THE CENTURY BEGINS WITH A BOOM

Parish population doubles as Caddo oil output shoots from 4,560 barrels in 1906 to 5,090,793 in 1910; automobiles begin to appear and first State Fair opens with near disaster

BY VIOLA CARRUTH

As the Twentieth Century dawned on a world that was being changed by invention, science, rapid transportation and communication, Shreveporters were unaware of the part they, too, would play in these great changes.

Even their most fanciful prognostications failed to foretell the discovery of petroleum, one of the most important products of the earth, in Caddo parish. No doubt they reviewed their achievements of the Nineteenth Century with pride and a degree of complacency, never dreaming that a vast wealth of black gold lay in great pools beneath their feet.

Cotton was still king and the transition from steamboating to railroading had increased rather than decreased economic progress. Not only had railroads started the city on a new era of progress and increased the population, but they had also projected lumber into an important commodity.

Cotton production in Louisiana in 1900 was three times higher than it is today, and Shreveport was a leading interior cotton market with only Memphis and Dallas exceeding it in inland port receipts. The Galveston flood helped boost Shreveport's receipts to a high of 320,000 bales, but the average figure was around 250,000 bales.

Louisiana produced 1,000,000,000 board feet of lumber in 1900, and Shreveport was known for its yellow pine and several varieties of hardwood. Railroads were responsible for the growth of the lumber industry as prior to 1890 Louisiana virgin timber was virtually untouched due to the scarcity of labor and capital, lack of transportation facilities, a limited market and little technical know-how.

Northern lumbermen came to Louisiana behind the railroads and acquired large tracts of timber and land for as little as 25 cents an acre. Sawmills were erected and log-roads were constructed through the forests to connect the mills to markets.

One of Shreveport's pioneers in this field was John R. Jones, owner of Caddo Mills located on Cross bayou and Red river. Quick to perceive the uses of lumber in connection with the construction of railroads, Jones enlarged Caddo Mills, organized the firm of Jones, Cowan and Knowleton for bridge and railroad construction and opened branch mills in Pleasant Hill and Victoria, La., Abilene, Texas, and Bal-linger, Indian Territory. As a result these mills furnished the bulk of lumber for ties and bridge work to the railroads in Louisiana, as well as in Texas and westward.

Other outstanding lumbermen and financiers of this period were S. H. Bolinger, E. A. Frost, Hiram J. Allen, John D. Allen, W. G. Wadley, W. D. Wadley and S. P. Weaver. They were responsible for the organization of a number of lumber companies and subsidiaries during this period which remained outstanding to this day, including the Bolinger Lumber & Supply Co., Inc., Shreveport Longleaf Lumber, Inc., the Victoria Sash & Door Company, Allen Mill Work Manufacturing Corporation and S. P. Weaver Lumber & Supply Company.

Railroads continued to build, and the Shreveport and Red River Valley Railway property was purchased and reorganized in 1903 with construction of the line continued into the city of New Orleans. By December 12, 1906, freight service was established over the line between Shreveport and New Orleans, and passenger service by April 14, 1907.

Kansas City Southern Railway, which had constructed a union station here in 1897, added a freight depot in 1904, and railroad shops in 1906, which resulted in the development of West End.

Louisiana and Arkansas Railway completed its line into Shreveport on July 1, 1910, with the purchase of the Minden East and West Railroad, which had been built as a logging road by F. H. Drake.

Railroads gave such impetus to the growth of Shreveport that the corporate limits were extended south and west in 1898, increasing the city's acreage by 1,285.

They also aided in the development of Bossier parish. Building of the Vicksburg, Shreveport and Pacific railroad bridge over Red river made the area more accessible. Up until then it could be reached only by ferry. With the increase in traffic the little settlement of Cane's Landing or Cane City began to grow. In 1907 it was incorporated and named Bossier City, for the famous Creole General Pierre Everiste John Baptiste Bossier, who was Congressman from this district when Bossier parish was formed in 1843.

In 1901 oil was discovered near Jennings and White Castle, Louisiana, and at Spindletop near Beaumont, Texas. This set a few Shreveporters to wondering about the gas seeps in Caddo parish, for the Caddo Indians had found oil long before the white man came to this area.

Chances are that Captain Henry Miller Shreve wondered at the dark greasy scum that floated on the water about his snagboat on some of the bayous and asked the Caddoans about it. No doubt they told him of the oil springs and pools where they bathed to drive away rheumatic pains. He probably saw them apply this same oil as an ointment to cuts, burns and sores or drink it for medicine.

Other white men in other sections of the...
country saw Indians doing the same thing and began using it for medicine themselves, which led to bottling and selling the oil at $2.00 a gallon. This set the stage for the great American petroleum industry, for it was a bottle of this oil that excited the interest of George H. Bissell and led to the drilling of the first well by Edwin Laurentine Drake near Titusville, Pa., in 1859.

As early as 1839 "numerous springs of petroleum" in Louisiana were mentioned in an article by Dr. William M. Carpenter in the American Journal of Science. These springs of petroleum, gas seeps and gas contaminated water wells furnished the incentive for the early attempts to find commercial deposits of oil and gas in Louisiana.

However, when natural gas was accidentally discovered in Shreveport in 1870, it was not considered of great importance to the populace. The American Well Works was drilling a well in search of an adequate supply of fresh water for an ice factory when salt water and gas were encountered at a depth of 961 feet. It is claimed that a workman thought he had run into an underground "wind." When he struck a match the wind ignited. It was natural gas, and in such quantities that it was piped in and used to light the ice factory.

In 1902 Ellison M. Adger of Belcher tried to drill some wells to water his livestock near Dixie on Cottonwood bayou. Every time he reached 400 feet he found salt water. Finally, in desperation, he sent samples of the soil to A. C. Veach of the United States Geological Survey inquiring if he could drill an artesian well on his land. Veach replied that he might find oil or gas at 1,000 feet. Since Adger definitely did not want oil or gas, he dropped his water well project.

Other farmers in northern Caddo parish were having the same trouble; gas and oil were souring their drinking water. In addition a number of oil and gas seeps were found. These surface indications along with the fact that oil had already been discovered in South Louisiana and Texas excited three men in Shreveport. They were Judge S. C. Fullilove, D. C. Richardson and Ira G. Hedrick.

Judge Fullilove, just out of law school, was president of the Citizens Progressive League, while Richardson was a lumberman, and Hedrick was chief engineer for the Kansas City Southern Railway lines.

Richardson, who came to Shreveport from Oklahoma City in 1904, was attracted by the tapping of a gas-bearing strata in a water well at DeSoto parish. Hedrick, who was also interested, leased some acreage in DeSoto parish and drilled two or three wells with mediocre success.

These experiences were sufficient, however, to lead the three adventurous spirits into leasing land in Caddo parish in 1904. This land was located near the two rail stops of Surry and Ananias, which later became Oil City. Their next step was to interest oil men. That there was oil so far away as northwestern Louisiana seemed like a far-fetched vision to these men, who were occupied with developing Spindletop and other Texas coastal fields. The only thing in this section approaching a salt dome, which was thought necessary for oil production, was the abandoned Drake Salt Works in Bienville parish.

However, J. S. and W. A. Savage of West Virginia, who had brought in several wells at Spindletop, were finally induced to come to Caddo parish and drill for oil. Also joining the venture was Dr. Frank H. Morrical, a physician and associate of the Savage brothers. By May 1904 derrick

(Continued on page 45)
HISTORIC NATCHITOCHES

Tours of town and country homes and other events planned for visitors Oct. 15 and 16

Historic tours of Old Natchitoches and the "Cote Joyeuse," sponsored by the Association of Women for the Preservation of Natchitoches, will be held on Sunday, October 15 and 16. In addition to the town and country homes, churches and the Louisiana Russell Library on the college campus, the George Williamson Museum, also on the campus, will be opened to the visitors.

Touring the historic Indian artifacts collected by the late George Williamson, who served as a member of the college faculty for many years, the museum shows in a concrete form the early history of this country.

The old Comus Club, now the home of the Elks Lodge, will display a collection of silver, jewelry, household effects, duelling pistols and other rare objects belonging to descendants of the old families of this section of the state.

Boat rides on scenic Cane River are planned, and a number of other interesting and unusual events will be offered the persons wearing colonial costumes of before the lush antebellum period, will be on hand to explain the pleasures of the tour. Plans are being made to have buses to take the visitors on the tours with guides on each bus to explain the sights and to answer questions.

The Old Lemee House again will be headquarters.

THE CENTURY BEGINS
WITH A BOOM
(Continued from page 33)

This year tickets for the entire tour of each day, parts of the town tour or parts of the tour of old plantation homes will be available; the hours for the town tour are from 9 a.m. to 1 p.m., while the homes along Cane River will be open to visitors from 1 p.m. until 5:30 p.m.

"The Ladies in Calico," as the members of the historic association are best known, wearing colonial costumes of before the lush antebellum period, will be on hand to see that their guests get to enjoy the many pleasures of the tour. Plans are being made to have buses to take the visitors on the tours with guides on each bus to explain the sights and to answer questions.

The Old Lemee House again will be headquarters.

Timbers were being hauled in by oxen from nearby mills at Myrtis and Lewis, and second-hand casing and a rig were brought from Jennings, La.

Ran Hewitt drilled the well to 165 feet, and in September W. A. (Jack) Garrett was persuaded by the Savage brothers and Dr. Morrical to complete the well. Bringing Walter D. George with him as night driller, Garrett pulled Hewitt's casing and set another at 265 feet.

These pioneer drillers received five dollars each for a 12-hour day and their roughnecks were paid $2.50 a day—when the payroll could be met. And sometimes it was not met, for few would lend a helping hand.

Peter Youree, leading banker in Shreveport then, told prospective investors that "digging for oil is a lot of foolishness and I would not advise anyone to put money in such."

A few of those who did help to finance the Caddo Lake Oil & Pipeline Company No. 1 Offenhauser were Richardson, Sam Gray and Bill McCormick.

Drilling materials and tools were very crude and a blacksmith was constantly in demand on the location. The boiler was fired with pine knots and wood, and night lighting was provided by "yellow dogs," a cast-iron kettle with two top dog-ears to hold the wick fed by coal oil. Yet in spite of these crude tools, many breakdowns and fishing jobs, the first oil was seen at 1,400 feet. A six-inch casing was set and drilling continued to 1,556 feet. Five barrels of oil were bailed on March 28, 1905.

During the next month the well was drilled deeper and was reported as a gas well in January 1906. No records were made of well number two, which was begun in May 1905, and the next four wells were all lost when gas was hit. On August 5, 1907, well number 5 became a 190-barrel...
producer at below 2,180 feet. The next producing well drilled by the Savage brothers was a quarter of a mile north of their number 1 well, which penetrated a depth of 38 feet in oil sand to a total depth of 2,280 feet. This developed a pumping well which made about 40 barrels of 37 gravity crude oil per day, but it was later abandoned due to salt water.

Then in 1905 the Latex Oil and Pipe Line Company drilled a well which found two good producing horizons. Oil men became more enthusiastic and several more companies were organized and started drilling. These included the Caddo Oil and Gas Company, Dixie Oil, Gas and Pipe Line Company, J. M. Cuffey Petroleum Company, Caddo Levee District and Producers Oil Company.

Oil and gas wells were found on the property belonging to Adger, the man who wanted artesian wells for his cattle, and J. B. McCam, agent for the J. M. Cuffey Petroleum Company, extended the productive area across Caddo lake in 1907. After following the gas seepages across the lake by igniting the vapor above the water, he leased more than 1,000 acres and began drilling on the Hostetter homestead. Two other wells extended the proved producing area south and west of Caddo city in July 1907.

By 1908 even the more cautious citizens of Shreveport and oil producers were convinced that a great oil and gas area was being developed. Oil City came into being as a boom city of shacks and tents. It is said that even the hotel was a tent, but it did have a reputation for good food. One store served as a postoffice, billiard parlor, sometimes as an auditorium. Passenger and freight stations and the telegraph office of the Kansas City Southern Railway were improvised from box cars.

The air echoed with the cacophony of engines, boilers and drills. The roaring flames from the "gassers" were deafening and were visible as far as Shreveport, 25 miles away. On every hand were piles of casing and tubing, great stacks of heavy lumber, sheet metal for storage tanks and adobe walls, considered one of the deeper boles ot the oil industry's most colorful figures, was stopped. Howard Hughes, one of the roughnecks were killed. Four men were burned, and Frank Rusk, production foreman of the well, and one of the roughnecks were killed. Four men were burned, and Frank Rusk, production foreman of the well, and one of the roughnecks was thrown into the air by the strong gas pressure. In 1907 David T. Day, geologist for the U. S. Geological Survey, came veritable volcanos.

The total depth of the well was 2,314 feet, considered one of the deeper holes of the day. Upon resuming production, it flowed through the six-inch casing at the rate of 30,000 barrels per day.

The gassers attracted national attention because the producers failed to control the strong gas pressure. In 1907 David T. Day, geologist for the U. S. Geological Survey, came here.

The company maintained a fleet of three tugboats, 10 barges, a floating pile driver and 36 small boats. Rigs were hauled on barges and derricks were mounted on planks and slush pits were 50-barrel tanks mounted on posts. Eight wells out of lease agreement were drilled in 1911 at an average cost of $15,000 and were generally very profitable producers.

Drilling of early wells was highlighted by many blowouts and fires. Gas was more generally to be found than oil and the pressure was exceedingly high. Gas was a long way from a profitable market and was regarded as undesirable and a nuisance by oil men. They let the gas blow out in the holes, assuming that it would be followed by a much more marketable oil. Some of the holes cratered, swallowing the derricks and machinery, and when gas ignited it came veritable volcanos.

The most disastrous oil fire was the Producers Oil Company's S. P. Harrell No, 1, which came in on May 12, 1911, at a rate of 25,000 barrels of oil per day. After allowing it to flow for about a half hour, instructions were issued to close the well. During the act of closing, the well caught fire, possibly from a forge where members of the drilling crews dressed the drilling bits. The well burned furiously for 30 days. Four men were burned, and Frank Rusk, production foreman of the well, and one of the roughnecks were killed. Frost roared 75 feet in the air, and neighboring oil companies diverted men to the scene to help fight the fire.

Trees were removed for a radius of 30 yards. Steam and water failed to put out the flames, so a spectacular attempt was made to shoot it out with a cannon. However, the 12-pound cannon balls were not sufficient to break the stream of blazing gas and oil.

It was not until 40 men working in two shifts for a week dug a tunnel 15 feet underground and 50 feet long to the well and severed the casing so the gas and oil were diverted through the tunnel that the fire was stopped. Howard Hughes, one of the oil industry's most colorful figures, furnished a special type mill for drilling through the 10-inch casing in the burning well.

The total depth of the well was 2,314 feet, considered one of the deeper holes of the day. Upon resuming production, it flowed through the six-inch casing at the rate of 30,000 barrels per day.

The gassers attracted national attention because the producers failed to control the strong gas pressure. In 1907 David T. Day, geologist for the U. S. Geological
Survey, denounced the improper handling of the gassers asserting that it was the "most flagrant abuse of natural wealth yet recorded in this industry." Caddo field had 23 wells with only eight of them producing oil and the other 11 gassers.

In 1906 Day and C. W. Hayes, chief geologist of the U. S. Geological Survey, inspected Caddo and estimated that the gas waste was equal to one twentieth of the total national consumption of gas, and that the oil companies viewed the problem with indifference. Their survey noted that 70 million cubic feet of gas were wasted daily. The fuel loss was valued at $1,200,000.

In 1910 the geological survey described gas activity in the Caddo field as "Gas in great quantities, under great pressure at several horizons, causing notorious blowouts, 'burning wells,' and 'geysers,' and making the district unhealthful."

Efforts were made by the Louisiana Conservation Commission and the Department of Interior to prevent waste or at least to reduce it, but the oil producers, both by action and intent, sought to nullify the inhibiting regulations. The imminence of fortune left men less submissive to laws, especially when a $10,000 investment might yield 9,000 barrels of oil. In 1910 state as well as national measures were enacted affecting Caddo, but it was the economic elements which contrived to assist the conservation movement in 1910.

Demands for natural gas as a fuel had increased and the first pipe line from Caddo to Baton Rouge was completed by the Standard Oil Company of Louisiana. This opened another industrial era for Shreveport as a pipeline capital.

Shreveport was one of the first cities in the South to use natural gas, and the first natural gas franchise was granted to the Citizens Oil and Pipeline Co. by the city council in September 1905. However, the Shreveport Gas, Electric Light & Power Co., obtained it later that year. On May 24, 1906, natural gas was turned on in a city-wide distribution system.

In chronicling this event, the Shreveport Times noted that there was surprisingly little public interest "in the final triumph of an enterprise fraught with so much good for the people of the city."

The Citizens Oil & Pipeline Co. supplied gas for distribution and built the pipeline that brought the gas to the city from Caddo on money loaned by the Shreveport Gas, Electric Light and Power Co. However, the latter did not have exclusive right to distribution of gas, and Louisiana Gas Co. began operations in 1907, competing until 1929 when it sold out to the gas and electric firm.

After 1909 gas was supplied to the gas and electric firm by Louisiana Gas Company, an early predecessor of United Gas Corporation, and Caddo Gas & Oil Co. The city's distribution system was acquired in 1912 by Southwestern Gas & Electric Co., which merged Shreveport Gas, Electric Light & Power Co., Caddo Gas & Oil, and Texarkana Gas & Electric companies.

After consolidation the firm operated producing properties over a wide area, transmission properties between Shreveport and Texarkana, and distribution systems in Shreveport, Bossier City, Cedar Grove, Blanchard, Mooring, Oil City, Caddo, Lewis, Myrtis, Rodesa, and Vivian, La.; Texarkana and Ravanu, Ark.; and Texarkana, Bloomburg and Cass, Tex.

In 1914 the Reserve Natural Pipeline, which was organized by the Southwestern Gas & Electric, Arkansas Natural Gas Co., and the Texas Company, was completed. This pipeline carried gas from DeSoto parish oil field near Oil City, and supplied Southwestern and Arkansas Natural Gas. The latter had built the first pipeline from Louisiana to Arkansas to supply gas to Little Rock, Pine Bluff and Hot Springs.

For many years after the discovery of oil, kerosene was the main product and gasoline was dumped as waste. As gas and electric lights replaced the kerosene lamps, the future looked dark for the petroleum industry. Although automobiles used gasoline, there were only about 8,000 in the United States in 1900.

Then Wilbur and Orville Wright launched the first airplane on December 17, 1903, which was the beginning of aviation and another use for gasoline.

It was not until 1910 when automobiles had increased in number to 500,000 that the demand for gasoline began to grow. It was during this year that Louisiana passed regulations limiting speed of automobiles to 15 miles-per-hour on straight road, eight miles-per-hour on curves, and only four miles-per-hour on crossing a bridge, passing a buggy, a rider on horseback, a wagon, or in front of a church.

There were very few automobiles in Shreveport until this time as the Louisiana State Fair made no provisions for admissions in automobiles back in 1907. However, by 1912 the fair planned an opening day parade of 100 automobiles. One of the earliest automobiles here after 1900 was a small electric owned by Dr. T. E. Schumpert.

In 1909 Shreveporters gape wide-eyed at a troupe of barnstormers making uncertain movements in awkward flying machines above town. Then on May 29, 1910, they read of the first continuous flight of 137 miles from Albany to New York in 152 minutes. For this feat Glenn H. Curtis was awarded $10,000 by the New York World.

An "international aviation tournament" was held the same year in New Orleans with one plane rising to over 7,000 feet and recording a mile in 57 seconds.

A year later C. P. Rodgers made the first transcontinental flight from New York to Pasadena, Calif. Although the flight began on September 17 and ended on November 5, air time was 82 hours and four minutes.

As the uses for gasoline increased the petroleum industry was hard pressed to meet the demand. Only 13 gallons of gasoline could be produced from 100 gallons of petroleum, and it was not until the cracking process of refining was developed in 1911-13 that it was possible to make more gasoline out of every gallon of petroleum.

The Purified Petroleum Products Company of Louisiana, Ltd., was the earliest "manufacturing plant" of this kind in Caddo parish. It was located at Gas Center near Shreveport and became the Louisiana Oil Refining Company, Inc., in October 1913.

With the discovery of oil and gas in Caddo parish, Shreveport's population figures jumped from 16,013 in 1900 to 28,015 in 1910. Many changes were made on the local scene during this period.

The State Constitution of 1898 had defined 12 wards and increased the trustees from eight to 15. The mayor and three of the trustees were elected at large with the others elected from their wards. Also added to the slate of city officials was an engineer, auditor, and chief of police. A city court was created and went into operation in April 1900, with Cal D. Hicks.
In 1902 the electric belt line of the Shreveport Belt Railway Company and the Shreveport City Railroad Company were consolidated under the name of Shreveport Traction Company, which succeeded had numbered 27 in 31 years.

The first E. Schumpert Memorial Sanitarium was erected in 1909 on Margaret Place by the Sisters of Charity of the Incarnate Word. Dr. Schumpert, who had been operating a large sanitarium at Texas and Grand avenues, bequeathed this property to the Sisters provided they establish a memorial hospital to him upon his death, which occurred on May 16, 1908.

Shreveport's man of the hour was Newton Crain Blanchard, who was elected governor of the state in January 1904. Blanchard, who had played a leading role in helping overthrow the Carpetbag rule in Caddo parish, began his law practice in Shreveport in 1871. He served as chairman of the Democratic committee of the parish in 1876 and was a delegate to the Constitutional Convention in 1879. He also served as major on the staffs of Governors Witt and McEnery.

In 1880 he was elected to the House of Representatives of Congress from the Fourth district and served until 1894. Upon the resignation of E. D. White, he was appointed to the United States Senate and was elected to the post, serving until he was appointed associate justice of the Supreme Court of Louisiana in 1897, a post he held until he resigned to run for governor. As a member of the Constitutional Convention in 1898, he was called "The Marcellus of the Convention" by a New Orleans newspaper. He was a delegate to the national Democratic conventions of 1896 and 1912 and a member of the state Constitutional Convention of 1913. William W. Heard preceded him as governor, and he was succeeded by J. Y. Sanders and Luther E. Hall.

From 1896 to 1913 the Republicans occupied the White House, and Louisiana worked in vain to promote "The Peckless Leader" of the Democratic party, William Jennings Bryan. A nominee for the presidency in 1896, 1900 and 1908, he was defeated by William McKinley and William H. Taft. During the political campaign of 1900 he visited Shreveport.

In 1905 the boll weevil began ravaging the cotton crops making deep inroads into the prosperity of the area. Diversification of crops seemed to be the only answer; for in addition to the menace of the boll weevil, cut-over timber lands were lying idle and unproductive. This was a ready-made basis for the development of the dairying and cattle industry, if the farmers could be taught to utilize the idle lands.

This resulted in the reorganization of the Louisiana State Fair which had disbanded in 1894. Moving spirals behind the

*Grandfather of television panelist Kitty Carlisle, born Katherine Cohn in New Orleans, daughter of Dr. and Mrs. Cohn.
The association acquired about 40 acres of land then known as Caddo Downs, a race track used by the Shreveport Riding and Driving club. This included a race track, club house and barns. Later 20 additional acres were secured from Dr. J. I. Schumpert and a portion of land on the west side was purchased from A. P. Brown.

The first fair was held November 7-25, 1906, and opening day was one of near disaster, wind and rain. A concessionaire almost set fire to the exhibits by the careless handling of gasoline and matches. Governor Blanchard, who was to make the opening address, was unavoidably absent, and John D. Wilkinson, local attorney, took his place. A flight into the air by Captain Thomas Baldwin in his hydrogen-filled balloon with whistles and bells announcing his ascension had to be postponed.

However, when the fair closed it was deemed a huge success. Music had been provided by the Washington Artillery band at a cost of $585, the exhibits were educational, and the horse races exciting.

In 1912 a $150,000 city bond issue was voted with an annual 10-year tax to pay interest and retire the principal. The title to the fair grounds real estate and buildings was turned over to the city.

Other State Fair presidents during this period were Dr. J. Ashton Blanchard, S. H. Bolinger, Dr. C. C. McCloud, R. R. Emery, W. R. Hirsch and George Freeman. Secretaries were W. A. Mosby, Louis N. Breughoff and W. R. Hirsch.

These early fairs originated the first pig club movement in the United States and a better babies contest. Exciting acts included "Dr." Carver's Diving Horses, the Horse World's Royal Family starring Dan Patch and Minor Heir, and Barney Oldfield in his Blitzen-Ben.

On October 27, 1912, a natural gas well was brought in on the fair grounds prior to opening day. Since it was the only state fair having a natural gas well, the Shreveport Times reported that it was "the best advertisement and largest free attraction of which the fair is possessed."

By 1907 the $86,000 parish courthouse built in 1892 was enlarged to take care of the needs of the rapidly growing parish. The jail, which was located on the McNeil side of the street, was torn down and a new one erected on the southeast corner of Milam and McNeil streets. A new city hall has also been erected after the first one burned in 1905.

Matthew Watson was the first commissioned sheriff of Caddo parish, serving from 1846 to 1857. Others who held this position up to 1916 were Thomas R. Simpson, Henry J. G. Battle, Nathan Haas, Israel W. Pickens, John J. Hone, John J. O'Connor, M. A. Walsh, W. Heffner, J. D. Cawthorn, John Lake, John S. Young, S. J. Ward and J. P. Flournoy, Sr.

Tax assessors serving from 1889 to 1916 were Robert H. Lindsay, J. C. Soape, Dan...
E. Nicholson, J. P. Flournoy, S. Q. Hollingsworth and John W. A. Jeter.

Parish coroners from 1888 to 1916 included H. C. Coty, S. Y. Alexander and A. A. Herold. District attorneys for the same period were J. Henry Shepherd, John R. Land, James M. Foster and W. A. Mabry.

A Constitutional amendment in 1906 reorganized the Court of Appeals and C. V. Porter was appointed judge. He was followed by Lynn K. Watkins and Luther Egbert Hall.

By 1908 Shreveport had outgrown its boundaries and 2,437 additional acres were incorporated into the city limits. This included territory south to Claiborne and Stephenson and west to Exposition Avenue, including a corner of the fair grounds, St. Vincent’s Academy and Centenary College.

In 1910 the city adopted the commission form of government providing for a mayor and four councilmen, and George Whitfield Jack was named city attorney.

Chris O’Brien was serving as fire chief and the first piece of motor-driven fire apparatus was purchased. Arthur S. Thomas was the first fire chief on the city payroll. He was followed by Robert Grubbs, Thomas Bresnahan, and Louis Danbruen, who was succeeded by O’Brien in 1902.

James Benjamin Aswell, who served as State Superintendent of Education from 1904 to 1908, is credited with being the father of modern education in Louisiana. His program was slanted to enlightening adults to the needs.

By 1910 Shreveport had built the Line Avenue, Park Avenue, and “Travis Street” schools. From 1910 to 1916 saw the construction of Allendale, Queensborough, Barret and Alexander school buildings and the Central High School for Negroes.

In 1908 Centenary College was moved to Shreveport and located on 40 acres of land donated by J. W. Atkins and his associates of the Gladstone Realty Company. Dr. R. H. Wynn served as president.

St. John’s was founded in 1902 on Texas Avenue and St. Vincent’s, which was established in 1869, burned to the ground in March 1906. Pupils from this school went to La. St. Mary’s convent until St. Vincent’s was rebuilt.

By 1910 gross postal receipts had increased from $44,764 in 1900 to $117,732. This necessitated expansion, so the first red brick federal building was demolished and another built on the same site at a cost of $209,973. It was occupied in 1912.

“The most enthusiastic and important meeting ever held in the city” was the organization of the Shreveport Chamber of Commerce on March 24, 1910, according to the Shreveport Times.

“The district courtroom was filled to overflowing, and many stood in the hallway to hear the proceedings,” the newspaper reported. E. Kirby Smith, vice president of the Commercial National Bank, was unanimously chosen as president, and Robert R. Emery acted as secretary until

*Present home of the Shreveport Times and Journal editorial rooms and the Newspaper Production Company composing and presses.
L. C. Bulkey was employed several months later. Other officers were J. B. Ardis, first vice-president; F. D. Lee, second vice-president; and L. E. Thomas, treasurer.

In May George T. Atkins, an authority on traffic trends and regulations, was employed as traffic manager of the Chamber of Commerce. He is credited with alleviating the "freight rate wall" around this section, which curtailed Shreveport's trade activity. Known as the "Shreveport Rate Case," it was finally taken before the Supreme Court and was one of the outstanding decisions of the Interstate Commerce Commission.

Other officers during this period were: 1912, W. E. Glassell, president; E. L. McCollin, secretary; Andrew Querbes, treasurer. 1913, F. D. Lee, president; McCollin and J. B. Babb, secretaries; Mr. Querbes, treasurer. 1914, George M. Hearne, president, Mr. Babb, secretary, Mr. Querbes, treasurer.

A definite plan of industrial expansion was made in 1910 in the Cedar Grove section, which was the site of an abandoned farming and wooded area. Behind this movement were N. C. Blanchard, J. B. Atkins, John D. Wilkinson, W. E. Wheless and the Cedar Grove Construction Company, Inc. Industrial expansionists, Wheelock, Call & Call, who agreed to establish a number of industries in return for certain properties, were contracted to develop the area.

National Window Glass Company of West Virginia was the first industry and operated under the name of Shreveport Window Glass Company. Gardner Carburetor Company was next, and by 1913 other manufacturers included W. E. Payne with the Louisiana Handle Company, Caddo Oil Refining Company, a glass bottle factory by Payne and Call & Call, the National Window Glass Company.

There will be more about oil and its influence on the history of the region in Chapter XI of "Caddo: 1,000 Years" in the November issue. World War I and Huey Long's rise to power as a young lawyer in Shreveport with his place on the Railway Commission will be described. The Roaring '20s take the story to the beginning of an era that brought profound changes here and throughout the land.

movies were promoted seriously in Shreveport. E. V. Richards joined with a friend named Stearns and established the Bijou theater in the 700 block of Texas street.

In 1911 Abe and Julian Saenger, who were operating a drug business, built the Saenger Theater and installed Richards as manager. After operating as a vaudeville theater for a year, they entered the picture field exclusively.

The Saenger Amusement Company was organized in 1912 with the Saenger Brothers, Richards and L. M. Ash as stockholders. Theaters in Texarkana, Monroe and Alexandria were acquired and linked with Shreveport to form the first Saenger chain of theaters.

During this period in Shreveport the United States had become a world power and was earnestly working to promote international peace. However, in the midst of its work for peace, the United States saw Europe plunged into war with the assassination of the Austrian crown prince, Arch Duke Francis Ferdinand, and his wife, Sophie, Countess of Hohenberg, on June 28, 1914. Wishing to remain neutral, the United States tried in vain to promote