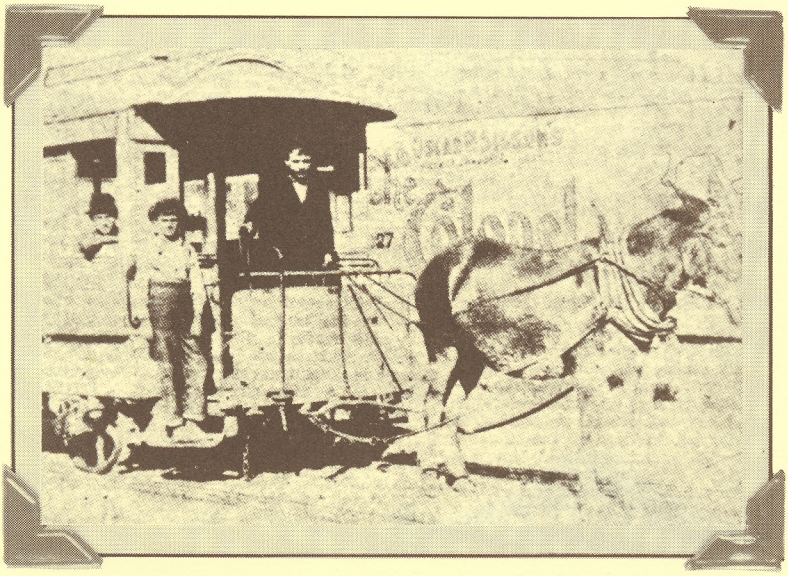
Pulaski Heights:

The Beginning

Pulaski Heights: The Beginning

Cover photo:
Coffin-Cockrell Home
formerly at 3820 Prospect
(later 2120 Kavanaugh).

Pulaski Heights is Little Rock's first and oldest suburb. Throughout its history -- from turn-of-the-century beginning to present date -- Pulaski Heights has retained a proud community spirit that makes it one of Little Rock's most desirable neighborhoods. This early look at Pulaski Heights was commissioned by Savers Federal Savings and Loan and compiled by Jackye Shipley Finch.



One of Little Rock's first mule-drawn streetcars, approximately 1880.

At the turn of the century the average city dweller in Little Rock could not afford to buy and maintain a horse and carriage. Consequently most people lived within walking distance of downtown, where they worked and shopped.

Little Rock's first streetcars -- pulled by mules -- began running in 1877 and were replaced in 1891 by electric streetcars. Once this means of relatively cheap transportation was introduced, people soon found they could live a little farther out from downtown and escape the heat, congestion and noise of the city.

Perhaps not coincidentally, 1891 was also the year when a group of land developers purchased 800 acres in "the highlands northwest of the city" for $80,000. The 300-foot elevation of the area was a big attraction to people then for the relief it offered from summer heat, insects and disease.

The purchase of the land was the beginning of Pulaski Heights, Little Rock's oldest suburb and one of its choice neighborhoods even today.

McDonald Home around the turn of the century.

Two of the developers were H.F. Auten and Edgar E. Moss, attorneys from St. Johns, Michigan, who had moved to Little Rock with their families in 1890. Auten has been called the "father of Pulaski Heights", and Moss later became a mayor of Pulaski Heights and was the person who suggested the name for Pulaski Heights.

Negotiations for the 800 acres took over a year due to the complications of dealing with multiple owners, but the transaction was finally completed March 23, 1891. The funds for the $80,000 purchase price were raised through the organization of the Pulaski Heights Land Company with capital stock of $150,000. Most of the investors lived in Michigan, but four were Little Rock residents: Auten, Moss, Edward H. Leaming and Mrs. Eugene H. (Carrie L.) Hillman. One of the Michigan investors, Albert Retan, later moved to Little Rock.

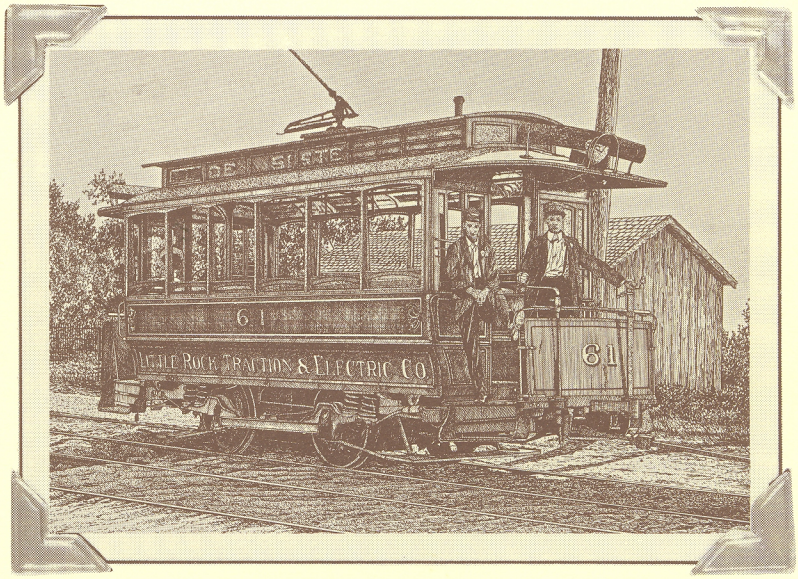
Mrs. L.W. Sanderson. 4400 Prospect, 1915.

J.F. Loughborough Home, 1920 Prospect (now Kavanaugh).

The plat of the first 10 blocks of the Pulaski Heights Addition was filed for recording almost two years later -- Nov. 9, 1892. The first families to build homes here were Mr. and Mrs. Edgar E. Moss, Mr. and Mrs. Edward H. Leaming, Mr. and Mrs. F.D. Leaming, Mr. and Mrs. J.L. Clegg, Mr. and Mrs. C.L. Hillman, Mr. and Mrs. Albert Retan, Mr. and Mrs. A.L. Freeman and Mr. and Mrs. H.F. Auten.

The Mosses built at 3820 Hill Road, and their house was the first one ready for occupancy. It sat in the middle of six lots and was occupied continuously by family members until it was put up for sale in 1957 and razed in 1959. The Leamings built at 515 Elm, the Retans at Elm and Lee (the house is still standing) and the Hillmans at Woodlawn and Holly.

These families were soon joined by Mr. and Mrs. E.O. White at the corner of Ridgeway and Lee; Mr. and Mrs. Claude Thompson at Elm and Woodlawn; Mr. and Mrs. L.H. Bradley at 526 North Oak; Judge and Mrs. John B. Jones at Prospect (now Kavanaugh) and Gum; Mr. and Mrs. Maxwell Coffin at Prospect and Cedar (shown on cover); Mr. and Mrs. W.A. O'Leary on Lookout; Mr. and Mrs. J.F. Loughborough who lived on Pine then later built first at 1920 Prospect; Mr. and Mrs. E.E. Tipton at Woodlawn and Walnut; Mr. and Mrs. R.O. Paul at Prospect and Oak; Mr. and Mrs. John McRaven at Prospect and Ash; Mr. and Mrs. J.S. McDowell at Prospect and Ash and later at 3304 Hill Road.



Richard DeSpain drawing of an early streetcar.

In these early days Little Rock's streetcar line ended at Union Station, and the only way of getting from Little Rock to Pulaski Heights was by horse and carriage over the River Road (now Highway 10) or by the 7th Street hill road. Both routes were long, arduous and time-consuming. This lack of a good transportation route was an obstacle in the growth of Pulaski Heights, and Auten and Moss turned their attention to easier access. They approached the streetcar company and were assured that a line would be built out to Pulaski Heights, but the 1893 panic delayed the keeping of this promise.

It was not until Sept. 27, 1901, that the Little Rock Traction and Electric Railway Company was granted a franchise requiring that it build a street railway into Pulaski Heights. However, a long list of requirements had to be met before the company would or could build its line.

The major requirements were a graded roadway, a free right-of-way and a viaduct over the railroad tracks at the western edge of Little Rock (now the Third Street viaduct to the northwest of the state Capitol). A two-year time period was set for the completion of the graded road and viaduct. If the deadline was not met, the right to build the streetcar line would lapse.

Hollenberg Home at 3421 Hill Road.

The viaduct was necessary to cross the tracks of the St. Louis, Iron Mountain and Southern Railroad and the Choctaw, Oklahoma and Gulf Railroad, and both companies agreed to build it. Pulaski Heights property owners made an agreement with Little Rock for the construction of a wooden approach to the viaduct from the city side and made another agreement with the county to provide for the grading of a road through Pulaski Heights. The Pulaski Heights Land Company and various Pulaski Heights land owners gave the necessary right-of-way for the road.

County Judge William Kavanaugh surveyed and opened a 60-foot thoroughfare into Pulaski Heights. This road is now Markham and Kavanaugh.

With all of these requirements met by the spring of 1903, it seemed that Little Rock and the county would meet the deadline of Sept. 27. But the railroad companies reneged on their agreement to build the essential viaduct.

H.F. Auten was determined that the viaduct would be built. He and F.B.T. Hollenberg, who also owned land in Pulaski Heights, and several others paid for the construction of the wooden viaduct out of their own pockets, hoping to be reimbursed by the railroad companies. It took much persuasion, but Auten and W.E. Lenon, who was mayor of Little Rock at the time, finally convinced the railroads to pay back the men who had footed the bill.

The construction of the street railway started almost immediately but the critical problem was to get the viaduct finished according to contract. W.E. Lenon later commented on the situation:

Price Home located at 4206 South Lookout, built 1911.

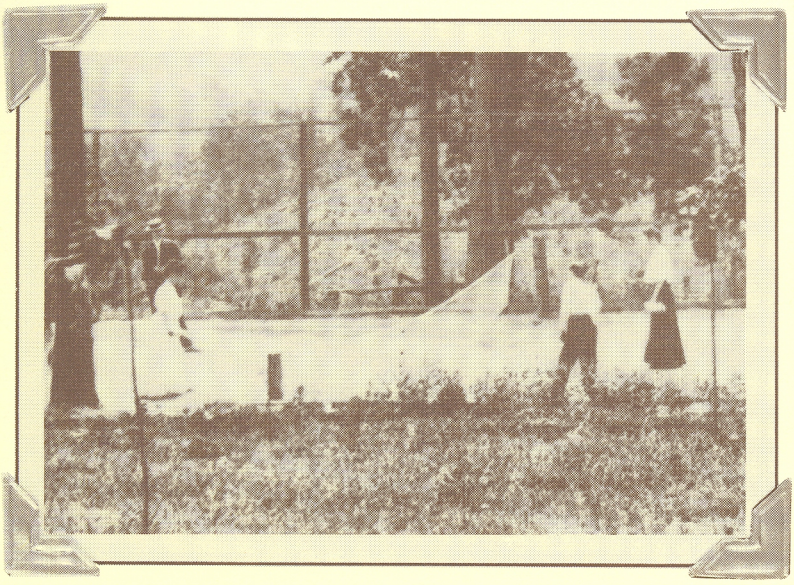
"It looked as though we would fail, for the last day drew near, and still the viaduct was far from completed. We all felt that the streetcar company would force us to carry out the contract, and that if the viaduct was not finished as agreed, they would not lay the tracks to Forest Park.

"They were having plenty of trouble on their end of the deal. The hill on the south end of the Arkansas School for the Deaf property had to be cut down, and this the streetcar company refused to do at their own expense, on account of the great cost of laying the tracks to Forest Park through a district that would not yield much traffic for years.

"At last the county was induced to excavate the 15-foot cut. The problems of the streetcar company were not ended, for their engineers were having plenty of headaches over finding a route through the hills that would provide a grade not too steep. And that is why Prospect Avenue, now Kavanaugh Boulevard, is so winding and tortuous."

There was lively betting around town in the race to complete the viaduct, and the odds were heavily against the viaduct. But it was finished on time -- only 24 hours before the deadline.

Mr. C.G. Price, one of first board members of Pulaski Building and Loan, now Savers Federal.



Tennis View at the Country Club of Little Rock, 1905.

One of the most interested observers of the race was Carrie Auten, wife of the Pulaski Heights land developer. She rode her saddle horse to the viaduct construction site daily to check on the progress, growing more fearful as the deadline neared. Recalling the event many years later she said, "Like everyone else I was sure the viaduct would not be finished. It meant more to us than the money Mr. Auten had furnished for the construction. Pulaski Heights was his pet project, and its development depended largely upon the extension of the car line. The day before the time was up, there still was an open space on the viaduct where the flooring had not been laid. I had the workmen lay some loose planks over the spot so that I could ride my horse across and thus be the first to cross the completed viaduct."

The viaduct was completed Sept. 26, 1903. Two months later, on Thanksgiving Day, the first streetcars made the trip to Pulaski Heights.

In the meantime the second group of lots in the Heights, the Auten and Moss Addition, had been platted and recorded late in 1902. The Country Club of Little Rock had bought its present site in 1901, applied for a charter in 1902 and by 1903 had 125 members, a $12,000 club house, golf links and tennis courts.

The streetcar line into Pulaski Heights helped the land developers make up for lost time. More than 400 lots were sold in Pulaski Heights in 1903, with as many as 29 being sold in one day during the summer. By spring 1904, three new areas of lots were added -- Hollenberg Addition, East Pulaski Heights Addition and Mountain Park Addition.

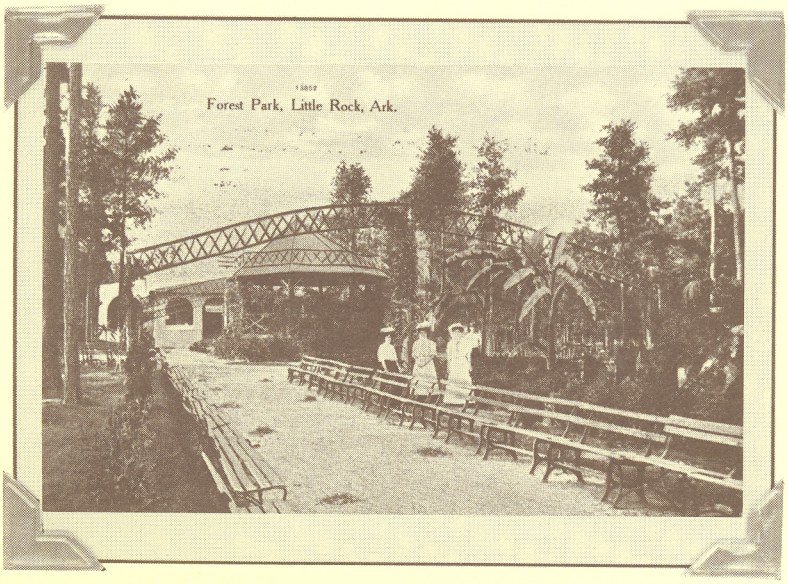
Forest Park Bandstand and Pavilion.

On Jan. 6, 1904, the Mountain Park Land Company granted a 30-year lease to the streetcar company for $1 on the 40 acres bounded today by Kavanaugh, University, "V" Street and Taylor, effective from Oct. 18, 1903, on condition the streetcar company would construct a park, build a summer theater, dancing pavilion and bandstand, and build its streetcar line from its present system in Little Rock to the west side of the park.

This was the beginning of Forest Park, the largest private park ever built in Little Rock and one that would play a vital role in Pulaski Heights for 35 years.

The park officially opened June 6, 1904, and it covered 40 acres, requiring a full mile of fencing to enclose its grounds. It included an auditorium with a seating capacity of 1500, a theater, a small zoo, a dancing pavilion and roller skating rink. Early additions included a fun house, roller coaster, merry-go-round, refreshment booths, shooting gallery, fortune telling concession, swings, picnic area, walkways, flower beds and spacious, landscaped grounds.

By the time Forest Park opened, the streetcar line had been extended to its western terminus at the northeast corner of what is today University Avenue and Kavanaugh Boulevard. The entrance to Forest Park was on Kavanaugh opposite Pierce Street, where a long shed protected waiting passengers from inclement weather.

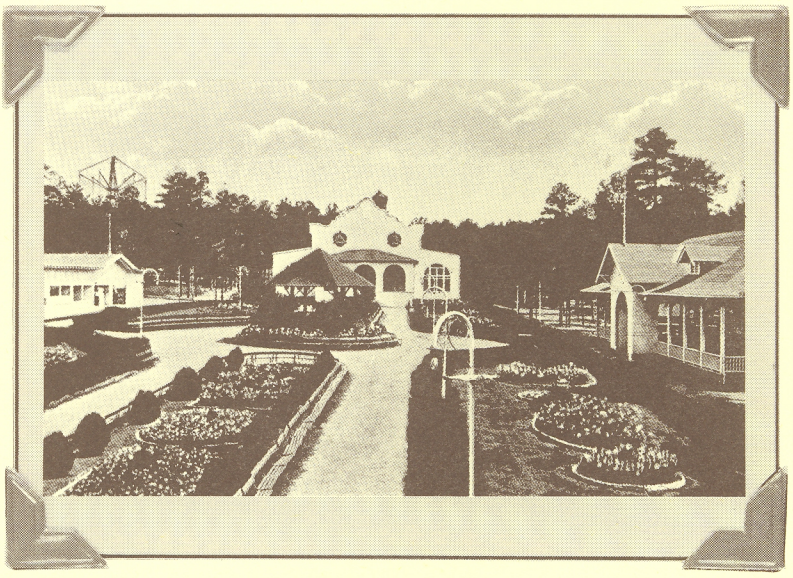


Ladies enjoying a beautiful afternoon at Forest Park.

The open-air auditorium was housed in a larger pavilion that measured 161 feet long by 95 feet wide, with the main auditorium measuring 100 feet by 55 feet. In addition to the main auditorium, but under the same pavilion roof, were two wings with an additional seating capacity of over 300 on each side. Each wing measured 90 feet by 20 feet. The stage's opening, or arch, was 30 feet wide (with an "extreme width" of 55 feet) and 25 feet deep.

The auditorium was furnished with folding opera chairs and hat rests under each seat. The seats were "comfortable and roomy", measuring 19 inches square (an inch each way larger than ordinary). There was a space of 30 inches between rows, "thus giving ample room for ingress and egress." There were 840 of these seats in addition to the four proscenium boxes. The main auditorium was divided by a single aisle in the center, which was six feet wide to prevent gentlemen from 'stumbling over ladies' trains, as couples can walk side by side down the aisle to their seats", according to a Little Rock newspaper account, and "in case of fire or panic this roomy means of exit would be of great advantage."

There were 35 rows of seats on both sides of the aisle, with 12 seats in a row. The seats were "of light finish, lending a refreshingly cool, bright and cheerful aspect to the interior." Total seating capacity, including boxes, wings and auditorium, was approximately 1500.



Forest Park after expansion and beautification.

Midway between the entrance and the pavilion were a "pretty bandstand and a spacious dancing pavilion." The walks to the pavilion were wide and bordered with flower beds, making a "beautiful garden spot." The newspaper continued, "The grounds are thickly wooded, affording cool promenades at matinees, and adding to the beauty of the landscape." The large white stucco theater stood at the far end of the main walk, and beyond the theater was a small zoo.

Goat-drawn cart at the fair at Forest Park.

A Little Rock newspaper claimed the opening of Forest Park "marked an epoch in the city's march to metropolitanism", but it did so in spite of setbacks and delays caused by heavy rains. It had rained for several days before the opening as well as on the day of the opening and as late as 7:00 p.m., an hour and a half before the curtain was to go up on the performance of "The Mikado." The heavy rains had washed the greased rails clean, which slowed streetcar traffic, and the first car out derailed, causing further delays. The normal 30-minute ride from Fifth and Main to the Forest Park turnaround took 45 minutes, delaying the rise of the curtain till about 8:50 p.m. Entrance to the park was free until 1915, when management began charging a nickel admission fee.

Along the midway at the County Fair held at Forest Park.

For many years Forest Park was also the site of the Pulaski County Fair until the fair grew into the State Fair and became too large for the grounds at Forest Park.

The County Fair, although on a small scale, featured such things as a dog show, poultry exhibit, harness race and carnival with barkers enticing customers into the Geek Show, the Wild Man of Borneo and the Girl Show.

In one section of Forest Park was a long white frame building partitioned into many stalls which housed a shooting gallery, skee ball, fortune teller and funhouse. Farther out in the park, swings were scattered throughout the pines. The swings had two seats facing each other and a floorboard for pumping. They made an ideal retreat for young couples.

The dancing pavilion was located along the University side of the park, and the custom at the dances held there included placing a large placard in front of the band to announce the type of music to be played next -- a fox trot, two-step or waltz.

Farther out from the park, in the area now occupied by St. John's Seminary, was the Dew Drop Spring, a soft water spring which supplied families for miles around.

In another reminiscing article about Forest Park, Ralph Mase wrote in the Arkansas Democrat: "On the hillside around (Forest Park) there was an abundance of huckleberries and down in the ravine were muscadines. When night fell, the eerie scream of panthers could be heard, so the old-timers declare.

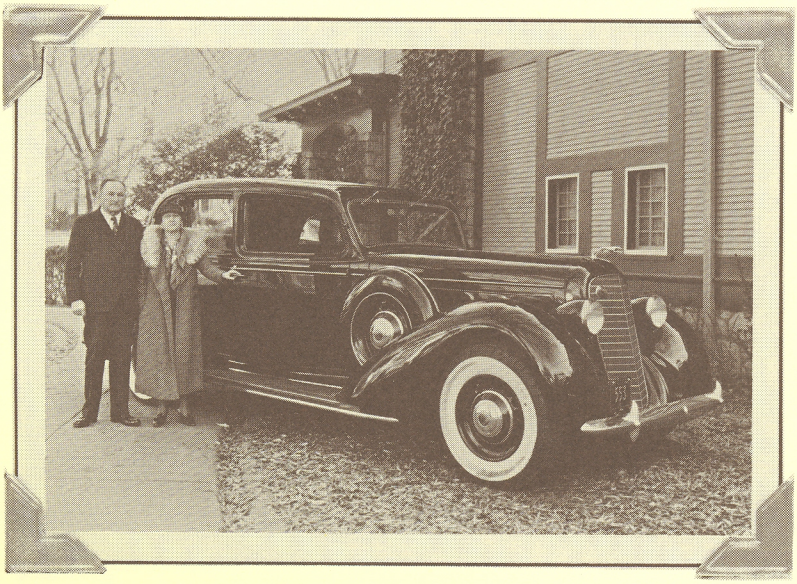
"The valleys and hills around the new rocky nine-hole golf course of the Little Rock Country Club was an ideal place to take the hounds to hunt coon and possum on any clear, crisp moonlit night."

E.F. Clancy Home, early Heights home.

Meanwhile, the development of Pulaski Heights was booming. On August 1, 1905, Pulaski Heights was incorporated as a municipality, with an approximate population of 400. The petition for incorporation was signed by George Vaughn, O.E. White, D.J. Waterbury, H.A. White, A.K. Collins, F.H. Perry, O.T. Adams, T.J. Mahoney, D.N. Hockersmith (rector of St. Marks), F.D. Leaming, R.C. Hughes, J.L. Holloway, W.G. Bragg, Andy Sweat, James Johnson, Andrew Jackson, Fred Vance, Walter E. Strong, G.M. Doyle, O.C. Goerner, C.A. Wells, Jeff Anderson (black), Noah Lacefield (black), Major Finn, H.F. Auten, James Gordon, Scott Boygan, R.K. Key, R.C. Hughes, J.C. Dice, C.C. Gish, E.E. Moss, E.H. Leaming, B.D. Williams, Jr. and G.H. Joslyn. John McRaven also signed the original petition but later withdrew his name.

George H. Joslyn was the first mayor and was succeeded by E.E. Moss (1906-09), T.J. Jackson (1909-11), Charles N. Faubel (1911-13) and L.H. Bradley (1913-16). Bradley was serving as mayor when Pulaski Heights was incorporated by the city of Little Rock in 1916.

L.H. Bradley, 1916, last mayor of Pulaski Heights.



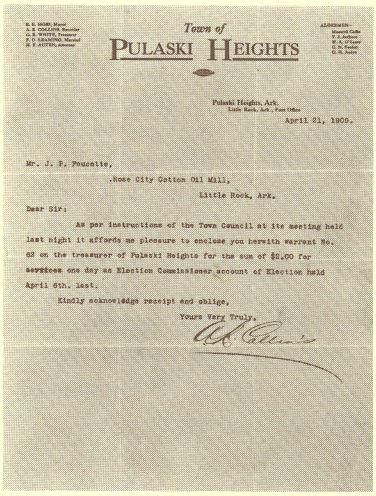
Heights property owner Joseph T. Robinson and wife.

The City Council met in the basement of the oldest church in the Heights, which was interdenominational and was located on the present site of Pulaski Heights Baptist Church at Kavanaugh and Cedar.

One of the first ordinances passed by the newly elected City Council was one creating an improvement district to pave about 20 blocks around the Oak Street streetcar station.

Another land company -- Riverside -- was formed in 1905 by Oscar Davis, F.B.T. Hollenberg, Chris Ledwidge and H.F. Auten. Pulaski Heights' first newspaper, the Pulaski Heights Bulletin, was published monthly from December 1905 through February 1907.

Early in 1906 the Bell Telephone Company had completed lines to Pulaski Heights and connected 25 new subscribers. Before that time the New Telephone Company had served a few patrons. Three new residential additions were opened in 1906: Hillcrest, West Rock and Forest Park.



R. E. MOORE, Mayor
L. E. COLLINS, Recorder
G. E. WHITE, Treasurer
F. O. GRAHAM, Marshal
H. F. AUTEN, Assessor

Town of
PULASKI HEIGHTS

ALDERMEN—
Maxwell Cable
J. W. Gaughan
F. A. d'Lopez
C. H. Fowler
E. M. Jones

Pulaski Heights, Ark.
Little Rock, Ark., Post Office.
April 21, 1906.

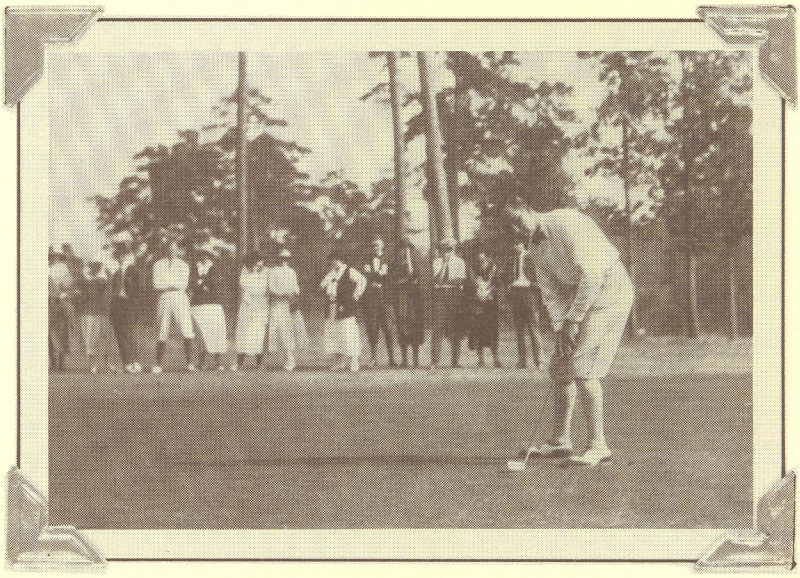
Mr. J. P. Faucette,
Rose City Cotton Oil Mill,
Little Rock, Ark.

Dear Sir:

As per instructions of the Town Council at its meeting held last night it affords me pleasure to enclose you herwith warrant No. 63 on the treasurer of Pulaski Heights for the sum of $2.00 for services one day as Election Commissioner account of Election held April 6th. last.

Kindly acknowledge receipt and oblige,

Yours Very Truly,



Professional golfer Walter Hagen at the Country Club of Little Rock, September, 1922.

The rapid growth and development of Pulaski Heights, the popularity of Forest Park, the success of the streetcar line and other factors caused a glowing account to be written about the area in the Twentieth Century Atlas of Pulaski County Arkansas in 1906:

"Pulaski Heights has no rival in our own state and few in the United States. It looms up like an immense avalanche of beauty. You travel along its length for miles and look abroad on a sea of landscape magnificence that elevates your thoughts and makes better men and women of us all.

"Its importance as a residence place has just begun -- in fact, we might say that Pulaski Heights has just been born. There are 20,000 people who visit it every week. The Electric Car Line management are doing everything in their power to accommodate the immense gathering of people, and it is needless to say that, with the push and good management that characterize this system, they will accomplish it, and the increasing crowds that visit it and the addition of many homes from month to month only add to its greater advantages ... Forest Park, the only resort of our people, is certainly an inviting place and is gradually being improved until, in time, it will be a miniature Central Park ...

Little Rock and Fort Smith golfers at the Country Club of Little Rock, 1911.

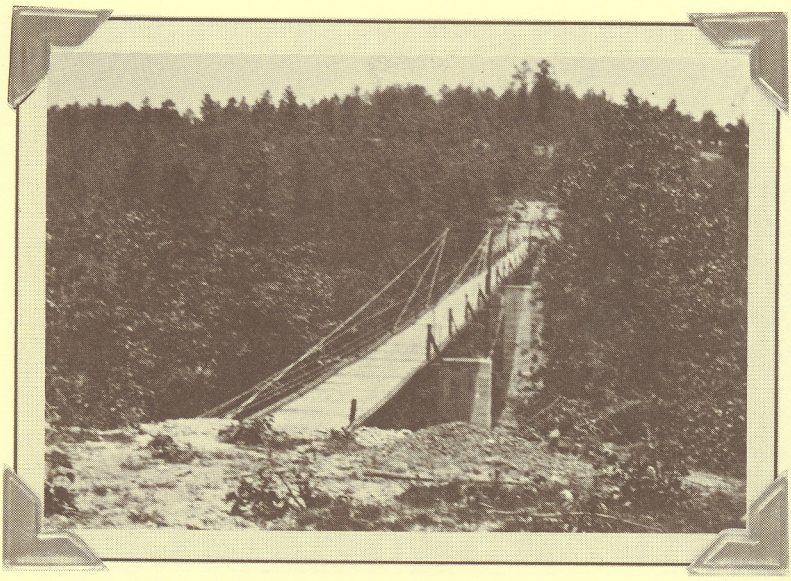
Today it (Pulaski Heights) is enthroned 350 feet above the city, looking down with tender sympathy on the precious little ones who are broiling and sweltering with the heat and who are breathing contaminated air and stunting their young lives amid such surroundings. They should be living in healthy happiness, inhaling pure air, drinking in health and vigor with every breath on the broad bosom of beautiful Pulaski Heights. There they would have pure air, good water, unrivaled scenery, every modern improvement and convenience known to this age of progressive enterprise ... No less a great traveler and accomplished man than General Nelson A. Miles, when inspecting the property as a proposed site for the army post, said of it: 'If we can secure this for the army post it will rival anything in the U.S. It is such a magnificent elevation and is susceptible of the greatest improvements.' General Miles was a man of travel and culture who had visited many places in Europe whose attractions were at their best and the scenery from them magnificent. He remarked that Pulaski Heights would compare favorably with any of them. The price, however, deterred the people from getting this site as a military post, and instead it will be the future homeplace of the citizens of our city."

The highlight in the history of Forest Park occurred March 6, 1906, when Sarah Bernhardt gave one of her "farewell" performances in Little Rock. Normally, such a performance would have taken place in Little Rock's downtown Opera House, but it wasn't large enough to accommodate all of the people who wanted to see "the divine Sarah" in her performance as Camille. Forest Park was chosen instead. Tickets sold for $4 each, and although all of the streetcar line's open-air summer cars were pressed into service, the 3,000 people who turned out taxed the system as it had never been taxed before. One man who lived near the Pulaski Heights line reported watching 34 cars go by in an hour that night.

Thirty-three years after the performance, former Little Rock Mayor W.E. Lenon still retained a pleasant memory of Sarah Bernhardt's 1906 appearance: "Mrs. Lenon and I drove out in our buggy", he said. "Madame Bernhardt was magnificent, and she played to a full house. After the play we went backstage and met her."

Mrs. H.F. Auten: "I had seen her play Camille in Paris," she said, "and I wanted to compare her Little Rock performance with her European presentation. The Divine Sarah, as she was called, gave Little Rock as much as she gave Paris."

The Divine Sarah as Camille -- Sarah Bernhardt.



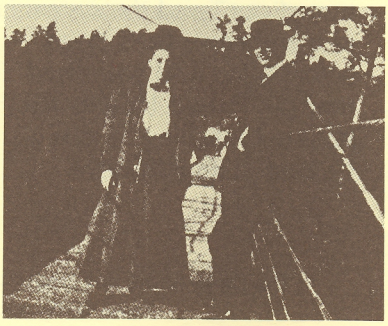
The legendary swinging bridge to Hillcrest.

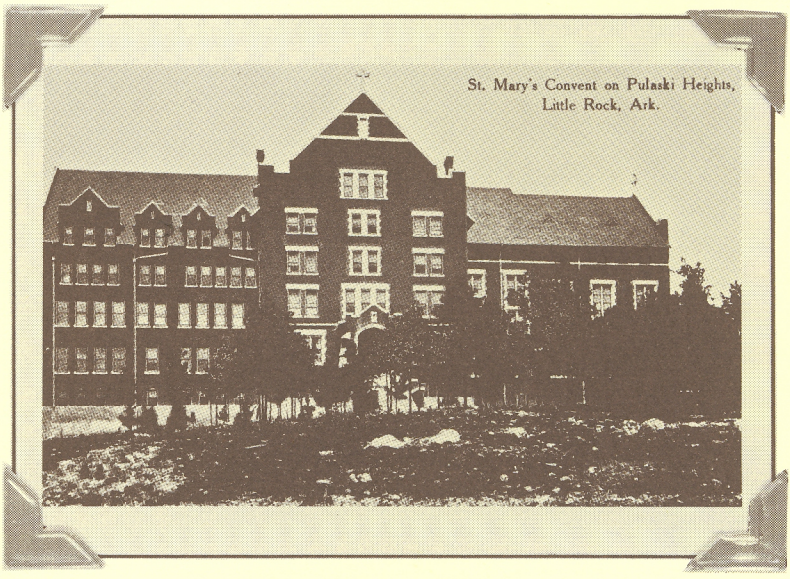
There was a race track behind the theater in a clearing in the north part of the park, and it drew large crowds during the racing season. On Sundays the race track was often used for a balloon ascension with an acrobatic balloonist performing from a parachute-supported trapeze. The acrobat was usually paid $100.

During the summer there were "sacred concerts" at the bandstand on Sundays and large crowds came out to enjoy the music, the fresh air and the beautiful flower beds that were kept in perfect condition.

In the early years of Pulaski Heights the ridge that is now South Lookout Avenue had a few residents, but the walk to the streetcar line on Kavanaugh was long and tiresome. To catch the streetcar, which followed Kavanaugh, a resident from South Lookout had to walk west to Beechwood and then south to Kavanaugh or walk down through the south ravine and climb up to Kavanaugh somewhere just west of the Pulaski Heights Baptist Church. Neither way was convenient.

This isolation and difficult access discouraged the building of homes there. The Hillcrest Land Company, as part of its land development program, decided to erect a hanging footbridge spanning the south ravine of what is today Allsopp Park to connect the South Lookout ridge to Kavanaugh. The piers for the bridge were built about 1903





Mount St. Mary's just completed.

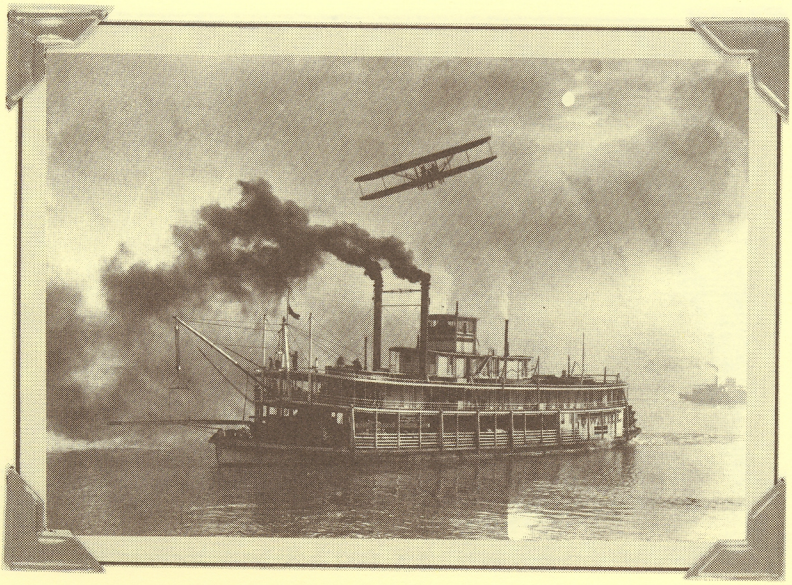
but the cable and flooring were not put on until later, and in 1906 the bridge was open. The approach to the bridge from South Lookout was in front of 145 Fairview, and from the other side of the ravine it entered Kavanaugh at a point about where Rose Street enters from the south.

Although built for the convenience of people who lived on the ridge, the footbridge soon became a favorite walk for sightseeing and enjoying the view down the valley and across the river. Mrs. H.F. Auten, the first person to cross the Third Street Viaduct in 1903 (on horseback), frequently led her horse across the bridge to ride in the hills beyond.

Couple posing on swinging bridge.

The footbridge was still in use in 1918 when Mr. and Mrs. Fred Allsopp moved to the South Lookout ridge, but the rapid development of Pulaski Heights and its streets and sidewalks gave better access to the streetcar line on Kavanaugh and gradually the footbridge fell into disuse. It finally lost anchor on the south end and fell back to the first pier where it hung for many years, falling away, piece by piece, until it was all gone.

In 1907 today's site for Mount St. Mary's Academy at the intersection of Van Buren and Kavanaugh was chosen. Between 1907 and 1914 six new additions opened: Lincoln Park and Newton in 1907; Pleasant Hill in 1910; Park View in 1911; Altheimer's in 1912 and Country Club Heights in 1914.



Biplane flying over the Arkansas River during 1911 exhibition.

Mayor Charles Faubel had begun work as a street grader and later became a concrete contractor. He paved muddy roads and laid miles of sidewalks for the new streets of Pulaski Heights, including the Hollenberg and Pfeifer Additions. The imprint "C.N. Faubel" can still be seen on many of the older sidewalks in the Heights today. He was a leader in improvements and modern conveniences and owned the first telephone in the town; the number was 35. When the Woodlawn Telephone Exchange was installed, the number became 0035.

Years after his term as mayor he recalled the most exciting thing that happened during his term of office: "The Chamber of Commerce had brought an aviator to Little Rock for an exhibition of a biplane on Thursday, Friday and Saturday. Canvas had been stretched, seats built and tickets sold for the show in the enclosure of land on the outskirts of Pulaski Heights now used by the Country Club of Little Rock."

During the three days of the exhibition the crowds were disappointing. The pilot asked Mr. Faubel to allow him to demonstrate his plane on Sunday so people from all over the state could have a chance to see it. Mr. Faubel gave him permission to fly from 2:00 until 5:00 Sunday afternoon.

On Sunday morning, church members began calling Mr. Faubel, begging him to rescind his permission to allow the exhibition on the Sabbath.

"When I gave my word, I never went back on it," Mr. Faubel recalled. "I recognized aviation as a coming thing and I am always for progress." The Chamber of Commerce was behind Mr. Faubel.

Original building used as a meeting place for the Pulaski Heights City Council; now Pulaski Heights Baptist Church.

People from all over the state came to see if man really could fly like a bird. It was the biggest day Pulaski Heights ever had. The streetcar line transported 20,000 people that Sunday.

Although church members were unable to stop the flight of progress that particular Sunday morning, Pulaski Heights churches played an important role in the new municipality's development.

The oldest church in the Heights was interdenominational and was located at the present site of the Pulaski Heights Baptist Church at Kavanaugh and Cedar. Its basement was used as early as 1905 by the City Council of Pulaski Heights.

The Episcopalians were the first creed to build a new church all their own in the Heights. In 1903 they organized under the name of St. Mark's in the Wilderness. Three lots were donated, and in 1905 a small, white brick building was erected at the cost of $5,000. The church was admitted to the Episcopal Diocese of Arkansas in 1905 as an organized mission. The church was later referred to as St. Mark's Chapel, and the building still stands at the corner of Ash Street and Woodlawn Avenue, owned now by the Pulaski Heights Presbyterian Church.

In 1912 Pulaski Heights Methodist Church was erected on the south side of Woodlawn Avenue, between Beechwood and Palm Streets. And in November 1913 the Pulaski Heights Presbyterian Church was organized by 13 members, with a beginning first month's pledge of $60. The building was constructed the next year by the members at an all-day gathering. It was a small green-shingled building that could hold about 250 people. The church still occupies its original site at Woodlawn and Walnut.

1915 Graduating Class of Pulaski Heights School. Top row, left to right: Anna Magness, John Wishendorff, Leon Hughes, Hatton Adams, Gertrude Lawson. Front row, left to right: Pearl Allen, Clara Messenger, Mrs. Hattie M. Seavor, Principal, Ruth Hawkins, Mary Dodge, Lois Wakefield.

Forest Park School, at Harrison and Woodlawn, opened classes for the first time in the fall of 1913, when the park was a popular attraction. The school had two one-room frame buildings backed up to each other, set in a clearing and enclosed by a high wire fence to keep out the cattle. The late Miss Earnestine Schader was principal, and Kathleen Wright Overholtzer taught.

Another Pulaski Heights' newspaper, The Pulaskian, was published weekly from Jan. 29, 1915, through Jan. 12, 1922, and carried frequent stories of civic clean-up drives and meetings of Canning Clubs for schoolgirls and Corn Clubs for schoolboys. Much of Pulaski Heights was still rural in the sense that even non-farming families depended on their own livestock and vegetable gardens for food. The popular ladies clubs in the teens were health clubs, differing from today's version in that the early ones were concerned with sanitation, hygiene, family health and neighborhood clean-up drives.

April 18, 1914, was declared Clean-Up Day by Mayor L.H. Bradley. The project was sponsored by the Civic League of Pulaski Heights.

In March 1915 a crew of more than 50 neighborhood men cleaned up Hillcrest in a day under the auspices of the Pulaski Heights Ladies Health Club. That same month, prize winners in the "Can-Gathering Contest" in Pulaski Heights were Lester Dalhoff, first prize; Thomas Kirby, second; and Eddie Loescher, third. The next month, the Forest Park Can-Gathering winners were industrious Lester Dalhoff again and Frank Willis and Edwin Menea.

Hillcrest clean-up crew organized by Pulaski Ladies Health Club, March, 1915.

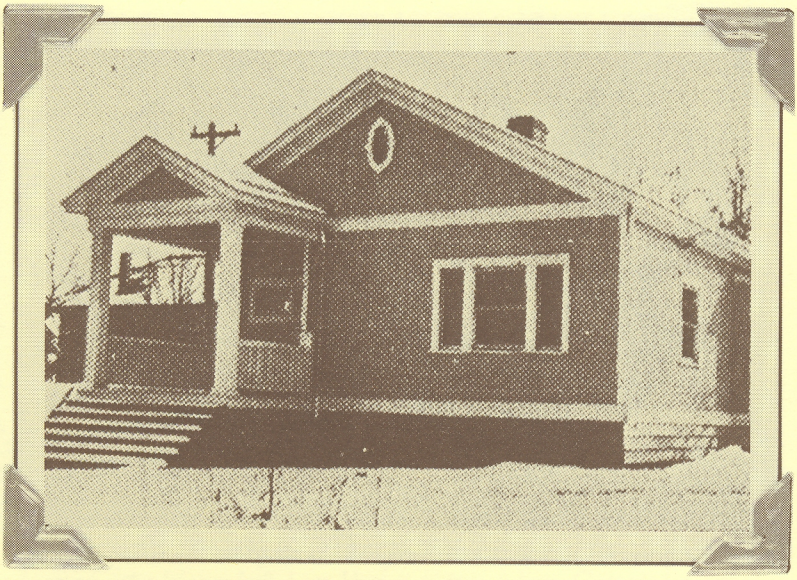
From The Pulaskian, April 16, 1916: "Rain interfered with the clean-up plans of the Hillcrest Health Club last Saturday, but Friday, April 23, has been set as a new date when all citizens will turn out with rakes and shovels and finish the work begun two months ago."

One of the main objectives of the Hillcrest Health Club was the cleaning of what is now Allsopp Park and the controlling of mosquitoes that hatched in the slowly flowing stream. Club members cleaned out dumped refuse from the ravines, cleared the creek bed and placed oil barrels along the banks. The barrels were rigged so that a small drip kept the surface of the water oiled sufficiently to prevent the hatching of mosquitoes. One club member reported, "It brought splendid results."

But while the majority of law-abiding neighbors were out solving problems by cleaning up and gathering cans, at least one resident was creating problems, according to a news account in The Pulaskian. A "yellow auto speed freak", causing children to "flee in terror", disrupted the Forest Park neighborhood along Kavanaugh the summer of 1915. The speedster raced through the neighborhood at such regular intervals that one July evening at 7:50 o'clock several men of the neighborhood witnessed "this yellow devil car" passing Marlow's store going east at the rate of 15 miles an hour, timed by the watch. Two blocks farther on, the car "opened up and speeded to the limit".

The Pulaskian

PULASKI HEIGHTS (Little Rock Postoffice), ARK., FRIDAY, OCTOBER 5, 1917.



Southwestern Telegraph and Telephone Company, Woodlawn exchange, 1915.

The new Woodlawn exchange of the Southwestern Telegraph and Telephone Company opened in 1915 in a "handsome new bungalow" opposite the Oak Street Station. It opened with 950 subscribers and 19 "young lady operators." The building and equipment cost $60,000.

Forest Park and western Pulaski Heights started receiving tri-weekly mail delivery in 1915, made possible by the establishing of Rural Route #6 out of the Little Rock Post Office. The 200 families residing in the district had to provide rural mail boxes before they could receive the delivery service which came on Mondays, Wednesdays and Fridays.

Forest Park began collecting a nickel gate fee in 1915 in order to help with maintenance of the park.

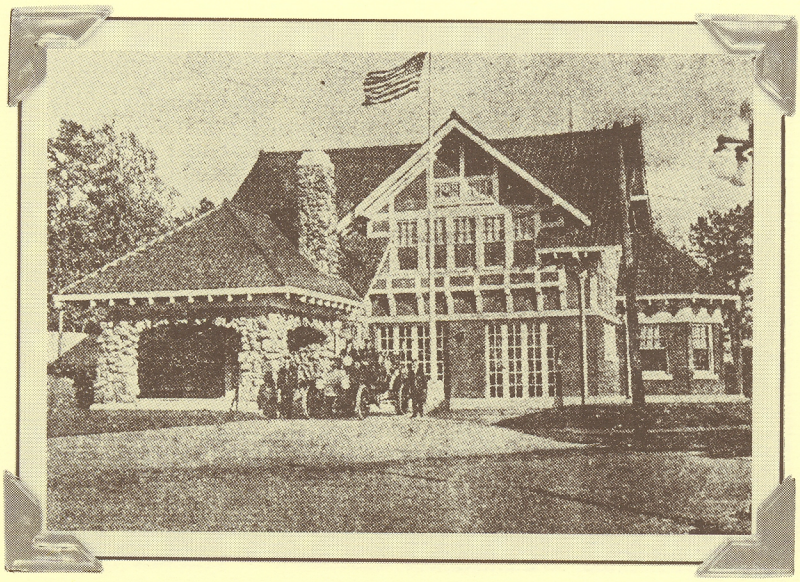
In 1915 the Catholic Church paid $15,000 for 40 acres of land from the Mountain Park Land Company as the site for the new Little Rock College which at that time was located at 25th and Gaines. The new site was a tract lying immediately north of Newtons Addition. The southwest corner touched the northeast corner of Forest Park. Near its center were the soft water springs known as Dew Drop Spring which would furnish the water supply for the college.

In the summer of 1915 residents of Pulaski Heights could have fresh Elberta peaches delivered daily at 2 p.m. for 20¢ a basket from C.J. Kramer and Company.

Bean Music Company Accordion Band - April 12, 1937.

With the growth and development of the Heights, it was only natural that the city of Little Rock would eventually propose consolidation. In 1915 a plan was offered that included a fully-equipped fire station, 25 fire hydrants, 25 street lights, health service, garbage pick-up, street maintenance and police protection. Mayor L.H. Bradley of Pulaski Heights led a campaign for consolidation, and on Jan. 4, 1916, both cities overwhelmingly voted for the consolidation of the town of Pulaski Heights and the city of Little Rock. On Jan. 13 Pulaski Heights officially became the Ninth Ward of the City of Little Rock. Its two representatives on the City Council were L.H. Bradley and John P. Streepy. The population of the Heights was 4500.

In January 1916 chicken thieves were abroad in the Forest Park area, and residents were warned by The Pulaskian to be on the lookout. In February the newspaper reported an account of the mysterious disappearance of W.F. Marlow, the owner of the grocery store at Prospect and Cypess. Mr. Marlow had been known to disappear before and there were rumors that he had gone to New Orleans. However, his wife held to the theory that he returned to his native England to enlist in the army and enter the "great European war." The paper concluded the report: "In the meantime, the brave little woman is carrying on the fight alone, managing the store, looking after her three children."



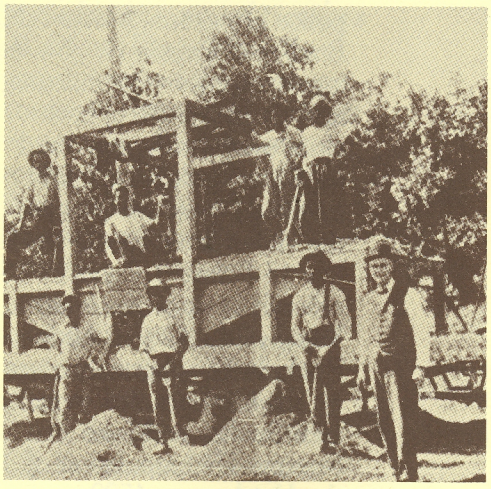
New fire station at Beech and Prospect (now Beechwood and Kavanaugh); opened November 1, 1916.

Some items in The Pulaskian were short and to the point. On May 5, 1916: "Mrs. Myrick has la grippe."

Others provided more detail. On Sept. 15, 1916, a report told of a farmer's wife who administered her own version of swift justice to a man who had been making "slanderous remarks" about her husband. The angered wife came upon the slanderer in the road about a mile and a half west of Forest Park, whereupon she held a gun on him and horsewhipped him until he begged for mercy.

The Pulaskian announced in November that the Pulaski County Fair would no longer be held in Forest Park.

A new fire station -- a benefit of the recent consolidation with the City of Little Rock -- opened at Beech and Prospect (Beechwood and Kavanaugh) Nov. 1, 1916, at a cost of $10,000. By Dec. 22 the station had already answered 10 calls.



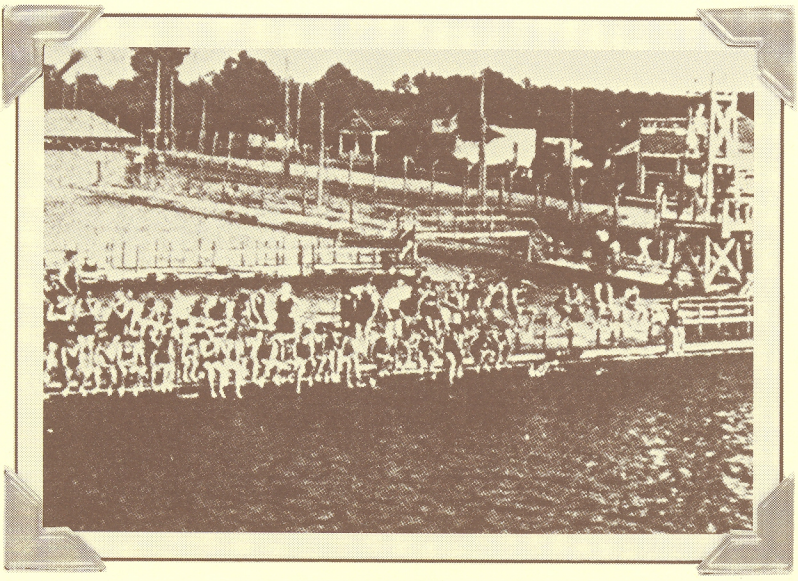
Prospect Avenue gravel crew at work, 1915.

Boshears Grocery -- 5811 Kavanaugh -- 1937. Left to right: Herman, Rosa L. and George H. Boshears.

Louis Altheimer, a pioneer resident who had paid $600 for a farm in the Heights and converted it into the Altheimer Addition (at the northwest corner of Kavanaugh and University) in 1912, felt strongly about Pulaski Heights: "Behold Pulaski Heights in 1917. It is the Ninth Ward of the city. It has a streetcar line, palatial homes, stores, paved streets. Forest Park is located there. It has Little Rock College, the Catholic school on the style of Notre Dame University. It has a convent and public schools, fire station, water works, telephones, electric lines and a sewer system. What was the farm I bought years ago is now Altheimer's Addition and it is covered with pretty homes. With all of this, Pulaski Heights is still in its infancy."

In 1918 Doyle Place Addition opened. The Pulaskian ran this account Oct. 25, 1918: "With the exception of Cedar Street, all streets and alleys crossing blocks 20 and 21 in Hillcrest will be vacated. The property has been purchased by Messrs. Thomas, Robert and Henry Doyle, who expect to beautify the land and build homes."

Forest Park reached its peak of popularity during World War I, when the park was almost always crowded. In October 1921 a contract and lease were executed between the Little Rock Railway and Electric Company and F.W. Fooshe and O.B. Blankenship, who immediately began organizing a $100,000 amusement corporation "to improve Forest Park, turn it into a 'white city' and to construct a big open-air swimming pool and other features for next summer," according to a Little Rock newspaper.



Forest Park swimming pool.

The partners planned a swimming pool a city block long and half as wide, with concrete sides and bottom, dressing rooms and check rooms. The pool was to be supplied with water from artesian wells on the premises and was later called one of the finest municipal swimming pools in the South. It was located near what is today the Heights Theater.

Other improvements included an enlarged and remodeled dance pavilion, renovation of all buildings, construction of automobile drives, concrete walks, installation of sheltered picnic tables, swings and playground equipment. A newspaper article reported that the new amusement concessions included "a late invention called the 'dodgem', which consists of four self-propelled padded vehicles in an enclosure, each vehicle having an eccentric steering apparatus making collisions frequent and exciting." All structures on the grounds were to be white and the name "White City" was adopted for the park. Another feature was a campground for automobile tourists.

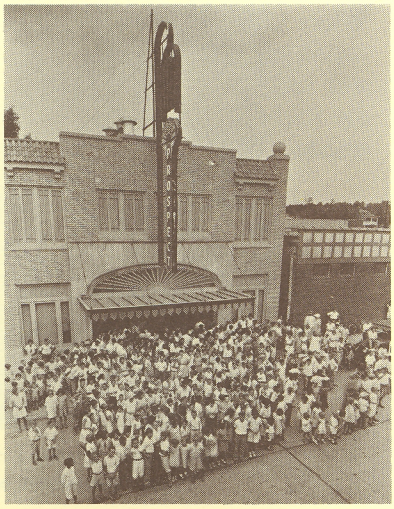
According to the news account, "Mr. Blankenship has had Forest Park under lease since 1918. Mr. Fooshe, his associate in the new enterprise, is connected with the DeSoto Springs Pavilion at Hot Springs and announces that he will retain his interest in that enterprise."

Valley View Apartments, in the 1920's.

Real estate development continued in the Heights. The McGehee Addition opened in 1921, and from 1924 to 1930, eight more additions were opened in Pulaski Heights: Fairfax Terrace, Prospect Terrace and Cliffewood in 1924; Edge Hill and Oakwood Place in 1926; Shadowlawn in 1928; Pine View in 1929 and Normandy in 1930.

According to a 1940 series of newspaper articles on Allsopp Park, the land for this park was deeded to the city of Little Rock by the Pulaski Heights Land Company Sept. 17, 1927. Fred W. Allsopp, for whom the park was named, had campaigned and worked to have the two ravines made into a city park. He also credited Wilbur Gulley, Warren E. Len, Roy Thompson and W.C. Ribenack with making contributions of time and money in making the park possible.

In 1931 a detailed plan for the development of the north and south ravines of Allsopp Park was presented to Little Rock Mayor Knowlton, and crews from the city engineering department began work immediately.



Prospect Theater in Hillcrest on Beech.

Forest Park was a popular subject for postcards.

In 1934, when the 30-year lease on Forest Park expired, the Little Rock Recreation Commission took over and greatly improved the swimming pool, built new bath houses, new diving towers, installed a red iron rail around the deep water and the shed that provided a large area of shaded water.

From 1930 to 1939 more than 3000 persons were taught to swim through free swim lessons offered at the White City natatorium, as the swimming pool was called, and 1200 others were given the Red Cross life-saving course.

In May 1939 the Mountain Park Land Company sold the 40 acres of Forest Park to the Forest Heights Company. The last remains included a pavilion that had served as a concession stand, a lighted "Refreshments" sign and the swimming pool.

In the fall of 1939 the pool was filled in and the site was leveled in residential development.

The end of an era had come for Pulaski Heights. Forest Park and White City disappeared without a trace from Little Rock's first suburb, leaving behind only the faint, faraway sounds of calliope music and laughter from streetcars gliding through the hills in the night.

ACKNOWLEDGEMENTS
Robin Baker
Mrs. Herman Boshears
Alden Bowen, Beach Abstract & Guaranty Company
Robert Chowning, Rector Phillips Morse
Pancy Clements, Pulaski Heights Baptist Church
Tom W. Dillard
Leon Fields
The Rev. Edward F. Glusman, Jr., rector,
St. Mark's Episcopal Church
Susan Goromboly
Mrs. John Howell, Pulaski Heights Baptist Church
Henry G. Hollenberg, Jr.
Tona Klein
Mrs. Virginia Price Moore
Bill Rector
Mrs. James H. Rice, Jr.
Martha W. Rimmer, editor,
Pulaski County Historical Review
Mrs. Roy Rhea
Draxie Rogers
Margaret Smith Ross, historian, Arkansas Gazette
Mrs. George Rose Smith
Alfred Thomas, librarian, Arkansas Gazette
George A. Toney
Mrs. Frank E. White, Sr.
Arkansas History Commission
Office of the Secretary of State
Pulaski Heights Methodist Church
Reference Department, Central Arkansas Library
Shrader Photography Studio
Special Collections Department, UALR Library

Special thanks to Mangan Rains Ginnaven Holcomb, advertising, marketing, and public relations firm, for the development and production of this book.

BIBLIOGRAPHY

Arkansas Presbyterian, "Heights to Hold Special 50 Year Celebration Service," Ken Johnson, November 1963

"Beautiful Pulaski Heights," Pulaski Heights Land Company, ca 1903

"Henry Franklin Auten," Mrs. Carrie C. Auten, 1939

Pulaski County Historical Review:
- "The Early Parks of Little Rock: Part II," James W. Bell, Summer 1982
- "The Development of Pulaski Heights," Cheryl Griffith Nichols, Spring 1982
- "Streetcars and Society," Mrs. W. Dan Cotton, Spring 1981
- "H.F. Auten: A Man Who Could Not Stand Still," Tom W. Dillard, Spring 1981

The Pulaskian 1915-22

Twentieth Century Atlas of Pulaski County Arkansas (Little Rock: Guy Beauman, 1906)

Arkansas Democrat:
- "R.F.C. Workers Improve Allsopp Park," June 18, 1933
- "Slum Clearance May Enlarge Allsopp Park," August 16, 1949
- "Pulaski Heights Grew from Realtor's Dream," Clair N. Moody, July 23, 1950
- "Baseball Field Heads Allsopp Park Projects," June 5, 1955
- "An Era Is Passing Out of Sight," Claire N. Moody, May 24, 1959
- "When Folks Had Fun in Forest Park," Ralph Mase, December 22, 1963

Arkansas Gazette
- June 7, 1904
- July 30, 1905
- Centennial Edition, November 20, 1919
- "Forest Park To Be White City," October 30, 1921
- "Plan for Allsopp Park Made Public," October 20, 1931
- "How Little Rock Grew," Wilson S. Dornblaser, assistant secretary, Beach Abstract & Guaranty Co., November 7, 1931
- "Municipal Water System Developing Small Park Areas," September 18, 1938
- "Memories of Forest Park," Sophie Wenzel Ellis, October 8, 1939
- "Sketches of Allsopp Park," Olive Hering Nelson, April 1940
- "Beauty Goes A-begging at Allsopp," November 2, 1952
- "How the Heights Came Into Its Own and Teamed Up With Little Rock," Bill Lewis, February 3, 1957
- "The Open Spaces," Belle Spatz, August 3, 1958
- "Allsopp Park Renovation Starts," February 20, 1964
- "Pulaski Heights: It Was Once a Thriving City of Its Own," Gladys Powell Cope, October 18, 1964
- "The 'Divine Sarah' Sets All of Little Rock Aswirl," David Ritchey and Judy Baker Goss, October 5, 1977
- "Pulaski Heights Was a City," Gladys Powell, no date

Commissioned by Savers Federal Savings and Loan Association of Arkansas