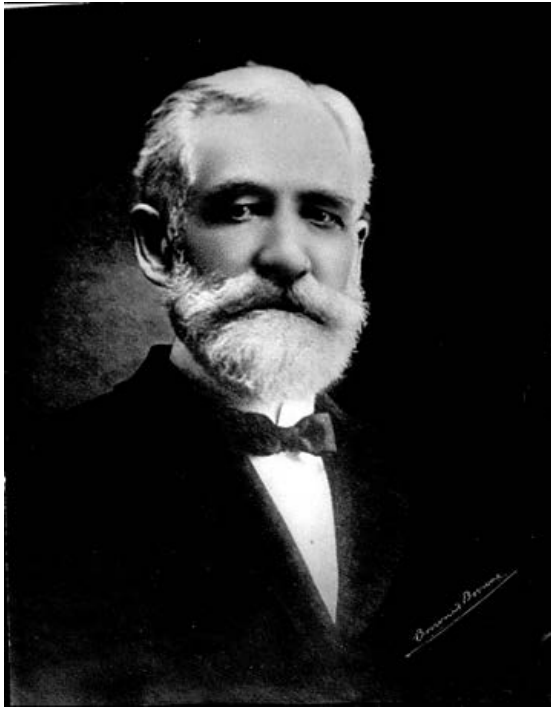
John Lane's amendment, requiring the T&P to cross the Houston & Texas Central "within one mile of Browder's Spring" not only changed the course of the railroad but also the future of Dallas, making it the first rail crossroads in North Texas.

words, "crossing the Central Railroad within one mile of Browder's Spring," in the legislation and Dallas's world changed. The story goes that since no one knew the location of Browder's Spring, the Texas legislative body paid no attention to what it really meant. It was, of course, one mile south of the Dallas County Courthouse. Kentucky-born Lane, after his service in the Confederate Army, was appointed mayor of Dallas in 1866. He soon resigned to follow newly elected Governor James W. Throckmorton to Austin as his private secretary. He was elected as a Democrat from Texas' 12th House District in 1870. The *Dallas Herald* paid tribute to him and said that the city was "greatly indebted to him for this grand consummation."²⁴

In late January 1872, survey work began on the 125 miles from Longview to Dallas. The work was completed in early March. Speculation

had it that the crossing of the Trinity River would be between the mouths of Turtle Creek and Mill Creek. About the same time, a T&P team began to scout out the railroad's right of way from Longview to Fort Worth.²⁵

To help "manifest a desire to have the road extended," and in response to a proposition offered by the railroad, a petition signed by fifty property owners and qualified voters under the rules of Reconstruction, addressed to the mayor and council on May 29, asked that an election be held on July 8 and 9, 1872, to determine if the city should donate \$100,000 of city bonds to the T&P, guarantee a right of way through Dallas, and provide depot grounds. The 30-year bonds paid 7 percent per annum. In exchange, the T&P would build passenger and freight depots on a three-acre plot on Burleson Street (whose name would be changed to Pacific) owned by A. C. Camp, a local



Henry Ervay was serving as Mayor of Dallas when negotiations brought the T&P through the town.

banker. A deed to that property was already on file with the railroad. The election results were to be reported to the city council on July 10.²⁶

Before the election Tom Scott, president of the T&P railroad, and a team of officials including John W. Forney, a member of the railroad's Board of Directors, made a flying trip through parts of Texas to inspect the railroad's route. They spent the night of June 26 in Dallas, and both spoke at a reception that evening. Forney had pleasant things to say about Dallas and commented that it had "a cosmopolitan character." Scott mentioned that he had made a proposal to the city to bring the T&P into Dallas that was accepted by the local authorities. The party moved on to Fort Worth the next day.²⁷

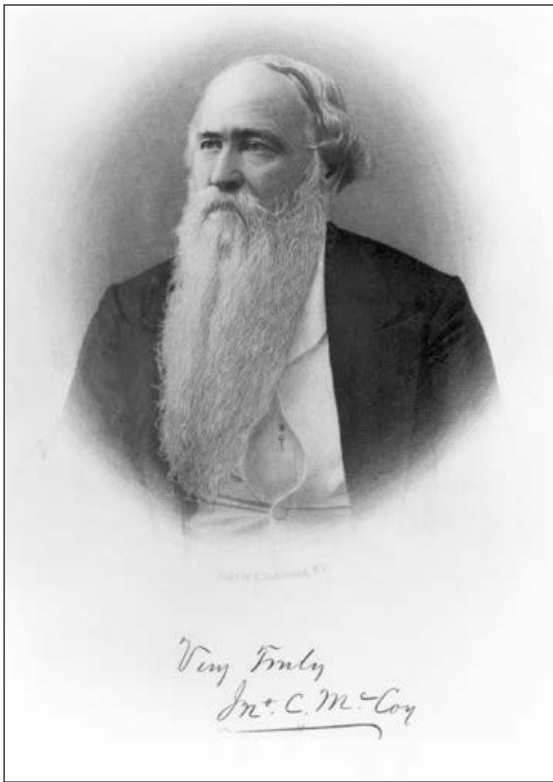
The results of the election were reported on July 9. There were 227 qualified voters eligible to vote in Dallas. The tally reported: 192 for and 0 against.²⁸

Workmen and all sorts of materials to build the T&P began to arrive in Dallas in late September. Actual grading began on Wednesday, October 9, at the Camp property where the T&P depot was to be located and moved along Pacific Avenue toward the river. At the Houston Street cross-

ing, the cut for the grade was two to three feet deep. The grading was carried on in both directions, east and west, and within 30 days the grading was extended 24 miles east of Dallas. The rails were in Galveston, timbers for the bridge across the Trinity were on the way from Florida, and the T&P was building "mammoth warehouses" to house its equipment and materials. With great enthusiasm, the *Herald* proclaimed, "the very air seems rife of enterprise and advancement."²⁹ In the midst of this activity, the Dallas City Council on October 15, 1872, introduced and had the first reading of "An Ordinance granting the Right-Of-Way to the Texas & Pacific Railroad Company through the City of Dallas."

Apparently there was some problem with the size and location of the Camp property where the T&P was to cross the H&TC and build its depots. To solve the problem, and allow the T&P to follow the original surveyed route along Pacific Avenue through Dallas, the Elm Street merchants came forward, donated generously, and purchased the necessary ground that was needed. The *Dallas Herald* praised the public spirited citizens who "succeeded in stilling the troubled waters of right-of-way of the T&P railroad through the city."³⁰ But once promised, the right of way had to be purchased from land owners. This proved to be difficult on two counts: one, Dallas had no money and, two, the city had pledged to be responsible for all damages resulting from the taking of land. Because no special tax ordinance had been drafted or voted on, no tax money was collected to pay for land, so the city council directed the mayor to solicit parties "having the means" to see if he could borrow the money.³¹ In about five days Mayor Henry Ervay and others were able to raise \$3,400 to be used immediately to pay for taken property. The mayor reported on October 23 that "difficulties" were in the way for the opening of Pacific Avenue and the right of way for the railroad. While some of the more difficult land acquisitions were settled, the city wrestled with adjusting acceptable prices for property it needed for the right of way. The council optimistically instructed the mayor to notify the T&P that its right of way "was now secured."³²

Meanwhile work was progressing on the T&P. The railroad was building east from Dallas and west from Longview at the same time. The *Dallas Herald* reported that within that division there were 1,700 men working and 800 teams of horses.³³ Grenville M. Dodge, after working for



John C. McCoy, representing the T&P, tried to clarify the railroad's right-of-way along Pacific Avenue.

the Union Pacific, had been lured to the Texas & Pacific and hired as Chief Engineer. For efficient management, he divided the line into five divisions, with Dallas included in the Southern Division, managed by R. S. Hayes.³⁴ Much of the building was personally supervised by Dodge. Although it was recorded that the construction of the line between Longview and Dallas was done by the California & Texas Railroad Construction Company, patterned much after the infamous Credit Mobilier,³⁵ the *Dallas Daily Herald* reported that Dewey & Company laid the first 35 miles west from Longview and that Lowe, Zearing and Miller put down the first 35 miles of track east from Dallas.³⁶

At the turn of the year work slowed for several weeks due to worker dissatisfaction over a new lowered wage scale. Work returned to normal and the piles for the T&P bridge across the Trinity were two-thirds in place while the remaining timbers were delivered daily by the carloads. The *Herald* reported that of the 123 miles between Dallas and Longview, only ten miles of "unbroken" ground remained. By April, the T&P

had laid track 32 miles east of Dallas.³⁷ The city council, in the meantime, had adopted a resolution to place a special one per cent tax on all real and personal property within the corporation limits to reduce the debt for opening Pacific Avenue.³⁸

A major imbroglio occurred in February 1873 concerning the legitimacy of the gift of the right-of-way that Dallas had given to the T&P. In a council meeting on October 24, 1872, after grading of the T&P right-of-way began, a petition from the law firms McCoy & McCoy and Good & Bower, both representing the Texas & Pacific Railroad, asked the Dallas City Council to affirm the railroad's assignment to the 80-foot right-of-way on Pacific Avenue. "An Ordinance granting the right of way to the Texas and Pacific Railway Company through the City of Dallas" had been read once and referred to a Special Committee. Mayor Ervay was instructed by council to notify the T&P that its right to construct along the Pacific Avenue right-of-way "was now secured."³⁹ And he did.

Four months later, on February 18, 1873, John C. McCoy dropped a small bombshell on the city council: he requested a new ordinance granting the T&P an 80 foot right-of-way through the city which would be Pacific Avenue. After briefing the council on the history of the T&P's right-of-way, McCoy explained that since the ordinance granting the T&P the right-of-way on Pacific Avenue was marked VOID by someone unknown, a new ordinance was needed to affirm the grant. McCoy claimed that the ordinance had never been properly passed and that it had been illegally entered in the City's Book of Ordinances "through a mistake."

City Secretary Charles S. Mitchell explained that when he took office, he found in his desk drawer an ordinance signed by then Mayor Henry Ervay and City Secretary R. S. Druley granting to the Texas & Pacific Railroad the right-of-way through Dallas. Mitchell recorded it in the Dallas Ordinance Book on page 183. However, upon examining the minutes in association with the passage of that ordinance, he discovered that the ordinance was read only once rather than the customary three times before passage. Mitchell then visited the former city secretary. Druley said that his signature and that of the mayor's were not authentic, but rather they were in the handwriting of John M. McCoy, then the city's attorney. Upon hearing Druley's statement, and

because the T&P ordinance had not been legally adopted, Mitchel wrote “VOID, VOID, VOID” across the face of the ordinance recorded in the ordinance book. After Mitchell’s explanation, the current council asked if the 1872 council had really meant to grant to the T&P the entire 80-foot width of Pacific Avenue.⁴⁰ Ben Long, who was the new mayor, appointed a committee to look into the situation.⁴¹

Five days after John C. McCoy asked the Dallas City Council for a new ordinance for the T&P, the railroad’s first freight train pulled through Dallas using the H&TC’s tracks. Unlike the celebration that had greeted the arrival of the H&TC on July 16, 1872, no multitudes greeted it, no barbecue feast, no speakers, and no fanfare but only the “unutterable admiration” of the many spectators “who turned out to greet the first motion of the busy life which this great line of railroad is destined to impart to our city, the future metropolis of the South West,” said the *Dallas Daily Herald*. No shouts, no tears, the newspaper continued, but “every heart felt that ere long the trail o’er which he passed would become the grandest highway on the continent, and so [might] it be.” The train carried a load of heavy timbers for the railroad bridge across the Trinity.⁴²

On April 24, 1874, attorneys James W. Throckmorton (former Governor of Texas) and John Henry Brown, representing the T&P, communicated to the city council that the Texas and Pacific Railroad Company “claims no right to title nor claims in Pacific Avenue in your said city except as a right of way over the same under the laws of the State of Texas and the Ordinances of your city.” In other words, the T&P no longer expected an 80-foot right-of-way but would accept whatever width the council was willing to give. Their communication was spread on the minutes. But still the council took no action. And none was taken until 1890, when Charles T. Morriss, city auditor, who was codifying Dallas’s laws, saw the discrepancy and made mention that the T&P had been using Pacific Avenue for sixteen years with no legal right to do so. On April 21, 1890, the mayor approved an ordinance that granted the T&P the “privilege of double-tracking on Pacific Avenue from end to end.”⁴³

But Dallas was not alone in its confusion with the Texas and Pacific. Questions arose as to what the Texas and Pacific actually acquired when it bought the two Texas railroad franchises, the Southern Pacific and the Southern Trans-Conti-



John Henry Brown, a future Dallas mayor, also became involved in the discussions over Pacific Avenue and the T&P’s right-of-way.

mental. The legislature on May 3, 1873, admitted the confusion, and to clarify exactly “the amount of lands to which said Texas and Pacific Railway Company may be entitled,” it drafted legislation that was to be “a complete and final adjustment of the rights” of the T&P, and to outline “a definitive understanding as to the obligations of the State” in order to encourage the “speedy construction” of the railroad. The Texas and Pacific received all the “rights, privileges and franchises” of the two railroads it acquired including the land grants of 20 sections of 640 acres each for every mile built and in operating order. Also, the legislation allowed for all railroads in Texas to have the right to “connect with the line.” The bill became law without the Governor’s signature.⁴⁴

By mid-June there had been twenty-seven days of continuous rain, which slowed the laying of track and damaged the grading. Large work crews were sent to repair the grading and ready it for the rails. Wood section houses to quarter the work crews, water tanks, temporary side track, iron rails, ties, and other materials lined the tracks as work trains loaded with supplies followed closely behind the moving track head.

Laying track east from Dallas, Brooklyn (Forney) was the end of the line for a while. Trains from Dallas were run each day, the trip taking nearly two hours from Dallas.⁴⁵ Stage lines carried passengers to Longview, Marshall, and Shreveport. So too, when Terrell was the terminus, business from Dallas and Kaufman County flowed from there, by stage and wagon, to other parts of Texas.⁴⁶ A brisk sale for town lots made Terrell a busy place.⁴⁷ In late June the distance between the two ends of the railroad was 45 miles, and by laying track at one mile per day, the line would be connected in July.⁴⁸ According to the June 25 issue of Marshall's *Iron Age*, the T&P had completed 42 miles of track toward Dallas, and the California and Texas Railway Construction Company began to lay out telegraph poles along the line which would reach Dallas soon.⁴⁹ An engineer from the T&P told the *Dallas Daily Herald* that a gap would be filled at the Sabine River by September 1 and thus the road would be completed between Shreveport and Dallas.⁵⁰ By July 26, that gap was shortened to 14¾ miles.⁵¹ But Chief Engineer Dodge reported that the line "is completed, and regular trains have been running since July 1st."⁵²

The California and Texas Railroad Con-

struction Company formally turned over the road between Longview to Dallas to the Texas and Pacific Railroad on August 11 for scheduled passenger and freight service. Perhaps because passenger and freight trains had been running from Dallas to the head of construction since the end of February 1873, the completion of the road between Longview and Dallas did not elicit a single notice or even a hint in the *Dallas Daily Herald*. Instead, the anticipated jubilation was the completion of the T&P from Dallas to Shreveport. On July 18 a meeting was called, chaired by State Representative John Henry Brown, to begin preliminary preparations for a public barbecue to celebrate the occasion. No results of that meeting were recorded. In a reminder notice, the newspaper, with a dash of sarcasm, said the meeting was to make arrangements, "which, we trust," were for celebrating the completion of the line from Shreveport to Dallas.⁵³

In fact, there was no Dallas celebration. Instead, Shreveport stepped in, asked Dallas to put its plans on hold, invited the citizens and leadership of Dallas to come to its celebration, and held a "Grand Railroad Celebration and Grand Barbecue" on August 13, 1873. The final spike in the line was driven in Shreveport on July 31, but the



This early T&P locomotive #55 was in use in the 1870s when the railroad began serving Dallas.



The T&P built this bridge over the Trinity at the foot of Pacific Avenue in 1873.

railroad explained that it needed several days for work crews to “repair, ballast and fix a schedule of time.”⁵⁴ Daily service, except Sunday, between Dallas and Shreveport began on August 11 and took approximately thirteen hours.⁵⁵

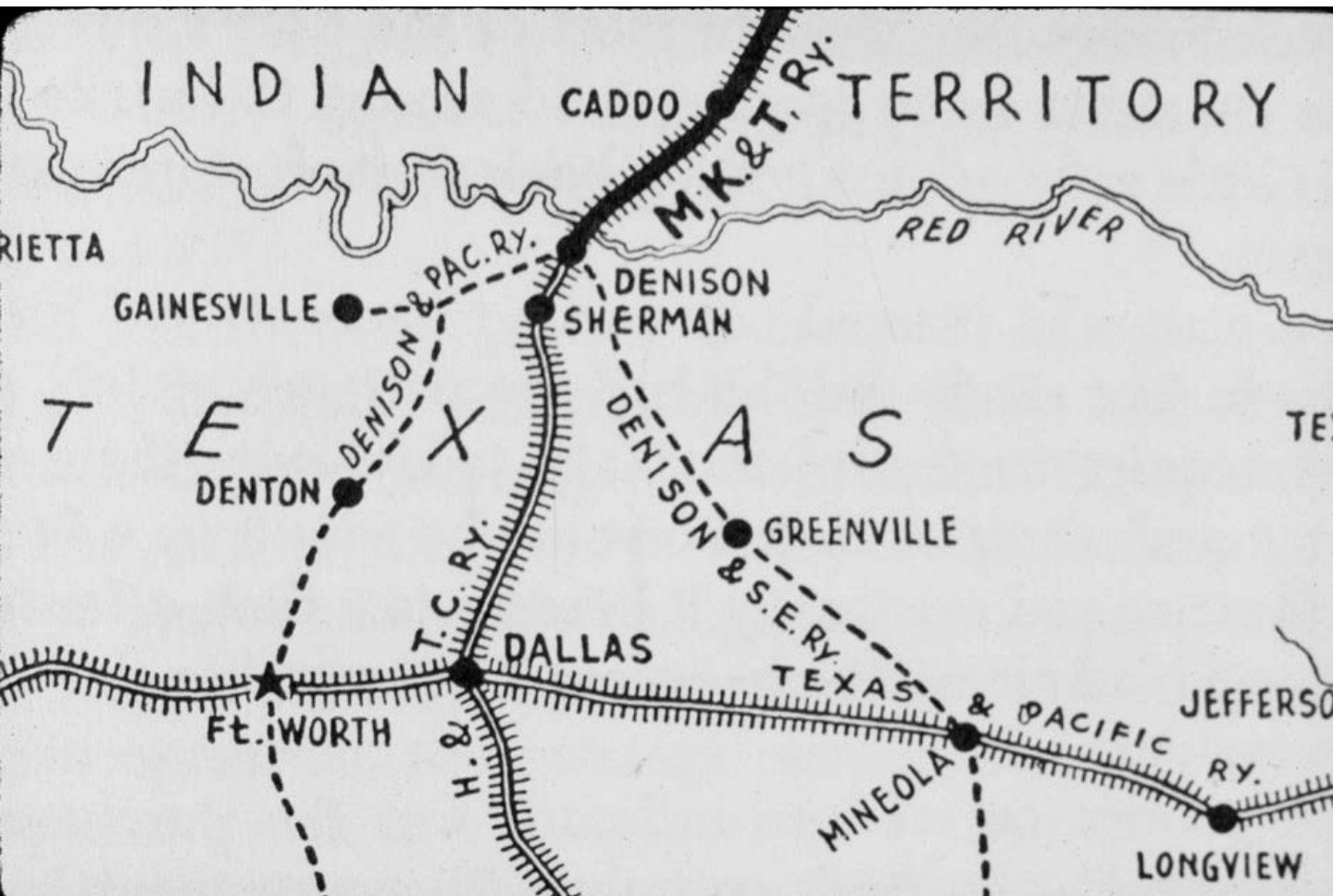
A T&P excursion train pulled out from the depot at the junction of Lamar and Pacific at 7:40 A.M. on August 12 headed for Shreveport. Not to be caught short, the railroad charged an excursion fee of \$9.50, but the return trip was free. The grounds for the celebration were away from the city center, near the end of a street car line and the T&P tracks. It was “intolerable” hot. Tents shielded some of the visitors, and near the speakers’ stand the visiting cities had their own identified sections. Approximately 5,000 people heard nine speakers including John J. Good and E. G. Bower from Dallas and W. A. Wallace, vice president of the T&P railroad. Wallace, boasting of the economic benefit his railroad was bringing, also predicted that “the iron rails of his road would blunt the edge of the Indian’s scalping knife, and that the war-whoop would be drowned in the whistle of the engine.”⁵⁶

To commemorate the occasion, the *Dallas Daily Herald*, in a beautifully written article, waxed poetic about the historic event—“after twenty-one years delay, superinduced [*sic*] by two financial

convulsions and several years of anarchy and misrule.” Praise was given to the venerable Thomas Jefferson Rusk, who had argued in the U. S. Senate for a transcontinental railroad across Texas twenty years before, and to John Neely Bryan and generations past who braved the frontier. “Honored be your memory so long as Texas has a name on earth!”⁵⁷

The crossing of the H&TC and the T&P railroads changed how the world looked at Dallas and how Dallas looked at the world. After the T&P connection was made with Shreveport, the *Galveston Daily News* said: “The iron horse now moves westward and intersects at Dallas with the Central . . . A more inviting field never has been presented to the mind of man than the one that now lies open along the line of this great thoroughfare, which is to connect Atlantic and Pacific oceans via Shreveport and El Paso.”⁵⁸ Fort Worth had to wait until 1876 before the T&P arrived. But when the route opened from Shreveport to Dallas, the *Fort Worth Democrat* citing a shipment of freight from New Orleans to Shreveport by water and then by rail to Dallas, observed: “Thus, in the space of one week, do we see, by opening of a new route, transportation has been reduced almost one-half.”⁵⁹ A pamphlet to promote Dallas and printed in Dallas for wide distribution by the Texas and Pacific described Dallas as being located “in midst of the very finest agricultural section in the South, and the point of intersection of two railroads, it is destined to become a place of considerable importance.” And later, “The growth of Dallas has been unprecedented in the history of Texas towns.”⁶⁰

Dallas at that time saw the world as a great marketplace that with courage, progress, enterprise, and sovereign vitality could be reached by rail. Through the H&TC it could reach Houston, Galveston, and the Gulf Coast to the south, Cairo and St. Louis, Chicago, and all points to the north and east. By the T&P, Dallas’s business interests could reach Shreveport, Cairo, Memphis, Vicksburg and New Orleans. Until the brutal Depression of 1873 stopped the T&P from building west, Dallas anticipated connections with El Paso and San Diego. And Dallas merchants and farmers were not shy about raising money to build railroad connections to geographical areas where they believed there were more markets. One example was Dallas’s own Wichita & Dallas Railroad, built northwest to tap the wealth of minerals and mines. And there were others enough



This map indicates several railroad lines that were laid soon after the T&P crossed the H&TC in Dallas.

for Dallas to consider itself the Chicago of the West. The editor of the *Dallas Daily Herald* struck the right tone when the Texas and Pacific opened the line between Shreveport and Dallas: "Lo! We communicate with the world."⁶¹★

NOTES

¹The Houston & Texas Central had arrived on July 16, 1872, to be greeted by a cheering throng. It provided the first rail link to Dallas. *Dallas Herald*, July 18, 1872.

²*Ibid.*, May 21, 1870.

³Congressional Globe, 32d Congress, 2nd Session, December 22, 1852, pp. 125-127; January 27, 1853, pp. 420-424, Library of Congress, *American Memories*, Congressional Globe, 1833-1873 at <http://memory.loc.gov/ammen/amlaw/lwenglish.html>. Hereafter cited as *American Memories*.

⁴*Ibid.*, 36th Congress, 1st Session, February 2, 1860, p. 658; February 5, 1860, p. 668. *Ibid.*

⁵*Dallas Herald*, January 29, 1860.

⁶"To aid in the construction of a railroad and telegraph line from Marshall, Texas, to San Diego, California, with branches and connection;" *Congressional Globe*, 41st Congress, 2nd Session, March 9, 1870, p. 1776, *American Memories*.

⁷*Ibid.*, June 20, 1870, pp. 4638-4640.

⁸"Joint Resolution asking the Congress of the United States to pass a bill for the construction of a railroad from the eastern boundary of Texas to the Pacific Ocean, on or near the thirty-second parallel of latitude, and to grant the same aid for the construction of this railroad that has been granted to secure the building of the Northern Pacific Railroad," February 14, 1871. All the Texas legislative acts relating to the Texas & Pacific Railroad are found in Hans Peter Mareus Neilsen Gammel, *The Laws of Texas, 1822-1897*, in various volumes found as digital images at The Portal to Texas

THE BEST ROUTE
TO
TEXAS
IS VIA THE
TEXAS & PACIFIC
RAILWAY
AND ITS CONNECTIONS.

IT IS THE DIRECT ROUTE
TO
DALLAS,
SHERMAN
AND
FT. WORTH

THE ONLY LINE RUNNING THROUGH SLEEPING CARS
FROM ST. LOUIS TO BOTH
DALLAS AND FORT WORTH!

CLOSE CONNECTION is made by this line at SHERMAN
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FROM
McKINNEY WACO CORSICANA
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AND ALL POINTS IN CENTRAL AND SOUTHERN TEXAS.
Giving Passengers via this Line the advantage of a day-light ride
through one of the finest agricultural districts of the Southwest.

THIS IS THE ONLY DIRECT ROUTE
TO
Paris Honey Grove Bonham Jefferson
Marshall Shreveport, La. Longview Minneola
Tyler Will's Point Terrell Lawrence
HOUSTON AND GALVESTON!

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History, <http://texashistory.unt.edu>; crediting University of North Texas, Denton, Texas. Hereafter cited as Gammel, *Laws*, Portal.Vol. 6, pp. 144-145.

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¹¹Ibid., June 20, 1870, p.4638.

¹²Ibid., March 3, 1871, p. 1954-1955.

¹³Ibid., March 3, 1871, p. 1947, 1961, 1985, 1987.

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¹⁶"An Act to encourage the speedy construction of a railway through the State of Texas to the Pacific Ocean," Gammel, *Laws*, May 24, 1871, Vol. 6, pp. 485-490, Portal. Texas Governor Edmund Davis vetoed this bill but it was overridden by the state legislature.

¹⁷St. Clair Griffin Reed, "The Texas and Pacific Railway Company," Chpt. XXIX in *A History of the Railroads and of Transportation Conditions Under Spain and Mexico and the Republic and the State* (Houston: The St. Clair Publishing Company, 1941), 365-375. Reed's rare and extensive work follows railroad development into the 1930s and provides a detailed and sometimes personal account of Texas railroading.

¹⁸*Dallas Herald*, April 22, 1871.

¹⁹Ibid., April 29, 1871.

²⁰Ibid., May 6, 1871.

²¹Ibid., May 20, 1871.

²²Ibid., June 10, 1871.

²³"An Act Amendatory of and Supplemental to an Act Entitled An Act to Encourage the Speedy Construction of a Railway Through the State of Texas to the Pacific Ocean, Passed on the Twenty-fourth of May, 1871," Gammel, *Laws*, Vol. 7, November 25, 1871, pp. 92-96 (202-206), Portal. *Dallas Herald*, December 9, 1871.

²⁴*Dallas Herald*, December 23, 1871.

²⁵Ibid., January 27; March 9; April 20, 27, 1872.

²⁶Minutes, Board of Directors, Dallas, Vol. 1, June 4, 1872, pp. 190-191. *Dallas Herald*, June 8, 1872.

²⁷Ibid., June 29, 1872. Minutes, Board of Directors, Dallas, Vol. 1, June 26, 1872. "What I Saw in Texas by John W.

This T&P broadside, printed in 1873, prominently mentions Dallas and Fort Worth, although in fact the railroad didn't reach the western city until 1876.

Forney," *Dallas Herald*, August 3, 1872. The town of Forney, Texas was named for John W. Forney, who served as secretary to the U. S. House of Representatives and the Senate. For a detailed account of his travels accompanying Tom Scott through Texas, see John W. Forney, *What I Saw In Texas, July 17, 1872*, Philadelphia: Ringwalt & Brown publisher. www.archive.org/details/whatisawintexasOOfornish.

²⁸Minutes, Board of Directors, Dallas, Vol. 1, July 9, 1872, n.p.

²⁹*Dallas Herald*, November 16, 1872.

³⁰*Dallas Herald*, November 9, 16, 1872. Letter to Col. Loughery, *Jefferson Times*, from F. J. Patello, November 28, 1872, *ibid.*, December 21, 1872.

³¹Minutes, Board of Directors, Dallas, Vol. 1, October 19, 1872, p. 275.

³²*Ibid.*, October 21, 22, 23, 24, 1872, pp. 281-299.

³³*Dallas Herald*, December 21, 1873.

³⁴Grenville M. Dodge, *Report for Texas and Pacific Railway Company*, 1874 (New York: Geo. W. Wheat, 1880), 4.

³⁵Texas and Pacific Railroad, *From Ox-Team to Eagles: A History of the Texas and Pacific* (Dallas: Texas & Pacific Railway, 1948), www.ttarhive.com/Library/Article/Texas-Pacific.

³⁶*Dallas Daily Herald*, June 21, 1873.

³⁷*Galveston Daily News*, March 29, 1873.

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³⁹Minutes, Board of Directors, Dallas, Vol. 1, October 24, 1872, p. 299.

⁴⁰Minutes, Board of Directors, Dallas, Vol. 2, February 18, 1873, pp. 73-74. Dallas Ordinance Book, Vol. 1, p. 183. *Dallas Daily Herald*, February 19, 1873.

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⁴²*Dallas Daily Herald*, February 23, 1873.

⁴³This taken from Minutes, Board of Directors, Vol. 1, Oc-

tober 24, 1872; February 18, 1873, pp. 73-74; February 25, 1873, p. 79; April 24, 1874, pp. 16-18. *Dallas Daily Herald*, February 18, 19, 1873; April 26, 1874; *Dallas Daily Times-Herald*, Magazine Section, p. 1, col 7, May 31, 1890.

⁴⁴"An Act to adjust and define the rights of the Texas and Pacific Railway Company within the State of Texas, in order to encourage the speedy construction of a railway through the State to the Pacific Ocean." Gammel, *Laws*, Vol. 7, May 3, 1873, pp. 318-327 (1018-1027), Portal. Letter, John H. Brown to Editor, May 14, 1873, *Dallas Daily Herald*, May 16, 1873.

⁴⁵*Dallas Daily Herald*, May 30, 1873.

⁴⁶*Ibid.*, July 2, 1873.

⁴⁷*Ibid.*, June 25, 1873; *Dallas Weekly Herald*, June 28, 1873.

⁴⁸*Dallas Daily Herald*, June 4, 13, 21, 25, 28; July 1, 1873. In mid-July the Texas & Pacific applied to have its shares listed on the NY Stock Exchange. The notices along with interesting statistics supplied by the T&P are *ibid.*, July 17, 1873.

⁴⁹Article from *Iron Age* printed in *Dallas Daily Herald*, July 1, 1873.

⁵⁰*Dallas Daily Herald*, May 30, 1873.

⁵¹*Ibid.*, July 26, 1873.

⁵²Dodge, *Reports*, 33

⁵³*Dallas Daily Herald*, July 25, 1873.

⁵⁴*Ibid.*, August 7, 1873. The first through train was taken from Dallas to Shreveport on August 6, 1873.

⁵⁵*Ibid.*, August 12, 1875.

⁵⁶*Ibid.*, August 15; Ltr. to Editor, August 16, 1873. Wallace's speech is reprinted in August 17, 1873 issue.

⁵⁷*Ibid.*, August 10, 1873.

⁵⁸*Galveston Daily News*, September 18, 1873.

⁵⁹*Fort Worth Democrat*, August 16, 1873.

⁶⁰Texas and Pacific Railroad, *From Ox-Teams*.

⁶¹*Dallas Daily Herald*, August 12, 1873.

Dallas 1933

Rock Bottom of the Great Depression

BY JACKIE McELHANEY

⁶⁶Black Tuesday” has become shorthand for the October 29, 1929, stock market debacle which saw sixteen million shares change hands and marked the worst day ever experienced in Wall Street history at the time. The next day *The Dallas Morning News* ran a front page story which indicated that local bankers and merchants thought the impact would be minimal. Ernest Tennant, president of the Dallas Trust and Savings Bank, said, “legitimate business will not be affected by the losses that will result, but the burden will rest on the speculators.”⁷¹ Four days later the business editor of the *Morning News*, Stuart McGregor, reported that a survey of large and small newspapers across Texas found that the “prevailing opinion seems to be that Texas, not being directly in the path of the tornado that hit the exchanges, will suffer little direct bad effect and the indirect effect will be negligible.”⁷²

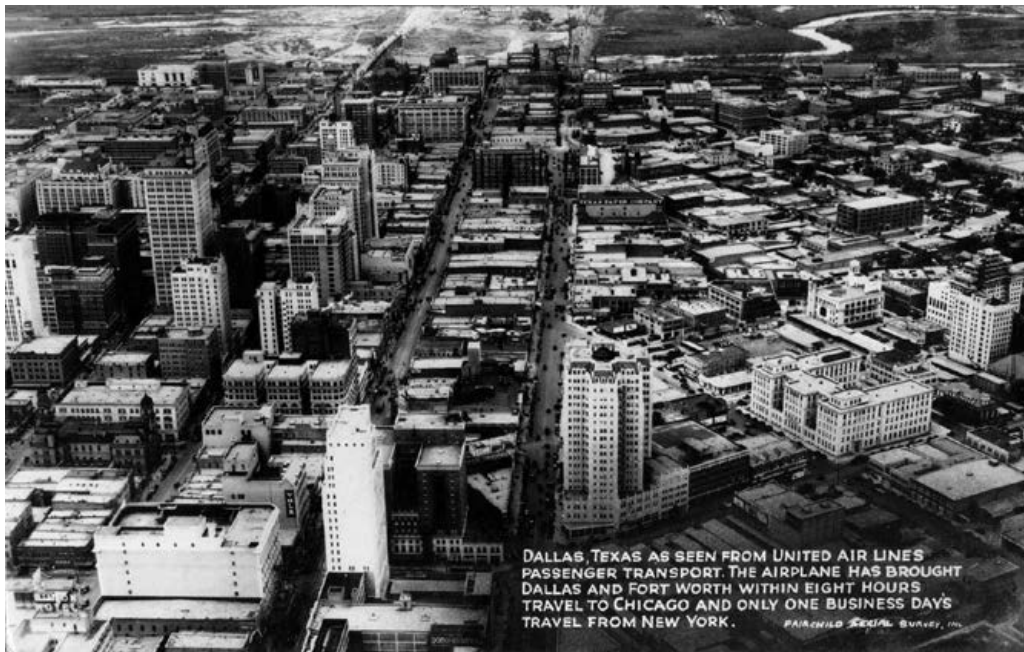
A month later the *DMN* business section reminded readers that “the maintenance of a steady flow of public works is a great resource in time of trade recession. The steady trend of business in Dallas today is due to the fact that the levee project, the water department program, together with other Ulrickson and Kessler plan enterprises have acted as an economic cushion to absorb the shock of business depression.”⁷³

That “economic cushion” didn’t last more than a year, as unemployment in the city and county climbed to some 18,500 by 1931. Even the “building boom” of 1930, which had been the result of a major advertising campaign to bring new business to Dallas, could not rescue the local economy. The Chamber of Commerce

appointed an “emergency relief committee” and asked the city to provide \$100,000 “to relieve hunger and destitution.” A work relief program was created early in 1932 by the city via a special bond issue, and the Community Chest annual drive targeted big donors since many smaller donors were themselves in dire straits financially.⁷⁴

Community garden projects, soup kitchens, and other privately sponsored programs tried to meet the needs created by the Depression. Married women had been let go from their jobs, a five-day week instituted in many retail stores, tax revenues were down, and there was general belt-tightening by a large segment of residents as 1932 showed no indicators of a recovery in Dallas. The city had applied through the governor to the national Reconstruction Finance Corporation for \$450,000 in relief efforts as conditions worsened.

Although initially thought to be an economic problem of the Eastern banks and stock market, Texans began to recognize that the effects of the cotton market’s losses and the glut of East Texas oil depressing the price of a barrel of oil meant that Texas’ natural resources were unable to keep the economy healthy as the general economic picture darkened.⁷⁵ Dallas did ultimately profit from the decision by local banks, led by Nathan Adams of First National, to provide “production” type loans made against oil still in the ground. This banking decision helped persuade oil companies and oil well suppliers to relocate their base to Dallas and invest their profits in Dallas as well. As the East Texas oil business stabilized, it helped Dallas recover more quickly than many areas of Texas.⁷⁶



This aerial photograph of downtown Dallas was taken in 1931, looking west toward the Trinity River, which had not yet been moved between levees. The caption on the photo boasts of air service to the city, with no mention of the economic depression that was steadily engulfing the region.

Many historians looking back at the Great Depression agree that rock bottom had been reached by 1933. FDR was inaugurated in March 1933 with a list of promises. The bank holiday was his first act, and Dallas was able to keep things going through the cooperative efforts of local businesses extending credit or accepting checks, while the demand for small change was satisfied by setting up a change station in the old City National Bank where businesses were able to get bills converted to silver coins.⁷

Dallas residents stepped up their efforts to help those families and individuals whose hardships had worsened. Clubs and organizations led the way in organizing their members to raise funds or aid relief efforts in a variety of creative programs. The Sunshine Club of Dallas announced in early 1933 that it would stage “The Breadline Follies of 1933” on April 15 at the City Auditorium. The club gave a hint of the extent of unemployment as it announced that the proceeds of their production were to benefit “‘The Forgotten Man,’ called the white collar class, consisting of unemployed actors, musicians, bookkeepers, stenographers, clerks, salespeople, newspaper men and those who dress neatly from remnants of a wardrobe of bygone days, but who are jobless

and penniless and too proud to beg and do not receive the benefits of other charities.”⁸

The Red Cross organized the distribution of clothing, furnishing garments to more than 6,000 families in early 1933. In May of that year another shipment of more than 23,000 garments made from government cotton cloth was supplied to those who had applied for clothing and received cards issued by the Red Cross. The 127,000 yards of cotton cloth had been converted into clothing by some 3,000 volunteers in Dallas County who gave “porch parties” or worked at the central sewing room in the Red Cross facility or at the Dallas Federation of Women’s Clubs sewing room in the Adolphus Hotel. Among the participants were Eastern Star chapters, Doctors’ Wives Club, and individuals who invited friends and neighbors to come to their homes for lunch and an afternoon of sewing.⁹

In addition to looking after the material needs of the unemployed and their families, a number of programs designed to provide some relief from the stress of being without income or a place to sleep were created by clubs and organizations. The Rotarians organized a “lake frolic” at White Rock Lake for underprivileged boys who were already being helped by an assortment of



The intersection of Main and Akard streets downtown remained the commercial hub of the city in 1932, when this photo was taken. The Kirby Building on the corner housed A. Harris, one of Dallas's principal department stores.

organizations which aided them in finding work to be able to continue high school or college.¹⁰ The Salvation Army offered 1,000 women and children from homes where the breadwinner had long been unemployed or was not living there an opportunity to spend a week at the Salvation Army camp where “wholesome food, cod liver oil, maltine and all the milk that can be consumed are offered in the hope of building up women and children in whom the recent period of economic stress has left ill effects.” Each week for ten weeks the camp was to house 100 women and children.¹¹

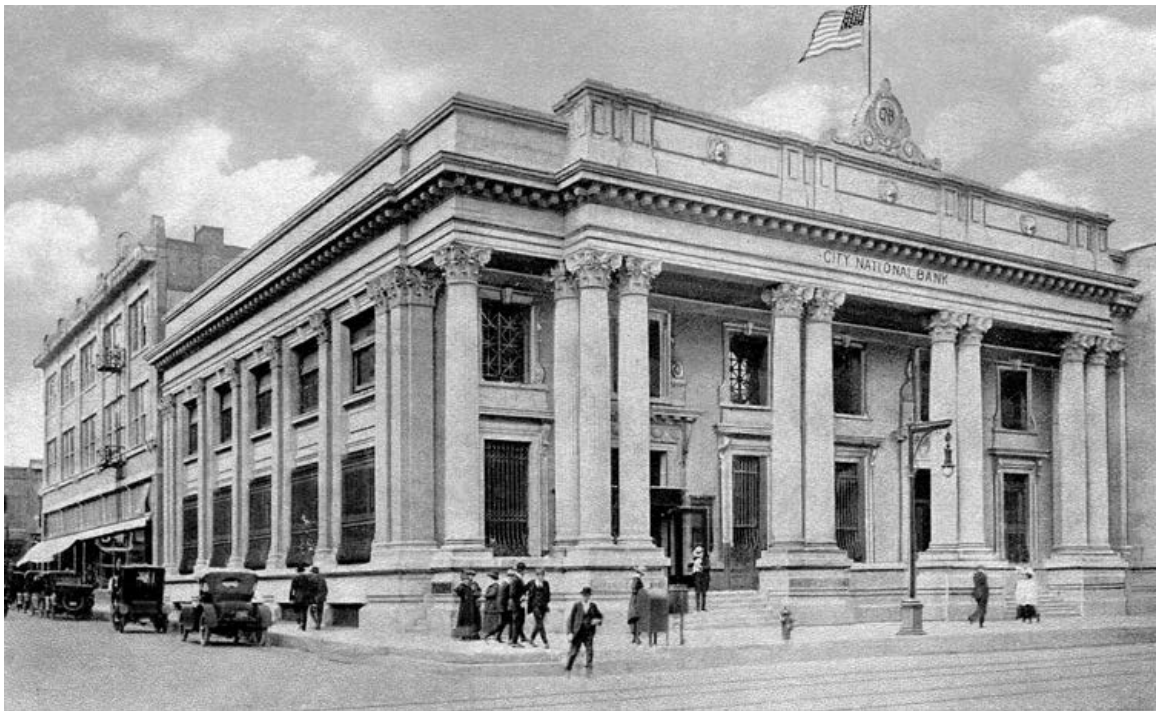
Highlighting the talent of local grammar school students was a pleasant diversion for the children and their families. A familiar downtown shopping destination, Sanger's department store advertised its free Saturday “Talented Kiddies' Contest” on its 7th floor. Each contest presented children from four different Dallas public schools singing, dancing, playing an instrument, or presenting a skit. Cash prizes of \$2.50 each were

awarded to the winners from each school's four sets of contestants.¹²

In early May 1933, banker Fred Florence, who chaired the Dallas County Relief Committee, acknowledged that the Texas Relief Commis-



Soup lines like this one on Harwood Alley helped alleviate hunger among the unemployed, of whom Dallas had more than 18,500 in 1931.



Dallas businesses were able to convert bills to silver coins at the City National Bank in order to keep operating during the bank holiday in March 1933.

sion had exhausted its funding, and the city and county of Dallas, which had also assumed a portion of the responsibilities, were likewise tapped out. He was actively involved in urging the Texas Legislature to move quickly in voting for a constitutional amendment for the issuance of bonds that would then allow Texas to receive relief funds from the national Reconstruction Finance Corporation.¹³

The *Dallas Times Herald* reported that same month that among the projects the city had requested to put the jobless back to work were graveling ten miles of dirt streets, completion of a traffic survey, a city plan survey, construction of sanitary fills at garbage dumps, and cleaning and dredging of Turtle Creek Lake.¹⁴

When the RFC funds did arrive, Dallas relief efforts went into high gear. Three more commissaries for distributing food and clothing were opened; men were put to work on reclamation projects including the Trinity River levee project and improvements including additions to the city-county hospital system. The Home Owners Loan Corporation opened offices in mid-July. Its purpose was to refinance home mortgages currently in default to prevent foreclosure. This was

accomplished by selling bonds to lenders in exchange for the home mortgages. It was used to extend loans from shorter loans to fully amortized, longer term loans (typically 20–25 years). This action kept many families from becoming homeless.¹⁵

Efforts to assist those still unable to find work continued throughout the summer, fall and winter of 1933. Although the numbers of jobless Dallasites varied from month to month, with the infusion of state and federal funds that number shrank as the money was dispersed. The unemployed who had signed up for work projects generally received \$10–\$12/week for their labor. With the help of government beef processed by Civil Works Administration canneries in Dallas and coupons that could be taken to local grocery stores to exchange for fresh milk and bread, the men could feed themselves and their families. The Citizens Emergency Relief Committee operated six dining halls and supervised some 400 acres of Trinity River bottom planted in corn, squash, sweet potatoes, okra, and other vegetables which were canned for winter use by the welfare department's cannery. In August Dallas was recognized as having more acres planted in gardens



Metzger's Dairy began distributing free milk to needy families as early as the 1910s. The service became even more critical as the ranks of the unemployed swelled in the early 1930s.

to relieve unemployment food needs than any other southern city.¹⁶

Dallas citizens who were still employed provided assistance which ranged from Smile Day efforts by Boy Scouts and clubmen who collected winter clothing in late October for some 5,000 people who would need it as winter approached to the suggestion from the Dallas Federation of Women's Clubs president that each club woman in Dallas "spend an extra \$5 at once, which would put \$50,000 additional into circulation."¹⁷

By November 1933 there were still some 8,000-10,000 men on the relief rolls and registered with the National Re-employment Service. The city had submitted a list of projects to of-

ficials and had to wait for both approval of the list and funds to pay the workers. This system was rife with delays, but many of the projects were finally approved and begun. The most notable project that emerged from the federal funds to put men to work on civic projects was the creation of the Triple Underpass just west of the Old Red Courthouse. The City of Dallas funded the purchase of the land, the state Highway Engineer oversaw the plans, and the Federal government paid the rest.

The Union Terminal rail tracks had to be moved westward some 125 feet, numerous buildings fronting on Commerce, Main, and Elm streets removed, and a new "gateway to Dallas"

on the west side of town was created for those traveling on Highway No. 1 and the Fort Worth Pike. The Triple Underpass had been conceived by the City of Dallas and state highway department prior to 1930, but the expense was a stumbling block until the federal government agreed to fund the moving of the railroad tracks.¹⁸

Amid the lean times and hardships of the Great Depression, movie attendance increased significantly. Moviegoers found the time spent enjoying extravaganzas of music, dance, mystery, romance, and comedy to be an escape well worth the cost (generally 25–35 cents before 6 P.M.). Dallas had twenty movie theaters, two of which offered free china. That “depression glass,” which was cheaply made but useful, became highly collectible some decades later. In December 1933 the choice of movies playing included *Dancing Lady* at The Palace with Joan Crawford, Clark Gable, and Franchot Tone, while at The Majestic, Katharine Hepburn, Joan Bennett, and Frances Dee starred in *Little Women*. The Knox Street offered *Gold Diggers of 1933* with Ruby Keeler, Ginger Rogers, and Joan Blondell in a production staged by the famous choreographer Busby Berkeley. It was one of the biggest box office hits of the year.

Those with access to a radio had an assortment of programming that began at 6:45 A.M. with market reports, followed by music of the *Early Birds* and Jimmie Jefferies on WFAA, then *Tarzan of the Apes*, *The Cooking School of the Air*, and assorted music and news programs on KRLD radio that culminated with the well known *Guy Lombardo Orchestra*, *Burns and Allen*, *Fred Waring’s Pennsylvanians*, and *Amos ‘n’ Andy*.¹⁹

Nineteen thirty-three brought some legislative changes that provided a diversionary bright spot to many citizens in Texas’ larger cities, including Dallas. For those who regarded Prohibition as a failed experiment, the August 1933 national election to repeal it was essential. Even though Texans approved the national repeal (with Dallas providing a healthy majority of pro-repeal voters), the state’s dry law prevented the sale of liquor. To placate would-be customers, 3.2 beer or “near beer” was legalized and made available at local establishments.²⁰

Lovers of horse racing saw the sport revived at Arlington Downs in 1933, with pari-mutuel betting allowed. (Their pleasure was short-lived, for the legislature—persuaded by those who objected to betting—outlawed the sport in 1937.) Finally, the ban on boxing was lifted.²¹



Sangers presented free talent contests for children each Saturday on the 7th floor of its headquarters building at Elm and Lamar, offering cash prizes.

As the holiday season approached in late 1933, many organizations went into high gear to help lift the spirits of those who were still struggling to get by. The Sunshine Club targeted the Squatters Camp in West Dallas for a large Christmas tree as well as presents, candy, and fruit for some 150 children who were living there. The Oak Cliff Society of Fine Arts planned a gift of baskets of food to needy families in Oak Cliff, while the Catholic Woman’s League distributed quilts and seventy-five baskets of food, clothing and medicine to needy families in the parishes in Dallas. The Dallas Federation of Women’s Clubs also packed baskets for a list of eighty-five families given to them by United Charities. Numerous women’s clubs dressed dolls to be given to children and others hosted Christmas parties for school children, orphans and disabled veterans.²²



These buildings along Broadway, between Houston and the Trinity River, were demolished beginning in 1934 to make way for Dealey Plaza.

It is clear that in the darkest year of the Great Depression, citizens of Dallas stepped up and gave their money, time, and energy to help those who still needed assistance to get by. There was a definite sense of compassion among citizens who realized the enormity of need that existed. Thanks to their efforts, coupled with the tireless work of private agencies and the infusion of federal funds to support public projects, Dallas began to pull out of the doldrums of 1933.

With the new year, optimism seems to have soared. A New Year's Day front page story in *The Dallas Morning News* captured that spirit:

“For the first time in four years Dallas and Texas wakes up smiling on New Year’s morning. This was assured by the fact that folks in all walks of life are almost unanimous in the belief that 1934 holds high hopes and promise for the prosperity for the whole nation.”²³

Only nine months later, Dallas city fathers pledged the \$4,000,000 facilities of the State Fair and some \$5,500,000 in cash for construction costs to win the designation of Dallas as the site of the Texas Centennial Exposition.²⁴ With the opening of the

Centennial Exposition on June 6, 1936, the optimism expressed on January 1, 1934, helped propel the city and the state onto the national stage, and 1936 would become “The Year America Discovered Texas.”²⁵★

THE VALUE OF A DOLLAR

1933	2013
\$1.00	\$17.97

According to the U.S. Inflation Calculator, \$1.00 paid in 1933 would be the equivalent of \$17.97 in 2013.

The Calculator uses the latest U.S. government CPI data released on August 15, 2013, to adjust for inflation and calculate the cumulative inflation rate.



Elm Street's Theater Row provided entertainment and escape for Depression-weary Dallasites in the 1930s.

NOTES

¹“Local Loss on Market Light, Bankers Say,” *The Dallas Morning News* (cited hereafter as *DMN*), October 30, 1929.

²Stuart McGregor “Business Confidence in Texas Unshaken; Best Indices Point to Good Condition This Winter,” *ibid.*, November 4, 1929.

³“Development is On,” *ibid.*, November 29, 1929.

⁴Dorothy DeMoss, “Resourcefulness in the Financial Capital in Dallas, 1929-1933,” in *Texas Cities and the Great Depression* (Austin, TX: The Texas Memorial Museum, 1973).

⁵“The Depression Years,” *The WPA Dallas Guide and History*, ed. Maxine Holmes, and Gerald Saxon (Denton: University of North Texas Press, 1992); T.R. Ferenbach, *Lone Star* (New York: Macmillan Publishing Co., 1968). Oil went from \$1.10/barrel in 1930 to 10 cents a barrel in 1931. DeMoss, “Resourcefulness,” 121.

⁶DeMoss, “Resourcefulness,” 121.

⁷*WPA Dallas Guide and History*, 96-7.

⁸“Breadline Follies’ Planned for Charity,” *DMN*, February 17, 1933. (Unfortunately, a search of Dallas newspapers produced nothing about the actual performance or its proceeds.)

⁹“Free Garment Supply Received by Red Cross,” *ibid.*, May 3, 1933; “Red Cross Makes Cotton Garments of Federal Gift,” *ibid.*, May 7, 1933; “Porch Parties Held for Sewing Charity Clothes,” *ibid.*, July 16, 1933.

¹⁰“500 Underprivileged Boys will Be Guests of Rotar-

ians at Lake Frolic,” *Dallas Times Herald* (hereafter cited as *DTH*), May 3, 1933.

¹¹“Salvation Army Camp to Care for 1,000,” *DMN*, June 6, 1933.

¹²*DTH*, May 1 and 5, 1933.

¹³“Bonds Needed to Feed Needy, Florence Says,” *DMN*, May 3, 1933.

¹⁴“Dallas Program Provides Work For 533 Jobless,” *DTH*, May 1933.

¹⁵*WPA Dallas Guide and History*, 97.

¹⁶*DTH*, December 26, 1933; DeMoss, “Resourcefulness,” 125-126.

¹⁷*DMN*, July 30, 1933; *ibid.*, October 30, 1933.

¹⁸“Plans to Move Tracks for Triple Underpass Finished by Engineers,” November 24, 1933; John Slate and Willis Winters, *Images of America: Dealey Plaza* (Charleston, SC: Arcadia Press, 2013), 42-44.

¹⁹*DMN*, December 7, 1933; *DTH*, May 3, 1933.

²⁰*DMN*, August 27, 1933.

²¹*WPA Dallas Guide and History*, 31; *Dallas Journal*, December 29, 1933.

²²“Women’s Clubs Give Assurance of Happy Christmas for Needy,” *DMN*, December 17, 1933.

²³“Hopefulness Dominant Emotion with New Year Arrival,” *ibid.*, January 1, 1934.

²⁴*WPA Dallas Guide and History*, 97-8.

²⁵This was the title of Kenneth B. Ragsdale’s 1987 book, which describes the impact the Centennial Exposition had in drawing positive attention to Dallas and the state.

Memories of Dealey Plaza

Legacies Dallas History Conference Panel Discussion, January 26, 2013

MODERATED BY STEPHEN FAGIN

Earlier this year, I had the honor of moderating a discussion with four eyewitnesses to the assassination of President John F. Kennedy on November 22, 1963. As we now look beyond the half-century mark of those tragic moments in Dealey Plaza, it is increasingly important that we capture the recollections of not only the surviving witnesses but also those who simply recall the time period, the atmosphere in Dallas, and the impact of the president's death. The ongoing Oral History Project at The Sixth Floor Museum at Dealey Plaza includes more than 1,100 audio-visual interviews and programs that explore the life, death, and legacy of President Kennedy as well as the history and culture of Dallas and the 1960s. If you have memories of the time period, or unique items to share, I hope you will contact the Museum via our website at jfk.org.

*Joining me for this panel discussion at the most recent Legacies Dallas History Conference was **Pierce Allman**, program director at WFAA Radio in 1963. Pierce was standing at the corner of Elm and Houston streets, opposite the front door of the Texas School Book Depository. The youngest member of our panel, **Rickey Chism**, was only three years old when he witnessed the assassination alongside his parents, John and Marvin Faye Chism, on the north side of Elm Street. Rounding out this distinguished group were the two closest civilian eyewitnesses to President Kennedy at the moment of the fatal shot. Standing with their two children on the north side of Elm Street, **Bill and Gayle Newman** are perhaps the most recognized of the Dealey Plaza eyewitnesses. Images of them shielding their children on the grass were distributed internationally, and the Newmans were the first eyewitnesses interviewed live on television within fifteen minutes of the assassination.*

The Sixth Floor Museum recorded this panel discussion at the Hall of State in Fair Park as part of its ongoing Oral History Project. The full video is accessible by appointment in the Museum's Reading Room. In this issue of Legacies, to commemorate the 50th anniversary of the Kennedy assassination, we are pleased to share this transcript, which has been edited for space and clarity.



Eyewitness Charles Bronson instinctively snapped this photograph when he heard the first shot fired in Dealey Plaza. Standing on the north side of Elm Street, the Chism family is visible just in front of the presidential limousine. Further down the street, on the left of this photo, stands the Newman family.

Stephen: I want to start with you, Pierce, and I am hoping that you might set the scene for us. Describe the atmosphere in Dallas at that time and what fears, if any, you and your colleagues had.

Pierce: Most of us in the media were not really expecting anywhere near the trauma that ensued. Dallas, at that time, was a hotbed of conservatism, to put it mildly. There had been some tasteless ads that morning. There was great consternation on behalf of the Kennedy staff. They didn't want him to make the trip, but he had promised—even got Jackie to go with him. So there was probably an air of tension prior to that time, let alone that day. None of us really thought that anything untoward would happen. Security was quite high. The Dallas Police were concerned

as well. Secret Service did not want the motorcade, but that was something Kennedy insisted on. So, with a general air of expectation, I think people were thrilled that this couple was coming to Dallas, and I think any fears that there could be protests were pretty well beneath the surface at that time.

Stephen: There were thousands out at Dallas Love Field to greet President and Mrs. Kennedy upon their arrival. Bill and Gayle, your story doesn't start in Dealey Plaza because you were actually at Love Field before you went downtown. Tell us about your morning.

Bill: Well, Stephen, the parade route had been published in the paper, and we were watching on TV and saw the president in Fort Worth.



Eyewitnesses Bill and Gayle Newman shield their two young sons on the north side of Elm Street following the assassination.

We knew approximately when the plane would arrive in Dallas. We jumped in our car—Gayle and myself and our two children—drove out to Love Field, and as you stated, there was a large crowd of people. We got there just about the time the plane landed, and we saw President and Mrs. Kennedy disembark the plane. They came over towards the fence line, and I had Clayton, the younger of the two, and managed to get right up to the fence. I saw President Kennedy and Mrs. Kennedy drive right by, but Gayle was not able to get a very good view of either one of them. So, since we knew the parade route, we jumped in our car and went downtown and got ahead of the parade and parked behind the Purse building or one of the buildings across Houston Street and walked down to the intersection of Houston and Elm. When we got to that intersection, there again was a large crowd of people. We just started walking down the sidewalk towards the Triple

Underpass on the north side of Elm and fell in against the last two people along the curb's edge. It was a very short time, probably less than five minutes, before you could hear the parade coming down Main Street.

Stephen: Rickey, even though you were only three years old, you're actually the reason that your family was in Dealey Plaza that day. Set the scene for us.

Rickey: Well, earlier that morning, my mother and my father—who was a cook at the Marriot Hotel—were going to take me to buy some shoes. We were on Stemmons Freeway to go to the Marriot to pick up his check, and my dad asked my mom if she wanted to see the president—and she was crazy about his hair. He had beautiful hair. So, we just pulled off to the shoulder on Stemmons Freeway and walked to where

the end of the route was, where they were going to take Stemmons Freeway to the Trade Mart luncheon. We were going to get me a pair of shoes and decided to stop and see the president.

Stephen: All of you were in Dealey Plaza awaiting the arrival of President Kennedy. Pierce, you were the first one to see him of this group because you were standing across from the School Book Depository. What are your impressions of the president and the moments that followed?

Pierce: Well, they looked like a First Couple should. They were just absolutely magnificent. Jackie, in that pink outfit, was on my side of the car. I was so struck and hollered out something like, "Welcome to Dallas, Mr. President!" He would brush the hair out of his eyes, and they were both smiling. It was a pretty day. The cars were going slowly when they turned the corner, and then came the first loud explosion. And your first thought is—in circumstances like that, on a



Pierce Allman was program director for WFAA-Radio in 1963.

day like that—not that it's a shot. That doesn't happen. So I turned to the guy next to me and said, "Well, if that's a firecracker . . ." Boom, the second shot. The first shot, I glanced up and there were three guys on the fifth floor of the Depository looking up, and I looked up. To this day I couldn't tell you if I saw a rifle barrel or not. Kennedy, remember, was wearing a back brace. So when the second shot hit him, his hands went up and he sort of toppled, and boom—the third shot. The car, incidentally, never sped up. It actually paused momentarily before it took off, and it never took evasive action. It never curved one way or the other. The time was, you know, remarkably short, and it was pretty obvious that Kennedy had been hit. A cop came over and pushed me down, and when I got back up, I thought, I've got to get to a phone. There were no portable devices in those days; the transistor radio had just been invented. I ran across the street and encountered Bill and Gayle. I just said, "Are you all right?" Bill said, "Yeah, but they got the president. They blew the side of his head in." I ran up the so-called Grassy Knoll with Bob Jackson of the *Herald* right behind me. I turned around and thought, "I've got to find a phone." So I ran up to the steps of the Depository building and asked a guy where a phone was, and he jerked his thumb and said, "In there." I said, "Thank you." I went in, called the station on an old black phone and had trouble getting through. The whole time I thought, what are you going to say? I didn't know the wound was fatal. You can't go on the air and say that the president has been killed. That would've been the height of irresponsibility. So, my first instinct was to go on the air and say, "The president has been shot." I knew no details, had no follow up. Frankly—anyone who was there and involved for the next 72 hours will attest to this—the prevailing mindset was that it was a conspiracy. You don't think at that time that something so momentous could be caused by one deranged individual. That was very much on my mind. And if you go on the air and say "the president has been shot," is that phase one? Who's listening? Does that trigger phase two? Does a bomb come in? That may sound facetious at this time, but it was very real. So at the last minute, I backed off a little and said we're not confirming this at this time, etcetera. I stayed on the phone for about an hour. No one ever asked who I was or who I was calling, until a guy finally did. When I got back to the station, my first words were, "Is the president dead?" They



Bill and Gayle Newman in 1963 with their children (left to right) James Clayton and William Eugene III

said, “Yes, he is.” The interesting part of the aftermath is, in conversations with the Secret Service a couple weeks later, they went through where I was standing, my actions, and all of that. They said, “Are you familiar with the testimony of Lee Harvey Oswald after his arrest?” I said, “No.” He said, “Well, he states that as he was leaving the Depository building, a young man with a crew-cut rushed up and identified himself as a newsman and asked where a phone was.” I’ve thought about that a time or two since then.

Stephen: Extraordinary. Gayle, you had a special connection to the motorcade because one of your relatives was a motorcycle officer. Tell us about that.

Gayle: My uncle, Steve Ellis, was a motorcycle officer, and he was leading the motorcade that day. As we stood at the curb, I told the boys that Uncle Steve would be riding his motorcycle by in just a little bit and be sure and holler out his name and wave to him. We did that. He was

under the Triple Underpass when the president’s car approached us—and I heard two noises. I had never been around gunfire at all in my life, and I thought it was firecrackers. It went through my mind, boy, that is in terrible taste to do something like that with the president right there in front of you. But he sort of raised his hands up, and I thought, he’s got a good sense of humor. You know, he’s going along with it. And then, as the car approached and got directly in front of us, one lane width away from us, that third shot rang out. You could see bits of flesh flying up in the air, and there was white matter coming out of his head. Bill turned to me, and he said, “That’s it. Hit the ground.” We turned and put our children on the ground and shielded them with our bodies because we didn’t know if there was going to be other shots, if we were in a crossfire, or what.

Stephen: Bill, your memories are similar. You also heard three shots?

Bill: Yes, I do recall three shots. As Gayle said, when the car was probably about one hundred feet or so from us, the first two shots rang out. It was kind of like a “boom, boom,” about like that—pretty close together. Like Gayle, I thought somebody had thrown some firecrackers beside the president’s car. I didn’t recognize it as gunfire. But as the car got closer to us, I could see Governor Connally’s protruding eyes and the blood on his shirt. Just as the car passed in front of us, the third shot rang out, and President Kennedy’s head, the side of his head, did blow off, and as Gayle stated, the white matter and the blood—just kind of a plume flew up. I turned to Gayle and said, “That’s it. Hit the ground.” We covered our children, and I can recall hearing Mrs. Kennedy say, “Oh my God, no, they’ve shot Jack.” I also remember looking back and seeing her on the back of the car. I thought she was trying to get out of the car. Of course, we learned some years later that she was actually picking up a piece of President Kennedy’s skull. When you see those pictures of us, it looks like we’ve been on the ground for thirty minutes, but we were probably only on the ground a couple of minutes. I thought that third shot came right over the top of our heads because of the way President Kennedy reacted to it. He fell over in the car, away from us, towards Mrs. Kennedy’s lap. And so I thought at that time that we were in the direct line of fire.

Stephen: Rickey, you were also, by this time, beneath your mother because she had fallen on top of you on Elm Street as well. Tell us your story.

Rickey: Well, listening to the Newmans, I'd think they were my parents because they did the same sort of thing. From what my mom tells me, my dad and I had actually stepped off the curb, and she was standing behind us when the first shot was fired. She said it hit the ground beside the back tire of the car and ricocheted off the ground. She thought it was fireworks. And then the next two shots came, and she fell on me while Dad took off running. But he turned back around and came back and grabbed me, and we all took off running.

Stephen: Now, Rickey, you were three years old. Do you have any memories of your own, or is it all inherited memory from your parents?

Rickey: No, I have some memory. I was telling my mom that for a number of years, I would have these recurring dreams about somebody being hit or somebody being killed, and I would ask, "Did I see something tragic happen? I keep having these dreams about it." And that had to be what it was. I had it in the back of my head.

Stephen: That's similar, Gayle, to your story about Billy. Tell us what he asked you a few days after the assassination.

Gayle: A few days after the assassination, the boys and I were at home by ourselves, and my oldest son came and climbed up in my lap. And he said, "Mother, did you see that all that blood, that man that they shot?" He asked, "Why did they do that?" And I told him, "There are bad people in this world, and your dad and I are going to keep you safe. Things like that happen, but don't dwell on it and don't think about it. It's in the past."

Stephen: Rickey, something terrible happened to your father when he went running up towards the Grassy Knoll. He ended up getting tackled?

Rickey: He got tackled by the police, and they asked him, "Where's your gun? Where's your gun?" They thought he had done it because he was running, and we actually spent about thirteen hours at the sheriff's department.

Stephen: Your parents both gave depositions at the sheriff's department that day, as did Bill and Gayle Newman. But you weren't in the same room. Apparently they kept you segregated?

Rickey: Segregated, right.

Stephen: Before Bill and Gayle got to the sheriff's department, they made a stop at WFAA-TV/Channel 8. Bill, how did that happen?

Bill: Jerry Haynes—probably most of us here remember him as TV personality "Mr. Peppermint"—and another gentleman walked up to where we were standing and asked us what happened and if we would go over to WFAA with him. I told him, "Sure." And we started walking in that direction when he stopped a car on the street and asked, "Would you carry us to WFAA? These people just witnessed President Kennedy getting shot." So at WFAA, they put us on the air, but there was a delay in putting us on the air. Word came back that President Kennedy had been shot through the back, and he was still alive. And you know, seeing what I thought was a hole the size of a baseball in the side of his head, that was pretty puzzling. I'll have to say that I was somewhat in shock right after that.

Stephen: Bill, many researchers use statements you made in that first TV interview to group you with the conspiracy eyewitnesses—those who heard shots fired from the Grassy Knoll area. Set the record straight for us. Where do you think the shots came from?

Bill: Well, like I stated, with the first two shots, I didn't even realize it was gunfire. The third shot was not something that I saw other than the way the president reacted and went across into Mrs. Kennedy's lap. Now when people interview us down on Elm Street in that location, a lot of people have a predetermined conclusion and they're just trying to make us fit in. If they believe the shot came from the sixth floor, they take our picture with the School Book Depository building in the background. If they think it came from the picket fence area, when they're interviewing us, the picket fence is in the background. I just always leave it that I thought the shot came from behind because that's the truth. My attention the whole time was on the president's car, so to say where the shot came from, I cannot honestly say

that. And to say that there were others involved, I have no knowledge of that.

Stephen: Rickey, what about your family—any thoughts as to the origin of the shots?

Rickey: My dad thought that the shots came from the Grassy Knoll—the second shot, not the first. The first shot he thought came from the Book Depository and the other shots came from the Grassy Knoll.

Stephen: What was the reason he gave you for him taking off, leaving the family, and running up the Grassy Knoll?

Rickey: Running towards the railroad track where he thought he heard the shots.

Stephen: Unlike the Newmans, who have done a number of interviews over the years, this is the first time you've ever spoken publicly about this. Your parents gave depositions but have really avoided any sort of interviews or publicity over the years. Why is that?

Rickey: Fear. We talked about it within the family for years, and then when my dad died, we never talked about it again. But in the last couple of years I've kind of convinced my mom to talk to me about it. She really doesn't like talking about it. It brings up a lot of emotion for her, but she'll talk to me about it.

Stephen: How did your parents describe those hours you spent at the sheriff's office?

Rickey: They hated it, terrible—eating bologna sandwiches and drinking water.

Stephen: Gayle, you had the same thing to eat?

Gayle: Bologna sandwiches and I think they also had some olive loaf. We were eating the same thing that the prisoners in jail were eating.

Stephen: While you were at the sheriff's office, your youngest child found out that he could do something interesting to get on the nerves of the deputy sheriffs. What was that?

Gayle: Well, my son Clayton would probably shoot me if he heard me saying this. Clayton

was two years old, and I was trying to potty-train him. We were in the sheriff's conference room with other people, and when you needed to get out of that room for any reason, you had to get a sheriff's deputy to escort you. Well, Clayton decided that he needed to go to the bathroom about every five minutes, and I was afraid not to take him to the bathroom because I didn't have his diaper bag with me. Luckily, about six o'clock, my dad came and picked the boys up, and we didn't have to make any more bathroom trips.

Stephen: Speaking of the fear that Rickey was talking about, Bill, you told me that you took some precautions when you got home that night?

Bill: We kept our two children in the same bedroom with us for several nights, and I laid a 20-gauge shotgun down beside the bed. And you know, I've thought about this over the years, how secure I must have been—if they could kill the president, I don't think I'd be much of a problem. But there was that concern that somebody might be out there, and we could testify against him in court or maybe pick him out of a lineup or maybe thought we could. I do have to say this: We have never been intimidated by anybody. I hear stories where the FBI or different authorities have tried to intimidate individuals to change their story, and we have never encountered that with anyone of authority.

Stephen: Now, neither of the Newmans was called to testify before the Warren Commission. Rickey, after those depositions, was your family contacted again by any authorities?

Rickey: No.

Stephen: Pierce, what about you? Were you asked to testify or interviewed by the FBI?

Pierce: Yeah, the guy that gave key testimony to the Warren Commission—Howard Brennan—was actually sitting on top of the wall just two or three feet from me. But I was not asked to testify before the Warren Commission. I was subpoenaed by the House Select Committee on Assassinations that came around in the 1970s. By the way, there were three shots. That was it. They were in front and up.



Participants posed following the panel discussion at the 14th Annual *Legacies* Dallas History Conference, January 26, 2013. Left to right are Rickey Chism, Gayle Newman, Bill Newman, Stephen Fagin, and Pierce Allman.

Stephen: All of you agree that there were three shots fired.

Pierce: When you go to Dealey Plaza—and I'm sure this happens to Bill and Gayle—everything is quite vivid and in slow motion. It's just astounding. You know, I was the only reporter calling in from that building, and it was utter chaos. Nobody took charge, and what you had was a local homicide because it was not against the federal law to kill the president. The Dallas Police Department actually had jurisdiction. No one ever asked me who I was, and we did get on the air about the rifle being brought down and that the shell casings had been found. You know, I had just been married about a month and didn't get home for three days and three nights. We were so busy, there was no time to accept the enormity of what was going on. But it's a moment in time—an event that never leaves you.

Stephen: Rickey, do you feel that you have this responsibility to history to share your parents' story about the assassination?

Rickey: Yeah, I feel like it because if my father was here, he would be headfirst into it. I feel like I have an obligation to bring out their story.

Stephen: I want to ask Bill our last question. You've been interviewed more than anyone else on this panel. Oftentimes they ignore Gayle sadly and only talk to you. Do you get tired of talking about the Kennedy assassination?

Bill: Well, I guess it's our social life, Stephen. Early on I did. You know, the first four or five years, I mean, we were hearing from everybody—a lot of kooks out there. I was interviewed one time by Wes Wise, a former newsman and mayor of Dallas, and I asked him, "Will this ever end?" He said, "No, Bill, it'll never end. You'll be interviewed for the rest of your life. People are still studying the Lincoln assassination." So I've accepted it. If a middle school or high school history class wants us to come and appear, well, we're certainly more than willing to do it. But we do try to limit the number of interviews, and of course, I think we're very loyal to The Sixth Floor Museum.

Stephen: Absolutely.

Bill: And to be quite honest, we have met a lot of people that we would never have met otherwise. Gayle had the opportunity to meet Kevin Costner, which was a highlight. But it's really added an element to our life, even though it was a sad, tragic occurrence. Probably like most of the people in this room who are Dallasites, early on, when people would ask where you're from and I'd say, "Dallas, Texas," they would say, "Oh, that's the place where they killed Kennedy." It did put a dark cloud over Dallas, and it put a dark cloud, in my opinion, over Texas. But I think that that's in the past now. ★

“We Still Love Lucy”¹

Lucy Patterson, Dallas’s First African-American Councilwoman

BY W. MARVIN DULANEY

In 1973, Mrs. Lucy Phelps Patterson became the first African-American woman to serve on the city council in Dallas. She was also only the third African American to serve in an elective office in the city.² Although she was a political novice, Mrs. Patterson brought a background of higher education, community service, and an important historical legacy to the position. Moreover, her election and service on the city council represented an ongoing tradition of educational and community service that her family had given to the city for three generations.

It was quite fitting that Lucy Phelps Patterson became the city’s first African-American councilwoman. She was fulfilling a family tradition started by her maternal grandfather, Norman Washington Harlee. N.W. Harlee was born in North Carolina in 1852. He attended Biddle University (now Johnson C. Smith University) in Charlotte for his Baccalaureate degree and completed a master’s degree at the University of Chicago. He first taught school in North Carolina and then migrated to Dallas in 1879 to take a teaching job and to serve as principal of one of the city’s colored elementary schools. In 1901, he became principal of Dallas Colored High School and served for eleven years. His service to the Dallas community earned him the distinction of being the first African American to have a school named for him in 1929.³ His daughter Florence Harlee continued the family tradition of

educational excellence by earning degrees from Howard University, Atlanta University, and North Texas State University. Her successful career as a social worker included serving as a school social worker for the Dallas Independent School District and as the first African-American faculty member at the Graduate School of Social Work at the University of Texas at Arlington.⁴ In 1929, Florence Harlee married John Clarence Phelps, Jr., who also provided his daughter a model of civic and community service. J. C. Phelps worked as an insurance auditor, but led his Oak Cliff neighborhood association in opposing industrial blight and building a community center for children. After his twelve-year effort, the city of Dallas built the J. C. Phelps Community Center in Oak Cliff in 1978.⁵

Lucy Phelps was born in Dallas on June 21, 1931. At the age of fourteen, she graduated from Booker T. Washington High School in 1945 with honors. Although she was accepted for admission to Howard University, she attended Wiley College Extension for one year because Howard would not allow her to enroll until she turned fifteen years old. At Howard, she completed her A.B. degree in Psychology and Sociology. She also met and married Albert S. Patterson, who was from Trinidad. The couple moved to Dallas in 1954. But while Mrs. Patterson found a position as a caseworker with the Dallas County Department of Welfare, her husband was not allowed



In 1968 Lucy Patterson became the first African American to head a major social services agency in Dallas when she was appointed Director of Intake Services for Crossroads Community Center.



After her 1973 election to the Dallas City Council, Lucy Patterson posed with another new member, Adlene Harrison, who would become Dallas's first woman mayor three years later.

to work as a teacher in Dallas because his mother-in-law was an administrator with the school district. Eventually, he became a tire salesman.⁶

Mrs. Patterson served fifteen years as a case-worker with the county welfare department. During that time she rose to a supervisory position and she took two years off (1961-1963) to complete a Master's in Social Work at the University of Denver. In 1968, she became the Director of Intake Services for Crossroads Community Center. Following in the footsteps of her mother, she became the first African American to head a major social services agency in the city of Dallas.⁷ In an interview with *Dallas Morning News* columnist Julia Scott Reed, she expressed why she thought her appointment was significant:

This will give me an opportunity to serve my community to the best of my ability, because the position demands all the creativity I have to make available to my people the very best services. For the first time, I can offer them comprehensive and coordinated services.⁸

In 1973, a desire to help her community in the best possible way motivated her to run for the city council. She later explained that as a young girl she saw people living on the levee under the Trinity River bridge; their houses were washed away every time it rained and the river flooded. She was very concerned about the people living on the levee, and she vowed to do something about it once she grew up. Spending fifteen years with the county welfare department also heightened her awareness of the needs of people in the city's minority and poor communities. She noted that there were never enough support services to provide people shelter, food, and health services. Thus, more than any other factor, altruism—a strong desire to serve her community—was Mrs. Patterson's primary motive for running for the city council.⁹

During her first campaign, she ran on the basis of being a long time member of the Dallas community who knew how to meet its needs for housing, health care, and jobs. Although the Citizens Charter Association (CCA) endorsed her as a candidate, she did not want to be seen as representing the powerful North Dallas businessmen who had dominated city government for forty years. She felt that she was too "left of center" in her political views for the CCA, but she requested and received its endorsement for her successful



Lucy Patterson posed with her husband, Albert, and their son, Albert Harley, in 1975.

campaign.¹⁰

After her election in 1973, Mrs. Patterson served three terms on the Dallas City Council. She listed among her legislative accomplishments the installation of sidewalks on Kiest Boulevard; revisions to strengthen the city's Fair Housing Ordinance, first proposed by Councilman George Allen in 1968; a contract compliance ordinance to require the hiring of minorities by contractors doing business with the city; the appointment of women and minorities to city boards and commissions; and having the city manager adopt an affirmative action plan. In 1977, during her third term on the city council, Texas ACORN (Association of Community Organizations for Reform Now), a liberal activist organization, gave her a 100 percent rating for her votes on such issues as urban homesteading (for), rate hikes for Southwestern Bell Telephone Company and the Dallas Power & Light Company (against), and a proposal to levy an occupation tax on parking lot operators (for).¹¹

Nevertheless, she was also criticized for her "liberal" votes on the issues that confronted her as a member of the city council. A 1974 assessment of her first year on the city council took her to task for being too silent and too liberal.

Although she has voted a liberal line, Lucy Patterson has been more silent than expected since she got on council. Instead, in council meetings and briefings she'll quietly study the options, and then vote the predictably liberal line.¹²

She also became the first member of the city council to receive a hostile letter from the Dallas Police Association for her comments on a budget proposal for the police department. During

the 1975 budget hearings for the police department, Mrs. Patterson expressed her position that more funds should be allocated to the department for “social plans” that required the police to work with the community to solve problems, rather than for a 110-man tactical squad assigned to high crime areas. In her comments, Mrs. Patterson stated that the tactical squad often overreacted with violent force in its efforts to suppress crime. In response to her comments, the DPA president, C T. Burnley, wrote her a hostile letter attacking her position, calling her the “policeman’s adversary,” and citing several incidents where the tactical squad had acted with restraint in the minority community. Mrs. Patterson did not respond publicly to Burnley’s letter.¹³

In January 1979, Mrs. Patterson announced that she would not seek another term on the city council. Her announcement came on the same day that her colleagues on the council voted 6-5 to reject her nomination to the airport board. Ironically, Mrs. Patterson served for eight years on the city council without receiving the small \$50 remuneration per meeting given to council members for expenses. Right after her election in 1973, she was appointed as an assistant professor of Social Work at North Texas State University. State law did not allow public employees to “double dip” and to receive compensation, no matter how small, from two public sources. A similar dilemma confronted Reby Cary of Fort Worth when he was elected to the state legislature in 1978 while serving as a faculty member at the University of Texas at Arlington. In his case, he chose to resign from UTA and to serve in the legislature. In Mrs. Patterson’s case, after the Dallas newspapers and the city attorney made such an issue of her receiving the \$50 stipend from the city while also receiving her salary from NTSU, she chose to forego the compensation, but to continue to serve her constituents in District 8. In short, she served for free.¹⁴

Mrs. Patterson’s decision in 1979 to leave the council was also prompted by her work as an endowed professor at Bishop College. In 1978, Bishop College president M. K. Curry appointed her to the Ethel Carter Branham Endowed Chair in Social Work. She left NTSU to take the chair and to build a Social Work and Criminal Justice program at Bishop College. Bishop College had also begun to experience the financial difficulties that eventually led to its closure. These concerns as well as her work as a professional in the field of

Social Work and on various public and community service boards in the city consumed more of her time and made her unpaid work on the city council less attractive and somewhat untenable. Indeed, during the course of her tenure on the city council she also served on as many as ten social and community service agencies, boards, and councils.¹⁵

Despite these challenges and commitments, in 1982 Mrs. Patterson decided to re-enter public life. She challenged Martin Frost for the 24th District seat in the United States Congress. During her tenure on the city council she had endorsed Congressman Frost and served on his steering committee to reduce his debt from his unsuccessful campaign for the office in 1974.¹⁶ Her friends and leaders of the Democratic Party discouraged her from challenging Congressman Frost, but she decided to switch parties in order to run against him. In a front page article in the *Dallas Post Tribune* she justified her decision to run as a Republican against an incumbent in a largely Democratic district. Her basic argument was that she could do a better job than Frost of serving people in the 24th District, but she also sought to explain her decision by itemizing the reasons for her unpopular decision:

1. She was “encouraged to run by her constituents”;
2. She did not like “the legislative scoreboard of the incumbent”;
3. She was offering “bold and dynamic leadership to address the prevailing socio-political and economic realities of our times.”¹⁷

She offered no specific plans as to how she would serve the district differently or better than Congressman Frost.

Mrs. Patterson lost her last campaign for elective office. She received only 27 percent of the votes cast in the election. Despite the obvious reasons for her loss—challenging a Democratic incumbent in a majority Democratic district—Mrs. Patterson blamed the Republican Party for sabotaging her campaign. On the eve of the election she denounced the party for not supporting her campaign with funds and endorsements from party leaders. She was also bitter because she incurred a campaign debt of over \$70,000 that the party did not assist her in reducing until a year after the defeat. Eventually, the Reagan Administration appointed her to the National Afro-

American History and Culture Commission to appease her. But while she continued to identify herself as a member of the Republican Party, she did not run for another elective during the remainder of her career. She passed in 2000.¹⁸★

NOTES

¹Slogan found in the 1975 Council Campaign Information and a campaign bumper sticker, Lucy Patterson Papers, Box 1, Folder 13, Special Collections, University of Texas at Arlington Library, Arlington, Texas. Hereafter cited as the "Patterson Papers."

²C. A. Galloway, appointed in 1967, and George Allen, appointed in 1968 and elected in 1969, preceded her on the Dallas City Council. See Darwin Payne, *Big D: Triumphs and Troubles of an American Supercity in the 20th Century* (Dallas: Three Forks Press, 2000), 385–386.

³"Harlee School Opening Friday," *The Dallas Morning News*, February 12, 1929, p. 3 (hereafter cited as *DMN*); and Sadye Gee and Darnell Williams, *Black Presence in Dallas: Historic Black Dallasites* (Dallas: The Museum of African-American Life and Culture, 1988), 58.

⁴Marc Sanders and Ruthe Winegarten, *The Lives and Times of Black Dallas Women* (Austin: Eakin Press, 2002),

53–54; Julia Scott Reed, "Dedication an Old Story," *DMN*, October 2, 1968, p. 18; and Julia Scott Reed, "Social Worker Holds Firsts," *DMN*, January 17, 1973, p. 11.

⁵Norma Adams Wade, "Harlee Descendants Continue Educator's Legacy," *DMN*, February 18, 1987, p. 13A; and Vivian Anderson Castleberry, *Daughters of Dallas: A History of Greater Dallas Through the Voices and Deeds of Its Women* (Dallas: Oldenwald Press, 1994), 462–467.

⁶Reed, "Dedication an Old Story"; Weldon Owens, "Al Patterson's A Persistent Man," *Dallas Times Herald*, January 23, 1974, (hereafter cited as *DTH*), clipping, Dallas Public Library, Texas/Dallas History & Archives Division; "Lucy Phelps Patterson Resume," Box 1, Folder 5, Patterson Papers.

⁷Vivian Castleberry, "Bored No More: She's at the Crossroads," *DTH*, November 3, 1968, clipping, Texas/Dallas Division, DPL.

⁸Reed, "Dedication an Old Story," Patterson Resume.

⁹Castleberry, "Bored No More."

¹⁰Campaign speech, Box 1, Folder 11, Patterson Papers; and Colleen O'Connor, "Women in Power," *Dallas*, October 1974, 21 and 34.

¹¹"1975 Council Campaign Information," Box 1, Folder 13, Patterson Papers; and "Voting on Council Rated by ACORN," *DTH*, March 10, 1977, p. D17.

¹²O'Connor, "Women in Power," 21.

¹³C. T. Burnley, President, Dallas Police Association, to Councilwoman Lucy Patterson, City Council, City of Dal-

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las, n.d., Box 2, Folder 15, Patterson Papers; and “DPA Letter Blasts Mrs. Patterson,” *DTH*, September 7, 1975, clipping, Texas/Dallas Division, DPL.

¹⁴Copy of completed NTSU Employment Application for Lucy Phelps Patterson, Box 1, Folder 5, Patterson Papers; “Patterson Gives Up Pay,” *DTH*, October 15, 1974; “Councilwoman Decides to Forfeit City Salary,” *DMN*, October 15, 1974; “Mrs. Patterson Loses Out for Airport Board,” *DMN*, January 18, 1979, clippings in the Texas/Dallas Division; and Reby Cary, *Princes Shall Come Out of Egypt, Texas, Fort Worth* (Pittsburgh, PA: Dorrance Publishing Company, 2002), 124.

¹⁵“Councilwoman Accepts Post at Bishop College,” *DMN*, June 25, 1978, clipping, Texas/Dallas Division; and “Position Paper on Needs Assessment for Social Work and Criminal Justice Programs,” prepared by Professors Lucy Patterson and Percival P. Sealy, Bishop College, n.d., Box 4, Folder 7, Patterson Papers. For the extraordinary number of social and community service agencies, boards and councils

on which Mrs. Patterson served, see Box 4, Folders, 3-5 and 11-20.

¹⁶“It Can Be Done,” campaign brochure; and Martin Frost to Councilwoman Lucy Patterson, May 31, 1977, Box 1, Folder 7, Patterson Papers.

¹⁷“Lucy Patterson, Former City Council Woman, Announces 24th Congressional District Plans,” *Dallas Post Tribune*, January 1982, Box 1, Folder 21, Patterson Papers.

¹⁸Luix Overtoe, “The Black Vote—A Significant Element in ’82 Election,” *Christian Science Monitor*, www.csmonitor.com/1982/1109/110933.html, accessed January 24, 2013; Arnold Hamilton, “Texas GOP Leaders Tout Lucy Patterson,” *DTH*, August 1, 1983, clipping; “Loews Anatole Sues Lucy Patterson over Bill,” *DMN*, December 31, 1983, clipping, Texas/Dallas Division; “Patterson Appointment,” *DMN*, February 25, 1986, p. 2A; and “A Celebration of Praise to God for the Life and Legacy of Lucy Pearl Phelps Patterson,” June 21, 2000, Box 1, Folder 5, Patterson Papers.



Texas Theater – 231 West Jefferson Street

In 1931, the \$250,000 Italian Renaissance style Texas Theater opened as the largest suburban theater in Texas. It was designed by architect W. Scott Dunne as an “atmospheric” theater with an interior designed in a Venetian Court theme, with an auditorium that had sound effects, clouds, and a night sky of twinkling stars. The theater in Oak Cliff played a national role in 1963 when Lee Harvey Oswald tried to evade police. He was seen entering the theater without paying and the police were alerted. They quickly apprehended him inside the theater, although not for the assassination of President Kennedy, but as a suspect in the murder of Officer J.D. Tippit shortly before a few blocks away. The theater was modernized in 1965 with a new façade and the covering of the interior embellishments with stucco. It closed in 1989. In the early 2000s efforts began to revitalize the theater and it is now open showing movies and for special events. In 2003, the Texas Theater was listed on the National Register of Historic Places.

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John H. Slate and Willis C. Winters, *Dealey Plaza* (Charleston, SC: Arcadia Publishing, 2013, 127 pp., \$21.99)

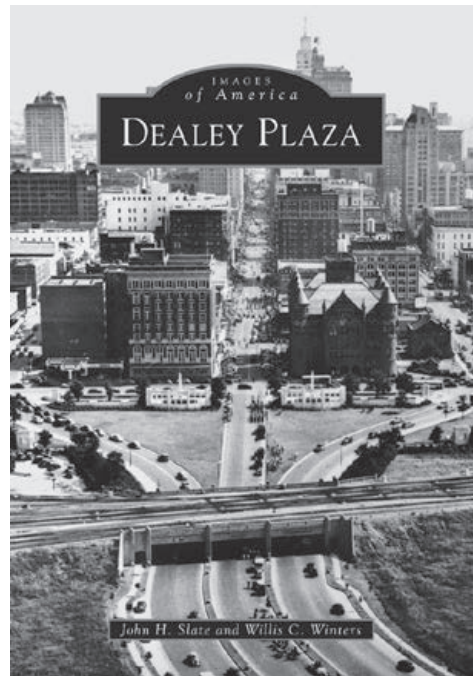
Certain places are so steeped in history that the past envelops you the moment you step within their boundaries. Dealey Plaza is one of them. Surrounded by Dallas's mirrored, neon-covered skyline, it retains the aura of the city's early beginnings. John Slate and Willis Winters strip away the glitz of Big D and remind readers of its surprising rise from frontier town to bustling metropolis.

The book opens with an 1850 map of Dallas shown as an orderly network of streets running parallel to and away from the Trinity River. Early photos depict life along the river. Snag boats clear river debris; a steamboat departs from the Commerce Street landing; entrepreneur Sarah Cockrell's toll bridge and hotel serve travelers. The county courthouse is a focal point near the center, a symbol of the city's position as county seat.

Dealey Plaza compellingly recounts the city's progression to a transportation hub at the turn of the twentieth century. Lumberyards, mills, and agricultural warehouses accommodated the needs of the growing community, supplied by the Texas & Pacific Railroad. Semi-annual floods devastated Dallas and restricted growth, prompting the rerouting of the river a quarter of a mile west.

In 1933 city plan commissioner Otto Lang envisioned a landscaped park to welcome motorists. The controversial solution, completed in 1936, was an innovative new "triple underpass" which demolished two blocks near Bryan's original settlement. The park's reflecting pools and stone obelisks—designed by Texas Centennial Exposition architect George Dahl—were partially funded by the National Youth Administration. The park's art deco pergolas were completed in 1941 with support from the Works Progress Administration. Dallas named the park after *Dallas Morning News* publisher George Bannerman Dealey. A 1949 photograph captures the ceremony unveiling the 12-foot high sculpture of the newspaperman.

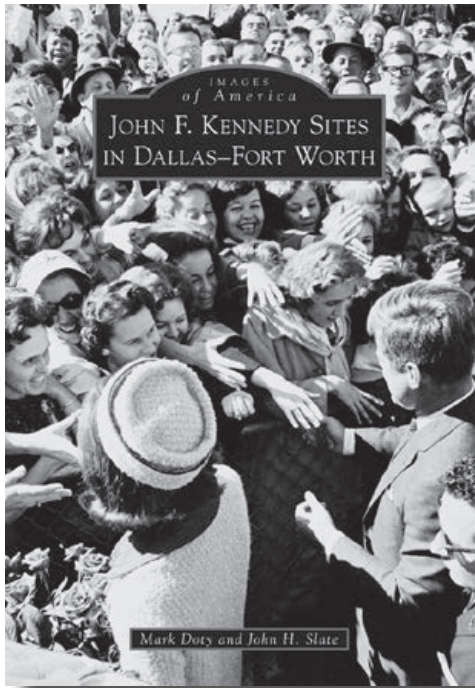
The last section of the book addresses President John F. Kennedy's assassination. When shots were fired on the president's motorcade, Dealey



Plaza became inexorably linked with tragedy and loss. Many buildings surrounding the plaza were connected to the assassination and its aftermath and continue to draw those seeking answers about what happened there fifty years ago.

Dealey Plaza concludes by noting that, while Dallas's rise from "frontier cabin to modern metropolis" is extraordinarily rich, the park's history remains tinged with sadness. Some considered tearing down buildings associated with President Kennedy's death, while others championed preservation of these places of history. In 1989, The Sixth Floor Museum opened in the former Texas School Book Depository to interpret the assassination and legacy of President Kennedy. Five years later, a new generation of civic leaders won recognition for Dealey Plaza and surrounding buildings as a National Landmark Historic District. The 1892 Dallas County Courthouse affectionately known as "Old Red" now houses a Dallas County history museum. Dealey Plaza remains an entry point for activists, travelers, government officials, and citizens who visit Dallas. Slate and Winters' book is a tremendous contribution in helping us appreciate why.

—Sharron Wilkins Conrad
The Sixth Floor Museum at Dealey Plaza



Mark Doty and John H. Slate, *John F. Kennedy Sites in Dallas-Fort Worth* (Arcadia, 2013, 128 pp., \$21.99)

Arcadia Publishing offers another book of interest to this region as part of its “Images of America Series,” joining several it has published on different Dallas and Fort Worth topics. This one is unusual in that it covers both cities and deals with one of the most tragic events in our nation’s history, the assassination of President John F. Kennedy. Of course there have been hundreds of books written about the assassination; however, this one takes a unique approach. The story is told through images of the sites and people associated with the events that took place during those tragic days. The narrative unfolds through the images and captions rather than longer text.

The images from that time offer a unique perspective on what it was like in Dallas and Fort Worth in November of 1963. Those images

transport the reader back to 1963, as if present for the events that took place. They also show the excitement of the people of Dallas and Fort Worth in having President and Mrs. Kennedy visit their respective cities, and then the shock and grief that came with the assassination. The book covers more than just the journey of the President and Mrs. Kennedy through the two cities and delves into the history of the sites where events took place, like Love Field and Dealey Plaza. It also addresses other aspects of the assassination such as the movements of Lee Harvey Oswald after the assassination, the murder of Officer J.D. Tippit by Oswald, his arrest, time in detention, and his murder by Jack Ruby.

The book is organized roughly in chronological order of the events that transpired. It starts with a chapter on President and Mrs. Kennedy’s visit to Fort Worth, followed by Love Field and the motorcade, then Dealey Plaza, Oak Cliff, and other sites. The interesting images in each chapter include many rarely seen photos. The images chosen for the book come mostly from the Dallas Municipal Archives and *The Dallas Morning News*, with additional ones from The Sixth Floor Museum at Dealey Plaza, National Archives, Library of Congress, Dallas Public Library, John F. Kennedy Presidential Library, and other sources.

The authors are well qualified to produce this work with backgrounds in history and architecture. They chose powerful images to tell the tragic story of the events that took place fifty years ago, certainly not an easy task given the mountain of images out there regarding the events. The captions for the images tell the story and were written concisely to provide additional interesting information about the places or people in the images. This book is an excellent addition to the Arcadia “Images of America” series and is a must read for those fascinated by historical events and who love to see the moments of those events captured forever in time through photography.

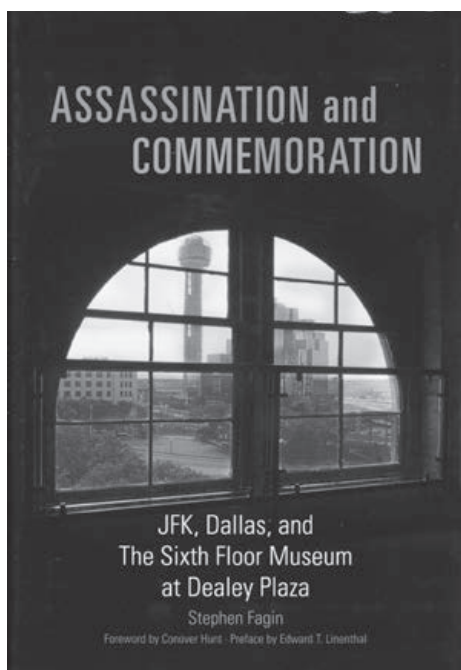
—David Preziosi
Preservation Dallas

Stephen Fagin, *Assassination and Commemoration: JFK, Dallas, and The Sixth Floor Museum at Dealey Plaza* (Norman: University of Oklahoma Press, 2013, 272 pp., \$29.95)

Institutional histories are valuable tools for a researcher or historian, but to the average reader, they can often be tedious chronologies of dates, budgets, and forgettable leaders. Stephen Fagin's *Assassination and Commemoration: JFK, Dallas, and The Sixth Floor Museum at Dealey Plaza* does not fall into this category. Fagin, the museum's associate curator and oral historian, has produced a highly readable and fascinating history that traces the difficult path that civic leaders, elected officials, and museum professionals faced in transforming the former Texas School Book Depository, the most prominent reminder of Dallas's shame following President Kennedy's assassination, into an internationally recognized institution.

The book concisely recalls the familiar story of the weekend of November 22, 1963: the enthusiastic welcome for the Kennedys, the horrifying scene in Dealey Plaza, the chaotic drama at Parkland Hospital, and the televised murder of the alleged assassin at City Hall. The author deftly describes the resulting condemnation of Dallas and how local officials moved to salvage the city's reputation and image. For many, repairing the damage demanded removal of painful reminders of that day. Once the Texas School Book Depository Company vacated its warehouse in 1970, many citizens called for its demolition. Fortunately, another school of thought prevailed, but if saving the site was a challenge, establishing a museum there was an even more difficult and unpopular task.

Fagin recognizes several figures in the museum's creation, including the county's public works director Judson Shook and County Judge Lee Jackson, but he gives most of the credit to civic leader Lindalyn Adams and historian Conover Hunt. In 1977, five years after the City Council blocked demolition of the building and just months before a county bond election provided funds to purchase it, Adams, then chair of the Dallas County Historical Commission, toured the sixth floor for the first time. Her previously neutral stance on developing an assassination-related exhibit changed that day. She signed on to help and began endorsing the plan to influential friends and colleagues. Following her introduc-



tion to Conover Hunt, a public historian and museum professional, the pair soon emerged as the project's leaders, securing funding, lobbying politicians and business leaders, and embarking on an ambitious public relations campaign.

The author details the successes and disappointments of the museum's boosters over the better part of the 1980s with expertly researched detail. He makes effective use of The Sixth Floor Museum's extensive oral history collection, and the result is a fascinating narrative that blends personal recollections with facts and dates that, at times, makes the book an entertaining page-turner and offers a unique perspective into the post-assassination history of Dallas.

By the book's end, the reader understands that if Adams and Hunt had been less tenacious than they were, The Sixth Floor Museum at Dealey Plaza would likely not exist today. For their vision and determination, we should all be grateful.

—Sam Childers

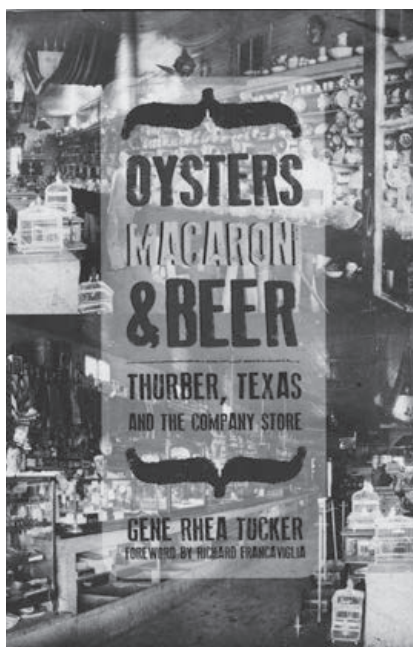
Gene Rhea Tucker, *Oysters, Macaroni & Beer: Thurber, Texas, and the Company Store* (Lubbock: Texas Tech University Press, 2012, 185 pp., \$34.95)

In a frontier town, the general store and the saloon were important gathering places where people socialized, gossiped, and talked politics. The storekeeper and saloonkeeper knew all the townspeople's business. How did these public arenas work in Thurber, Texas, where the Texas and Pacific Coal Company was the sole employer and the owner of all the homes, churches, and stores, as well as the barbed-wire fence that enclosed the town? That is the question Gene Rhea Tucker explores in *Oysters, Macaroni & Beer*, named for three of the most popular goods sold in the company-owned establishments.

Now a ghost town, Thurber thrived from the 1880s to the Depression. The nearby Texas and Pacific Railroad carried away the coal and paving bricks produced by Thurber's workers and delivered goods for the residents. To attract workers to an isolated area, the company had to supply all the necessities for their families. The company operated a dry goods store, grocery, drug store, meat and vegetable market, ice house, and print shop. The Snake saloon had a horseshoe bar 600 feet long. All these establishments were staffed by company employees, and workers made purchases with company script, accepted nowhere outside of Thurber.

That situation carried the potential for abuse of the laborers. A desperate miner could find himself deeply in debt and singing, "I owe my soul to the company store." Company towns had a bad reputation as tools that ruthless corporations used to practically enslave industrial workers. At Thurber the system allowed economies of scale that offered workers good houses and low prices at the stores.

Tucker has carefully researched documentary evidence and the available accounts of life in Thurber from former residents. He finds a variety of contradictory opinions on whether the town was an oppressive device for controlling the workers or a rare opportunity for them to live a comfortable life. The store and the saloon were monopolies run by the only employer in town. There was a clear separation between executives, retail employees, and manual workers, and those at the bottom were justifiably wary. But the establishments were well run and offered an amazing



variety of goods that would have been hard to find in most isolated west Texas towns.

Tucker does an excellent job of evaluating all sides of the story. The book is brief and written in an engaging style. If it inspires further study, *The Birth of a Texas Ghost Town: Thurber, 1886-1933* by Mary Jane Gentry offers a detailed history. Or drive 100 miles west on I-20 and visit Thurber. The W. K. Gordon Center for Industrial History of Texas features exhibits on the town. The SmokeStack restaurant occupies the building that once housed the general store. Look closely at the landscape to see the remains of the thriving town.

—Evelyn Montgomery
Dallas Heritage Village

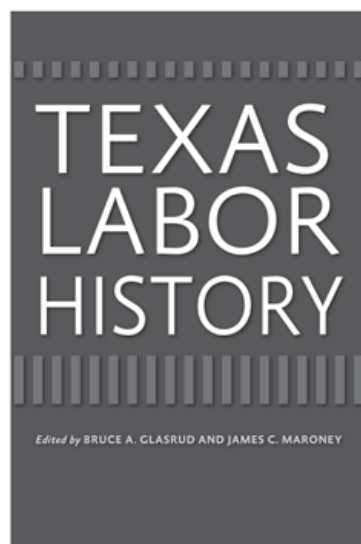
Bruce A. Glasrud and James Maroney, eds., *Texas Labor History* (College Station: Texas A & M Press, 2013, 444 pp., \$35.00)

Bruce A. Glasrud and James C. Maroney have edited eighteen important labor history articles from the last forty-five years into a single volume. Not only does the book offer an overview of the development of the labor movement in the state, but it also documents the considerable scholarly attention the topic has received in the past. Contributors' diverse essays range from the earliest localized movements in the 1830s to the intense activism of the 1960s and 1970s that placed Texas

labor disputes on the national stage. The quality and quantity of existing labor research shines through in this format.

The editors selected articles with an eye toward dispelling six myths about the history of labor in Texas that have led historians to overlook the implications of worker activism. In their richly historiographic introduction, they explain first and foremost that many people believe a viable labor movement never operated in Texas. Further, they contest the notions that black, brown, and white workers could not form a coalition in support of their rights, that unions were powerless because employers disregarded their attempts to take action, that efforts on behalf of Texas labor almost uniformly failed, and that unions could not work with other groups for a common good. These factors give the false impression that few scholars have investigated labor activism in the state.

Au contraire, say Glasrud and Mulroney. This volume proves that many articles and books have explored specific worker actions and outcomes, particularly in urban areas of the eastern half of the state. Collectively, these works reveal that not only did labor movements occur, but workers crossed racial, ethnic, gender, and political lines to

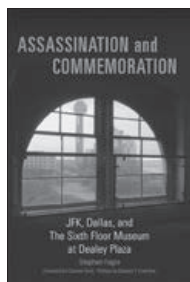


achieve success.

Historians of North Central Texas will find several essays of interest in *Texas Labor History*. For example, Marilyn D. Rhinehart demonstrates the success of a multiethnic and multiracial movement to bring complete unionism to a company town in “Underground Patriots: Thurber Coal Miners and the Struggle for Individual Freedom, 1888–1903.” Conditions surrounding worker activism at Dallas locations of the Trinity Portland Cement Company and the Ford Motor Company in the 1930s also receive detailed attention. Readers will find in-depth case studies from across the state centered on the efforts of lumbermen in East Texas, farm workers in the Rio Grande Valley, sanitation employees in the Panhandle, and refinery workers and longshoremens along the Gulf Coast.

While organized labor may not have taken root in Texas as early as it did in other parts of the country, Glasrud, Mulroney, and their contributors effectively make the case that workers took action on their own behalf. Even failed movements show that Texas eventually shared in the nationwide push to establish unions, secure workers’ rights, and adapt to industrialization. If the editors are correct, the extent of labor activity in the state may surprise some general readers and historians alike. For those inspired to learn more, the extensive notes and bibliography will be a useful resource.

—LeAnna S. Schooley
Texas Christian University



**ASSASSINATION
AND
COMMEMORATION**
**JFK, Dallas, and The Sixth
Floor Museum at Dealey Plaza**
By Stephen Fagin
\$29.95 HARDCOVER
272 PAGES · 29 B&W ILLUS.,
10 COLOR PHOTOS

The shots that killed President John F. Kennedy in November 1963 were fired from the sixth floor of a nondescript warehouse at the edge of Dealey Plaza in downtown Dallas. That floor in the Texas School Book Depository became a museum exhibit in 1989 and was designated part of a National Historic Landmark District in 1993. This book recounts the slow and painful process by which a city and a nation came to terms with its collective memory of the assassination and its aftermath.





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The Dallas Morning News Photo Archives: pp. 7 (bottom), 43, 44

DeGolyer Library, Southern Methodist University, Dallas, Texas

Dallas Morning News Collection Ag1984.0291: p. 22

Everett L. DeGolyer, Jr. Collection of Railroad Photographs AG1982.0232: p. 21

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Cecil Stoughton. White House Photographs. John F. Kennedy Presidential Library and Museum,
Boston: p. 36

Texas/Dallas History & Archives Division, Dallas Public Library: pp. 10, 13, 28 (top), 30, 32

The Texas State Archives: p. 17

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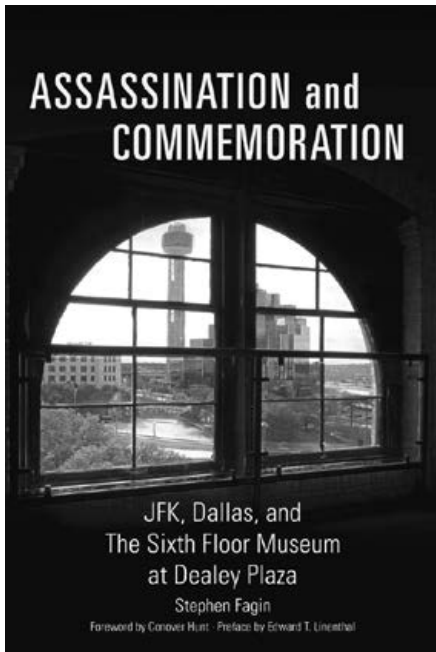
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Assassination and Commemoration:

JFK, Dallas, and The Sixth Floor Museum at Dealey Plaza

By Stephen Fagin, Associate Curator at The Sixth Floor Museum



The shots that killed President John F. Kennedy in November 1963 were fired from the sixth floor of a nondescript warehouse at the edge of Dealey Plaza. That space became The Sixth Floor exhibit in 1989. *Assassination and Commemoration* highlights the decades-long work of people determined to create a museum that commemorates a president and recalls the drama and heartbreak of November 22, 1963.

Signed copies available at The Sixth Floor Museum and online at store.jfk.org



About Stephen Fagin

Since joining The Sixth Floor Museum in 2000, Stephen Fagin has managed the institution's ongoing Oral History Project and contributed to collections, exhibitions, education and programming initiatives. He holds degrees from Southern Methodist University and the University of Oklahoma, and consults and assists with *Legacies* magazine and *Legacies* Dallas History Conference.



THE SIXTH FLOOR MUSEUM AT DEALEY PLAZA

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Courtesy of Mark Rice

Theme

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*As of September 18, 2013



W. Marvin Dulaney is Associate Professor and Chair of the Department of History at the University of Texas at Arlington. He earned his Ph.D. in American History at Ohio State University and he is completing a history of African Americans in Dallas. He wrote about the Progressive Voters League for the spring 1991 issue of *Legacies*.



Stephen Fagin is associate curator and oral historian at The Sixth Floor Museum at Dealey Plaza. Since joining the staff in 2000, he has managed the institution's ongoing Oral History Project and contributed to collections, exhibitions, education and programming initiatives. The author of *Assassination and Commemoration* (2013) and an *American History* magazine biography of Lee Harvey Oswald, Fagin holds degrees from Southern Methodist University and the University of Oklahoma. He is an editorial assistant of *Legacies*.



Jackie McElhane earned her B.A. and M.A. degrees in history from SMU. A frequent contributor to *Legacies*, her most recent article was "Going Downtown to Shop," in the spring 2009 issue. Her book, *Pauline Periwinkle and Progressive Reform in Dallas*, was published by Texas A&M Press in 1998.



Carol Roark holds a B.A. in Anthropology from the University of Texas at Austin, an M.A. in American Studies from Texas Christian University, and an M.L.S. from the University of North Texas. A resident of Fort Worth, she has published four books, including *Fort Worth and Tarrant County: An Historical Guide* (TCU Press, 2004). Recently retired as Manager of the Special Collections Division of the Dallas Public Library, she wrote about Sam Bloom for the spring 2013 issue of *Legacies*.



Thomas H. Smith received his Ph.D. in history from Kent State University. He served as Executive Director of Old City Park, the Legends of the Game Baseball Museum at the Ballpark, and the Old Red Museum of Dallas County History & Culture, and as Interim Director of the Dallas Historical Society. He wrote about Civil War Colonel George W. Guess for the fall 2010 issue of *Legacies*.

Book Reviewers

Sam Childers is an independent writer and consultant who formerly worked at The Sixth Floor Museum at Dealey Plaza and at the Old Red Museum of Dallas County History & Culture. He is an Editorial Assistant for *Legacies*. . . . Sharron Wilkins Conrad is the Director of Education and Public Programs at The Sixth Floor Museum at Dealey Plaza. She earned degrees in history and public history from Penn State University and Howard University and is currently pursuing a Ph.D. in Humanities from the University of Texas at Dallas. . . . Evelyn Montgomery is the Director of Collections, Exhibits and Preservation for Dallas Heritage Village. She is currently preparing a paper for the 15th Annual *Legacies* Dallas History Conference on the heroes who built the museum and the Cedars neighborhood. . . . David Preziosi has been Executive Director of Preservation Dallas for the past year, following ten years as Executive Director of the Mississippi Heritage Trust. He earned his Bachelor Degree in Environmental Design and a Master's in Urban Planning from Texas A & M. . . . LeAnna S. Schooley is Assistant Director of the Center for Texas Studies at Texas Christian University and is working toward a Ph.D. in American History. She previously worked for the Fort Stockton Historical Society, the Texas Historical Commission, and the W. K. Gordon Center at the Thurber ghost town.



Can you help identify this historic photograph?

This image of women office workers is in the *Dallas Times Herald* Collection of the Texas/Dallas History & Archives Division of the Dallas Public Library. It is thought to be from the 1950s. If you can help identify the setting, or provide other information about the photograph, please contact the Texas/Dallas History & Archives Division at 214-670-1435 or at texas@dallaslibrary.org.

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