

History and Architectural Heritage of Dallas County

By Julie Vosmik



*Fielder House
Fordyce
Dallas County, Arkansas*

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A Historic Context Written and Researched
By Julie Vosmik

Cover illustration by Cynthia Haas

This volume is one of a series developed by the Arkansas Historic Preservation Program for the identification and registration of the state's cultural resources. For more information, write the AHPP at 1500 Tower Building, 323 Center Street, Little Rock, AR 72201, call (501) 324-9880 [TDD 501-324-9811], or send e-mail to info@arkansaspreservation.org

The Arkansas Historic Preservation Program is the agency of the Department of Arkansas Heritage responsible for the identification, evaluation, registration and preservation of the state's cultural resources. Other agencies in the department are the Arkansas Arts Council, the Delta Cultural Center, the Old State House Museum, Historic Arkansas Museum, the Arkansas Natural Heritage Commission, and the Mosaic Templars Cultural Center.

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HISTORY AND ARCHITECTURAL HERITAGE OF DALLAS COUNTY

SUMMARY INFORMATION

Dallas County, established in 1845, is located in south-central Arkansas in the Lower Ouachita River Valley. Settlement in this area was slow before 1840. Many of the pre-Civil War settlers were farmers or planters from the Lower South, from the Carolinas to Louisiana. These settlers brought slaves to this part of southern Arkansas where the plantation/slave system was most prevalent.

The structures built by the earliest settlers were of log construction. Dwellings ranged from one to two stories in height and had traditional floor plans. Most dwellings were either one pen structures or dog-trots. Later dwellings were of wood frame construction and exhibited Greek Revival influences. Encircling these dwellings were numerous outbuildings including those primarily used for human service such as wells and privies, and others for livestock shelter and food storage. These complexes or homesteads were spread throughout Dallas County by 1860.

Groups of these homesteads located around a central market or commercial area were identified as communities. The two most important early communities were Tulip and Princeton. Tulip was well established by the founding of the county in 1845. Princeton was surveyed and platted in 1845 to serve as the Dallas County seat. Both communities were well known throughout the state for their educational institutions, which did not survive the Civil War.

The Civil War brought about the destruction of many resources. This destruction was not by the acts of war but by the associated economic ruin. By 1863, as the war moved to southern Arkansas, many of Dallas County's residents took refuge in Texas and Louisiana, causing the county population to drop more than 30 percent. Little construction took place during and following the Civil War.

The economy of the area was revived in the 1880s with the coming of the Railroad Era. Four major railroad lines were constructed in the county beginning in 1881. These lines spurred the development of many new towns such as Fordyce, Manning, Willow, and Ouachita, but caused the demise of others such as Princeton. The most important new railroad town was Fordyce, platted in 1882. By 1890 Fordyce was the largest town in the county and in 1908 it became the Dallas County seat.

The county's oldest existing religious properties were constructed during the Railroad Era. Most of these churches are traditional, illustrating a form which existed in earliest settlement. Also during the period, the first major architectural resources constructed of brick were built. These resources represent one resource type, that of commercial structures, and exist mainly in the city of Fordyce.

With the railroads came the lumber industry. Great tracts of land on which stood many of the county's finest historic resources were purchased by lumber companies and planted in soft-woods. The lumber industry was second only to agriculture as an income producer by 1900. During this era dwellings remained basically traditional in plan. The central-hall house became an acceptable "urban" traditional house type. By 1900, however, popular influence began to affect an evolution from the traditional to the high style in ornament and form. The Classical Revival influence can be found throughout the early twentieth-century resources in Dallas County.

After World War I, the lumber and railroad industries continued to grow. Reflecting this growth was the construction of the county's first substantial buildings, both private and public. Many residences reflecting Craftsman influence were also built during this period.

In the 1920s, the way of life in Dallas County showed signs of change. Small communities disappeared or lost their identity as more and more farms were sold to the lumber companies. The lumber industry was now the major income producer. While the lumber industry had grown in importance, the

railroad had become less important. The last train load of logs pulled into Fordyce in 1940. Logging by train had become obsolete as contract logging by trucks became more feasible. Railroad lines were abandoned and railroad towns such as Willow and Ouachita were left all but deserted. The towns of Fordyce, Sparkman, and Carthage developed into and are today area trading centers supported largely by the sawmills located in each of the communities.

SETTLEMENT IN DALLAS COUNTY

Although settlement of the Lower Ouachita River Valley began as early as 1812, but immigration to what is now Dallas County was slow before 1840. The area attracted physicians, potters, and millwrights. The great majority of the settlers, however, were farmers. Both yeoman farmers and wealthy planters settled in the rich alluvial bottoms where farming was good.

Arkansas was a slave state and nowhere in Arkansas was the plantation/slave system more prevalent than in the southern Coastal Plain and southeast Mississippi Delta. In 1850 Dallas County's 286 slave holders owned 2,542 slaves. Only six other Arkansas counties had larger black slave populations. The average number of slaves per slave holder was between four and five while the wealthiest slave holders, who came overwhelmingly from North Carolina, each owned as many as fifty or more. By 1860, black slaves represented 43 percent of the total county population. The dwellings and other structures used primarily by the black slaves were undoubtedly of a crude nature and consequently have not withstood time and the environment. It is known that the slaves built or assisted in the building of many structures. It is not known, however, to what extent the slaves influenced or left an Afro-American mark on the structures they had a hand in building. The only recorded resource that is identifiably traditional Afro-American is a cemetery located in the northeast corner of the county.

The majority of the structures built by the early settlers were constructed of logs. Almost without exception, "first" churches, schools, and public buildings were one- and two-room, one-story log buildings. The dwellings were similarly of log construction but ranged from one to two stories in height. All dwellings, with few possible exceptions, had traditional floor plans. Most were either one-pen structures such as the Brazeale House or dog-trots such as the Mallett House. Although none exist today, there were many well-crafted two-story houses. In 1837 Thomas Hudson built a two-story dog-trot located near Manchester, now in Clark County. Mrs. Mary Owen Sims of Holly Springs tells in her journal of the fine two-story log house, the Oaks, built by her father in 1838.

Those structures which were not built of logs were of wood-frame construction, covered with weatherboards, and exhibited Greek Revival influences. Like the log structures, the wood frame-dwellings had traditional floor plans. Most had central-hall plans, as is the fashion for Greek Revival dwellings throughout southern Arkansas. These wood-frame dwellings were generally built after initial settlement or in a second wave of construction. Thomas Hudson, who built the log house described earlier, built a finely crafted Greek Revival I-house around 1840, converting the earlier log house into a barn. While many of the wealthier settlers could afford such grand accommodations, the virgin area, offering much timber, had few if any saw mills. The construction of Hudson's house was made possible by its close proximity to Arkadelphia, a well established trade center in Clark County, which no doubt had a sawmill.

Although brick clay exists throughout the county, there are no records of any brick antebellum structures other than kilns. Expedience appears to have limited the use of brick to foundations and chimneys. Stone has been a rare building material throughout Dallas County's history. Where available, stone was used for foundations. Timber was a vast resource; consequently, wooden blocks were a common foundation material.

Manufacturing before the Civil War took the form of saw, grist, and flour mills, cotton gins,

tanyards, blacksmith shops, and pottery works. Many manufacturing operations were associated with other structures, as one unit in the farm or homestead ensemble. One such homestead is that of Col. Maurice Smith who settled at Tulip in 1844. As described by Jonathan K. T. Smith, the homestead included a large log house, which burned in 1966, that stood north-south facing Ridge Road; a two-story frame office to the south; several servants' dwellings to the north; and a barn, chicken house, privy, other servants' quarters, and a small cotton gin in the rear.

Although larger than most, the Smith homestead illustrates much of what homesteads were like in Dallas County throughout the nineteenth century and to some extent in rural Dallas County today. Dwellings, facing a road, were surrounded by numerous ancillary structures. This is the case with the Brazeale Homestead, the Butler-Matthews Homestead, and the Thomas Homestead.

Ancillary structures could include a secondary dwelling for relatives or an overseer, slave quarters, office, mill, smokehouse, potato house, privy, barns, and storage sheds. Also on the homestead would have been a garden for subsistence use and fields of a cash crop planted with cotton, corn, grain, potatoes, and fruit. Various other cribs and processing structures for these crops along with structures associated with the raising of livestock, such as cattle, hogs, sheep, and chickens, would also have existed.

EARLY COMMUNITIES

Recognizable communities with schools, churches, and public buildings did not exist before 1838. Eleven maps of Arkansas drawn between 1810 and 1838, indicating 87 communities, show none in what is now Dallas County. By 1859, however, a map marks the settlements of Tulip, Princeton, Fairview, Red Bird, and Chappell. Other communities mentioned in early writings include Pine Grove and Holly Springs, both settled about 1840.

Tulip, nestled within a rich farming area in the north-central section of Dallas County, was the most important of the county's earliest settlements. Arriving in the early 1840s, Tulip's settlers were some of the first in the county and were among the most prominent and influential. Among them were "Squire" Ramsay, Presley Watts, Moses Overton, John Eaton, Alexander Butler, and Joseph Gray. In 1844, a well-to-do planter/slave holder, Col. Maurice Smith, came from North Carolina. Impressed with the prospects of a good life in his new home, he exhorted his kin to come from the East as he had done. By 1850, there were seven related Smith families around Tulip.

The nucleus of Tulip was a long street, the Princeton Road, on either side of which were several business houses. No doubt, there were also churches and a tavern and/or boarding house. The community soon also boasted of having the several substantial buildings of the academic institutions which earned Tulip the title "Athens of Arkansas."

In 1849 George Alexander of Virginia established the Alexander Institute for the education of girls and boys. Separating the girls from the boys, the Tulip Female Collegiate Seminary was begun in 1850. In 1858 the Methodist Church South took over the Seminary. Although the faculty and the course of study remained the same, it was renamed the Ouachita Conference Female College. Incorporated in 1860, the College and the Alexander Institute, said to have given a high-quality education to students from the entire state, did not survive the Civil War.

Although the unincorporated community of Tulip was the premier settlement of Dallas County, it had begun to lose some of its prominence to another town just ten miles to the south. This town, Princeton, was platted in 1846 as the seat of government for the newly established Dallas County. Princeton's seven streets and fourteen blocks were laid out by surveyor Joseph Gray around a one-block public square. Magistrate "Squire" Ramsay had the square cleared and ordered the construction of the first courthouse, a log structure, on the east side. Presley Watts, instrumental in the establishment of the

county, built an impressive structure to the west of the square where he kept the local inn. Also located in the town was the Princeton Academy for girls and boys. Established in 1849 by Colonel O.G. Gray, the Academy soon rivaled the schools at Tulip. Like the Tulip schools, it did not survive the Civil War.

Princeton and Dallas County prospered in the decade of 1850. Proof of this prosperity was the incorporation of Princeton in 1855 and a county population of 8,243 fifteen years after founding. A Civil War map of the county marks the location of approximately 500 farmsteads, houses, churches, schools, etc. Fewer resources remain, however, from this period proportionate to those which existed than from any other period.

The Civil War was a major cause for the destruction of these resources. Few structures were actually destroyed by acts of war, but the associated economic ruin and fear of destruction caused many residents to take refuge in Louisiana and Texas, leaving resources to deteriorate. This emigration caused the county population to fall from 8,283 in 1860 to 5,707 in 1870.

When the Civil War began Dallas County provided many soldiers. George Alexander and the students from the Alexander Institute formed Company I of the Third Arkansas Infantry, which fought in Virginia. The older men who remained in the county organized home guards by townships, which functioned from 1861 until the summer of 1863. During these first years of the Civil War Dallas County was not greatly affected. Economic conditions were worsening, however, causing a great decline in construction. One dwelling of braced-frame construction near Hampton Springs was built about 1861.

By 1863, as all of Arkansas north of the Arkansas River was occupied by Union troops, southern Arkansas became the battleground. In April of 1864, Union forces from Little Rock under General Steele took Camden in Ouachita County. Confederates captured wagon trains at Poison Springs and Mark's Mill, making food supplies short. After an eleven-day occupation of Camden, Steele was forced to retreat to Little Rock, via Princeton and Tulip. The Confederate troops who had been in close pursuit caught up with Steele's army at Jenkins' Ferry in Grant County and gave battle on April 30. After the battle, the Confederates made camp at Tulip and set up a hospital. In the winter of 1863-64 several thousand Confederate soldiers were located around Princeton, Tulip, and Camden.

Immediately following the Civil War, economic conditions in the county were poor. Tulip, never incorporated, began to decline. It had lost its place as "first" community to Princeton, which had retained some of its antebellum prosperity. Tulip never regained the status it had before the Civil War. Today it is a mere crossroads with a few houses, two churches, and two or three abandoned commercial structures. Tulip's only resources remaining from its most prosperous era are a few outbuildings of the Alexander Butler Homestead now associated with Tulip's only historic dwelling, the Matthews House, and Tulip Cemetery.

Princeton became the leading social and economic center. Its prominence, however, was not through added prosperity, but rather through the general lack of it in other parts of the county. Princeton had suffered, too, and like Tulip it would become a community of only a few structures. The pre-Civil War resources of Princeton are the George Mallett House, built circa 1852, and Princeton Cemetery.

Conditions improved somewhat in the decade of 1870, and in 1880 the population of the county showed a modest rise to 6,505. Prevailing hard times, however, deterred new construction and, as a result few resources of Reconstruction Dallas County exist today. One house now located within the incorporation limits of Fordyce, the Fielder House, was originally built about 1875.

THE RAILROAD ERA IN DALLAS COUNTY

The decade following 1880 brought the beginning of the Railroad Era and a new prosperity. Four major railroad lines were constructed in the county beginning in 1881. The first was that of the Texas and St. Louis Railway Company. The company was chartered in May of 1881 with the purpose of building a line from Texarkana (Miller County) to the Arkansas-Missouri border. The line passed through the southwest corner of the county in the summer of 1882. In 1886 the line was converted from narrow to standard gauge and the company was renamed the St. Louis, Arkansas, and Texas Railway or more commonly the Cotton Belt.

The second major railroad to enter the county was the Ultima Thule, Arkadelphia and Mississippi Railway Company, organized in June of 1883. The goal of the Ultima Thule was to build a line from Arkadelphia to Fordyce via Dalark, Sparkman, and Princeton and later west from Arkadelphia to Ultima Thule in Sevier County. The line's western-most point, however, was Daleville in Clark County and it extended eastward to Dalark and Sparkman. The railroad was primarily a logging line and when the Daleville Lumber Company closed circa 1912, the line also closed.

Two other major railroads in the county were the Rock Island and the Malvern and Camden. In 1902 the Little Rock and Southern Railway Company had incorporated to construct a line from Haskell in Saline County to El Dorado. The line passed through the eastern part of the county near what is said to have originally been the all-black community of Lea Ridge. This community moved a few miles to the west, settling on the railroad line, and became the town of Carthage. In 1905, the company consolidated with the Rock Island Railway Company.

The Malvern and Camden Railway Company was incorporated in 1911 with the purpose of building a line from Malvern in Hot Spring County to Camden in Ouachita County. In 1913 the line was given to Rock Island and the Malvern and Camden Railway Company was dissolved. The line spurred the development of two new settlements, Willow and Manning. The line also passed through Sparkman, which today is often referred to as Sparkman Number Two. Old Sparkman had been established as a saw-mill community in the early 1890s, but declined when the saw mill moved out. The coming of the Rock Island Railroad resulted in the establishment of a new town just northeast of old Sparkman. The new town of Sparkman was platted in 1913 and incorporated in 1915.

The railroads of Dallas County spurred the development of many new communities yet caused the demise of the county's most prominent town. When the Iron Mountain Railroad was built through Malvern in Hot Spring County, Princeton's businessmen began to move to the new railroad communities. In 1881 when the Cotton Belt was constructed through southeast Dallas County causing the development of Fordyce, more of Princeton's residents were drawn away. By 1890, Princeton had only a half dozen stores, one hotel and a few houses. The Fordyce and Princeton Railway Company, a minor logging line, began constructing a railroad to Princeton from Fordyce. In 1908, however, as Princeton lost the county seat, the line turned toward Carthage. Just as Tulip, prosperous during the 1840s, had dwindled during Princeton's prominence, Princeton became a mere crossroads while the new railroad towns prospered.

The most important new railroad town was Fordyce, platted in 1882 when the Cotton Belt line passed through the southeast corner of the county. The town was named for Samuel Fordyce, who surveyed the railroad line and later became president of the railway company. Fordyce was incorporated in 1884 and by 1890 it had become the largest town in the county with a population of 1,710. The town continued to grow and was by 1908 the trade center of the county and the center for railway connection in south-central Arkansas. Added prominence was given to Fordyce in 1908 when the county seat was moved from Princeton to the booming railroad town. Shortly thereafter, in 1911, a courthouse reflecting the period and its prosperity was constructed in the commercial area of Fordyce.

THE RISE OF THE TIMBER INDUSTRY

The introduction of the railroad into the county allowed for the exploitation of the great timber resources. Many of the area's early resources were destroyed during this period as large tracts of farm land were purchased by lumber companies and planted in pine forests. These forests were penetrated by hundreds of railroad spurs and tram roads to bring the timber to the saw mills of the lumber companies. Located in Fordyce, the largest of the lumber companies was appropriately named the Fordyce Lumber Company. The lumber industry grew in the county and by 1900 it was second only to agriculture as an income producer.

At the beginning of the railroad era in Dallas County, there was still little new construction. It would be at least another decade before the effects of the railroad and lumber industries would be reflected in the architecture. High-style influences, where present, were reflected in the decorative elements of appended architecture features such as porches. The dog-trot remained popular well after 1900 and was constructed even near developing "urban" areas as illustrated by the Brewster House built near Fordyce. (The Brewster House has since been demolished.) Although popular, the dog-trot was surpassed by 1890 in commonality by the central-hall house. This house type became a more acceptable form for "urban" areas. Many earlier dog-trot houses were skillfully converted to central-hall structures. For the well-to-do there was the more pretentious two-story form, the I-house.

By 1900, popular influence was affecting an evolution from the traditional to the high style in ornament and form. The Henry Atchley House is a fine example of this evolution reflecting traditional form combined with the Colonial Cottage while illustrating Queen Anne influences in its decorative features. The Wynne House later illustrates the domestic Classical Revival in its most decorative and grandiose form.

During the Railroad Era many churches were constructed in the county. These churches built from 1890 to World War I are the oldest existing religious properties in the county. All are of wood-frame construction, covered with weatherboards, and are traditionally painted white. Two basic forms of these churches exist. One is traditional, illustrating a form that existed in earliest settlement. This form has a rectangular floor plan, a gable roof with either a double entry or a single entry in a gable end. The Mt. Zion Methodist Church is striking in its austerity while the Mt. Carmel Methodist Church is notable for its simple yet fine craftsmanship.

The second type is a late nineteenth-century form. With its cross gable roof it creates four gabled facades, emulating the cross. Only two examples of this type exist. The Princeton Methodist Church is a purer form while the Sardis Methodist Church illustrates the vernacular influences over the popular form in its treatment of the bell tower.

Economic growth of the Railroad Era is reflected mostly in the growth of Fordyce. A number of commercial buildings were constructed in Fordyce north of the Cotton Belt line on and around a main street. These structures, the earliest of which were built in the late 1880s, constitute the county's first major group or type of building constructed of bricks. Most are one or two stories high and range from the very simple Old Fordyce Post Office to the outstandingly unpretentious interpretation of the Classical Revival in the Koonce Building. (The Koonce Building has been demolished since this context was written.)

After World War I, the lumber and railroad industries continued to grow as did the economy of Fordyce. Reflecting this continued economic growth was the construction of the first substantial buildings in the county. In about 1925, Rock Island built a brick railroad depot which replaced an earlier frame building. This depot is one of few structures in Dallas County associated with the railroad, a major developmental factor. The First United Methodist Church and the First Presbyterian Church were the first substantial private buildings not owned by large companies. These two religious properties are also the

only historic churches in Dallas County not constructed in the vernacular.

Just as the new construction of commercial, public, and private structures occurred largely in Fordyce, so it was with residential structures. Houses reflecting the Craftsman influence range from the John Russell House, which is a simple square structure made notable by its elaborate off-center porch, to the Elliott House, which illustrated the style in its sweeping horizontal emphasis.

The way of life in Dallas County began to change by the 1920s. Small communities disappeared or lost their identity as Fordyce became the growth center of the county. The lumber industry soon surpassed agriculture as the principal income producer. Residents left rural Dallas County as more and more farms were sold to the lumber companies. Most agricultural operations in the county today are located in the southwest section and are devoted primarily to the raising of livestock.

While the lumber industry grew in its importance to the economy of Dallas County, the railroad became less important. In the late 1930s, the coal-burning railway engines were converted to oil burners, but by the time the last engines were converted, logging by train became obsolete. The last train load of logs pulled into Fordyce in 1940. Contract logging by trucks had become more feasible.

Over the next two decades many of the county's railroad lines were abandoned and depots and other resources of the railroad were destroyed. Towns located on these lines such as Willow and Ouachita were left all but deserted. The towns of Fordyce, Sparkman, and Carthage developed into area trading centers supported largely by the saw mills and lumber products manufactories located in each of the three communities.

DALLAS COUNTY SURVEY METHODOLOGY

Historic and architectural resources in Dallas County have been sporadically recorded and added to the state inventory by Arkansas Historic Preservation Program (AHPP) staff members since 1973. In 1975 nominations to the National Register for four Dallas County properties were prepared by the Arkansas Archeological Survey (AAS). These nominations resulted in the listing of four kilns and kiln sites: Bird Kiln, Culbertson Kiln, Welch Pottery Works, and Wommack Kiln. Three other National Register listed properties, Bank of Carthage, Home Accident Insurance Company, and the Waters House, were included in the "Structures in Arkansas Represented by the Charles L. Thompson Design Collection - A Thematic Group" nomination prepared in 1982.

A comprehensive survey was conducted from April through July of 1982 by Sarah Brown and Don Brown, AHPP cultural historians. The survey was the first comprehensive county inventory conducted under a new survey process incorporated into the Resources Protection Planning Process begun in 1982. Dallas County was selected to initiate this process for several reasons: little information on the resources of the county existed in the inventory files of the AHPP; at the time of selection only four National Register-listed properties, all kiln or kiln sites existed in the county; a preliminary study of development in the state revealed a great potential for historic resources in the county; and the threat of new and expanded lignite mining posed a great potential threat to the resources of the county.

The 1982 survey was comprehensive for all architectural and historic resources in that every property as marked on the United States Geological Survey and Arkansas city maps was visited. Other properties which were not mapped were also investigated. All properties 50 years old and older, however, were not recorded. The field surveyors exercised judgement as to which properties were worthy of record. Among those properties recorded are examples of vernacular, popular and high-style forms and of both unique and common types. The conditions of the recorded properties range from excellent to deteriorated. Although the deteriorated properties would not be eligible for the National Register of Historic Places,

many were recorded for their potential to reveal information about the architectural and cultural history of the county. Those properties added to the inventory were recorded on the AHPP's standardized survey forms, photographed, and identified on the appropriate USGS map.

A total of 139 properties were recorded in Dallas County. This low number of historic properties worthy of record is the result of historic periods of poor economy coupled with the purchasing of large land tracts by lumber companies causing the deterioration and destruction of resources. It is estimated that Dallas County will be among the counties with the fewest existing resources.

Following the completion of the survey, all inventoried properties in Dallas County were reviewed for National Register eligibility using the AHPP's standard review process. It was determined that 33 properties were eligible for inclusion in the National Register. This Historic Resources of Dallas County Multiple Resource nomination is composed of those 33 properties, two of which have since been demolished. During the survey, the Dallas County Historical Society and many interested individuals became involved, aiding greatly in the gathering of historic data of the county and of specific resources. In 1982, the Historical Society gave, in conjunction with the AHPP, the first annual award to an individual making outstanding contributions to the preservation effort on the local level. Much interest was generated by the property owners who became increasingly aware of the importance of the historic built environment, its association with the local culture, and the need to preserve it for future generations. One Fordyce homeowner undertook a sympathetic restoration project during the survey. Commercial property owners have made inquiries regarding tax incentives for the rehabilitation of historic properties. The AHPP has assisted the county and city governments in the acquisition of the Fordyce Cotton Belt Railroad Depot. Local individuals, groups, and governments have an increased knowledge in the importance of historic resources and all have contributed to the survey and preservation process.

The AHPP welcomes any information about other historic resources in Dallas County and around the state. The agency can be contacted by writing to 1500 Tower Building, 323 Center Street, Little Rock, AR 72201 or by calling (501) 324-9880.

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DALLAS COUNTY PROPERTIES LISTED ON THE NATIONAL REGISTER
OF HISTORIC PLACES

CARTHAGE

Hampton Springs Cemetery, off Hwy. 48, black section contains graves dating to at least 1916.

Garrison House, S of Hwy. 48, ca. 1861 braced-frame structure.

Mount Zion Methodist Church, NE of Carthage, 1910 vernacular Greek Revival church.

Bank of Carthage, Hwy. 229, 1907 Charles L. Thompson Classical Revival design.

DALARK

Henry Atchley House, off Hwy. 8, 1908 Plain/Traditional design.

FAIRVIEW

Thomas Homestead, off Hwy. 7 between Dalark and Sparkman, 1910 wood-frame dog-trot and eight historic outbuildings.

FORDYCE

Dallas County Courthouse, 3rd and Oak, 1911 Classical Revival structure.

Jessie B. Smith House, 200 Charlotte St., ca. 1890 central-hall plan structure.

Fielder House, Hwy. 79B, 1875 dog-trot that evolved into present structure; novelist Harold Bell Wright wrote part of Trail of the Lonesome Pine, the first outdoor technicolor feature film, in this house.

Old Fordyce Post Office, E. 2nd St., 1890 brick commercial structure.

Rock Island Depot, 3rd St., ca. 1925 railroad depot.

First United Methodist Church, E. 4th and Spring, 1925 church designed by architect John Parks Almand.

First Presbyterian Church, 212 W. 4th St., 1912 Collegiate Gothic structure.

John Russell House, 904 Charlotte St., 1925 Craftsman structure with elaborate porch detailing.

Elliott House, 309 Pine, 1925 Craftsman Bungalow.

Charlotte Street Historic District, 4 blocks of Charlotte St., houses built 1910 to 1930, including many Craftsman Bungalows.

Fordyce Home Accident Insurance Co., 300 Main, 1908 Romanesque/Classical Revival design by Thompson.

Amis House, 2nd St., ca. 1900 frame I-house.

Dr. Waters House, 515 Oak St., 1907 Thompson Colonial Revival design.

Wynne House, 4th St., ca. 1914 Classical Revival design.

Cotton Belt Railroad Depot, Main and 1st Sts., 1925 Mediterranean/Craftsman structure.

HOLLY SPRINGS

Capt. Goodgame House, Hwy. 128, 1918 structure is only historic building remaining in town.

JACINTO

Mount Carmel Methodist Church, Hwy. 9, ca. 1900 Greek and Gothic Revival church.

PINE GROVE

Brazeale Homestead, SE of Hwy. 128, complex of 11 structures dating from 1850 to 1900.

Ed Knight House, off Hwy. 128, ca. 1861 dog-trot structure that evolved to current appearance.

PRINCETON

George W. Mallett House, off Hwy. 8, ca. 1853 dog-trot cabin that evolved to present appearance.

Princeton Cemetery, off Hwy. 9, graves date to 1849.

Princeton Methodist Church, Hwy. 9, ca. 1905 church with cross-gable roofline.

SPARKMAN

Sardis Methodist Church, NE of Pine Grove off Hwy. 128, ca. 1895 wood-frame church.

TULIP

Butler-Matthews Homestead, SW of Tulip off Hwy. 9, 16 structures dating from 1850s to 1930s.

Tulip Cemetery, off Hwy. 9, contains graves dating to 1842.

ADDRESS RESTRICTED

Bird Kiln, 1843 pottery kiln site.

Culbertson Kiln, 1858 pottery kiln site.

Welch Pottery Works, 1851 pottery kiln site.

Womack Kilns, 1891 pottery kiln site.