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PORT ARTHUR IN 1923
by Jane A. Preddy

The history of Port Arthur until 1923 was a patchwork containing such varied historic types as Indians, Spanish explorers, pirates, and rugged Texas pioneers who moved back and forth across an area not yet ripe for settlement. Even the predecessor of Port Arthur, the town of Aurora, was slow to grow and doomed to failure. The birth of Aurora as a financial enterprise can be documented by an indenture recorded on October 10, 1837, in which Horatio Hanks sold 1107 acres of land he had acquired from the Mexican government to Almazon Houston. In 1840, the Houston Morning Star advertised Aurora as a prospective city, laid out in lots, and invited customers to inspect property. Although some lots were purchased, they were never developed and many individuals... turned them back to Almazon Houston, giving him quit-claim deeds in return for their notes."

Unaware of this enterprise, John Sparks arrived in the area in 1837 with his wife and two children. He saw the prospects for profit from the operation of a ferry across Taylor's Bayou and immediately began work on this project. In spite of setbacks imposed by the climate and the accidental burning of his land-constructed home, he prospered and bought additional land. His family multiplied, creating a settlement of Sparkses. As his offspring increased, Mary Page, a teacher from Sabine Pass, was hired to instruct the children. By 1861 the settlement had become known as Aurora.

The winter of 1885 brought chaos and defeat to the people of Aurora. They were plagued by an epidemic, battered by a severe hurricane, and finally convinced by the elements to move farther inland. They abandoned the settlement for a spot closer to Beaumont. In the bitter winter of 1895, grazing cattle, in an effort to save themselves from freezing, demolished the one remaining house at the settlement.

If pirates and pioneers do not sufficiently "spice up" the local history of this area, perhaps the story of "Brownies" will. "Brownies" were responsible for informing promoter, railroad entrepreneur, and financial wizard Arthur Stilwell that the proper place to build a railroad was "directly south from Shreveport," and to found what he labeled as "the only city ever located and built under directions from the spirit world." It seems that Stilwell relied heavily on hunches and on messages received in dreams. In one particular dream, the "Brownies" not only instructed him on the location of the city but furnished him with a "perfect map of the canal, docks and turning basin just as they exist today — not the slightest change." Stilwell

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stated that "My faith in the 'Brownies' directions had enabled me to carry conviction to the directors and as if by magic there arose great elevators, warehouses, docks and piers and the prosperous city of Port Arthur, to which the Brownies told me to give my first name."

Stilwell planned to join this city to nearby deep water by means of a canal. Gaining the approval of his associates, he formed the Port Arthur Townsite and Land Company and acquired capital from the Netherlands. The townsite of Port Arthur was platted by the winter of 1895, and a canal and construction of a levee designed to protect the new community from further ravages of hurricanes was begun. From a mudhole of tents and crude shelters sprang the first buildings, followed by more men and more buildings. The work continued at a feverish pace to provide an appropriate impression for prospective buyers who arrived as a result of a promotional scheme concocted by Stilwell. This scheme was so successful that the majority remained and invested, adding to the population and giving impetus to economic development.

The townsite was developed sufficiently by 1898 to call for an incorporation election, which resulted in Port Arthur's emergence as a city. In 1899, the second of the town's principal benefactors arrived. John W. Gates had purchased stock in the Stilwell project a few years before and inspected the area with him in an effort to effect a successful reorganization of Stilwell's complex financial network. After seeing the potential of the area, Gates moved through legal means to gain control of the Stilwell interests, which he accomplished in 1900. He began a series of promotional measures, encouraged the building of a rice mill, and was aided immensely in his economic enterprises by the discovery of the nearby Spindletop oil field. Soon afterwards the Guffey Petroleum Company was enticed to the area. The Texas Company constructed a pipeline to the Port Arthur area from a field in Nederland, as did the National Oil and Pipeline Company. These pipelines were soon followed by refineries built by the Gulf and Texas Companies. Perhaps Gates' biggest success came from his venture to obtain port-of-entry status for Port Arthur. After several unsuccessful attempts, he was able to accomplish this by deeding it "to the government for 'one dollar and other considerations',' thereby resolving the question of private interest which arose in regard to the project.

Gates' death in 1911 had little effect upon the economic growth of the town. The ships arrived at local docks in ever-increasing numbers, building remained behind demand, and profits from new investments soared. The First World War stimulated production in the oil and gas industries and enveloped the shipping concerns in untold prosperity. In 1914, Port Arthur was described as "... a city of 12,600 population, with many advantages and improvements, in-
cluding a $20,000 public library, modern electric and gas systems, an efficient fire department, street railway, two newspapers and hundreds of substantial business buildings and attractive dwellings. By 1920 the population had increased to 22,276, which brought with it the cry for new business facilities as well as numerous new residences.

In response to an unprecedented increase in property expansion in the early part of 1923, a real estate dealer felt justified in announcing in one of his ads that "It won’t be long before Port Arthur will be as large as New York if she keeps growing as fast as she has since January first. Then what will these places be worth?" Although these remarks may seem overly optimistic in retrospect, they can be easily understood by examining the indications of progress not only in the building trades but in other areas as well.

Port Arthur grew from a population of 765 in 1900 to approximately 40,000 in 1923. The ward boundaries of the political contests of the year showed the city covering an area from the ship channel on the south side to Zwolle Boulevard on the north. Its western and eastern boundaries were fixed by Houston Avenue and the Port Arthur-Beaumont Highway. This included the newly annexed Model Addition. The city’s rising population earned it the rank of twelfth largest city in the state, a further indication of economic growth and development. The lure of Port Arthur was based mainly upon the economic well-being of its inhabitants as well as on the availability of employment. "[Four] existing refineries, two at Port Arthur and two on tributary waterways . . . have a combined refining capacity larger than that of any other group of refineries in the United States." In 1923 the Texas Company added even more impetus to the prosperity by announcing expansion plans costing nearly $9 million which would make its Port Arthur plant almost twice as large. This would create jobs for many more than almost twice the 8000 men already employed by the area refineries.

Equally important in providing employment and adding revenue to the town coffers was the shipping industry. In 1923 the shipping facilities were made up of the private docks of the Gulf and Texas Companies as well as those owned by the Port Arthur Canal and Dock Company. Together, these companies owned 7000 linear feet of wharves. This space was none too large, however, because . . . in 1922, Port Arthur ranked second only to New York in the volume of foreign imports and was fifth among all U.S. ports in the combined volume of foreign exports and imports. The Gulf Refining Company found it necessary to increase its facilities to a capacity which enabled them to "load and discharge sixteen vessels at one time," as imports for 1923 reached 11,429,480 tons and were exceeded by exports, reaching 40,398,220 tons. The Port Arthur News, on
December 8, 1923, loudly proclaimed that the November exports of nearly $3 million were double those of previous months. In a later edition, summing up the yearly shipping activities, the *News* reported that Port Arthur had garnered fifty-six percent of all shipping in the district.\(^\text{15}\)

The refining and shipping industries provided monthly payrolls of an estimated $20 million a year and initiated a building boom as a by-product of their expansion which created jobs for some 2,000 men. The building crafts were engaged in a frantic attempt to supply the required residences and public buildings which the booming city demanded.\(^\text{16}\)

On April 30, 1923, a Port Arthur *News* headline emphasized the building increase with the proclamation, "Building Here in New Record." The companion story stated that the months of January, February, March, and April showed building increases above those of the entire year of 1922. The month of April alone topped the previous April by 136 percent.\(^\text{17}\)

In addition to financial opportunities, what could the prospective resident find in the community itself which might have persuaded him to spend his life in Port Arthur? In 1923 Port Arthur was a progressive as well as an entertaining area in which to live. There were "... six hotels, three machine shops, two box factories, ... two wholesale grocery houses, seven lumberyards, three builders and supply companies, seventy-five garages and oil filling stations, five hundred retail stores, four banks, etc."\(^\text{18}\) In addition to these businesses, Port Arthur boasted two hospitals, one library, a day nursery, and two cemeteries.\(^\text{19}\) By 1923 there were almost 1,000 business and 2469 private telephones, making a total of 3450.\(^\text{20}\) Port Arthurians consumed 57,907,000 Kilowatt hours of electric service measured on 6844 electric meters, and the city furnished water service from a newly acquired water supply to some 4475 homes.\(^\text{21}\) The local newspaper's circulation listed 6,201 customers and the natural gas interests, the People's Natural Gas Company, served the citizens of this community by waging a running battle against the forces of City Hall over the cost of such service to the local citizenry.\(^\text{22}\)

Inevitably the specter of City Hall looms over the scene of any community. The City Hall building itself stood at the northeast corner of Fourth Street and Waco Avenue and housed not only the seat of government but the police and fire stations as well. Port Arthur changed her governmental system in 1923 after a charter election held the previous year. Until May 5, J.P. Logan served as Mayor and Commissioner of Public Order and Safety, A.A. Poteet was Commissioner of Public Records and Finance, and B.J. Wade was Commis-
sioner of Public Property and Improvement. All this changed to a full-time Mayor-Commissioner system after the May election. In addition to the Mayor and Commissioners, the city was served by City Tax Collector G.K. Lomax, City Clerk E.H. Miles, City Attorney V.J. Wistner, City Engineer M.C. Erwin, and Fire Marshal J.B. Coe. The chiefs of the police and fire departments were W.B. Word and W.C. LaRose. The fire department operated two stations in addition to the Central Station located in the City Hall; one was on Houston Avenue and another on Fifth Street. The department was responsible for calls coming in on sixty-seven alarm boxes.23

The 1923-24 tax rate was set at $1.54 per $100 based on valuations totalling $27,890,350.24 These valuations were broken down by Tax Assessor-Collector Lomax in the following manner: Real Estate, $10,661,700; Improvements, $11,007,700; and Personal, $6,220,950. Distribution of the tax income was as follows: 96¢ was placed in a general fund totalling $269,500; 54¢ went into the interest and sinking fund; and 4¢ was placed in the $11,000 contingency fund. Additional revenue was also added to the general fund by the police and garbage departments.25

The salaries of various employees came out of the general fund. In 1924, the full-time mayor drew a salary of $3,000-$5,000 and full-time commissioners, $2,400 per year.26 Also out of the tax money came various maintenance projects and services such as new streets which had grown to an overall length of forty-six miles while constantly running behind growing needs.28 In 1923, according to the City Directory, there was in progress "... asphalt street construction totalling over $2 million ... to connect industries and docks with the business district of the city."29 Also in progress was work on projects approved in a $1,030,000 bond election including park improvements, new sewer and drainage facilities, pavement and storm sewers, and fire department additions.30

While improving their city in other ways, Port Arthurans did not forget their educational responsibilities. In 1923 Port Arthur had five public schools, including three white and two "colored," plus two Catholic schools, one Lutheran, one International Correspondence School, and Port Arthur Business College.31 The five public schools were Franklin, DeQueen, Port Arthur High School, Lamar, and Lincoln. The combined enrollment of the Fall 1923 semester was 7,513 and represented an increase of 17.8 percent over that of 1922.32 There were sixty-nine members of the graduating class of 1923 at Port Arthur High School.33 An eight-man school board headed by Davis Buttons presided over a system which was expanding rapidly to meet increasing enrollment with additions to DeQueen and Port Arthur High School and hiring twenty-eight new teachers for the September term.34
This interest in education was also reflected in the quality of school facilities. Franklin, which accommodated grades one through seven, was viewed as "the most complete institution of its kind outside of New York City." The school and its furnishings represented a $500,000 investment and offered such features as a swimming pool, woodworking and machine shops, a printing plant, and a roof-garden conservatory. There was also a complete student reference library. 35 The enrollment at Franklin was 2,628 in 1923, compared with 1,075 at DeQueen, 1,093 at Lincoln, and 275 at Lamar. 36

While its children received an education, Port Arthur furnished adults many civic, social, and religious organizations which gave opportunities for leisure, service, and a rewarding community life. In addition to the usual civic organizations such as the Chamber of Commerce and an active Young Men’s Business League, Port Arthur had many civic-social groups and religious societies. 37 The 1923 City Directory listed twenty-four such organizations, including Lions, Rotarians, Eagles, Elks, the Civic Club, Civitans, Oddfellows, Woodmen of the World, and the Maccabees. There were several religious associations, including the Knights of Columbus, Sons of Herman, Catholic Ladies Altar Society, and the Council of Jewish Women. The Masonic orders were also active at this time, judging from the amount of news coverage given to the eight organized groups. 38

Port Arthur was not without her protestors in 1923. The Ku Klux Klan, although not listed in the City Directory, was very active in the community, showing its strength in a street parade the preceding year. 39 In December, “Sanity League Makes Debut to Port Arthur’s Thirsty” was a front-page announcement with a companion story relating that the purpose of the League was to obtain enough signatures to support the weakening of the Volstead Act and allow the sale of beer and light wine. 40

If some were worried about the problems of prohibition, others stuck to tea and punch, the favorite refreshments served at the “social circles” and bridge clubs which made up a major portion of the ladies’ social organizations of 1923. In addition to the Friday Bridge Club and the Reading Club, one found many groups such as the Thimble Club, Klatter Klub Bridge Group, and the Department Club, itself a composite of many groups. 41 The activities of these organizations had wide coverage in the Port Arthur News, which not only listed the attending members at each function but described in great detail the refreshments and the decor. Typical of such descriptions was one of a meeting of the Ever-Happy Club. “The home was in attractive adornment with a pretty profusion of roses and ferns in clustered arrangements about the rooms. Games and dancing gave diversion for the evening following which delicious refreshments of punch and cake
were served." An equally exhilarating evening must have been enjoyed by those attending a reception honoring Mr. and Mrs. DeCoux. The program for the evening consisted not only of a talk by the local minister, but songs, one of which was entitled "Count Your Blessings," and another, a solo, "Robin, Dear, I Love You So." The guests were further entertained by selected recitations such as "She Forgot Her Baby Brother," and "Grandpa's Spectacles." Weddings were equally well-described on the society page, not only down to the last flower arrangement, but sometimes including a description of the personality and physical attributes of the bride and groom. One finds the bride described as "a young woman of pleasing personality," or as one who "was fair to look upon."

Of all organizations, none were more active than the churches. "Card players, dancers, theatre goers are un-saved, Baptist divine scathingly denounces worldly aims, sees hell for careless Christians," made headlines in the local paper, not because of its revolutionary context, but because there was a great deal of local interest in religion. There were seventeen all-white churches in Port Arthur in 1923. Among this group the Baptists led with four, the Christian denomination followed with three, and the Methodists with two. Fifteen Negro churches were listed in a separate category under "Colored," with Baptists leading in number.

Another more frivolous side of life connected Port Arthur to a thousand counterparts throughout the nation. The movies were a great national catalyst and Port Arthur boasted five movie theatres in 1923, where Eileen Peroy, Norma Talmadge, and Dorothy Dalton performed in such hits as "The Flirt," "The Voice from the Minaret," and "Deep Secrets." Rudolph Valentino starred in "A Rogue's Romance," and who could forget "The Dangerous Age," with "Lewis Stone as the man who went awandering, Ruth Clifford as the girl who set him squandering, and Cleo Madison as the wife who waited — pondering." Live theatre was also available in the Garden Air-dome where such traveling stage troupes as those owned by the Ferguson Brothers performed. Plays such as "Ten Nights in a Bar Room," and "Why Women Go Wrong" were accompanied by statements assuring the public that the productions were "full of intensity and exciting climaxes and wonderful heart punches. Guaranteed to be clean, refined, absolutely chaste throughout." The price for all this was twenty and forty cents.

If the Port Arthuran preferred a quiet evening at home in 1923, he gathered his family around him and learned Mah-Jongg from lessons being published in the News, or if he were fortunate enough to have a crystal set he could receive a "big station" like WTAM, which began broadcasting on September 24th of that year. A much more reliable source of music, however, was his hand-wound Victrola
on which he might play such nationally advertised records as W.C. Handy playing "Sugar Blues," or Paul Whiteman rendering such fox-trot favorites as "Crying for You" or "Burning Sands." If reading was his forte, he would probably have picked one of the local best-sellers from the Harris Book Store such as Flaming Youth or the more staid Outline of History by H.G. Wells. The children would have been enthralled with The Rover Boys and Uncle Wiggley. The local paper was not only a source of news but one of amusement when the reader turned to the daily comics. There one found strips full of the antics of "The Gumps," "Freckles and His Friends," "Salesman Sam," and "Our Boarding House with Major Hoople."

In addition to entertainment produced by Hollywood or found within one's home, Port Arthur's calendar seemed crowded by events that offered a variety of entertainment. One could swim at the Plaza Natatorium, watch one of the five local ball teams during their regular season, or attend the numerous functions set up by local organizations. The Rudolph Lambert Post of the American Legion sponsored dances for its members, and also put on such productions as the "Dixie Review of '23," a minstrel show which allowed end men "Jimmie Wood and Jack Story to sling mean tonsils without self-consciousness or affectation." It also enlisted the entertainment abilities of many local beauties in its productions. There were box suppers, sidewalk benefit sales and, perhaps one of the biggest celebrations ever held in Port Arthur, the Silver Anniversary Fete. May 1 found plans well under way for the celebration to be held on July 4, 1923. The YMBL was put in charge of raising the $5,000 needed for its financing. "Mardi Gras at New Orleans will pale into insignificance along side the celebration Port Arthur will put on," was the comment of a local enthusiast. A parade, fish fry, "athletic contests featuring greased pigs," a "bathing girls revue," and a costume ball were planned. Needless to say, a queen would be selected. When the appointed day arrived, it was quite evident that it had been enthusiastically planned. The pageant grew to include events such as a "baby show, dog show, a carnival, dancing and appropriate festivities," including a whisker-growing contest. Mary Donaldson reigned over the festivities and the Port Arthur News was so caught up in the enthusiasm that it published an edition containing 164 pages, making it "one of the largest of such editions ever issued in the southwest."

Another form of amusement for the Port Arthurian was the local contest. These were frequently held and offered opportunities not only for entertainment but for prizes as well. The People's Gas Company sponsored a cake-baking contest to advertise the benefits of gas cooking as opposed to those of oil. The contestants were invited to bring the ingredients to the showroom and bake their cakes there. A silver
cup was the prize for the most perfect baby in a baby contest and reception sponsored by St. Mary’s Hospital on May 9, 1923. The Civitans sponsored a spelling bee at Franklin School which was preceded by a “figuring contest.” There was also the “Bathing Girls Revue” held in Galveston on May 13. The Southern Pacific Lines advertised its $3, round-trip fare well in advance to attract attendance. When one considers the various clubs, social functions and public entertainments available to the Port Arthuran, it would seem that life could have been full had he chosen to participate in only a few of them.  

A picture has been presented to the economic and social conditions with which the resident of 1923 was surrounded, but what of the individual himself? How did he dress? Where did he live and how did he furnish his home? What did his groceries cost and what means of transportation was available to him? In fashions, Port Arthurans were influenced by the same styling that dominated in the nation. Women wore their hair bobbed in most instances, and had not yet allowed their skirts to venture more than a few inches above the ankles. A typical suit style for women in the spring of 1923 was a two-piece costume with a rather slim skirt topped by a long jacket with flared sleeves. It was heavily trimmed in braid. A Bluestein’s ad showed a typical “dress-up” costume consisting of a near ankle-length dress, belted below the waist with a wide sash that ended in a bustle bow. Five rows of ruffles made the skirt which fell from the sash. The upper part of the garment hung loosely as did the wide sleeves. Shoes to match these garments usually had pointed toes and high heels with straps over the instep. Dresses were rather expensive, judging from advertised prices in the Port Arthur News of that year. Typical of these was the Hodges Company ad during one of its spring sales. Dresses which were once $19.95 were reduced to $14.95 and those priced at $59.50 were a mere $46.95. Shoes were a bargain, however, with the average pair costing between $4 and $5. Some silk hose sold for an overwhelming $2.49 a pair, while furs were a comparative bargain at around $20 for a fox scarf. Those were the days of “teddies,” “bloomers,” and “step-ins” which ladies could purchase in silk at a cost of up to $5.00 a pair.  

For the gentleman, Sam Sach’s clothing store advertised suits to help “get ready for summer.” One could purchase seersucker, gabardine, or mohair suits in a price range between $5.00 and $23.00. Later in the season the pin-stripe suit in blue or black seemed to be a popular model, covered by overcoats which were “belted all around.” G.W. Imholf, typical of most better shoe stores of the area, offered Florsheim shoes “with the broad, French Toe and English laced, for $10-$12.” Little girls’ garments resembled those of their mothers’, but boys’ clothing was vastly different from the precisely tailored suits
worn by their fathers. They wore knee-length knickers with a long jacket covering a "wash blouse." Along with these items they wore long stockings and the almost inevitable "slouchy hat."  

Another item of interest was the type of home in which the Port Arthur citizen lived. This was the day of the "bungalow style" and while it is difficult to assess the value and condition of property from the advertising section of a newspaper, an attempt will be made to give a sampling of property offered. The Seaport Real Estate firm wished to sell a "brand new house with lake front, garage, shrubbery . . . for $3,200." On April 30, a "five room modern home near Franklin School, $3,500 . . .," was advertised. People were not only buying ready-built homes in the Port Arthur area, but were building their own in the city and in developments like those of nearby Groves and Griffin. Corner lots within the city limits could be purchased for $1,250 each. 

A wide selection of furnishings was available to the person whose home was already completed. He could furnish his living room with one of the tapestry-covered "over-stuffed" suites so popular at this time or be content with its less expensive counterpart made out of "woven fiber." Walnut Queen Anne style furniture for the dining room was extremely popular. In the bedroom, suites consisting of the "wing-mirror vanity" and the "bow-end bed" were widely advertised. The 1923 kitchen left much to be desired when compared to those of today. The Phoenix Furniture Company lured prospective customers with the promise of free ice with each refrigerator purchased. These models boasted "glistening one-piece porcelain food chambers" and sold for $15 to $70 depending upon the size. There was evidence of the competition between the producers of gas and oil-burning stoves. "Nineteen hours to the gallon" was promised by the Redstar oil-burning ranges which cost at most $78 and at the least, $34. The heating systems of many homes used coal for fuel. A typical ad for a space heater described it as being of "... colonial design, an ornament to any parlor or sitting room," but if one is to judge from the picture in the ad, this was a gross misrepresentation.  

In any survey of the environment of modern man, food costs play a large part. Piggly-Wiggly, as well as many other food stores of this time, ran grocery ads which were quite similar to those of today except for a considerable difference in prices. Below is a typical list:

<table>
<thead>
<tr>
<th>Item</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peaches, Del Monte</td>
<td>25¢</td>
</tr>
<tr>
<td>Salmon</td>
<td>24¢</td>
</tr>
<tr>
<td>Butter, lb</td>
<td>49¢</td>
</tr>
<tr>
<td>Pork Shoulder Roast</td>
<td>20¢ per lb</td>
</tr>
<tr>
<td>Beef Rib Roast</td>
<td>20¢ per lb</td>
</tr>
<tr>
<td>ChucK Roast</td>
<td>15¢ per lb</td>
</tr>
<tr>
<td>Van Camp Pork and Beans</td>
<td>8¢</td>
</tr>
</tbody>
</table>
Picnic Hams 16¢
Coffee 35¢ per lb.

Needless to say, these items would be delivered, the only stipulation being a $3.00 purchase.\(^9\) There was a lively interest in the automobile in Port Arthur in the early 1920s reflected by the sheer number of ads carried by the Port Arthur News throughout 1923. Typical of these was one found on September 2, advertising the reduction of prices of new models by the C.E. Booz Company. One could purchase a Maxwell for $795, or the larger Chalmers five-passenger touring car for $1,194. At Inman Chevrolet, a two-passenger Chevrolet roadster, was $510 while a five-passenger sedan sold for $850. The used car market was not yet at its present strength. The dealer of the time placed modest ads in the want-ad section of the News, and there were usually fewer than six of these in each paper. A typical used car advertisement was one from the H.F. Baker Company who wished to sell a 1919 Hupmobile for $475, or a 1919 Cadillac Sport touring model for $1,600. Credit was readily available, according to the ads.\(^5\)

Although this review picked fragments from overall conditions of Port Arthur in 1923, a few things are indisputable in regard to the city as a whole. First and foremost, it was growing at a tremendous rate, not only in population but in shipping, industrial, and business activity as well. Not only was there employment and financial opportunity, but Port Arthur seemed to have been a desirable place to live. There were modern facilities available, an extensive if rather unsophisticated recreational environment which when combined with the outdoor sports opportunities offered by the natural environment, gave the citizens numerous pleasure outlets. The school system seemed proud of its services and buildings and ready to integrate into the life of the community through such activities as the spelling bees, and figuring and garden contests which were held for all citizens. Above all one cannot help but contrast the city of Port Arthur to the “Gopher Prairies” and “Middletowns” of the United States of that time, so ridiculed by the popular writers. One might expect to find on Procter Street what Lewis found on Main Street. This was simply not so. The “booster” spirit was there, but if one can interpret public spirit from the pages of a newspaper, it was not the shallow thing represented in the iconoclastic novels of the day, but a general spirit of activity on the part of the citizens which was born of an overwhelming optimism concerning the future of their community.

NOTES

\(^1\) Federal Writers Project, Port Arthur (Houston, 1940), p.21.
\(^3\) Port Arthur, p. 63. The Broocks Bill was passed by the Senate, on June 19, 1906,
giving Port Arthur port-of-entry status. The 7.5 mile channel which cost $1,400,000 was turned over to the government at that time.

4Port Arthur, p. 77. See the Texas State Gazette and Business Directory, 1914.
5Port Arthur, p. 87.
7Port Arthur and Vicinity: City Directory (Dallas, 1923), p. 8.
8News, May 4, 1923.
9News, April 29, 1923.
10City Directory, p. 7.
12City Directory, p. 8.
13City Directory, p. 7.
14City Directory, p. 8.
15News, December 30, 1923.
16City Directory, p. 8.
19City Directory, pp. 31-32.
20Industries: A Scrapbook History, p. 57.
21Industries: A Scrapbook History, p. 56.
22News, October 6, 1923 and May 1, 1923.
23City Directory, p. 28.
24Civic Interests: A Scrapbook History, p. 3.
25News, October 12, 1923.
27News, April 5, 1923.
28City Directory, p. 9.
29City Directory, p. 9.
31City Directory, p. 31.
33News, May 9, 1923.
34City Directory, p. 31; News, April 30, 1923.
35Civic Interests: A Scrapbook History, pp. 30-33.
36News, September 19, 1923.
37City Directory, p. 29; News, May 1, 1923.
38News, April 29, 1923; City Directory, pp. 33-34. Also listed were labor organizations.
39Port Arthur, p. 89.
40News, December 14, 1923.
41News, April 28, 1923; February 10, 1923.
42News, April 23, 1923.
43News, April 27, 1923.
44News, September 24, 1923; May 3, 1923.
45News, December 13, 1923.
46City Directory, p. 35.
News, April 28, May 6, and April 30, 1923.

News, October 18, 1923.

News, December 13; September 24, 1923.

News, May 2; April 21; May 1, 1923.


News, September 1, 1923.

News, May 1, 6; April 29; September 26; November 7; December 2, 9, 1923; Civic Interests: A Scrapbook History, p. 50.

News, April 29; May 9; September 6, 1923.

News, April 29; May 1; September 2; December 9, 1923.

News, April 30; May 4; September 4; November 4, 1923.

News, May 1, 6; April 30, 1923.

News, January 4; February 19; April 24, 29; September 1; October 9, 1923.

News, April 28, 1923.

News, April 29, 30; September 2, 1923.