

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

NR 6/4/07

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Stuttgart Commercial Historic District

other names/site number \_\_\_\_\_

2. Location

street & number Roughly bounded by 1<sup>st</sup> St. to the north, College Street to the east, 6<sup>th</sup> St. to the south and Maple Street to the west.  not for publication

city or town Stuttgart  vicinity

state AR code AR county Arkansas code 001 zip code 72160

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  
 nationally  statewide  locally. (See continuation sheet for additional comments.)

Cochise Matthews 3/2/07  
Signature of certifying official/Title Date  
Arkansas Historic Preservation Program  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See Continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date  
\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.  
 See continuation sheet
- determined eligible for the National Register.  
 See continuation sheet
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): \_\_\_\_\_

Signature of the Keeper

Date of Action

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. Classification

Ownership of Property  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property  
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property  
(Do not include previously listed resources in count.)

Contributing	Noncontributing	
43	30	buildings
		sites
		structures
		objects
		Total

Name of related multiple property listing  
(Enter "N/A" if property is not part of a multiple property listing.)

Number of Contributing resources previously listed  
in the National Register

3 (AR0121, AR0100, & AR0061)

6. Function or Use

Historic Functions  
(Enter categories from instructions)

RECREATION & CULTURE

DOMESTIC

COMMERCE/TRADE

CIVIC

GOVERNMENT

AGRICULTURE/SUBSISTANCE

Current Functions  
(Enter categories from instructions)

DOMESTIC

COMMERCE/TRADE

CIVIC

GOVERNMENT

AGRICULTURE/SUBSISTANCE

7. Description

Architectural Classification  
(Enter categories from instructions)

LATE 19<sup>TH</sup> & 20<sup>TH</sup> CENT. AMERICAN MOVMENTS:

Commercial Style

LATE 19<sup>TH</sup> & 20<sup>TH</sup> CENTURY REVIVALS:

Neo-Classical, Tudor (English), Spanish Revival,  
Italian Renaissance

LATE VICTORIAN

MODERN: Art Deco

Materials  
(Enter categories from instructions)

foundation CONCRETE

walls BRICK, CONCRETE, STUCCO, WOOD,  
ASBESTOS

roof ASPHALT, ASBESTOS, TERRA COTTIA

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

SEE CONTINUATION SHEET FOR SECTION 7 NARRATIVE.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- Criteria A through G with checkboxes and descriptions.

Levels of Significance (local, state, national)

LOCAL

Areas of Significance (Enter categories from instructions)

- ARCHITECTURE, COMMERCE, POLITICS/GOVERNMENT, SOCIAL HISTORY

Period of Significance

1878-1957, 1889-1957

Significant Dates

1878 (est. of town); 1883 (railroad); 1884 (town platted); 1889 (oldest brick building); 1936 (first World's Championship Duck Calling Contest)

Significant Person (Complete if Criterion B is marked)

N/A

Cultural Affiliation (Complete if Criterion D is marked)

N/A

Architect/Builder

J. B. Barrett; Mann & Stern; Adam Buerkle, C. M. Johnson

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

SEE CONTINUATION SHEET FOR SECTION 8 NARRATIVE.

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

SEE CONTINUATION SHEET FOR SECTION 9 BIBLIOGRAPHY.

Previous documentation on file (NPS):

- Criteria for previous documentation on file (NPS).

Primary location of additional data:

- Criteria for primary location of additional data.

Name of repository:

Stuttgart Public Library

**10. Geographical Data**Acreage of Property Approx. 25 Acres**UTM References**

(Place additional UTM references on a continuation sheet.)

<b>A</b>	<u>15</u>	<u>632910</u>	<u>3818573</u>	<b>I</b>	<u>15</u>	<u>632950</u>	<u>3818052</u>
	Zone	Easting	Northing		Zone	Easting	Northing
<b>B</b>	<u>15</u>	<u>633008</u>	<u>3818571</u>	<b>J</b>	<u>15</u>	<u>632838</u>	<u>3818054</u>
	Zone	Easting	Northing		Zone	Easting	Northing
<b>C</b>	<u>15</u>	<u>633003</u>	<u>3818356</u>	<b>K</b>	<u>15</u>	<u>632840</u>	<u>3818008</u>
	Zone	Easting	Northing		Zone	Easting	Northing
<b>D</b>	<u>15</u>	<u>633066</u>	<u>3818354</u>	<b>L</b>	<u>15</u>	<u>632811</u>	<u>3818008</u>
	Zone	Easting	Northing		Zone	Easting	Northing
<b>E</b>	<u>15</u>	<u>633066</u>	<u>3818322</u>	<b>M</b>	<u>15</u>	<u>632809</u>	<u>3818049</u>
	Zone	Easting	Northing		Zone	Easting	Northing
<b>F</b>	<u>15</u>	<u>633005</u>	<u>3818322</u>	<b>N</b>	<u>15</u>	<u>632780</u>	<u>3818054</u>
	Zone	Easting	Northing		Zone	Easting	Northing
<b>G</b>	<u>15</u>	<u>633003</u>	<u>3818271</u>	<b>O</b>	<u>15</u>	<u>632790</u>	<u>3818484</u>
	Zone	Easting	Northing		Zone	Easting	Northing
<b>H</b>	<u>15</u>	<u>632957</u>	<u>3818269</u>				
	Zone	Easting	Northing				

 See continuation sheet**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

Beginning at the point of origin at the southeast corner of South Main and 1<sup>st</sup> Street, proceed approximately 326 ft. along the south side of 1<sup>st</sup> Street turning south at the southwest corner at College Avenue and 1<sup>st</sup> Street. The boundary continues in a southerly direction approximately 733 feet along the west side of College Avenue until it meets 3<sup>rd</sup> Street at which point the boundary proceeds east along the south side of 3<sup>rd</sup> Street along the south side of 301 South College (AR 0281) 200 feet where it turns south and follows an alley behind the building that spans approximately 107 feet, at which point the boundary turns west following the south façade of (AR0281) approximately 200 feet where it crosses College Avenue to the west side of College Avenue. The boundary then turns south and commences 200 feet where it turns west along the north side of 4<sup>th</sup> Street and commences ½ way down the block approximately 163 feet where it then turns south crossing 4<sup>th</sup> Street running 714 feet down an alleyway until it crosses 6<sup>th</sup> Street. The boundary then continues west along the south side of 6<sup>th</sup> street approximately 320 feet until it reaches the southeast corner of 111 W. 6<sup>th</sup> Street (AR0294). The boundary then turns south following the east side of the building approximately 159 feet where it turns west and follows the south elevation approximately 64 feet where the boundary then turns north and follows the west elevation of the building approximately 159 feet where it joins 6<sup>th</sup> St. on the South side. At 6<sup>th</sup> Street the boundary turns west and follows 6<sup>th</sup> Street approximately 166 feet until it joins Maple Street. The boundary then follows the east side of Maple Street approximately 1,430 feet where it crosses 2<sup>nd</sup> Street. A portion of the last segment of the boundary was inaccessible for accurate measuring but appears to span approximately 488 feet in a diagonal direction, southwest to northeast, where the boundary terminates at the point of origin at the southeast corner of South Main Street and 1<sup>st</sup> Street.

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

This boundary encompasses all of the historic commercial fabric that comprises historic downtown Stuttgart. On the periphery of the boundary to the east and west lie historic residential areas, while the railroad bounds the district to the north and new development interspersed with a few historic buildings bounds the district to the south. The boundary contains those commercial buildings that possess integrity and contribute to the district's historic period of significance.

**11. Form Prepared By**

name/title	<u>Kara M. Oosterhous, Independent Consultant</u>	date	<u>February 1, 2007</u>
organization	<u>For Arkansas Historic Preservation Program (AHPP)</u>	telephone	<u>501. 324.9880</u>
street & number	<u>1500 Tower Bldg., 323 Center St.</u>	city or town	<u>Little Rock</u>
state	<u>AR</u>	zip code	<u>72201</u>

Stuttgart Commercial District

Name of Property

Arkansas, Arkansas

County and State

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A USGS map (7.5 or 15 minute series) indicating the property's location  
(ENCLOSED)

A Sketch map for historic districts and properties having large acreage or numerous resources.  
(ENCLOSED - No assessor's maps were available in a size that was reproducible, nor were there any planning maps in existence that showed the buildings and there spatial relationship to scale. Therefore, the map included is NOT drawn to scale but adequately conveys the relationship of one building to another.)

**Photographs**

Representative black and white photographs of the property.  
(ENCLOSED)

**Additional items**

(Check with the SHPO or FPO for any additional items.)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name \_\_\_\_\_  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

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## National Register of Historic Places Continuation Sheet

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### SUMMARY

The Stuttgart Commercial Historic District is located in the historic commercial center of Stuttgart, Arkansas, in Arkansas County. The district is made-up of 76 resources. Three of these buildings are listed in the National Register of Historic Places: Arkansas County Courthouse (Northern District), 11-20-92; Riceland Hotel, 5-21-86; and Standard Ice Company Building, 07-02-79. Of the 76 resources, 43 (59%) retain integrity and contribute to the district's period of significance while 30 (41%) do not contribute due to lack of integrity or failure to contribute to the district's period of significance, 1889 to 1957. The majority of the buildings in the district are brick, twentieth-century commercial buildings, some of which display architectural elements of styles such as Neo-Classical, Italianate and Art Deco. Other building types in the district include a single family dwelling, a multiple family dwelling; and government buildings – reflecting American Foursquare, Folk Victorian; English Revival/Tudor, and Neo-Classical styles. All of the contributing buildings retain their overall massing and setback and remain true to the historic character of the district. These buildings substantiate the history and development of Stuttgart as a commercial, political, and agricultural center. The district is being nominated for inclusion in the National Register of Historic Places with local significance under Criteria A and C.

### ELABORATION

Stuttgart, Arkansas, is located in the northern part of Arkansas County. Arkansas County has an area of approximately 900 square miles, or 596 square acres, and is bordered on the north by Lonoke, Prairie and Monroe Counties; on the east by portions of Monroe and Phillips Counties; to the south by Desha and Lincoln Counties; and to the west by Jefferson County. Stuttgart is approximately 6.2 square miles and sits 219 feet above sea level. The majority of the proposed district is roughly bounded by First Street to the north, College Street to the east, Sixth Street to the south and Maple Street to the west. Stuttgart lies within the larger areas known as the Grand Prairie and the Mississippi River Delta. The Grand Prairie is a rather unique feature found in the Mississippi Delta, unlike typical delta soils, the subsurface of the Grand Prairie is clay, often referred to as a "hard pan" or "impervious subsoil," and therefore does not allow much rainwater to penetrate. Because of this, the soil does not provide much water for plants, giving grasses a greater chance to grow since they require less water than woody plants. The Grand Prairie is comprised of Prairie Grasslands, Bottomland and Terrace Hardwood Forests, Upland Hardwood Forests, Savannas, Slash, and Seasonal Herbaceous Wetlands. It is the "hard pan" soil of the Grand Prairie that makes it conducive to rice and soybean farming.<sup>1</sup>

In 1878, Adam Buerkle founded Stuttgart; however, it was not until 1884, when a land company was organized that the surveyors platted the town of Stuttgart which is laid out in a grid-like pattern. Two of the original surveyors were L. R. Morse and W. T. Eaton. Five years later, 19 April 1889, the town was incorporated. A plat map dated July 1911, shows that the majority of the proposed district lies within Harpers Addition, Bortfeld Addition & Mahles Addition. In 1913, Stuttgart was established as a co-county seat for the northern part of Arkansas County while DeWitt continued to serve as a county seat for the southern part of the county. Compared to other towns throughout the state, Stuttgart is relatively "new." An article published in 1892 by the Cotton Belt Railway described Stuttgart as follows:

...The principal business of town is the shipping of hay, cotton, fruits and live stock. ... The fruits grown chiefly are peach, apple, pear and berries. These are consumed by the surrounding cotton districts. There is enough land now in fruits near Stuttgart to supply a cannery. The business concerns of Stuttgart are thirty in number, about half of them merchandisers, handling, not a miscellaneous stock as in groceries, dry goods, etc., as the case may be. Redd & Whaley, groceries, J. I. Porter & Co., lumber, and Mahle &

<sup>1</sup>Arkansas Natural Heritage Commission & U.S. Fish and Wildlife Service, "The Grand Prairie of Arkansas: Past, Present, and Future," pp. 1-9; Goodspeed Publishing Company, *Biographical & Historical Memories of Eastern Arkansas*, (Chicago: The Goodspeed Publishing Co., 1890), 632-633; Alexandra McCoy, "Stuttgart Arkansas, 1880-1980" [Amici Club Historical Collection, Stuttgart Public Library, Subj. File: NEWSPAPERS]; Bennie Frownfelter Burkett, "One Hundred Years on the Grand Prairie: A Pictorial History of Stuttgart Arkansas, and Its Surrounding Grand Prairie," (Stuttgart: Stuttgart Agricultural Museum, 1980; reprint 1995).

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Thompson, hardware, are leading concerns. The manufacturing concerns are the electric light plant, under contract to light the city for a term of years; Henry Flood's brick yard; Savage Bro.'[sic.] Bear State Lumber and Planing Mills [sic.]; a hardwood mill; B.D. Hurd's large foundry and implement works; the Stuttgart Creamery, B. Reinsch, manager; a carriage factory and harness works. ...<sup>2</sup>

Other buildings/businesses, constructed prior to 1900, referenced in period newspapers include: Leslie's Hotel (Corner of 2<sup>nd</sup> & Main St.), 1887; Four room, two-story school (Between 3<sup>rd</sup> & 4<sup>th</sup> on Leslie), 1888; Thompson Building (northwest corner of 3<sup>rd</sup> & S. Main), 1889 H.E. Rhodes building (northeast corner of S. Main & 4<sup>th</sup>, ca. 1890; Denman Jewelers, 1892; German-American Bank in Metropolitan Hotel Building (3<sup>rd</sup> & S. Main), 1894; and Stuttgart Telephone Company (212 E. 2<sup>nd</sup>), 1894. The first buildings built in Stuttgart were of frame construction, and as a result, in 1888, a large fire destroyed all of the buildings on the west side of Main Street from 2<sup>nd</sup> Street to nearly 4<sup>th</sup> Street. Soon, brick buildings began to replace the frame buildings. The first known brick factory in Stuttgart belonged to Henry Flood. Local historians believe that Flood built the first brick structure in town to showcase his brick; the block on which this building sat became known as Henry Flood's Block ( it was located at northeast corner of present-day Grand Avenue and Second Street). In 1904, the city council passed an ordinance against wooden buildings or additions being built or wooden buildings being moved to Main Street between 1<sup>st</sup> and 6<sup>th</sup> Streets. Therefore, after 1904, all new construction on Main Street was to be of brick. The oldest brick building remaining on Main Street today is the Thompson Building (1889), located at 222 & 224 Main Street at Main and 3<sup>rd</sup> Street (AR0240).<sup>3</sup>

The following businesses were constructed post 1900 or inhabited existing buildings. The dates, businesses, and information listed below was compiled by Alexandra McCoy from period newspapers.

Date	Business	Location	Resource No./Status (if known)
1903	Citizens Bank	East side of S. Main between 2 <sup>nd</sup> & 3 <sup>rd</sup>	
	L. H. Morphew & Company Drug Store	Corner of 3 <sup>rd</sup> & Main	
1904	Bank of Commerce	Southeast corner of 3 <sup>rd</sup> & S. Main St.	
1907	Layne and Bowler (arrive in town)		
1909	Kruppen Machine Shop	Northwest corner of 1 <sup>st</sup> and Grand	
	Mention of Nichol's Toggery Shop		
1910	Delmonico Café Opens	3 <sup>rd</sup> Block at S. Main	destroyed
	Airdome, open-air theater	420 S. Main St.	
	Pastime Pool Hall		AR0250
1911	St. Louis Southwestern Railway Depot		
1912	New High School opens	South Lowe	
1913	First National Bank	204 S. Main St.	
1914	Exchange Bank	Corner of 3 <sup>rd</sup> & S. Main St.	
1916	Menees Brothers' Business	Southeast corner of S. Main & 4 <sup>th</sup> St.	
	Fire House	514 S. Main St.	AR270
1917	Stuttgart City Hospital	501 S. Main	

<sup>2</sup> Due Southwest of the Cotton Belt Route, (Cotton Belt Railway, 1892), pgs. 57-61 [Amici Club Historical Collection, Stuttgart Public Library, Subj. File: BUSINESS-EARLY YEARS]; McCoy, "Stuttgart Arkansas 1880-1890."

<sup>3</sup> McCoy, McCoy, "Stuttgart Arkansas 1880-1890"; Burkett, "One Hundred Years on the Grand Prairie".

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Date	Business	Location	Resource No./Status (if known)
1918	Starley White Machine Works	1 <sup>st</sup> St.	
	Bank of Stuttgart	303 S. Main St.	
1919	Stuttgart Lumber	E. 2 <sup>nd</sup> St.	destroyed
	Garden Theater (later known as the Majestic)	4 <sup>th</sup> St.	
1921	Arkansas County Bank	303 S. Main	
	H. E. Kyler opens the city's first drive-in filling station	4 <sup>th</sup> and College	
1922	Mention of the Stuttgart Hotel	1 <sup>st</sup> and College	
	People's National Bank	3 <sup>rd</sup> near S. Main St.	
	First Library (2 <sup>nd</sup> floor of courthouse)		AR0121
1923	Riceland Hotel opens		AR0100
1924	City Hall built		
1925	Rich Grocery	115 W. 2 <sup>nd</sup>	
1926	Piggly Wiggly Grocery (Hord Building)		AR0236
1927	New AP&L Building	6 <sup>th</sup> and Main St.	
1928	Balconies removed from Metropolitan Hotel		
	Eileen Drennen Memorial Hospital	S. Main St.	
	Julia Shannon School	Leslie St. at 3 <sup>rd</sup> and 4 <sup>th</sup> Sts.	
1929	Fairbanks-Morse takes over Starley White Machine Works		
1932	New Post Office	3 <sup>rd</sup> and Maple	
1934	Youth Activity Hall	S. Main St.	
1936	Jay Oberly reopens Menees Store	S. Main and 4 <sup>th</sup> St.	
1940	Selig's Sandwich Shop		
1941	Stuttgart's Army Air Field is built		
1946	Boeing B-17 monument erected	Between funeral home & courthouse	
1947	Bill's Cafe		

The majority of the buildings within the proposed district are commercial buildings of brick construction or frame construction with a brick or stucco veneer. The commercial buildings, which rest on a concrete slab foundation, are generally topped with a flat or gabled roof hidden behind a parapet. Most of the buildings are standard twentieth-century commercial buildings, some of which display architectural embellishments reflective of various architectural styles. Other building types in the district include a single family dwelling, a multiple family dwelling; and government buildings – reflecting American Foursquare, Folk Victorian; and Neo-Classical styles. Most of the information in the following style descriptions comes from personal observations and [A Field Guide to American Houses](#) by Virginia and Lee McAlester.

*Late Nineteenth & Twentieth-Century Commercial:* Late Nineteenth & Twentieth-Century Commercial Architecture as applied to historic buildings (pre-1957) are generally free standing buildings or a continuous row of buildings of brick or frame construction. Many buildings constructed during this time period, especially in the early- to mid- twentieth century, are solid brick or solid concrete block



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construction, or at least present a veneer of brick, concrete, or stone. These commercial buildings vary in height based upon when and where they were constructed and the technology employed. The remaining Nineteenth & Twentieth-century commercial buildings remaining in Stuttgart are primarily one or two stories and are clad in brick or stucco. Some representative examples of this style that display interesting features or remain relatively intact include: Fairbanks & Morse Co., 122 S. Main (AR0225); The Buerkle Building, 202 & 204 S. Main (AR0057); 205 S. Main (AR0227); 207 S. Main (AR0229); 218 S. Main (AR0237); 221 & 223 S. Main (AR0239); 307 S. Main (AR0244); Russell McCollum Building, 312 S. Main (AR0249); 313 S. Main (AR0250); 316 S. Main (AR0253); 324 & 326 Main (AR0256); 401 S. Main (AR0258); 403 & 405 S. Main (AR 0259); 413 S. Main (AR0263); 110 S. College (AR0278); and 202 S. College (AR0279).

There are some commercial buildings in the district that display architectural embellishments indicative of other styles. There are also four other buildings within the district boundaries that are non-commercial in nature: single dwelling, multiple dwelling, and government, all of which display architectural features associated with certain styles.

*Neo-Classical Revival:* Neoclassical was a dominant style for buildings, specifically domestic buildings, throughout the first half of the 20<sup>th</sup> century. A full-height porch with roof supported by classical columns usually dominates the front. Columns typically have Ionic or Corinthian capitals; pediments are often a prominent feature as are dentils. Symmetry is also an important characteristic of Neoclassical Revival. Some examples of buildings displaying restrained interpretations of this style are: 112 S. Main St. (AR0220); Riceland Hotel, 3<sup>rd</sup> and Main Sts. (AR0100/ NR Listed - 05/21/86); 415 S. Main St. (AR0264); and Arkansas County Courthouse – Northern District, Corner of 3<sup>rd</sup> and S. College (AR0280).

*Folk Victorian:* Folk Victorian is defined by the presence of Victorian decorative detailing on simple folk house forms, which are generally much less elaborate than the Victorian styles they attempt to emulate. This style was popular from the 1870s through the early twentieth century. It is unknown if the house at 505 S. Maple St. (AR0276) is an example of this since it has been covered in siding; however, in form it appears representative of Folk Victorian architecture.

*Italianate:* The buildings at 110 S. Main St. (AR0219); 210 & 212 S. Main St. (AR0231); and 216 S. Main St. (AR0235) display restrained characteristics of the Italianate style popularized in the early 20<sup>th</sup> Century. It was a style primarily for architect-designed landmarks in major metropolitan areas prior to WWI vernacular interpretations of the style spread widely with the perfection of masonry veneering techniques. Some characteristics include: symmetry, heavy brackets, hood moldings, colonnaded entries, quoining, roofline parapet or balustrade, and rusticated first story.

*Art Deco:* Geometric motifs such as decorative elements on the façade, towers and other vertical projections that thrust above the roofline characterize Art Deco architecture. This style was popular during the 1920s through the 1940s. The Hastings Building at 301 S. College (AR0281) is an example of this style.

*American Foursquare:*

A sub-type of the Prairie Style, the American Foursquare is generally reserved primarily for residential architecture. It was popularized between 1900 and 1920. Characterized by simple, square or rectangular plans; low-pitched hipped roofs; and symmetrical facades. Two examples of this style are 315 S. Maple (AR0274) and 415 South Main Street (AR0264).

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*Spanish Revival or Spanish Eclectic:* Most common in the southwestern states, this style was most popular from 1915 through 1940. Spanish Revival is characterized by low-pitched roofs; red tile roof coverings; decorative patterned tiles; one or more prominent arches placed above a door or principal window, or beneath a porch roof; wall surfaces are usually stucco with an asymmetrical façade. The only example of this style in the district is Standard Ice Company, 517 N. Main (AR0061/ NR Listed – 07/02/79).

*English Revival or Tudor:* Steeply pitched roofs that are usually side-gabled, dominated by one or more prominent cross gables, top these houses. English Revival was popular from 1890 through the 1940s. A common features of this style of house is decorative half-timbering and stucco often found in gable ends. Also characteristic of this style are tall narrow windows, usually in multiple groups with multi-pane glazing. On residential buildings, massive chimneys, commonly crowned by decorative chimney pots, adorn the roof. There is one example of this style in the district, 118 West 4<sup>th</sup> Street (AR0292).

A Centennial publication, compiled by Alexandra McCoy, *Stuttgart Arkansas 1880-1980* documents events and families that have shaped the development and history of Stuttgart. McCoy used the following resources: The Stuttgart Trade Journal; The Daily Leader; Stuttgart Republican; Grand Prairie Journal; Grand Prairie News; The Free Press; Daily Arkansawyer; Daly Leader; Arkansawver; Survey of Arkansas Game by Trusten Holder; Successful Waterfowling by Zac Taylor; Beginnings of the Rice Industry in Arkansas by J. M. Spicer; and the Encyclopedia of American History by Richard B. Morris. It is this resource that helps to document much of the growth and change of Stuttgart's commercial area. Below are some of the milestones that note the development of Stuttgart's infrastructure.<sup>4</sup>

- 1883 Completion of the Texas & St. Louis Railway
- 1889 First privately owned phones are hooked up; construction begins on the Arkansas River Railroad
- 1895 City constructs public pump and water trough at railroad crossing on Main
- 1896 First fire fighting equipment purchased for the city
- 1897 First electric light company incorporated under direction of Charles Williamson; called alternately Stuttgart Water and Electric Light Company and Electric Lights and Water Works Company
- 1897 Stuttgart's first telephone Company established (212 E. 2<sup>nd</sup> St.)
- 1899 City installs electric carbon-ark lighting system to burn until midnight
- 1906 City Council grants franchise to Stuttgart Oil and Gas Co., Phillip Kreutzer, pres., to lay pipes for city gas in Stuttgart area
- 1910 First sewer lines are laid; privies begin to disappear
- 1912 Construction of sidewalks begins and house numbers are implemented (mail can now be delivered to home addresses)

<sup>4</sup>Infrastructures are usually defined as the underlying basic buildings, institutions and facilities or other essential elements that are necessary to sustain and enable growth and development of a community. Larimer (1994) speaks of the underlying foundation or framework of basic services, facilities and institutions upon which the growth and development of an area, community or a system depend. Information in the timeline is from the following sources. Ewoud Verhoef, *A Short Literature Survey about Infrastructure Definitions*, <http://www.infrastructures.tudelft.nl/infradef.html>; Mrs. Billy J. Burkett "Council Records Trace History of Fire Department," The Stuttgart Standard, 1 October 1970 [Amici Club Historical Collection, Stuttgart Public Library, Subj. File: FIRE]; "City Engineer Gives Drainage, Street Improvements Top Priority," Stuttgart Daily Leader, 1967 [Amici Club Historical Collection, Stuttgart Public Library, Subj. File: UTILITIES]; "Golden Harvest: A Cut Above the Rest," Stuttgart City Magazine: 2006 Visitor's Guide to the City, (2006), pg. 42.

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- 1913 Stuttgart becomes co-county seat
- 1916 Paving of Main Street from the railroad south to 6<sup>th</sup> Street
- 1917 Stuttgart City Hospital Opens (501 S. Main – no longer extant)
- 1920 Extensive road improvement by the Northern Road Improvement District
- 1922 Harvey Couch installs Arkansas Light & Power Company receiver allowing Stuttgart's citizens to hear broadcasting from KDKA, Pittsburgh, as well as Denver and Pine Bluff
- 1935 Highway 3, which eclipses Stuttgart to the north, is decommissioned and part of new Arkansas Highway 79
- 1942 Giving an economic boost to the community, Stuttgart Army Air Field is built as a twin engine advanced flying school
- 1966 Street, gutter & sidewalk improvements downtown
- 2005 Stuttgart Bypass connecting Highway 63 to Highway 165 completed for 3.2 million dollars

The development of transportation and transportation related services directly influenced Stuttgart's growth and development. Outside of the horse and buggy, the first mode of transportation to really impact Stuttgart was the train, which first arrived in August of 1883, with the completion of the Texas & St. Louis Railway. The Texas & St. Louis Railway connected markets in Texas, Arkansas and Missouri; it was a narrow 3-foot gauge railroad used mostly for shipping cotton. The second railroad that connected Stuttgart to towns nearby was the Stuttgart and Arkansas River Railroad Company (S&AR); it was established in 1889. This railroad stretched from Stuttgart to DeWitt and from DeWitt to Leslie's Corner (renamed Gillette). Shortly after the turn of the century, in 1903, the first automobile came to Stuttgart and by 1910, they were becoming more popular and prevalent. This in turn would eventually lead to the paving of the streets in the downtown area. In 1916, Main Street was paved from the railroad south to 6<sup>th</sup> Street (this is the length of the proposed district), costing \$4,500.00. This improvement occurred under the direction of Clyde Pettit, L.H. Morphew and H.E Rhodes. Rhodes furnished the concrete at cost as part of his civic duty. In 1920, the Northern Road Improvement District of Arkansas County began an extensive road improvement program at an estimated cost of \$3,346,860.00. With the improvement of roads and the proliferation of the automobile, came the need for gas stations. The first drive-in filling station opened in 1921 at 4<sup>th</sup> and College. In an attempt to beautify Main Street, in 1945, the Garden Club replaced all of the shade trees lining the street. In 1947, the contract was let for the paving of Highway 79 from Stuttgart southwest to Wabaseka.

### INTEGRITY

Stuttgart's historic commercial area has survived numerous disasters including: the 1888 Fire that destroyed several buildings along Main Street, as well as other random fires throughout the years; the 1927 Flood that brought heavy rains and rising waters to the county; and tornados, such as the one in 1928 and 1942 that caused damage. Yet the majority of the buildings have withstood the test of man, time and Mother Nature-. The Stuttgart Commercial Historic District is a cohesive group of buildings that maintain the integrity needed to convey their architectural and historic significance. These buildings possess integrity of location and setting as they still possess their original setbacks and configurations. The buildings, which contribute to the district's significance, are still true to their original design displaying the historic materials used in their construction as well as the attention to detail that validates the workmanship displayed when built. The buildings continue to maintain their integrity of association as they have continuously been used as places of commerce, as well as political and social gatherings and residences. The buildings serve as a reminder of how Stuttgart has evolved with the times while staying true to its original design. Although the town has changed in appearance from its 1878 establishment, the extant buildings still convey a mid-twentieth century ambience.

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### SUMMARY

Located in Arkansas County in Arkansas' Grand Prairie Region among world-renown rice fields, is the self-proclaimed duck capital of the world, Stuttgart. Throughout the years, much of Stuttgart's political, economic and agricultural activity has taken place in the downtown area that comprises the proposed historic district. The Stuttgart Commercial Historic District is comprised of 76 resources; 43 (59%) contributing resources and 30 (41%) noncontributing resources. Three of the buildings are listed in the National Register of Historic Places: Arkansas County Courthouse (Northern District), 11-20-92; Riceland Hotel, 5-21-86; and Standard Ice Company Building, 07-02-79. The district is being nominated for inclusion to the National Register of Historic Places, with local significance, under Criteria A and C, with a period of significance spanning 1889 to 1957.

### ELABORATION

#### Grand Prairie

In order to understand Stuttgart's history, one must first acknowledge the importance of the Grand Prairie to this region and how it shaped the settlement and development of Stuttgart, Arkansas. Arkansas County itself has a long and interesting history; it initially covered what is now the state of Arkansas. Arkansas Post was the first white settlement in the state of Arkansas, established in 1686; it was located in the southernmost part of what comprises present-day Arkansas County.<sup>1</sup> Arkansas County, in conjunction with Prairie, Monroe and Lonoke counties, lies in what is known as the Grand Prairie. Prior to settlement, the Grand Prairie ecosystem covered approximately 900,000 acres, with 320,000 acres consisting of tall grass prairie. Based on limited information from soil surveys and diaries of early settlers, ecologists believe that forest comprised 64% of the prairie and grasslands comprised the remaining 36%. This would have provided a varied landscape for settlers consisting of prairie, wetlands, and a mix of forest types. According to a publication by the Arkansas Natural Heritage Commission and the U.S. Fish and Wildlife Service, as early as the 1830s, records indicate immigrants were crossing the Mississippi River by ferry, some of which were settling in the Grand Prairie. However, at this time, most of the prairie lands were not farmed due to the difficulty of growing most crops in the clay-based soil. Small patches of forest were cleared and farmed near towns, but the total area cleared was small. Up until the late 1800s, the major industries on prairie lands were grazing and haying, both of which impacted the prairie to some degree. By the end of the nineteenth century farmers from Illinois, Missouri, Iowa, and Indiana began settling areas of the Grand Prairie. Many of these farmers were Czech and German immigrants, bringing with them "prairie agriculture" based on oats, corn, and dairying. These farmers began plowing the grasslands thus further perpetuating the change of the prairie's pre-settlement appearance. Adam Buerkle carved out an existence in this prairie in 1878, when he and a group of German immigrants settled in proximity to present-day Stuttgart.<sup>2</sup>

#### Stuttgart: Late Nineteenth Century Establishment and Development (1878-1900)

Local historians attribute Reverend Adam Buerkle as being the founder of present-day Stuttgart in 1878; however, it wasn't until almost ten years later, in 1887 that the "town" of Stuttgart began to grow and prosper under the auspices of Colonel Thomas H. Leslie and his brother. In 1878, Reverend Adam Buerkle and a group of German immigrants left Woodville, Ohio, by train and traveled to Carlisle, Arkansas. Buerkle, along with 65 immigrants, 17 of which were Lutheran ministers, then traveled south by ox teams to the Timms plantation. Prior to the trip, Buerkle had purchased the Timms Plantation (also known as the pre-Civil

<sup>1</sup>Goodspeed Publishing Co., *Biographical and Historical Memoirs of Eastern Arkansas*, (1890, reprint 1978), 632; "The Train to Gillet, The Stuttgart and Arkansas Railroad," *The Grand Prairie Historical Society Bulletin* (April 1982), 14 [Amici Club Historical Collection, Stuttgart Public Library, Subj. File: RAILROAD].

<sup>2</sup>The Grand Prairie is an unusual feature within the Mississippi River Delta as prairies are considered to be more typical of dry climates. The Grand Prairie by contrast is abundantly watered, receiving an average of just over 50 inches of rainfall per year. The soils of the Grand Prairie do not allow rainwater to penetrate far and don't provide much water to plants, which made early farming difficult, however, it would later prove beneficial to rice farmers after the turn of the 20<sup>th</sup> century. Arkansas Natural Heritage Commission, "The Grand Prairie of Arkansas: Past, Present & Future," pg. 1, 4, 14-15.

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War "Gum Pond Plantation"), which was between 7,700 and 11,000 acres in size, depending on the source consulted. One year later, in October of 1879, the rest of the Buerkle family arrived with the second group of German settlers consisting of approximately 16 families. Buerkle sold half of his plantation to the colonists and kept the other half for his family.<sup>3</sup>

After the arrival of the second group of colonists, Buerkle organized the Emanuel Evangelical Lutheran Church in his three-story home overlooking Gum Pond. On 30 April 1880, Buerkle established the first post office and named it "Stuttgart" after his home in Germany. Also in 1880, Buerkle started the first school, which was located at the Mitchell Plantation. Two years later, in 1882, the first schoolhouse was constructed for \$200.00 (located on present-day Main Street between 4<sup>th</sup> and 6<sup>th</sup> streets). The next big event occurred in August of 1883, with the completion of the Texas & St. Louis Railway (also known as the Paramore Railway as it was a venture spearheaded by Texan, James W. Paramore whose Arkansas cohort was Samuel W. Fordyce). The Texas & St. Louis Railway connected markets in Texas, Arkansas and Missouri; it was a narrow 3-foot gauge rail used mostly for shipping cotton. The Arkansas portion of the track went from Texarkana to Camden, Camden to Pine Bluff, Pine Bluff to Clarendon, Clarendon to Jonesboro, and Jonesboro to Birds Point, MO.<sup>4</sup> The Pine Bluff to Clarendon segment did not pass through Buerkle's Gum Pond Plantation, where the original post office was located, but it did pass through land adjacent to the plantation that Buerkle still owned. It was near the tracks that Buerkle established the second site for the post office by building a small shack and posting a sign that said "Stuttgart". The post office became a stop on the railway and established the present-day site of Stuttgart (the office was on the west side of present-day Main Street, immediately north across the railroad tracks, approximately two miles southeast of Buerkle's plantation site of the first post office).<sup>5</sup>

In 1884, a land company was organized and surveyors platted the town of Stuttgart; two of the original surveyors were L. R. Morse and W.T. Eaton. However, little growth or development occurred outside of the occasional church or business establishment. Beginning in 1886, the publication of the earliest known newspaper, the Grand Prairie Journal, occurred. However, it wasn't until the following year, with the arrival of Colonel Thomas H. Leslie and his brother Henry, that the town truly began to develop and prosper.<sup>6</sup> The Leslie brothers moved their families to Stuttgart from the southern part of the county named Leslie's Corner (now present-day Gillett). An article in the Arkansas Gazette, 13 March 1889, states the following:

It was not until the spring of 1887 when T.H. Leslie located in Stuttgart that our little city, Queen of the Prairie, gave evidence of becoming a city noted for its commercial and educational enterprise. Leslie started the Grand Prairie Real Estate Exchange let it be said that their efforts have been instrumental in locating hundreds of the best families in the world on our fertile land.<sup>7</sup>

<sup>3</sup>Bennie Frownfelter Burkett, "One Hundred Years on the Grand Prairie: A Pictorial History of Stuttgart, Arkansas," (Stuttgart: Stuttgart Agricultural Museum, 1980; reprint 1995); Alexandra McCoy, "Stuttgart Arkansas 1880-1980" [Amici Club Historical Collection, Stuttgart Public Library, Subj. File: NEWSPAPERS].

<sup>4</sup>Originally organized as the Texas and St. Louis Railway in 1879, the railway was reorganized as the St. Louis, Arkansas & Texas Railway in 1886 and reorganized once again in 1889 as the St. Louis Southwestern (SSW) Railway, and nicknamed the Cotton Belt. In 1925, the Cotton Belt came under the control of the Chicago, Rock Island & Pacific Railroad (Rock Island Lines); then in 1930, the Southern Pacific filed an application for acquisition and acquired the Cotton Belt by 1933. *The History: St. Louis Southwestern Railway*, [www.geocities.com/TheTropics/3199/c\\_belt.html](http://www.geocities.com/TheTropics/3199/c_belt.html); *Blacklands Railroad History*, [www.backlandsrailroad.com/BLR-Pages/About/History/history.html](http://www.backlandsrailroad.com/BLR-Pages/About/History/history.html); and "The Train to Gillett," pgs. 9-11.

<sup>5</sup>Ibid.

<sup>6</sup>McCoy, "Stuttgart Arkansas 1880-1980," Bennie Frownfelter Burkett, "History of Grand Avenue United Methodist Church, 1887-1989," (Stuttgart: Standard Printing Company), pg. 8.

<sup>7</sup>Burkett, "History of Grand Avenue United Methodist Church," 8-9.

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According to local historian Bennie Burkett, the Leslie brothers organized and advertised the Grand Prairie Real Estate Exchange. Although the railroad had been passing through the area since 1883, it wasn't until 1887 that these two entrepreneurs began to utilize the railroad to accomplish a common goal ... the settlement of an area. Since railroad companies had received substantial land grants from the federal government in the 1870s and 1880s, the railroad companies had an interest in seeing the land settled and cultivated so as to increase trade and shipping, oftentimes the railroads sponsored newspaper tours of the state. The Leslie brothers utilized the railroad to send land agents to the Midwest to offer people free travel by train to Stuttgart to see what the Grand Prairie had to offer. Land agents met the incoming trains and the "big sell" began.

Possessing an entrepreneurial spirit, in addition to founding the Real Estate Exchange, the Leslies' built a large frame hotel (on the site of the present-day Riceland Hotel). Also, Thomas Leslie became president of Stuttgart's first bank, the Arkansas County Banking Company (which later closed in the 1890s). The Leslies' recognized the importance of the railroad and in 1889, they founded the Stuttgart and Arkansas River Railroad Company (S&AR). In collaboration with Francis M. Gillett of New York City (who provided the total cost of \$250,000, one locomotive and two passenger cars) the Leslies' built a railroad from Stuttgart to DeWitt and from DeWitt to Leslie's Corner (renamed Gillett). However, within a few months after opening for business, the S&AR's debt exceeded its earning capacity, and a receiver – the Cotton Belt's S.W. Fordyce – was appointed by the bankruptcy court on 27 January 1893. Seven years later, on 3 January 1901, the line was sold to the Cotton Belt in order to settle claims of creditors<sup>8</sup>

By the end of the 1880s, many people were moving to the area each week. On 5 August 1889, citizens petitioned to have the town incorporated and the people elected Colonel Bob Crockett (one of Davy Crockett's grandsons) as the first mayor. Education was also given a place of importance in 1889, as a new two-story schoolhouse was constructed on Leslie Street (between 3rd and 4th Streets) to replace the original one-story schoolhouse. Stuttgart College (located at 15<sup>th</sup> and College Streets) also opened its doors in 1889 as a four-year institution. The first city census of 1890, reports Stuttgart's population as being 1,165 residents.<sup>9</sup>

During the 1890s, Stuttgart continued to grow and prosper. Primarily an agricultural-based economy, the town attempted to diversify and bring more modernized amenities to the town. The following article in the 1895 issue of the Stuttgart Free Press, written by editor W. D. Matthews, describes the town as follows:

Stuttgart is all right. Why? Because of its elegant location in the center of the open prairie country. Because it has a good start, and has passed the experimental stage. Because it is made up of an enterprising class of people, with up to date ideas, whose ambitions and hopes run in the same channel and that channel is the upbuilding of the city, the encouragement of all classes of enterprises, and at the same time not losing sight of the interests of the surrounding country, upon which it is dependent for success. Because it already has a fair name as a clean town – clean streets, clean buildings, clean men, women and children. Because its brick buildings are of a good grade – brick business blocks being modern and commodious size. Because it is an educational center, with graded schools and a complete college. Because it is not cursed with saloons. Because it already has excellent railroad facilities with prospects for better. For these "because's" and numerous others we feel justified in repeating that Stuttgart is all right and is getting righter everyday. ... At this time every building including residences, is occupied and many new ones are in the course of construction. There is no boom. The growth is healthy and just keeps up with the country. There is room for investment and businesses, particularly in the line of manufacture. It is impossible to go

<sup>8</sup>Ibid.; William D. Baker, "Historic Railroad Depots of Arkansas, 1870-1940," (Little Rock: Arkansas Historic Preservation Program), pg. 9; "The History: St. Louis Southwestern Railway," [www.geocities.com/TheTropics/8199/c\\_belt.html](http://www.geocities.com/TheTropics/8199/c_belt.html).

<sup>9</sup>McCoy, "Stuttgart, Arkansas, 1890-1980."

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into details relative to the town, its people and its business. We know that we have a good town and are proud of it and invite inspection, believing that if you want a home. In a southern town, where the society is excellent, religious and educational privileges are first class, there being churches of nearly every denomination, you will stop with us.<sup>10</sup>

A promotional booklet published in 1892, lists the following business in Stuttgart:

The business concerns of Stuttgart are thirty in number, about half of them merchandisers, handling, not a miscellaneous stock as in most small town, but, as groceries, dry goods, etc., as the case may be. Redd & Whaley, groceries, J. I. Porter & Co., lumber, and Mahle & Thompson, hardware, are leading concerns. The manufacturing concerns are the electric light plant, under contract to light the city for a term of years; Henry Flood's brick yard; Savage Bro.' [sic.] Bear State Lumber and Planning Mills [sic.]; a hard wood mill; B. D. Hurd's large foundry and implement works; the Stuttgart Creamery, B. Reinsch manager; a carriage factory; and harness works. There is room for more than these, and ample encouragement would be afforded a flour mill, a ice works, stave mill or a cotton oil works.<sup>11</sup>

In 1895, the city constructed the first public pump and water trough at the railroad crossing on Main. In 1897, several businessmen including H. E. Rhodes, W. S. Gettle, J. I. Porter, D. L. Cramer and J. T. White organized and incorporated the Stuttgart Telephone Company. Also in 1897, Charles Williamson incorporated the first electric light company, which was alternately called Stuttgart Water and Electric Light Company or Electric Lights and Water Works Company. In 1899, the city installed an electric carbon-arc lighting system. The 19<sup>th</sup> century closed with Stuttgart thriving as a small, self-sufficient town.<sup>12</sup>

### Stuttgart: Twentieth Century Progress (1900-1956)

Throughout the 20<sup>th</sup> Century, Stuttgart experienced the pains that small towns and cities all over the United States experienced in regards to WWI, the Great Depression, WWII, epidemics, and natural disasters all of which affected the town's people. However, there were other factors occurring locally during the 20<sup>th</sup> Century would more visibly shape the economic and political growth and development of Stuttgart as a city, the first of these being the division of Arkansas County into two districts in 1913. This division made Stuttgart a co-county seat boasting of its own courthouse, thus also making the town a political center for the northern part of Arkansas County, since roads were still primitive, making travel difficult. Other influences that significantly shaped the economic growth and social development of the town include: railroad expansion, arrival of the automobile, road improvements, rice farming, and duck calling/tourism.

### Railroads

<sup>10</sup> W. D. Matthews, "Queen City of the Grand Prairie," Stuttgart Free Press, 29 August 1895.

<sup>11</sup> "Conclusion of Railroad Booklet," The Stuttgart Standard, 2 September 1971 [Amici Club Historical Collection, Stuttgart Public Library, Subj. File: RAILROAD].

<sup>12</sup> McCoy, "Stuttgart, Arkansas, 1890-1980"; Burkett, "One Hundred Years on the Grand Prairie"; C. N. Davis, "55 Years of Phone History Background Dial Installation," Daily Leader, 13 September 1952 [Amici Club Historical Collection, Stuttgart Public Library, Subj. File: UTILITIES].

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The first railroad to impact Stuttgart was the Texas & St. Louis Railway in 1883. The Texas & St. Louis Railway was a narrow 3-foot gauge railroad used primarily for shipping cotton. It connected markets in Texas, Arkansas and Missouri; the Arkansas portion of the track went from Texarkana to Camden, Camden to Pine Bluff, Pine Bluff to Clarendon, Clarendon to Jonesboro, and Jonesboro to Birds Point, MO. By the 1920s, several railroad companies were servicing Arkansas County: the Cotton Belt Railway, operating between St. Louis and Texas; the Little Rock, Gillett, Stuttgart and Hazen branch lines, also part of the Cotton Belt Railway; and portions of the Rock Island Railroad and the Missouri Pacific Railroad also serviced portions of the county. Stuttgart was home to two train depots, the Cotton Belt Passenger Station and the Rock Island Passenger Station. There is a reference to the Cotton Belt Station in 1890 that states "Travelers catch mule-driven streetcar driven by Sam Suter, at Cotton Belt Station and ride wooden-railed track south to 2<sup>nd</sup>, west to Main, south through business district to 4<sup>th</sup>..."<sup>13</sup> Based on this excerpt, it appears that the first Cotton Belt depot was replaced by a second in 1911, designed in the Mission Revival Style (destroyed in the 1980s). In a booklet, published circa 1887, there is a drawing of a depot titled "Union Depot," that resembles the depot most recently known as the Rock Island Passenger Station (no longer extant).<sup>13</sup>

Due to the fact that the roads truly were impassable until road improvement projects in the 1920s, the train connected the people and the products of Stuttgart to other places and markets. To the left, is a schedule for the St. Louis Southwestern Railway Company – the Little Rock to Gillett Line – published in 1918.<sup>14</sup>

The railroad opened up Arkansas County to other markets around the state and surrounding states, first in the shipment of hay, fruit, oats and other crops and later to rice, the crop that would forever impact Stuttgart and establish her status as the rice growing capital of the world.

ST. LOUIS SOUTHWESTERN RAILWAY COMPANY.						
BRANCHES—Continued.						
Miles No.	Mile from First Point.	Telephone Call.	STATION	Location of Station.	Kind of Agency.	NAME OF AGENT.
<b>LITTLE ROCK--GILLETT LINE</b>						
..... Mileage, North Little Rock to Gillett.....						85.5
Add parallel track at Stuttgart.....						.3
Add connecting Y at England.....						.4
Add Depot Track at DeWitt.....						.4
Add Depot at Gillett to End of Track.....						.2
Mileage, Little Rock--Gillett Line.....						87.0
			D. O. Little Rock (First)	TEL		C. E. Silliman.
0284	285.8		North Little Rock (First)	F		C. E. Silliman.
0284	283.5		North Little Rock (First)	L C TEL		C. E. Silliman.
0282	282.0		A. Y. North Little Rock (First)	TEL		C. E. Silliman.
0281	280.6		Newno	L		
0275	275.2		Osceola	R		
0272	272.2	F.	Scott	R	F L TEL	G. P. Shrigley.
0271	270.7		Borgen	R		
0269	268.7		Toltec	L	F L	B. L. Hughes.
0267	266.7		Wilobel	L	F L TEL	Jessie Guy Lowe
0264	264.1		K. O. Kee	R	F L TEL	E. F. Owens.
0260	259.5		J. England	R	F L TEL	
0259	258.9		England Jct.			
0257	256.3		Boyd			
0254	253.6		C. Y. Coy	L	F L TEL	Jessie E. Patrick.
0251	250.7		Ryan	R	L	B. E. Anderson.
0248	248.3		Alport	L		J. B. Reid.
0247	246.7		Humnoke	L		G. E. Fraser.
0244	243.8		Geridge	R		
0242	241.5		Brummitt	R		
0241	240.8		Dog Island	R		
0240	239.4		Leighton	R		
0236	235.6		Rice Junction			
0233	232.9		Stuttgart	L	F L C TEL	James B. Porter
M235	235.3	Z.	Rockaway	R		
M209	028.6		Yelder	R		
M242	241.8		Holdridge	R		
M245	244.6	A.	Almyra	R	F L TEL	J. L. Smith.
M247	246.5		Kittlers	R		
M250	249.5		Olena	R		
M252	251.9		Burks	R		
	255.5		H. B. DeWitt Depot Tracks	R	F L C TEL	A. S. James.
M258	255.9	D. E.	DeWitt	R	F L C TEL	
M257	257.4		Tomwall	L		
M259	258.9		Indians	R		
M261	261.2		Mayview	R		
M263	262.7		Hyden	R		
M265	265.2		Buffe	R	F L TEL	W. E. Cooksey.
M268	267.7	G. I.	Gillett	R	F L TEL	
	267.9		End of Track			

\*In figuring distance between DeWitt and Gillett: add .4M to Mileage of Head Block DeWitt Depot Track.

- LITTLE ROCK--GILLETT LINE IN 1918 -

- JAN. 1, 1918 -

<sup>13</sup>"The History: St. Louis Southwestern Railway," [www.geocities.com/TheTropics/8199/c\\_belt.html](http://www.geocities.com/TheTropics/8199/c_belt.html); "Blacklands Railroad History: A short History of the Northeast Texas Rural Transportation District and the Blacklands Railroad," [www.backlandsrailroad.com/BLR-Pages/About/History/history.html](http://www.backlandsrailroad.com/BLR-Pages/About/History/history.html); and "The Train to Gillett," 9-11; McCoy "Stuttgart Arkansas, 1890-1980;" "Due South over the Cotton Belt Route," (Cotton Belt Railway, 1892), pg. 64 [Amici Club Historical Collection, Stuttgart Public Library, Subj. File: BUSINESS-EARLY YEARS].

<sup>14</sup>"Booklet Relates History of Business Firms in County," *Stuttgart Standard*, 8 August 1974 [Amici Club Historical Collection, Stuttgart Public Library, Subj. File: BUSINESS-EARLY YEARS]; The Train to Gillett," pg. 14.



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### *Automobile/Road Improvements*

Just as the railroad made transportation more convenient and Stuttgart more accessible, so too did the automobile. In 1903, the first automobiles made their appearance in Stuttgart. Art Tindall purchased a 1903 Oldsmobile and Louis Thellman purchased a one-cylinder Brush Electric car. The earliest ordinance on the books regarding automobiles is a 1909 Ordinance, Ordinance 86, which states, "No automobile, locomobile, motorcycle or other horseless vehicles propelled by steam or other motor power shall be propelled at a greater speed than 10 miles per hour within the city limits. Said vehicles must be equipped with lanterns or other lights when run at night."

By 1910, there were approximately 60 automobiles in Stuttgart and the surrounding area. With the automobile, came the need for road improvements.<sup>15</sup>

In 1920, the Northern Road Improvement District of Arkansas County began an extensive road improvement program at an estimated cost of \$3,345,860.00. At this time, Stuttgart was located along Highway 3, which was replaced in 1935 by U.S. Highway 79, the major thoroughfare that passes through Stuttgart. Today, highways leading to and from Stuttgart include U.S. Highways 165 and 79 and Arkansas Highway 11 and 176.<sup>16</sup>

### *Rice Farming*

Just as the automobile would forever change the country, the crop that would forever change Stuttgart and the Grand Prairie was first planted shortly after the turn of the century ... *rice*. While much of Arkansas was trying to capitalize on their mineral assets and the lumber industry was systematically moving through the forests, rice was being planted on the Grand Prairie.<sup>17</sup> According to state historian Holly Hope, W. H. Fuller first tried unsuccessfully to establish rice in Lonoke County using his observations of a



1909 – East side of Main Street at 4<sup>th</sup> and Main.  
Photo located in the Amici Collection at the Stuttgart Public Library

<sup>15</sup>"Ford's Model T Comes to Stuttgart," The Stuttgart Standard, 12 August 1971 [Amici Club Historical Collection, Stuttgart Public Library, Subj. File: AUTOMOBILE].

<sup>16</sup>"Arkansas Highways," [www://en.wikipedia.org/wiki/Arkansas\\_Highway\\_3](http://en.wikipedia.org/wiki/Arkansas_Highway_3)

<sup>17</sup>"Environment," [www.encyclopediainfoarkansas.net/encyclopedia/entry-detail.aspx?search=1&entryID=390](http://www.encyclopediainfoarkansas.net/encyclopedia/entry-detail.aspx?search=1&entryID=390).

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crop in Louisiana; however, he did not produce the desired results. Fuller then spent four years studying and observing the Southwest Louisiana rice industry in order to achieve better and greater rice yield. While Fuller was away, his brother-in-law John Morris, experimented with rice in the Carlisle area. Morris is attributed with being the true arbiter of successful rice growth on the Grand Prairie as he was able to cultivate an entire twenty-acre stand of rice planted in 1903. In 1904, Fuller returned to Arkansas and persuaded Lonoke County businessmen to give him \$1,000 if he could successfully cultivate 75 acres of rice and turn out 35 bushels per acre, which he was able to do.<sup>18</sup>

By 1905, farmers had planted four hundred and fifty acres of rice on the Grand Prairie in the clay-based soil that held water and nourished rice crops. The potential for raising and selling a successful crop, drew many people to the Grand Prairie. Real-estate Agents traveled westward serving as sponsors for excursion trains that would escort potential buyers free of charge to the Prairie to view the available land. In 1907, the Rice Experiment Station was started and a new rice mill was built to accommodate the rice being raised in the area. The mill netted a profit of \$16,000 during its first season. In 1909, the Rice Growers' Association of Arkansas was established to protect and inform industry providers. During WWI, America became a key supplier of rice for Allied armies and the military. In the boom years during WWI, the price of rice for the consumer had risen commensurate with the higher prices paid to the farmer, which translated to increased prices in the stores, leading to decreased public demand. In 1909, to celebrate the importance of rice to the community, Stuttgart held its first Rice Carnival. An article in the Arkansas Gazette, 15 October 1924 said, "The sixth annual Rice Carnival opened at Stuttgart with more than 5,000 visitors present." Having become an annual event in 1918, rice remained at the heart of the community.<sup>19</sup>

According to Hope, in 1921, the Arkansas Rice Growers' Co-operative Association was formed as a result of producer's uncertainty about their future earnings. The association formed a non-stock co-operative that required every farmer who brought in rough rice to sign a membership agreement. The association would mill the rice and sell it through brokers and agents. The Association initially leased mills but by the mid-1920s they had purchased all of the mills in Stuttgart, Wheatley and Dewitt. After a 1929 restructuring to the benefit of the farmers, the Association began a successful future (which has endured to the present under the legal name Riceland Foods). Also of importance, in 1925, Clyde Pettit established the world's first seed laboratory in the old Searan Feed Mill (123 North College Street) under management of Jim Stoth, this later became Pioneer Seed Company. By the 1940s, small farms were being replaced by large farms, many as large as 1,000 acres. Shortly after the end of WWII (1945), soybeans were introduced to the Grand Prairie. A. R. Thorell and Jake Hartz, Sr., introduced soybeans to the prairie farmers as another resource of income; however, it wasn't until the implementation of combines and dryers that the soybean crop became successful, although the rice crop still prevailed.<sup>20</sup> Rice continues to be a staple of the Stuttgart community, as well as much of the world, as the Grand Prairie remains the world's largest rice producer.

### ***Duck Calling/Tourism:***

The introduction of rice to the Grand Prairie would eventually enhance the area's potential as a waterfowl venue since Stuttgart is located in the Mississippi Flyway near the meandering Arkansas and White rivers. The Bayou Meto and several lakes make the

<sup>18</sup>Holly Hope, "Get Down the Shovel and the Hoe: Cotton and Rice Farm History and Architecture in the Arkansas Delta, 1900-1955" (Arkansas Historic Preservation Program), pgs. 46-48; "Arkansas Prairie Turns Out to Be Just Right for Rice," The Arkansas News (Old Statehouse Publication - Fall 1997), pg. 7.

<sup>19</sup>The first reference I find to the Rice Carnival is 1909; however, it may not have become an *annual* event until 1919. McCoy, "Stuttgart, Arkansas, 1880-1980"; Hope, "Get Down the Shovel and the Hoe," pgs. 62-63; "The Sixth Annual Rice Carnival Opened at Stuttgart with more than 5,000 Visitors Present" Arkansas Gazette, 15 October 1924, [www.oldstatehouse.com/educational\\_programs/classroom/arkansas\\_news](http://www.oldstatehouse.com/educational_programs/classroom/arkansas_news).

<sup>20</sup>Hope, "Get Down the Shovel and the Hoe," 62-63; Burkett, "One-Hundred Years on the Grand Prairie"; McCoy, "Stuttgart, Arkansas, 1880-1980".

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Stuttgart region that much more inviting to waterfowl. Until the advent of drying facilities, harvested rice was left to dry in the fields, drawing waterfowl in great numbers to feed. Even still, ducks and other waterfowl arrive in the fall to feed on the remnants of rice left in the fields. In 1936, the first World's Championship Duck Calling Contest was held as part of the Rice Carnival. Three men are credited with the idea of the contest: Dr. H.V. Glenn, Vern Tindall and Thad McCollum. The primary goals of the contest were to bring visitors to Stuttgart and to develop competition. The first national duck calling contest occurred on Main Street in downtown Stuttgart on 24 November 1936. Seventeen contestants entered the contest, with Thomas Walsh of Greenville, Mississippi, being selected as the first championship duck caller. Walsh won a hunting coat valued at \$6.60; today the prize package is worth approximately \$15,000.00. Stuttgart became a place where famous people came during duck season, many of which would stay at the Riceland Hotel (built 1929/AR0100). The Hotel became the hub of duck hunting in Stuttgart, a place where all of the guides would meet. Many celebrities stayed in the Riceland Hotel while engaging in the hunt including: actors Andy Devine, Wallace Bery, Robert Taylor and Rod Cameron; baseball player Ted Williams; publishing giants Joseph Pulitzer, Ray Long, Jim Quirk; cartoonist Bud Fisher; industry leaders Cluett of Cluett-Peabody, and New York Jeweler Piere Cartier. Beginning in 1955, every five years the Champion of Champions Duck Calling Contest is held in Stuttgart. In 1957, the Queen Mallard Pageant made its debut. The Duck Calling Contest is now part of the Wings Over the Prairie Festival held each year. The festival has received national attention as hunters come from both near and far to participate not only in the Duck Calling Contest but also to hunt migratory birds. On 28 September 1996 the United State Senate passed a resolution to designate Saturday, 30 November 1996, as National Duck Calling Day, the day in which the contest is held in Stuttgart.<sup>21</sup>

### *In Conclusion:*

The above-referenced events are some of the more locally defining events that occurred in Stuttgart's history that shaped the growth and social and economic development of the town. Events of national significance also impacted Stuttgart as briefly described in the following narrative. After the entrance of the United States in to WWI, the town's first recruits were housed at the Fairchild home on Main Street. During the war the local Red Cross requested housewives save peach pits that would be pulverized to be used as absorbent filters in gas masks. During the Great Depression, New Deal Programs that impacted Stuttgart included the Farm Credit Act, the Commodity Credit Corporation, and the Agricultural adjustment Act. After the United States entered WWII, the Federal Government bought rice farms north of the city for a large army Airbase, which brought many military families to the area, which in turn helped to jump-start the economy. Prairie farmers planted rice on every piece of ground that they could attend; German war prisoners were even shipped to the airbase to help out with the rice harvest. During WWII, 52 soldiers from Arkansas County lost their lives. After the war, the airfield was deeded to the city for private use. According to Census Records, the two greatest periods of growth, occurring within a twenty-year span, occurred between 1900 and 1920 with an increase of 3,264 people and between 1940 and 1960 with an increase of 4,033 people. To date, the Grand Prairie is the world's leading rice producer and shores up the state's economy with major crops. Stuttgart's Riceland continues to be the world's largest processor of rice. Stuttgart's historic legacy is rich and it is steeped in tradition, which allows Stuttgart to call itself the rice and duck capital of the world.<sup>22</sup>

### SIGNIFICANCE

The Stuttgart Commercial Historic District is being nominated to the National Register of Historic Places under **Criterion A** for the events that have occurred within the town, specifically the commercial area, that contribute to a better understanding of local history and broader patterns of history. It is also being nominated under **Criterion C** for its architecture that reflects a type,

<sup>21</sup>"Duck and Rice are Staples in Stuttgart," [http://www.findarticles.com/p/articles/mi\\_qa3678/is\\_200510/ai\\_n15705319](http://www.findarticles.com/p/articles/mi_qa3678/is_200510/ai_n15705319); "Over 60 Years of Duck Calling History (Reprinted from the 1996 Sportsman Guide)," [www.duckcallers.org/60\\_years.html](http://www.duckcallers.org/60_years.html); "104<sup>th</sup> Congress, 2d Session, S. Res. 305: To Designate Saturday, November 30, 1996, as 'National Duck Calling Day'." [www.thomas.loc.gov/cgi-bin/query/z?c104:S.+Res.+305](http://www.thomas.loc.gov/cgi-bin/query/z?c104:S.+Res.+305); Lori Tucker, "In Heyday, Riceland was Hub of Celebrity Action," *The Daily Leader Tele-Times*, 16 May 1980 [Amici Club Historical Collection, Stuttgart Public Library, Subj. File: HOTELS].

<sup>22</sup> Burkett, "One Hundred Years on the Grand Prairie"; "Golden Harvest: A Cut Above the Rest," 42.

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period, and or method of construction. Settled in 1878, and surveyed in 1884, Stuttgart has served as a co-county seat since 1913. The early growth of the town centered on Main Street and the railroad, a portion of which lies just north of the northern most part of the district's boundary. Many of the families that remain in Stuttgart, some of which still own businesses or buildings in the downtown area, are descendants of the early settlers. The 76 resources within the proposed commercial district are significant because they are the best representation of Stuttgart's commercial, political and social history, and architectural styles. The construction dates of these buildings range from 1889 to 1957, with 1889 being the construction date of the oldest known building, the Thompson Building (AR0240), and 1957 being the cutoff date for those buildings deemed historic. The buildings within the district are primarily representative of commercial architecture, though some buildings display architectural elements associated with Folk Victorian, American Four-square, Italianate, Neo-classical, Spanish Revival, English Revival and Art Deco styles. It is with **local significance** that the Stuttgart Commercial Historic District is being nominated to the National Register of Historic Places under **Criteria A and C**.

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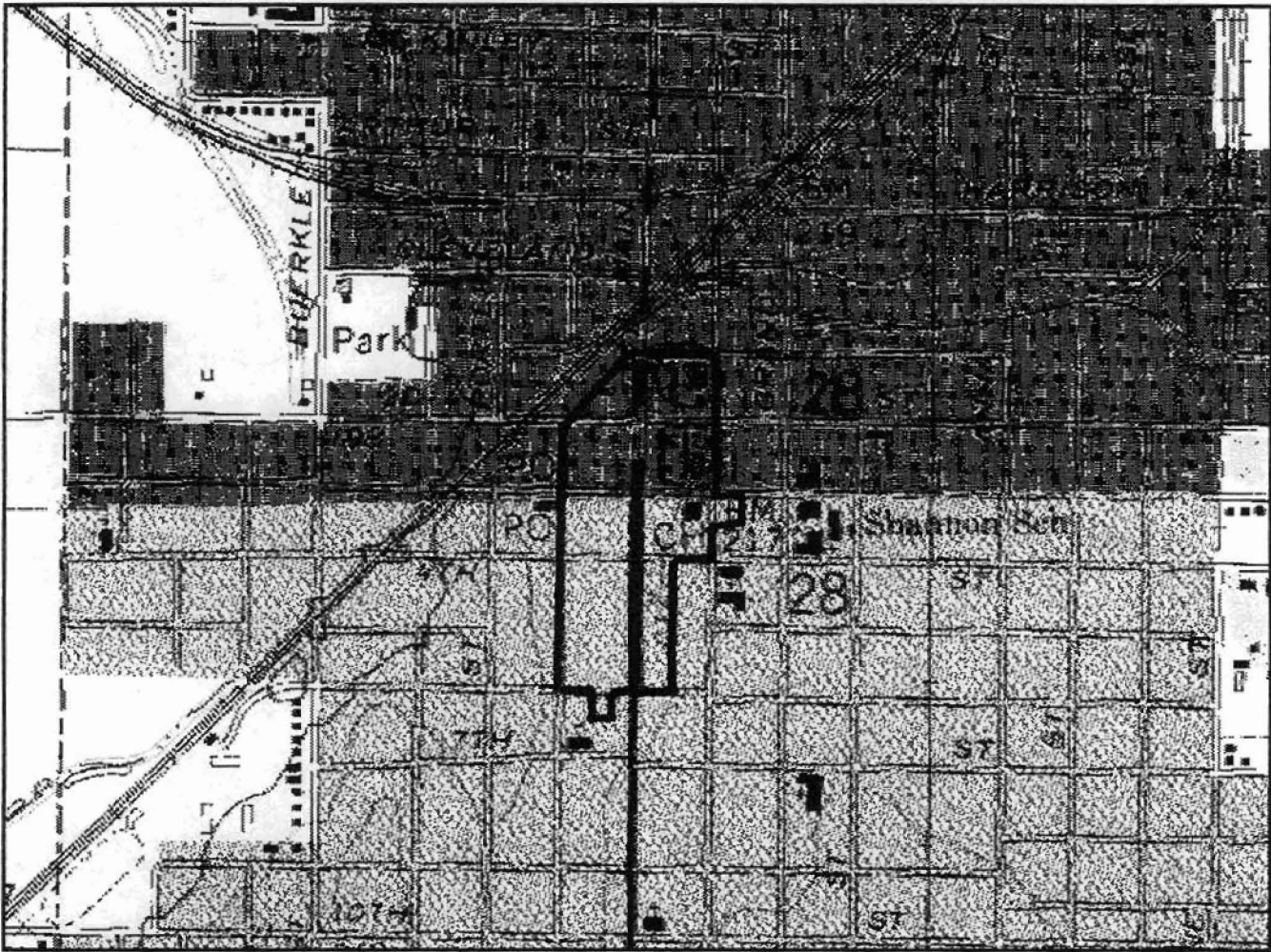


Satellite Image of South Main Street, Stuttgart, Arkansas as seen on Google Earth.

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USGS Map of district area extracted from website Topozone.com

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STUTTART SURVEY					
RESOURCE NO	EARLIEST KNOWN HISTORIC NAME	ADDRESS	NR STATUS	CONST. YEAR	ARCHITECT
AR0277	RICELAND CENTRAL STORES BUILDING	1ST, E & S COLLEGE STS. SW CORNER	NC	1910	
AR0283		2ND, 111-113, W	C	1925	
AR0284	LAYNE-ARKANSAS CO. BUILDING	2ND, 116-120	C	1919	
AR0285		2ND, W & S MAPLE STS, SE CORNER OF	NC		
AR0110	HONER BUILDING	3RD, 115, E	C	1938	
AR0288		3RD, 115-117, W	NC	1920	
AR0289		3RD, 116, W	NC	1930	
AR0290	C.D. CONREY DEALERSHIP	3RD, 118, W	C	1920	
AR0286		3RD, 119-121, E	INC	1935	
AR0287		3RD, 123, E	C	1952	
AR0121	ARKANSAS COUNTY COURTHOUSE - NORTHERN DISTRICT	3RD, E & S COLLEGE STS, CORNER OF	NR	1928	BARRETT, J B
AR0271		3RD, W & S MAPLE STS, SE CORNER OF	NC		
AR0292		4TH, 118, W	NC	1935	
AR0293		4TH, 119, W	C	1950	
AR0291		4TH, 119, W & W OF 400 S MAIN ST, PARKING LOT E OF	NC		
AR0294	HANSON BUILDING	6TH, 111, W	C	1946	
AR0295		6TH, 116, W	C	1935	
AR0296		6TH, W & S MAPLE STS, NE CORNER OF	NC		
AR0278		COLLEGE, 110, S	NC	1919	
AR0279	J. F. WHALEY FARM IMPLEMENTS	COLLEGE, 202, S	C	1920	
AR0281	HASTINGS BUILDING	COLLEGE, 301, S	C	1946	
AR0282	ELKS LODGE	COLLEGE, 312, S	C	1918	
AR0100	RICELAND HOTEL & EXCHANGE BANK	MAIN & 3RD, SW CORNER	NR	1923	MANN & STERN
AR0216		MAIN, 100-104, S	NC	1925	
AR0217	RICELAND FOODS WAREHOUSE	MAIN, 101, S	C	1920	
AR0218		MAIN, 109-111, S	C	1920	
AR0219		MAIN, 110, S	C	1900	BUERKLE, ADAM
AR0220	THE BUCKEYE BUILDING	MAIN, 112, S	C	1930	
AR0221		MAIN, 113-115, S	C	1920	

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STUTTART SURVEY					
RESOURCE NO	EARLIEST KNOWN HISTORIC NAME	ADDRESS	NR STATUS	CONST. YEAR	ARCHITECT
AR0222		MAIN, 116-118, S	NC		
AR0223		MAIN, 119, S	C	1920	
AR0225	FAIRBANKS & MORSE COMPANY	MAIN, 122, S	C	1920	
AR0226		MAIN, 201-203, S	NC	1935	
AR0057	BUERKLE BUILDING	MAIN, 202-204, S	C	1920	BUERKLE, ADAM
AR0227		MAIN, 205, S	NC	1937	
AR0228	RUSSELL MCCOLLUM BLDG. (#1)	MAIN, 206, S	NC	1909	
AR0229	OLD GRAND PRAIRIE LEADER BUILDING	MAIN, 207, S	C	1935	
AR0230		MAIN, 209, S	C	1936	
AR0231		MAIN, 210-212, S	C	1920	
AR0232		MAIN, 211, S	NC	1910	
AR0233		MAIN, 213, S	NC	1915	
AR0234		MAIN, 215, S	C	1915	
AR0235		MAIN, 216, S	C	1910	
AR0236	HORD BUILDING	MAIN, 217-219, S	C	1900	
AR0237		MAIN, 218, S	C	1920	
AR0238		MAIN, 220, S	NC	1903	
AR0239		MAIN, 221-223, S	C	1900	
AR0240	THOMPSON BUILDING (OLDEST BRICK BUILDING)	MAIN, 222-224, S	NC	1890	
AR0241	BUILDING AT 301 S MAIN ST	MAIN, 301, S	C	1920	
AR0242	CROWE DRUG CO	MAIN, 305, S	C	1915	
AR0243		MAIN, 306, S	NC	1920	
AR0244		MAIN, 307, S	C	1910	
AR0246		MAIN, 308, S	NC	1920	
AR0247		MAIN, 309, S	C	1910	
AR0248		MAIN, 311, S	NC	1910	
AR0249	RUSSELL MCCOLLUM BLDG. (#2)	MAIN, 312, S	C	1910	
AR0250	PASTTIME POOL HALL	MAIN, 313, S	C	1910	
AR0251		MAIN, 315, S	NC		
AR0252		MAIN, 315, S. VACANT LOT S OF	NC		
AR0253		MAIN, 316, S	C	1920	
AR0254		MAIN, 320, S	NC	1910	

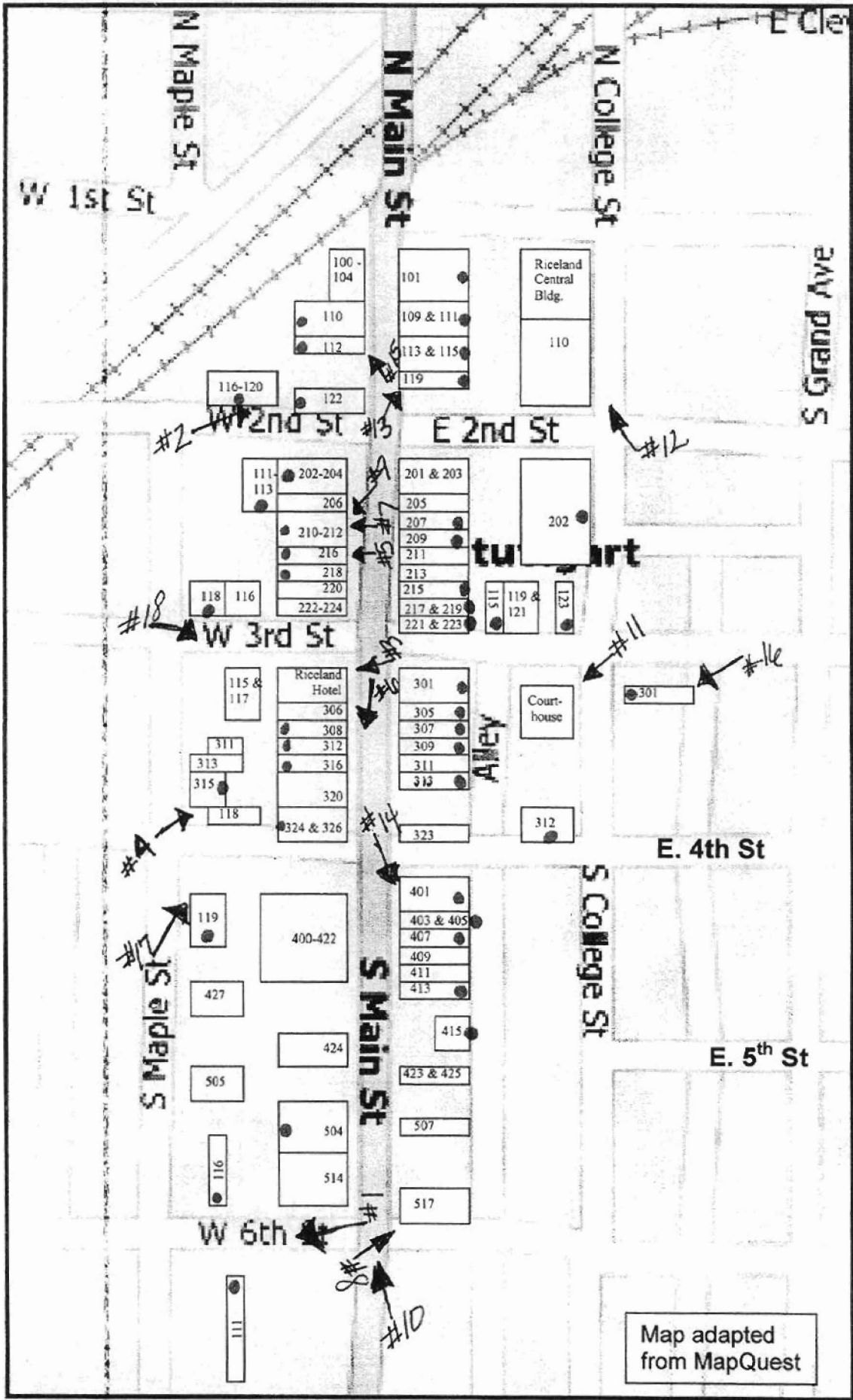
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## STUTTART SURVEY

RESOURCE NO	EARLIEST KNOWN HISTORIC NAME	ADDRESS	NR STATUS	CONST. YEAR	ARCHITECT
AR0255		MAIN, 323, S	NC	1920	
AR0256		MAIN, 324-326, S	C	1920	
AR0257		MAIN, 400-422, S	NC	1950	
AR0258		MAIN, 401, S	C	1920	C. M. JOHNSON
AR0259		MAIN, 403-405, S	C	1917	
AR0261		MAIN, 409, S	NC	1920	
AR0262	WILLIAMS, B L BUILDING	MAIN, 411, S	NC	1920	
AR0263	NATURAL GAS BUILDING	MAIN, 413, S	C	1920	
AR0264	MAGNOLIA APARTMENTS	MAIN, 415, S	C	1930	
AR0265		MAIN, 423-425, S	NC	1935	
AR0266		MAIN, 424, S	NC	1935	
AR0267		MAIN, 425, S, VACANT LOT S OF	NC		
AR0268		MAIN, 504, S	C	1955	
AR0269	CHAMBER OF COMMERCE BUILDING	MAIN, 507, S	NC	1915	
AR0270	STUTTART MUNICIPAL BUILDING (City Hall, Fire Dept., & City Jail)	MAIN, 514, S	NC	1915	
AR0061	STANDARD ICE CO BLDG	MAIN, 517, S	NR	1926	
AR0260		MAIN, 407, S	C	1920	
AR0224		MAIN, S & E 2ND STS, NE CORNER OF	NC		
AR0272		MAPLE, 311, S	NC	1930	
AR0273		MAPLE, 313, S	NC	1940	
AR0274		MAPLE, 315, S	C	1928	
AR0275	BILL DAVIS BUILDING	MAPLE, 427, S	NC	1990	
AR0276		MAPLE, 505, S	NC	1920	



**Stuttgart  
Commercial  
Historic  
District**

# = Street  
Address

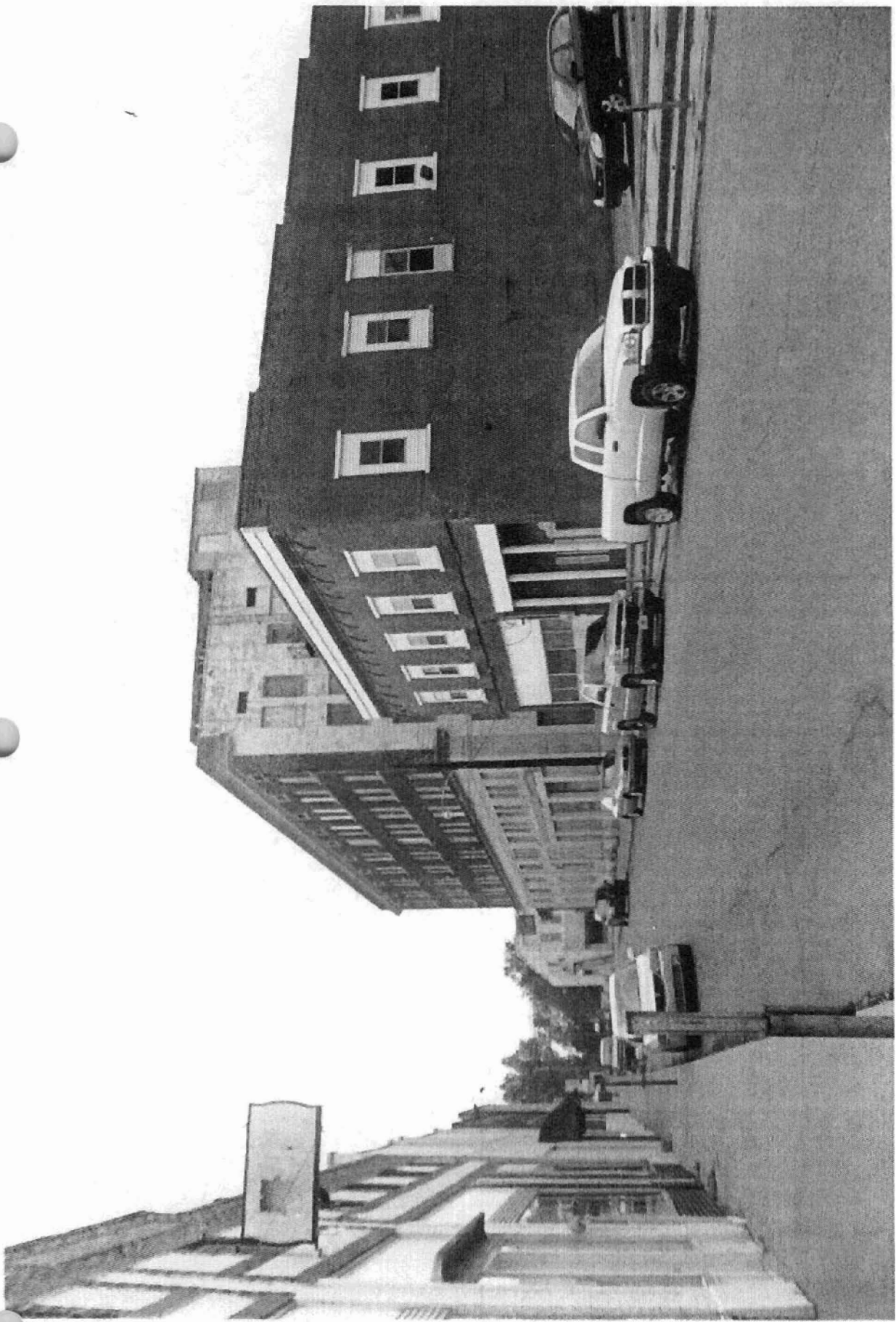
● = Contributing  
Resource

**Properties  
Listed on the  
National  
Register:**  
 Courthouse  
 Riceland Hotel  
 517 S. Main St.



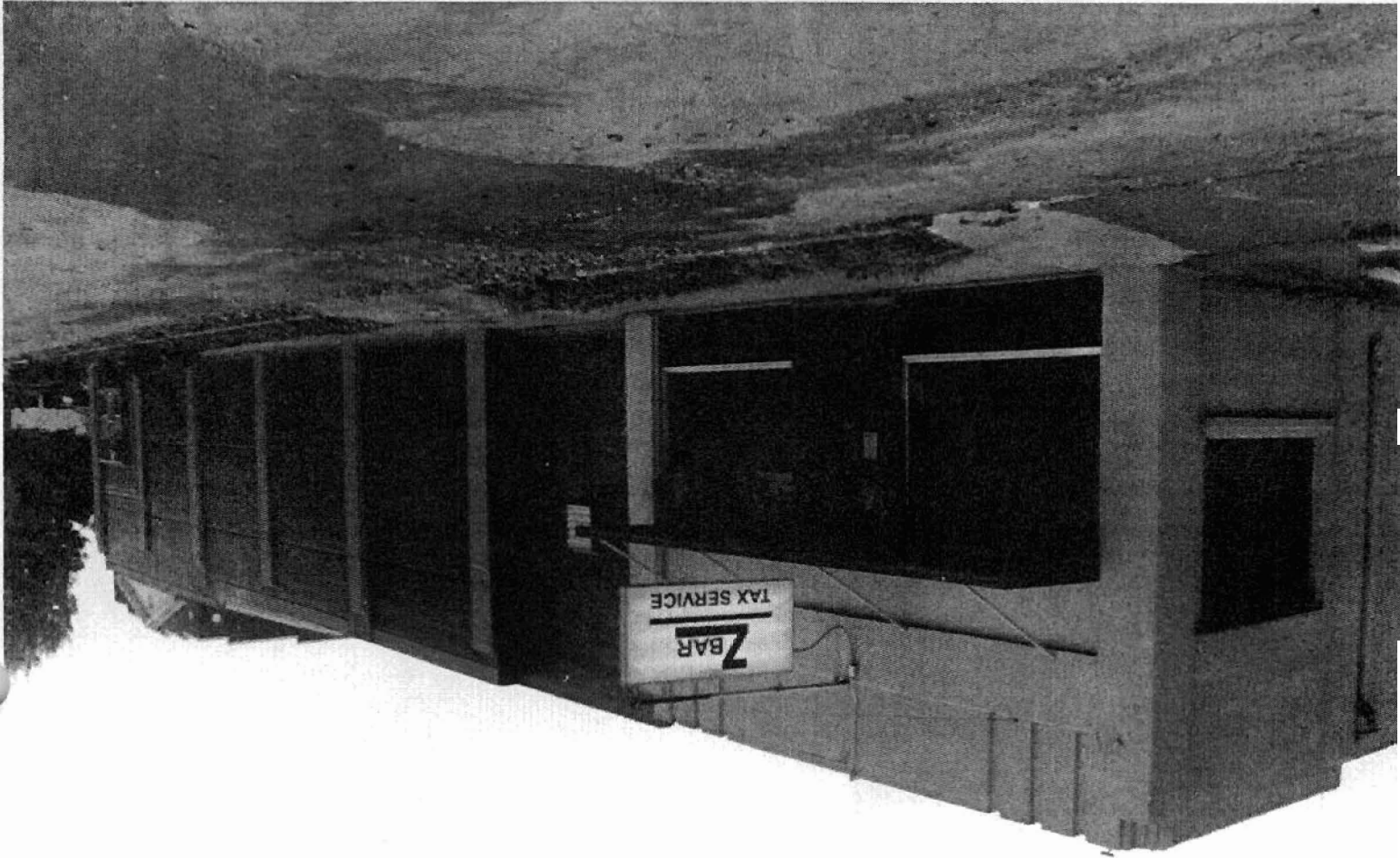
\* Map NOT drawn  
to scale.  
Intended only to  
show  
approximate  
building location,  
relationship, and  
NR status.

Map adapted  
from MapQuest



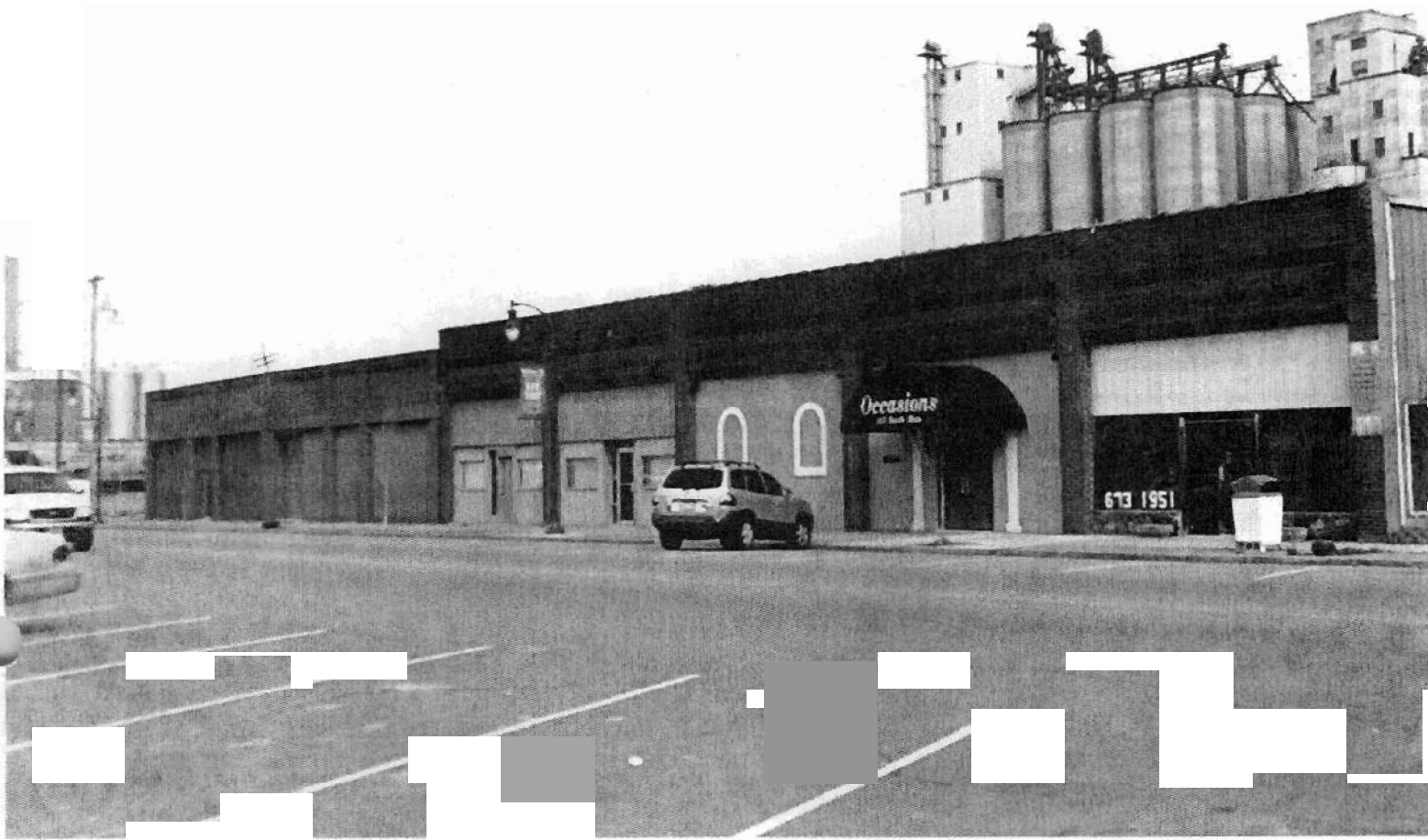




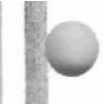


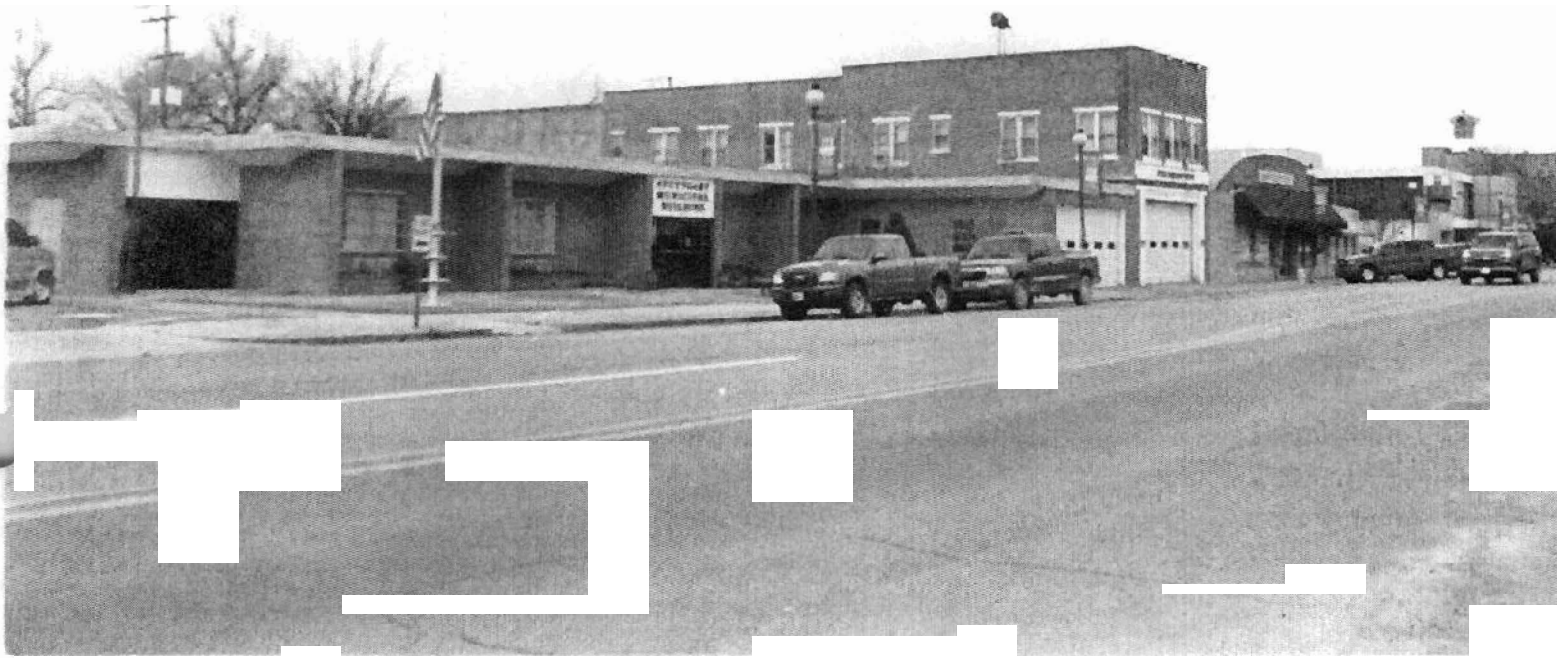








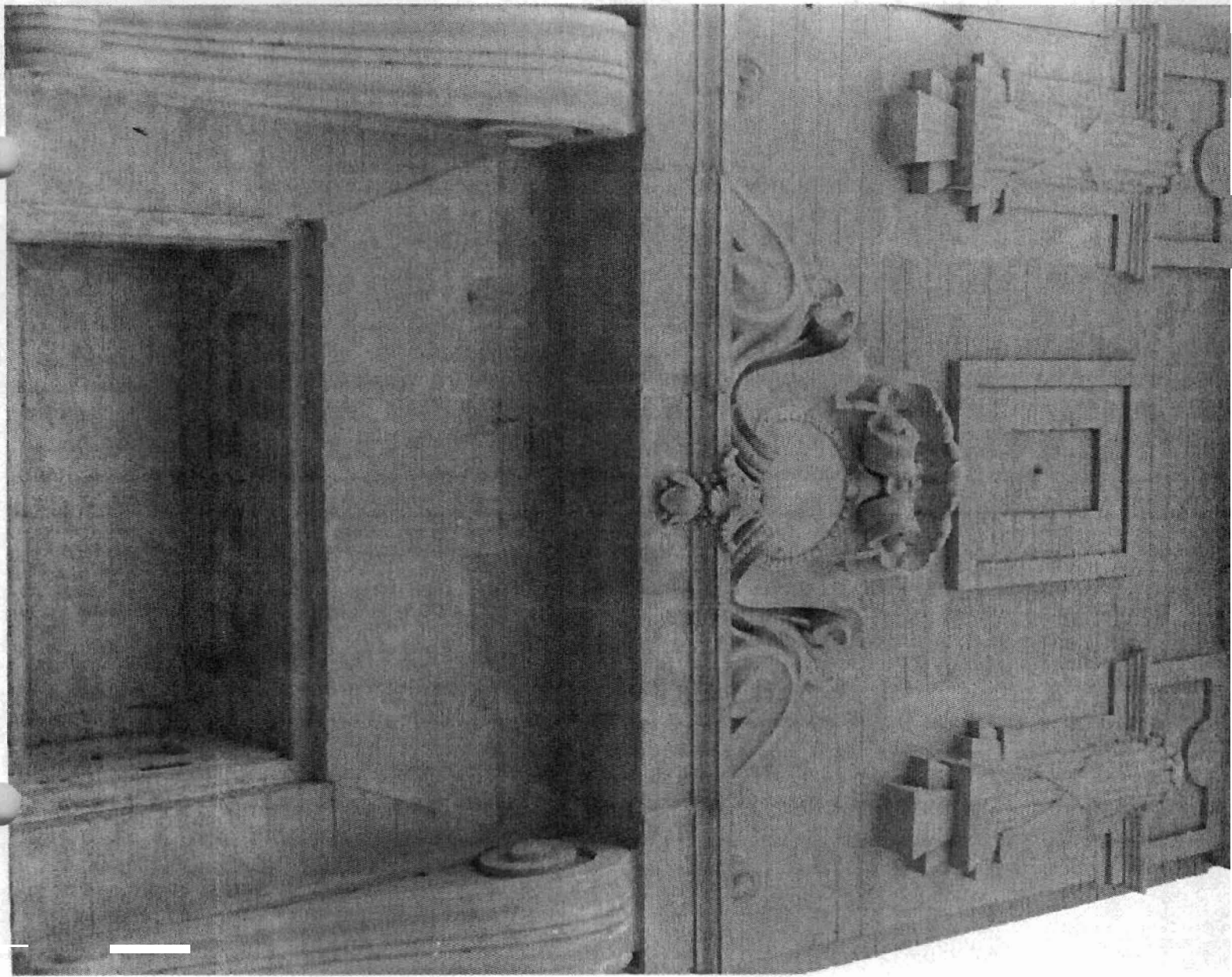






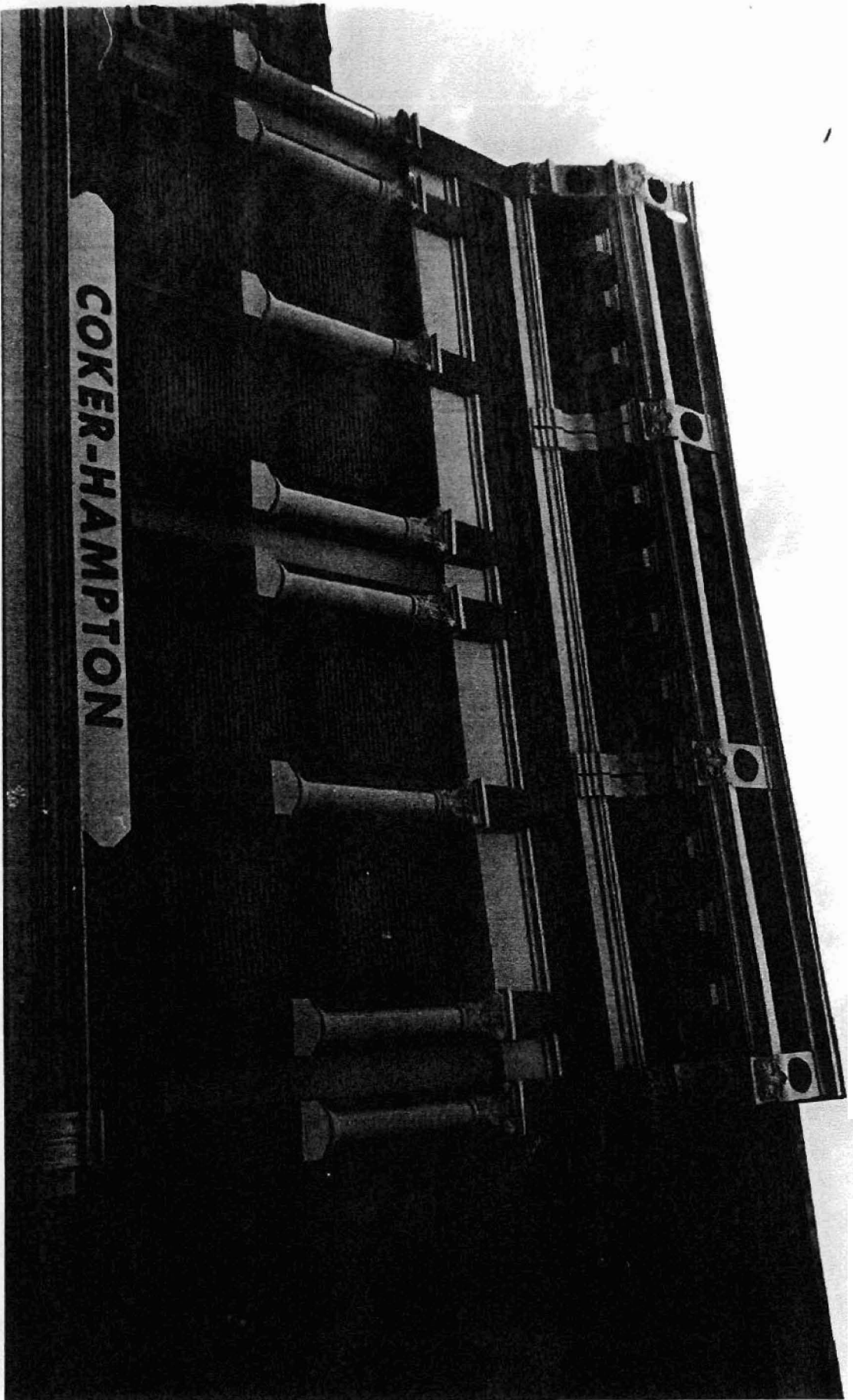


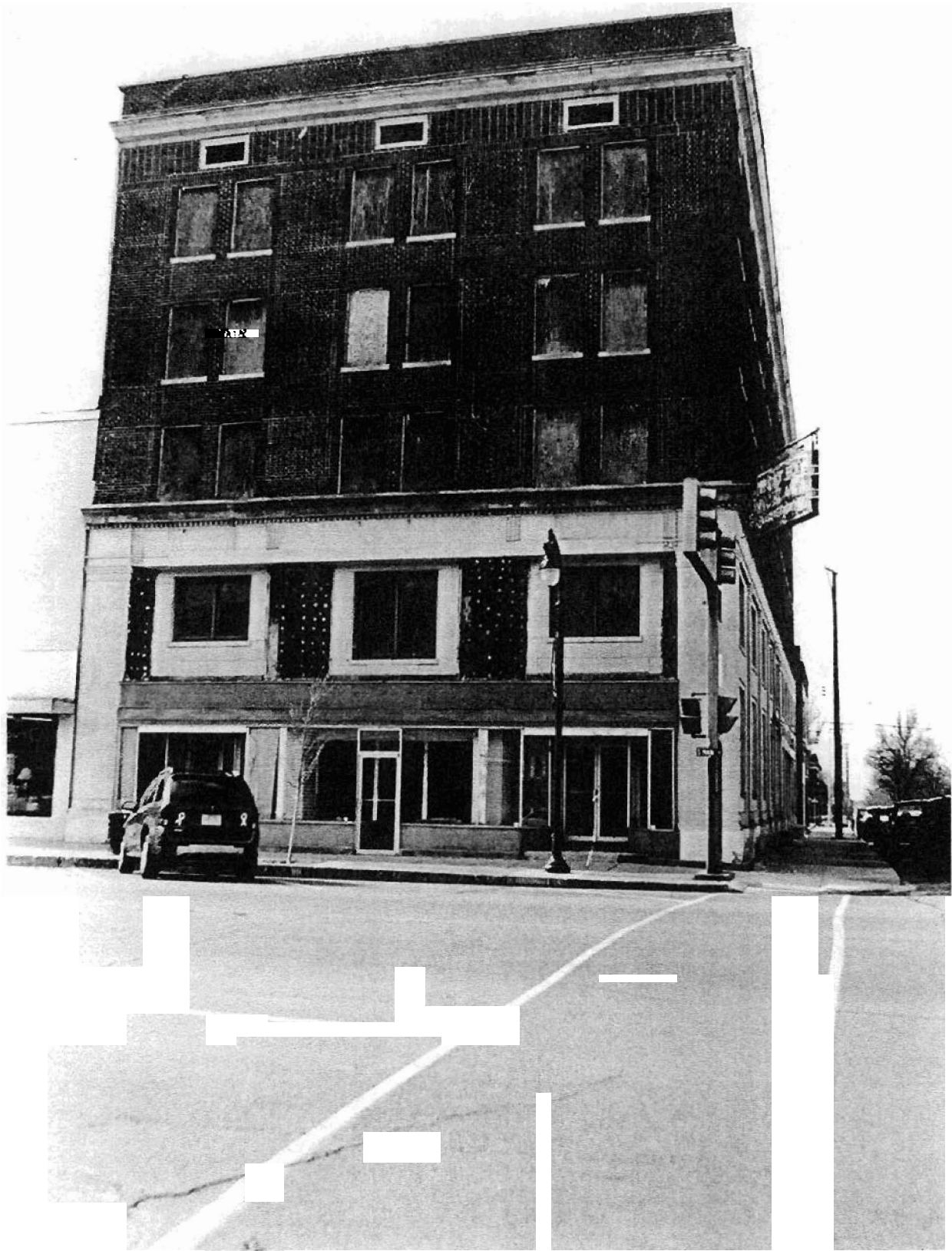


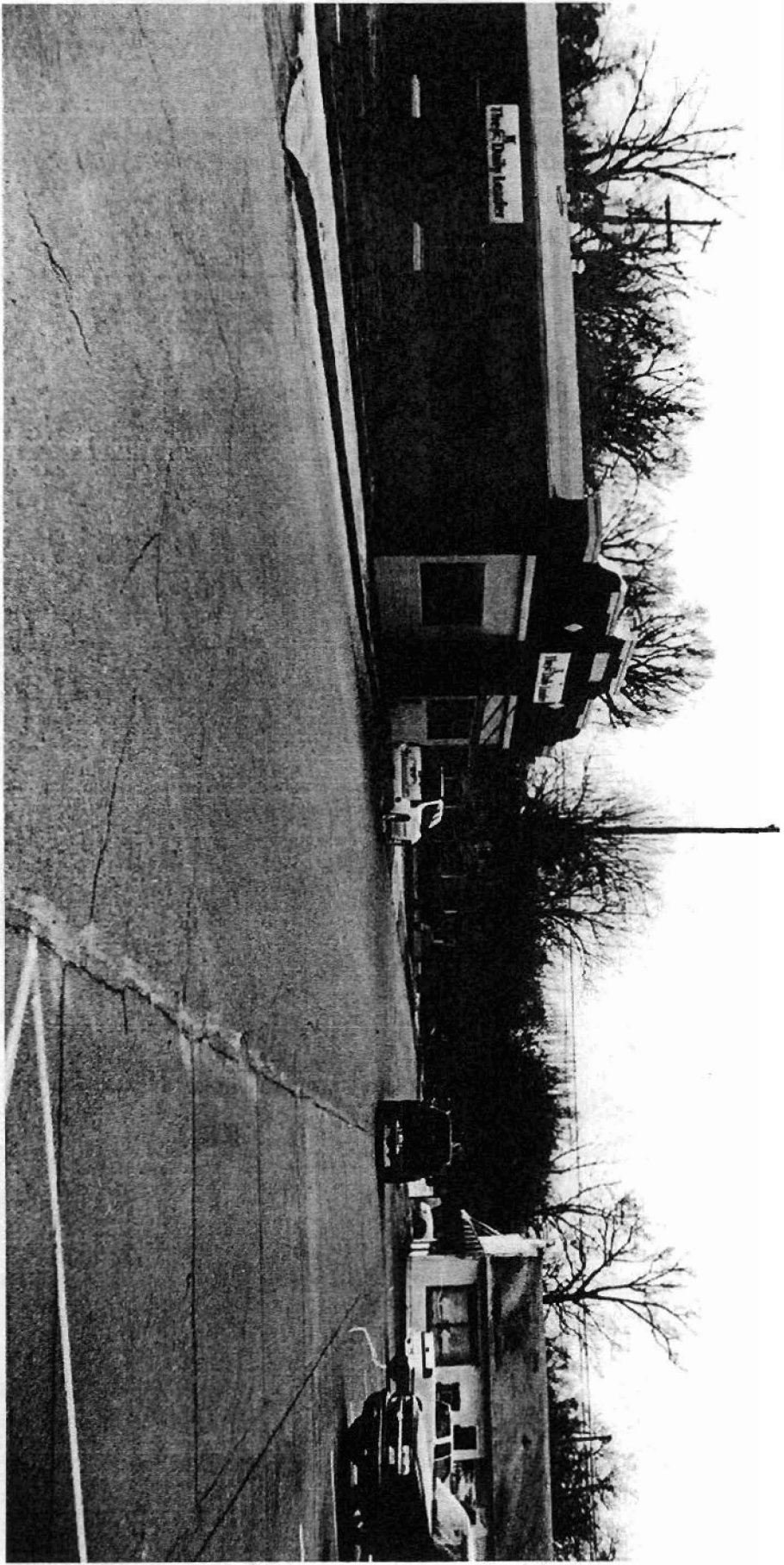


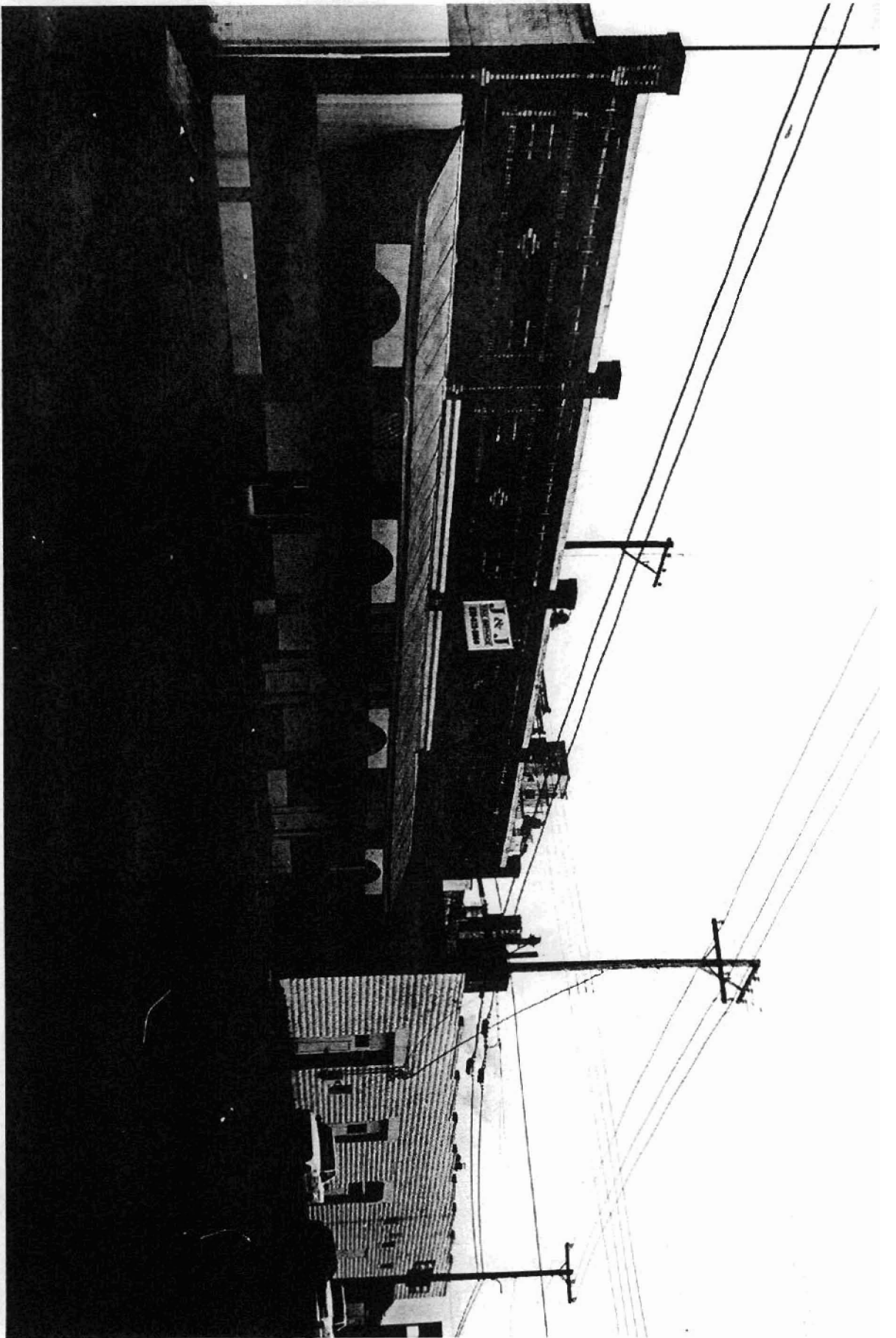


**COKER-HAMPTON**

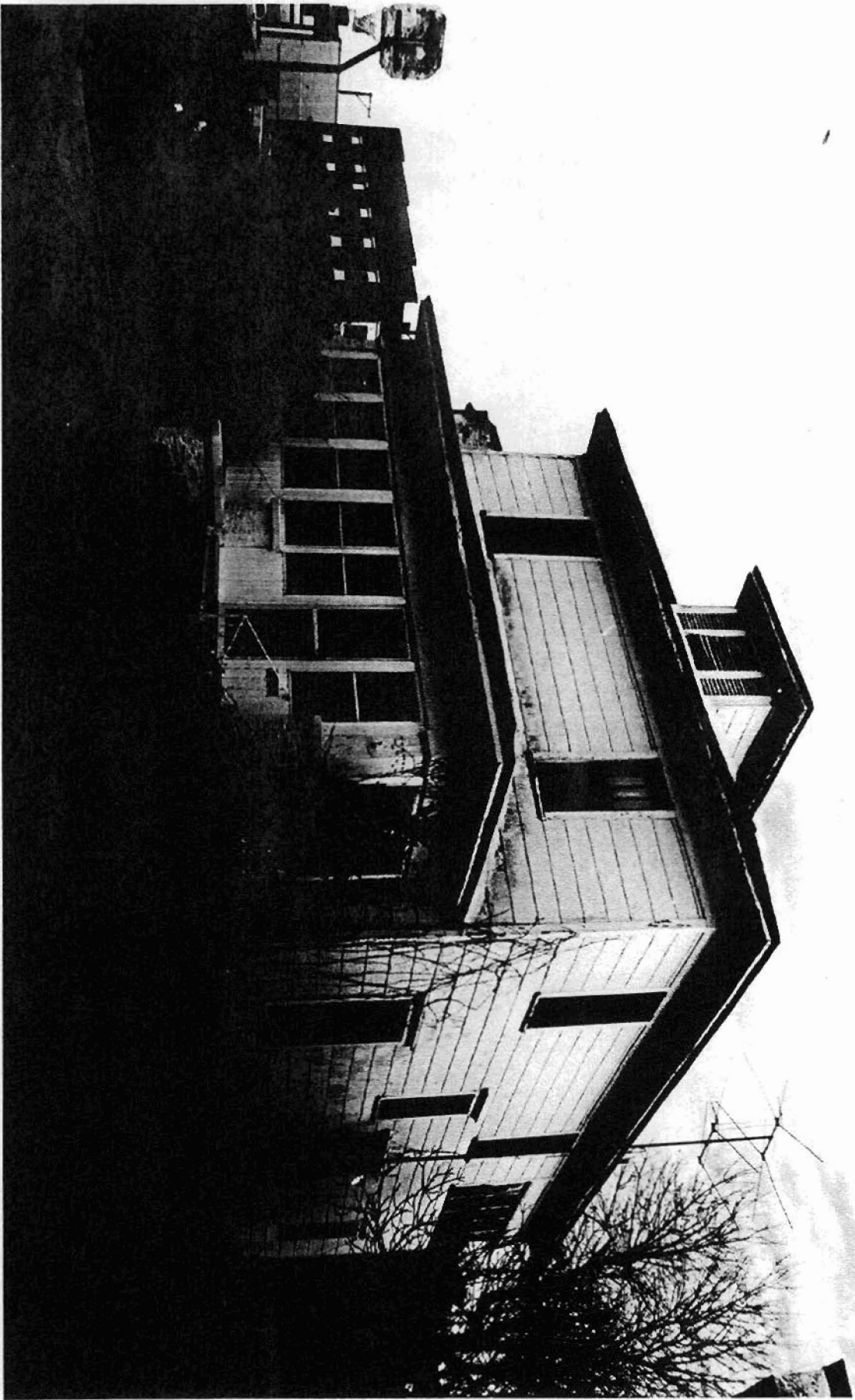




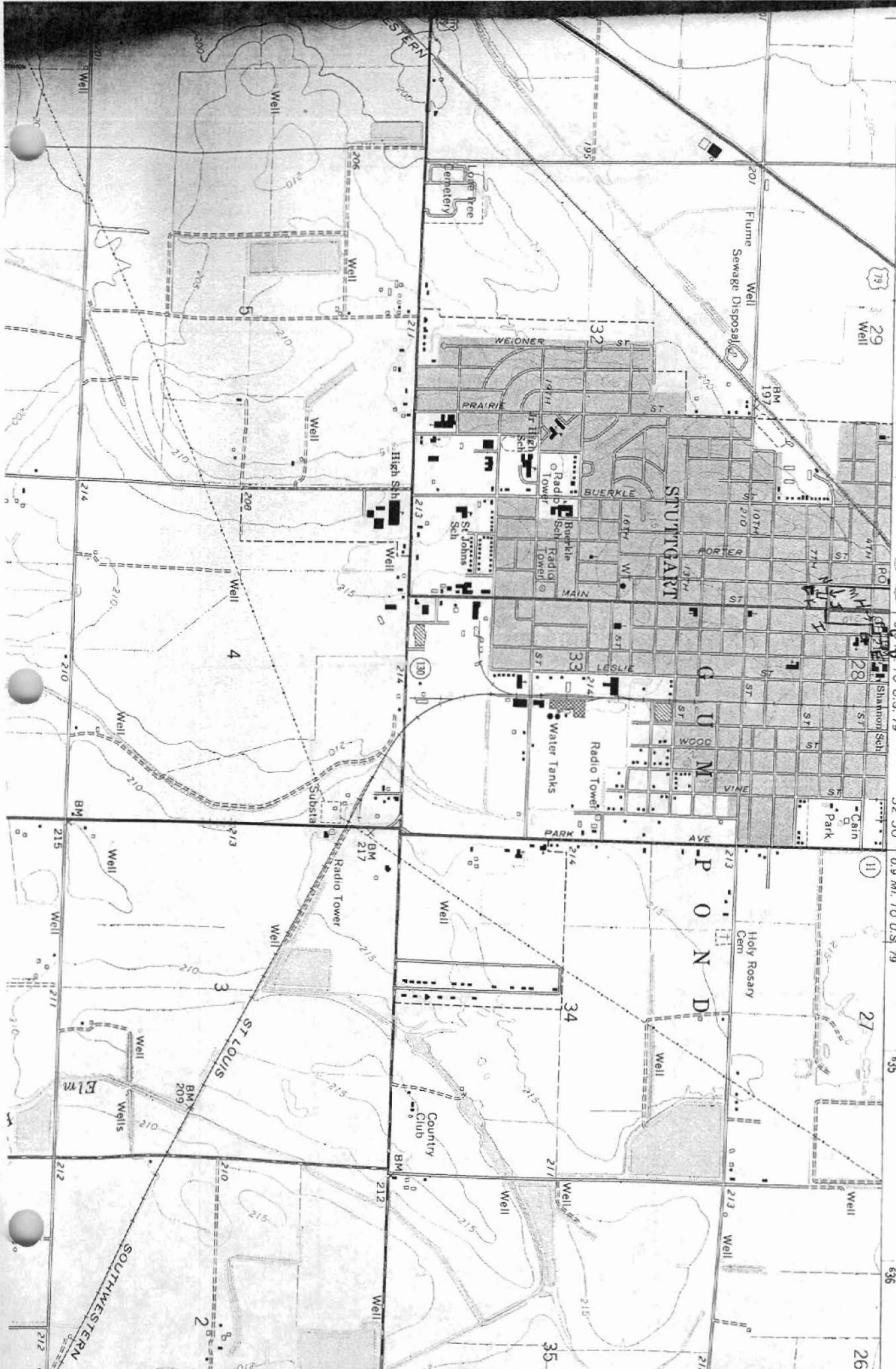




1st  
Floor  
Office

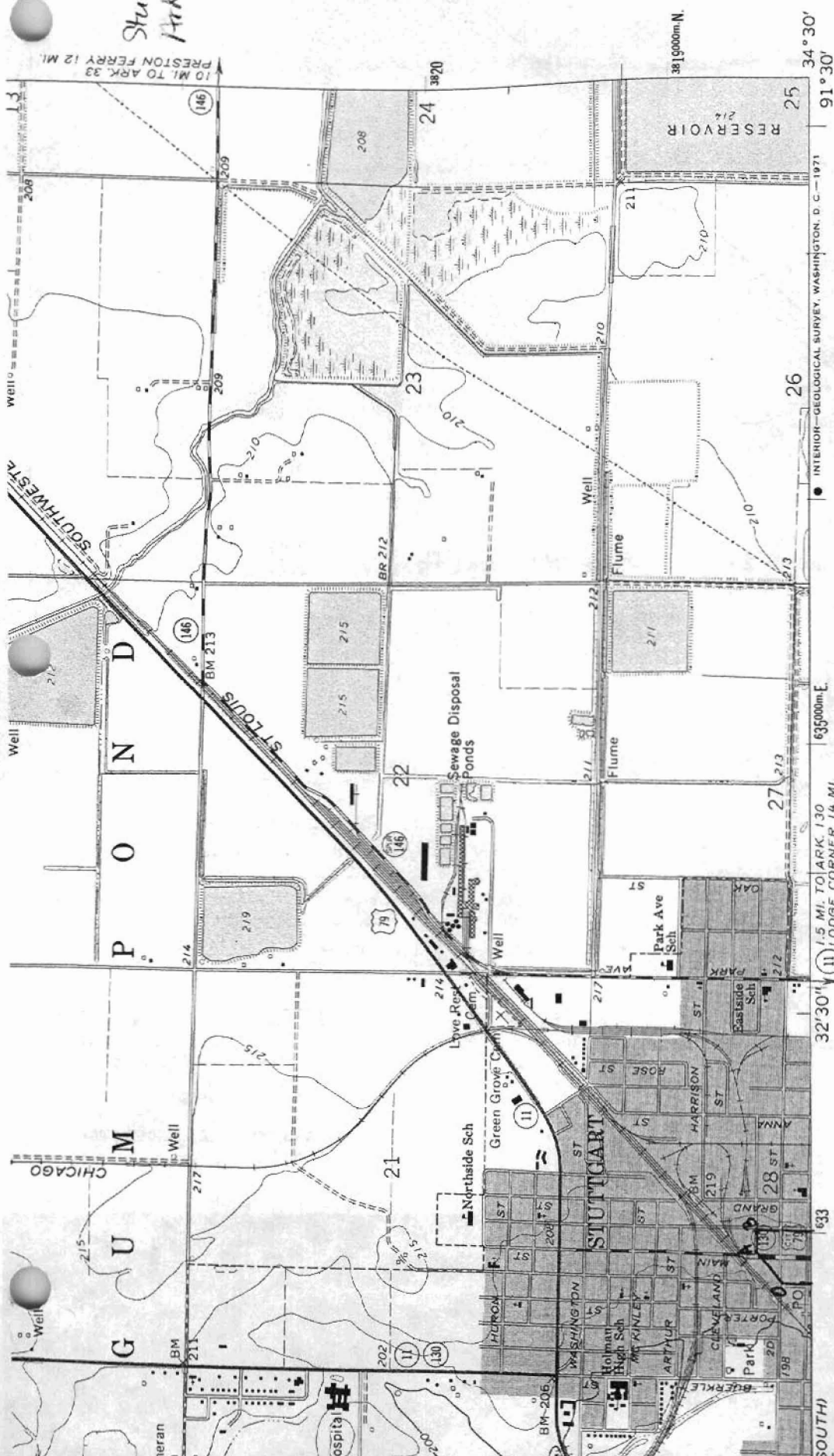






- CLARENDON 2 1/2 MI. ULM 8 MI. 7653 II SE (STUTTGART NORTH)
- 130 79 HUNNOKE 15 MI. 075 44 TO U.S. 79 32'30" 121 MI. 79 U.S. 79 0.9 MI. TO U.S. 79
- 635 636
- C 15 633003 3818356
  - D 15 633006 3818354
  - E 15 633066 3818322
  - F 15 633005 3818322
  - G 15 633003 3818271
  - H 15 632957 3818269
  - I 15 632956 3818052
  - J 15 632938 3818054
  - K 15 632840 3818008
  - L 15 632811 3818008
  - M 15 632809 3818008
  - N 15 632780 3818054
- 3.5 MINUTE

Stuttgart, AR  
Arkansas Co



**ROAD CLASSIFICATION**

Primary highway, all weather, Light-duty road, all weather,  
hard surface improved surface

Secondary highway, all weather, Unimproved road, fair or dry  
hard surface weather

○ U. S. Route ○ State Route

(ALMYRA)  
752 IV NW

1 MILE  
7000 FEET  
1 KILOMETER

VAL 5 FEET  
SEA LEVEL

11 1.5 MI. TO ARK. 130  
11 LODGE CORNER 1.4 MI. 635000mE

32°30' 11 633  
34°30' 91°30'

A 15 632910 3818573  
B 15 633008 3818571  
O 15 632790 3818484

**STUTTGART NORTH, ARK.**  
SE/4 STUTTGART 15' QUADRANGLE  
N3430—W9130/7.5

1969

AMS 7653 II SE—SERIES V884

QUADRANGLE LOCATION

U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C.—1971

10 MI. TO ARK. 33  
PRESTON FERRY 12 MI.

3819000m N.

34°30' 91°30'

RESERVOIR

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