



# DeQuincy's

## 1903 Centennial 2003



### WELCOME TO DEQUINCY'S 100TH BIRTHDAY

featuring:

- Entertainments
- Arts & Crafts
- Bluegrass Music
- Historical Exhibits
- Booths
- Fireworks
- Big Band
- Parade



Centennial Queen Lauren Brown and Mayor L. A. "Buddy" Henagan

### DeQuincy Centennial Celebration

#### Railroad Museum Park

<p><b>Mon., Sept. 29</b> Presentation of Courts and Sweethearts - DeQuincy High School Auditorium</p> <p><b>Thurs., Oct. 2</b> 7 p.m. - Homecoming Bonfire - DeQuincy High School (practice field) Carnival Rides open</p> <p><b>Fri., Oct. 3</b> 1 p.m. - Open House in DeQuincy High School Library 3 p.m. - Homecoming Parade 7 p.m. - Homecoming Game - DeQuincy vs. Kinder Carnival Rides open</p> <p><b>Sat., Oct. 4</b> 9 a.m. - Carnival Rides &amp; Booths open Downtown Merchants open displays Exhibits: Agriculture, Logging School, Jelly Making, Lye Soap, Forestry, Fur/Hide Display, Story Telling, Sheep and Family 10 a.m. - Centennial Parade 10:45 a.m. - Opening Ceremony Proclamation - Sen. Willie Mount Honoring Queens, dignitaries, past parish and city officials of DeQuincy Winners of the poster contest announced</p>	<p>Tribute to veterans - Hershel Frazier, DeQuincy Elementary School Choir with Rachel Johnson directing, Tony Eckard</p> <p>11:15 a.m. - Downtown entertainment on Pine Street 1 p.m. - Kossa Indian Dancers 1:30 p.m. - Duhon Brothers 2 p.m. - Christian Friends Music Ministry 3 p.m. - Greater Mount Zion Baptist Choirs 3:30 p.m. - Cold Front Rock Band 4 p.m. - Apostolic Quartet 4:30 p.m. - Oriole Singers 5 p.m. - Hershel Frazier &amp; Claire Galley 5:30 p.m. - Ozark Blue Grass Band 8 p.m. - Big Swing Band 10:30 p.m. - Fireworks</p> <p><b>Sun., Oct. 5</b> Attend the church of your choice Special Services: 11 a.m. - United Methodist, Rolly Walker, speaker, Dinner on the grounds First Baptist Church, Founders Day, Dinner on the grounds Eastern Heights Baptist Church, Ozark Blue Grass Band 3 p.m. - First Church of God in Christ, Pastor Appreciation Day, dinner following services 4 p.m. - Grace Church of DeQuincy, Community Singing, history of Episcopal Church given</p>
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DeQuincy Railroad Museum at Christmas  
(Photo by Jim Slagle)

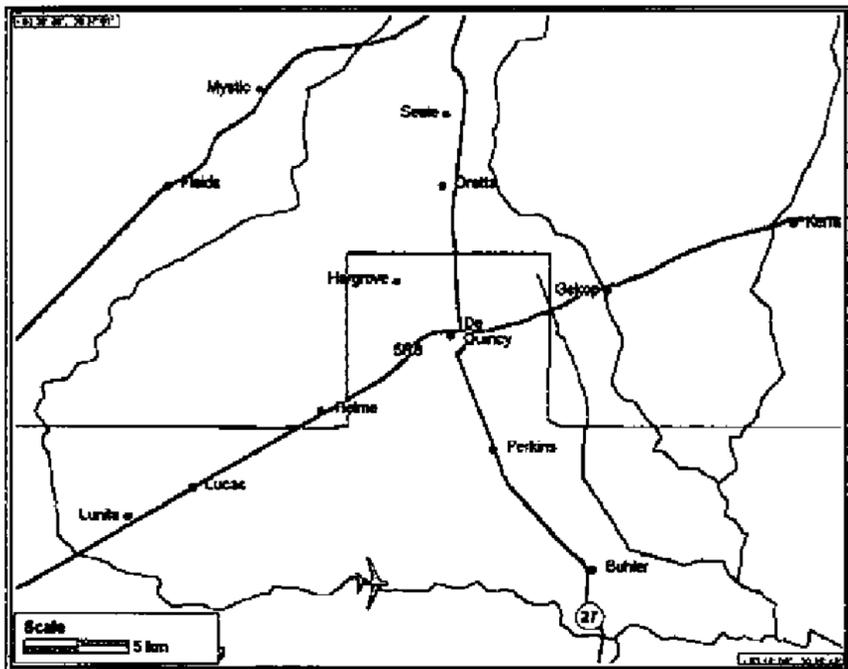
**Our appreciation...**

This special Centennial Edition was brought to our readers through the hard work and cooperation of a number of individuals whom we sincerely want to thank:

- \* Our dedicated DeQuincy News staff, who put in extra time and effort in producing this edition - Jeffra DeViney, Shirley Johnson, Julie Fletcher, Wendi Burnett, Annette Brown, Dustin Royer, Bunnie Peloquin, and Joy Wise.
- \* The color for this edition is courtesy of John Stelly, owner of Lake Charles Nissan, Mitsubishi and Kia.
- \* Lola Mitchell, who has written what will be the definitive history of DeQuincy for years to come.
- \* Numerous persons who contributed articles for this edition on various phases of DeQuincy's history - Dr. Bill Young, Linda Clark, Jody Yellott, Rose Cooks, Harry Methvin, Scott O'Pry, the late T. J. Ratliff, Sir W. T. Block, and others.
- \* The many people who loaned us photographs and old articles for this edition
- \* The Centennial Committee, including Gayle Fisher, chairman; Gary Cooper and his committee, who produced the wonderful series of articles and photographs of historical buildings; the Centennial publicity committee, including Lola Mitchell and Sadie Abdalla.

The News, in the end, ran out of space and time for the Centennial Edition. We will try to use as many of the left-over pictures and articles during the remainder of this Centennial year.

Jerry Wise, Publisher



## Why is DeQuincy in Calcasieu Parish instead of Beauregard?

**(EDITOR'S NOTE--** Many people wonder why DeQuincy is in Calcasieu Parish instead of Beauregard Parish. Local educator and historian T. J. Ratliff tried to answer this question in this column run in the DeQuincy News on Nov. 6, 1971.)

**By T. J. Ratliff**  
The question has been asked, "Why is DeQuincy in that square of land in Calcasieu parish projecting into Beauregard parish rather than in Beauregard parish?" Why was the boundary between Calcasieu and Beauregard parishes not drawn in a straight line?"

I find that the answers vary a little, according to the memories of some of the older people who were around in 1913 when Imperial Calcasieu was divided into the modern parishes of Allen, Beauregard, Calcasieu, and Jefferson Davis.

A glance at the map will show that towns such as Jennings, Oakdale, Kinder, and others were too far from the courthouse at Lake Charles, for convenience, especially in view of the underdeveloped state of the highway system and that automobiles were still rare.

John P. Vige told me that when he was a boy his father's family and their neighbors in the Oakdale area sometimes found it more con-

venient to make the trip to Lake Charles by boat down the Calcasieu River.

The Southern Pacific provided an east and west way of travel and the KCS north and south from DeRidder via DeQuincy. The M.O.P. was still in the process of construction. The best solution seemed to be to divide Calcasieu parish and create three new parish seats more convenient to the growing areas.

The question then arose as to the location of the boundaries between the new parishes. A line along the northern boundaries of Townships 10 and 11 would be approximately half-way between DeRidder and Lake Charles, but it would put DeQuincy in Beauregard parish, which DeQuincy people opposed for varying reasons. The question of dividing Calcasieu parish was to be put to a popular vote, with most of the opposition centering in Lake Charles.

According to Mr. W. W. Bishop, who was a voter in the Merryville precinct then, the voters in what is now northern Beauregard parish, the DeRidder area, were afraid that the DeQuincy area votes would vote against dividing the parish if they were to be placed in Beauregard parish, since Lake Charles was more convenient to DeQuincy people as a parish seat.

According to Mr. Bishop, the DeRidder promoters of the plan to divide the parish promised that if DeQuincy people would vote for the division, the DeRidder people would agree for DeQuincy to remain in Calcasieu parish. It was that simple.

According to Mr. Jay Meadows, also of Merryville at that time, the issue was a little more complicated. The location of the parish seat of Beauregard parish was an issue. Again a glance at the map will show that Singer is near the center of the proposed new parish, while DeRidder is near the northern edge of Beauregard parish.

DeRidder had a greater voting strength than Singer, but the combined vote of Singer and DeQuincy was about equal to that of the DeRidder area. The DeRidder people were afraid that if DeQuincy were in Beauregard parish the DeQuincy voters might vote later to locate the court house at Singer.

Mr. Bishop does not recall that the location of the court house was an issue in the decision to make the offset in the parish line since the location of the courthouse did not arise until after the division was made. However, it seems logical to me, a "new comer", nearly sixty years later, that the DeRidder people might easily have foreseen that the location of the courthouse might arise later and were haunted by the fear that DeQuincy would vote to locate the courthouse at Singer. Successful politicians have to think ahead and prepare for any contingency.

Some say that another factor in the location of the parish boundary was the personal influence of a DeQuincy businessman and political leader, the late Fleming Thomas (Tom) Smith, who in his later years operated a store and was postmaster at Fields.

According to his daughters, Mrs. George Lemerise at DeQuincy and Mrs. Frank Henegan of DeRidder, Mr.



**THIS WAS DeQuincy's first jail which was located near the water tower. Small in size, it served its purpose many years ago when there wasn't much need for a larger jail.**

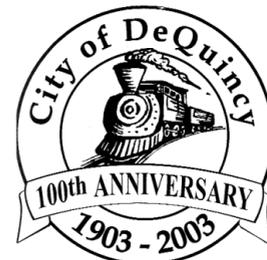
Smith operated the first store in DeQuincy in a wooden building on the lot about where the National Department Store is and later built the brick building on that spot and the building where the Harold Nichols barber shop is, as well as the one on the corner where the Morris Store was until recently.

There is a story to the effect that some people referred to DeQuincy as "Tom Smith's town" and that he used his influence to keep DeQuincy in Calcasieu parish.

Mr. W. T. Kent, who was also on the scene at the time and took part in the events, said in a conversation with H. L. Mack some two or three year sago that the location of the Beauregard parish courthouse was not especially an issue in locating the parish boundary. A mass meeting was held in DeQuincy at

which the matter was discussed and it was decided that the arrangement of having the square block mentioned above remain in Calcasieu parish and that the DeRidder people had no particular objection.

To me it seems likely that all of these factors and personalities and perhaps others had a part in locating the parish boundaries.



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**Something Worth Yelling About!**

*We salute the citizens of DeQuincy and their heritage. Congratulations to the Centennial Committee members and officials on a job well done!*

**DeQuincy Is 100 Years Old!**

**Raise your efficiency and we'll help lower your bills.**

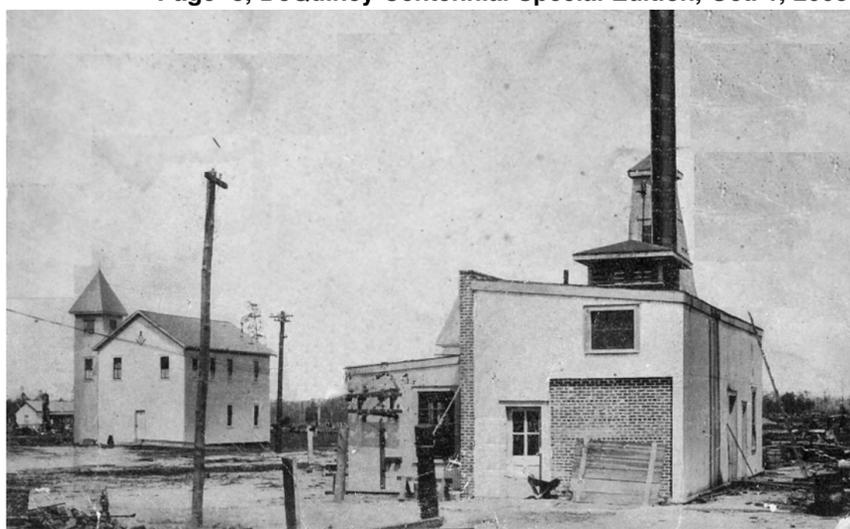
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THIS DEQUINCY scene was probably a political speaking held at the ball field possibly in the 1930's. Such speakings were big events in those days and attracted big crowds. Most men wore hats at that time. Note the old cars and the horses in the background.



THIS PHOTO taken in the early 1920's shows the electric light plant at the right and the Masonic Hall at the left. (Photo by Pat Hodges)

## Railroad gave birth to DeQuincy 100 Years Ago

BY LOLA MITCHELL

When Arthur Stilwell's dream of a railroad from Kansas City, MO, to the Gulf of Mexico "straight as the crow flies" was realized in the last years of the nineteenth century, communities sprang up along the line, later becoming towns and cities and growing with the new territory.

DeQuincy was one of those communities that was given birth by the Kansas City, Pittsburgh and Gulf Railway. In 1897 the line reached the site of present day DeQuincy and plans called for a bend to the southwest to Beaumont and Port Arthur.

Located in the extreme northern part of Calcasieu Parish, DeQuincy is in the hill section of the parish that was covered with verdant long leaf yellow pine trees when the rail line was laid.

The abstract of title to DeQuincy real estate shows that Thomas and Bertrand Beers of New Orleans in May, 1885, bought from the United States Government several thousand acres of land which included the site of DeQuincy.

The same abstract shows that on May 17, 1890, there was filed with the Secretary of State a charter of the Calcasieu, Vernon and Shreveport Railway. This corporation was authorized "to build and operate railways, construct wharves, warehouses, etc., to have and hold both real estate and personal property."

This company actually engaged in the lumbering business, building their tram-line, the Calcasieu, Vernon and Shreveport Railway, from Lockport to the "front" at Edgewood, south of the present community of Perkins.

A deed dated May 21, 1892, shows that Thomas and Bertrand Beers conveyed 9,749.28 acres of land to the CV&S Railway.

### DEQUINCY IS NAMED

As towns were laid out along the new "Pee Gee" line, these were named for towns in The Netherlands, railway officials, Dutch and American investors in the line and sometimes for one of the old "settlers." There has been much speculation as to DeQuincy's namesake, most people going with the story that it was a Dutch investor, Baron DeQuincy.

Historian W. T. Block says DeQuincy is "truly a very baronic and noble name, but not in Holland, only in England." Quoting from Port Arthur's Centennial History, Mr. Block said that on Oct. 15, 1897, the DeQueen, Arkansas Bee told of a visit to that city of Jan DeQueen and his wife Mena, along with Pres. A.E. Stilwell and others, including Mr. E. DeQuincy of London.

The article said "Stilwell had no problem with naming DeQuincy, Louisiana, after his English investor."

DeQueen and Mena, Ark., are named for the Dutch investor and his wife. The Amsterdam coffee merchant's name was DeGoeijen but Stilwell shortened it to the present DeQueen.

### LINE TO LAKE CHARLES

Mr. Stilwell followed the policy of buying out short railway lines that could be incorporated into the "Pee Gee" Line. At sometime he conceived the idea of buying the line and right of way of the Calcasieu, Vernon and Shreveport and extending the line to the new town of DeQuincy and making a connection with the Southern Pacific Line at Westlake. From there the trains of the "Pee Gee" could be routed into Beaumont.

The line from DeQuincy to

Lake Charles was completed before the line to Beaumont and the first trains ran over the Lake Charles-DeQuincy Branch. The first train for Lake Charles left Kansas City at 3 p.m. June 20, 1897, and reached Lake Charles via DeQuincy June 28, 1897.

Stilwell later sold his "Pee Gee" Railway to Kansas City Southern Railroad and that company still operates its lines through DeQuincy to Port Arthur, Texas, and Lake Charles.

### FIRST SETTLERS

With the laying of the rail line westward, a place was needed for the workers to "camp" and the "bend in the

road" seemed the best place. Cars were placed on the siding, the telegraph office was located here and some of the crews made this their home.

On March 20, 1897, the James A. Rainwater family moved from Big Woods, a community 14 miles southwest of DeQuincy. Mr. Rainwater set up a tent in the "Y" of the railroad and started the first business in the new community.

He sold staple items that were needed by the crews and his family prepared meals that were sold to the workers. In other tents Mr. Rainwater placed cots for the men to sleep on. This comprised the first business in DeQuincy.

Mr. Rainwater also made crossties from the long leaf pines and sold these to the railroad.

The Rainwater establishment was bought by Simon Rosenthal and Johnnie Jessen, who turned it into the first dry goods store in town. Mr. Rainwater in 1900 built a large modern up-to-date hotel and still catered to the railroad people.

James Alson Rainwater was born in Washington County, Ala., in the year 1852 and moved to State Line, Miss., when he was 14 years old. There his family built a church.

Later they moved by train to New Orleans where they

boarded a boat and, via various rivers and bayous, eventually landed at the town of Washington, La. From there the family took a team and moved to Bear Head, a few miles southwest of DeQuincy. This was in 1873 and at this time he met up with his childhood sweetheart, Ellender Jane Patterson. Friends of the Rainwater family had been in Big Woods about three years.

On the occasion of his eighty-ninth birthday, he recalled the settling of the town and that he was its first marshal, serving six years.

Alson Rainwater was the first child born in the new community, the son of Jesse



J. and Florence Ellis Rainwater. He lived his entire life here and retired as a school bus driver. He was named in 1956 as Louisiana's safest school bus driver; he had a 24-year safety record without an accident.

Cont. on Page 4.

## Only When You Listen Closely Can You Understand A Community's Need.

At DeQuincy Memorial Hospital we've listened. And we've learned. You'll find a wide range of health services, state of the art technology and equipment, special services such as mammography and MRI scanning, Home Health Care, and a dedicated staff of physicians and health professionals. Best of all, it's right here in your neighborhood.



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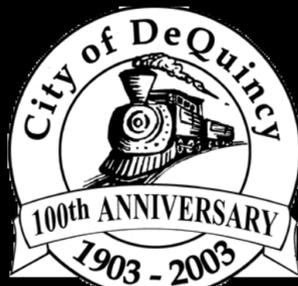


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*We Salute DeQuincy's Centennial...  
A Time To Be Remembered,  
A Time To Celebrate Our Heritage.*



# DeQuincy History

Cont. from Page 3

## SAWMILLS START

As the railroad was completed, sawmills began to build along the tracks, taking advantage of the virgin forests of pines that dotted the area from Mansfield, about 140 miles north, to Beaumont, 47 miles west, and to Lake Charles, about 23 miles south. All the mills worked big crews of men and many of these families settled in the area, as did those who had worked on the railroad. Many of these were Swedes and Irish, of all types and classes and coming from all parts of the world.

As the forests were depleted, no thought was given to replanting the area to provide

trees for future generations. The sawmills just packed up and moved on. It would be many years before a use would be found for the leftover stumps.

## FIRST SCHOOL

As the community became more populated with families with small children, the need for a school was felt and Drew Dow Herford became the first school teacher and went on to become a prominent part of the area.

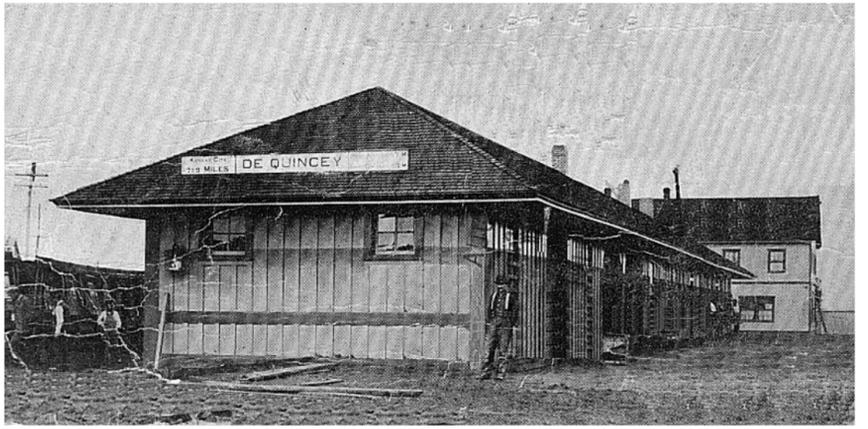
The first school was on College Street next to the Masonic Lodge Hall and was a one-room, all-classes building.

Mr. Herford was a gradu-

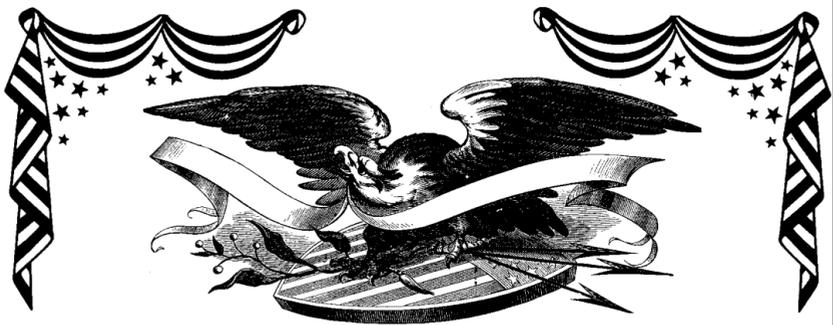
ate of Baylor College and came originally to the Big Woods settlement in the late 1800's as a young school teacher. His teaching career brought him to the new community of DeQuincy as its first teacher.

His original teaching certificate was written and signed in long hand by then Calcasieu Parish School Superintendent John McNeese and Mr. Herford rode on horseback to Lake Charles from DeQuincy to receive it.

Mr. Herford was the first mayor, serving on three occasions, was elected Justice of the Peace and later as DeQuincy's first representative to the State Legislature, was a Notary Public, real estate agent and dealer in pine timber and founded the first insurance agency here. He was a charter member of



THIS PHOTO of the old Kansas City Southern depot in DeQuincy was taken in about 1911 as that was on a postcard stamped with that date. The card was from Alson Rainwater to his brother Homer. Alson was born in 1899, the first baby to be born in DeQuincy. He died in 1966 at the age of 67. The two story building in the background was listed at the "Railroad Eating House" and was probably a combination cafe/boarding house. (Photo courtesy of Carolyn Rainwater Holley)



*We're Proud To Be  
A Part Of DeQuincy*

**We wish to congratulate the citizens of DeQuincy on the city's 100th birthday. We are proud to have been a part of this community for more than 20 years.**

**Hats off to all those involved in making this momentous occasion a grand event. We salute your hard work.**

**Mr. and Mrs. Fausto Mejia  
and Staff**

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DeQuincy

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DeQuincy Masonic Lodge No. 279 when it was founded in 1903 and served as Worshipful Master on six occasions.

Mrs. Herford, the former Ellen Perkins, was DeQuincy's first postmistress and a sister to Jeff Perkins, one of DeQuincy's earliest businessmen. A nephew was Lether Frazar who served as president of McNeese State College and was later elected Lieutenant Governor of Louisiana.

## INCORPORATED

The community continued to grow and Mr. Herford and others decided the time had come to have the town incorporated. People were counted and procedures taken to incorporate. The community was declared a village when on May 4, 1903, Gov. William Wright Heard signed a proclamation stating that "said village contains at least 250 inhabitants," and also that the village comprised 49 acres. The proclamation was also signed by Asst. Secretary of State Eugene J. McGivney.

Places of business began to open and the village grew. It was reported that the saloon business was the largest business at that time.

On June 3, 1913, Gov. Luther Egbert Hall and Secy. of State Alvin E. Hebert signed a proclamation which stated that "a census shows that the village of DeQuincy has a population of 1,604 inhabitants, thereby entitling said municipal corporation to be classified as a town."

Continued growth gave DeQuincy city status when, on Jan. 14, 1947, Gov. J. H. Davis and Secy of State Wade O. Martin, Jr., declared that the population of 5,257 inhabitants "entitled said municipal corporation to be classified as a city."

Today's census shows DeQuincy residents number 3,300.

The city is unique in that it is the only Louisiana municipality that is three-fourths surrounded by a parish in which it is not located.

Twelve men have served DeQuincy as mayor in its 100 years existence. D. D. Herford served 1903-1904, 1910-1912 and 1916-1924; J. Lee Herford, 1904-1910; J. S. Brice, 1912-1914; H. W. Ford,

1914-1916; W. E. Holbrook, 1924-1928; F. E. Farris, 1928-1934; Henry C. Pugh, 1934-1938; Sidney E. Fontenot, 1938-1953; Carl E. Perkins, 1953-1958; Samuel E. Snider, Jr., 1958-1966; Lawrence A. Henagan, 1966-1982, 1991 to the present; Gary Cooper, 1982-1991.

Prior to 1950, the city government was comprised of the mayor and aldermen. The new form of government introduced in 1950 replaced the aldermen with a commissioner of finance and a commissioner of streets and parks. A home rule charter form of government was adopted in 1989 and consists of a mayor and five council members. Council members are elected by districts and one is elected as an at-large member.

The first council to serve under the new home rule charter were Malcolm Lyle, at large; Lucille Wilcox, Isiah Buck, Robert Landry and Charles Russell. Gary Cooper was mayor. Today's council members are Denise Maddox, at large; Lawrence Henagan, Lynn Treme, Tracey Brown and Andrea Coleman-Williams; L. A. "Buddy" Henagan is mayor.

DeQuincy has consistently received achievement awards through the years, based on accomplishments and in competition with same size cities.

## ANOTHER RAILROAD

As the village grew, businesses sprang up, homes were built and the once unpopulated area took on an air of permanence. At the same time, another rail line was being laid from the east to the west and was coming through DeQuincy.

The Gulf Lines Railway, later Missouri Pacific and now Union Pacific, entered into a joint track agreement with the KCS whereby that line would use the tracks from DeQuincy to Beaumont instead of laying another line. With DeQuincy being strategically located between New Orleans and Houston, this was the ideal place for a terminal and division headquarters for the new line. Also, shops were built to repair rail cars and engines, the roundhouse was constructed to service the engines and put them back on the line, going either east or west.

With the coming of the new railway, around 1908, workers came to DeQuincy, including officials, conductors, engineers, firemen, flagmen, brakemen, agents, clerks, machinists, carmen, trackmen, and men of other occupations necessary to operate and maintain the new railway. These new people were welcomed into the social, economic and religious life of the community.

As many as 500 men and women were employed at the shops during the second quarter of the century. Including the train service and office employees, this number went beyond the 1,000 mark. DeQuincy could truly be called a railroad town.

Train and engine crews would bring a train from Houston to DeQuincy and another crew would take it to Anchorage, the end of the local line. Coming from the east, the change of crews was made here for the rest of the trip to Houston.

Passenger trains went from Houston to New Orleans with two each way daily. The train crew made the entire trip but the engine crew made a change in DeQuincy.

With the KCS passenger trains coming from Shreveport and on to Beaumont and return, and another going to Lake Charles, there was no lack of transportation from this new community to any part of the country, north, south, east or west. The passenger train to Lake Charles was eventually taken out of service and a bus was used to meet the trains here and transport passengers to Lake Charles. Also, people came by bus from Lake Charles and other towns and cities to board the trains here.

With freight service going in all directions, there was a switching yard at the MOP and trains made up for all parts of the country.

## ACME PLANT

After the sawmills cleaned out the pine trees from this area of the country, there was nothing left but the stumps. This posed a problem for those families who bought land for farming. The stumps had to be cleared out before the land could be plowed and planted. In 1921 the Acme Products Company, with plants in Alabama and

**WE HELP KEEP  
THE MONSTERS AWAY**



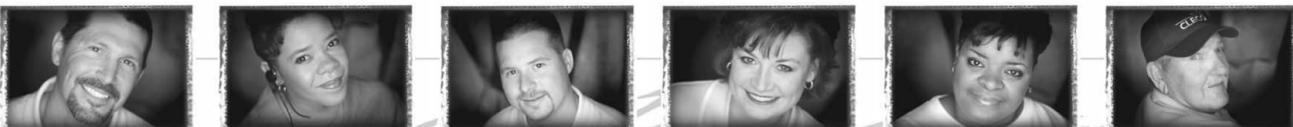
A TINY LIGHT MEANS THE WORLD TO THIS LITTLE ONE.

IT'S MOM'S JOB TO TURN IT ON.

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Cont. on Page 5

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Business, Service, Church  
& Organization Directory**



**The DeQuincy  
News**

[www.dequincynews.com](http://www.dequincynews.com)

# DeQuincy History

Cont. from Page 4

Mississippi, was established here to make use of the supply of pine stumps so readily available. Mr. W. B. Logan and men from the other plants came here to head the company, which manufactured rosin, turpentine, pine oil and by-products from the stumps after they were ground up. These products were shipped all over the world.

Not only did families come from the other plants and become an important part of the community, the plant also provided employment for the young men who were growing up in this area and needing jobs to make a living for their families.

The Acme Company later became Newport Industries and still later was known as Heyden/Newport. The plant operated 24 hours a day, seven days a week at its peak. During the Depression, as in other industries, there were layoffs and shut downs, but the plant operated until 1957. Mr. H. L. Smith was superintendent at that time, a position he had held for many years.

There were about 350 men working in the plant, but there were others responsible for getting the stumps to the plant. It is estimated that about 150 truckers employed two or three men each, adding this to the Newport payroll.

### CHURCHES

The people settling in the new community felt the need of a church and it was not long until that need was met.

Z. S. Patterson, pioneer missionary Baptist preacher and whose daughter was Mrs. J. A. Rainwater, one of the early settlers, came here to start services for the people. The school was located on College Street on the side of the Masonic Lodge Hall and was used as the meeting place for Bible Study.

On Sept. 13, 1904, Bro. Billy Smith, Elders Oliver Perkins and John F. Miers called the people together to organize into a Baptist Church, according to records of First Baptist Church. Elder Perkins was elected moderator. Letters of all Baptists present were called for and charter members were Bro. and Mrs. Z. S. Patterson, Mrs. J. A. Rainwater, Bro. J. M. Gill, Bettie Ethredge and J. Lee Herford.

The church asked for the ordination of Bro. Smith and he served as pastor one year. Elder Miers from DeRidder served as interim two years.

On Sept. 10, 1907, J. J. Justice accepted the church's call to become pastor with a yearly salary of \$100. On Nov. 10 he began preaching twice a day in an eight-day revival and the church roll gained 16.

In 1907 Sunday School was organized with J. Lee Herford as first superintendent.

The first church building was constructed in 1908 at the corner of Hall and Velmer Streets, with the first service held in the new building on Sunday, April 26, 1908. Land



**THIS PHOTO was taken on Fourth Street (Hwy. 12) looking west probably in the 1920's. The Perkins Bldg. is in the foreground and down the block was the Strand Theatre and the buildings that now house Tommy Rutledge's office and the building that housed Service Drug Store and some doctors' offices.**

for the building was donated by T. H. Clegg. This building was destroyed in the 1918 hurricane.

The second building was constructed during the pastorate of the Rev. John Henry Smith in 1919. The congregation worshiped in this building until a move into a new sanctuary at the corner of Pine and Harrison on July 8, 1951, during the ministry of the Rev. W. E. Hellen. The church continues to occupy this building.

Twenty pastors have served First Baptist during its 99-year history. The Rev. Byron Comish pastors the 652-member congregation at the present and is planning with the membership for the church's centennial celebration during the month of September 2004.

### PENTECOSTALS

In July 1915 Bro. Bennie Baggett, an evangelist, and a 'small band of workers' came to DeQuincy and pitched tents on the east side of what is now Perkins Street in a field at the lower end of what was known as "Clay Hill" on land belonging to Uncle Jim and Aunt Fannie Smith.

Several ministers came and helped Bro. Baggett during the revival. In September 'the power fell and nine were filled with the Holy Ghost,' including Andrew Royer, Ruth Dunham Finnegan, Bessie Smith Royer, Sug Perkins, Jewel Smith Fauss, Lola Smith Shippey, Pit Perkins, Carrie Smith Parker and Clarence Russell.

On Oct. 18, 1915, Bro. Robert L. LaFleur, one of the revival preachers, baptized 56 converts in Beckwith Creek.

Bro. LaFleur became the first pastor of the work in DeQuincy in late December 1915 or early January 1916.

The first sanctuary was built from lumber donated by Mr. Tom Smith, whose nephew, also Tom Smith, was one of the carpenters working on the building. The new building had 12 sides which was said by several to represent the twelve apostles. The First United Pentecostal Church of DeQuincy still occupies this land, which was donated by Uncle Jim Smith.

The congregation grew and in 1925 some of the members left and formed a church on Perkins Street, chartered four years later as Pentecostal Church of DeQuincy. The church on Smith Street was chartered as Pentecostal Assembly of DeQuincy.

After several pastors served the Pentecostal Church of DeQuincy on Perkins Street, the Rev. H. L. Bennett became pastor in 1933 and served until his retirement in 1982. The Rev. David Hennigan became pastor at that time and serves at the present.

In 1944 Rev. A.D. Varnado became pastor of the Smith Street Church and during his pastorate the church was named First United Pentecostal Church. In 1965 the Rev. T. D. Cardwell accepted the pastorate and served the church 37 years. His son, the Rev. Wayne Cardwell, succeeded him as pastor.

Both of the Pentecostal churches experienced growth which resulted in tearing down of existing buildings and rebuilding, expanding and continued expansion.

### MORE CHURCHES

As the town grew and people from other areas and from all walks of life came here to live and make their living, they brought with them other religions and eventually established additional churches.

Today there are 18 churches of various denominations within the city limits of DeQuincy. An additional

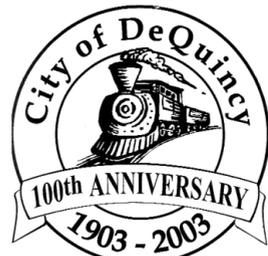
eight churches are in the immediate vicinity and another 10 in close proximity. A visitor wanting to attend church could just about find one to his liking, regardless what the religion might be.

### WORLD WAR II

Early on in World War II it became apparent that the DeQuincy area was to play a leading part in the training of the Army, although there was no camp located here.

The first evidence of this was in 1940 when a Captain Purcell, a lawyer in civilian life, appeared here and began contacting land owners to secure permission to use their land for the Louisiana Maneuvers of 1941. In the summer of 1941 Co. E 105th Engrs. of the 34th Division, South Dakota National Guard set up camp on the school campus and started preparing the roads and bridges for the maneuvers.

Later in the summer the Third Evacuation Hospital was set up in the high school building and in tents on the



campus. It was said there was more trained medical talent in DeQuincy at that time than there had been before or has been since.

A Veterinary Hospital was set up east of town and the Cavalry mounts were treated there for injuries received while galloping over pine stumps. It was the result of the maneuvers north of DeQuincy that caused the War Dept. to decide that horses had no part in modern warfare and these were returned to their home bases and sold.

As a result of the Army using the school as its headquarters, the 1941-42 school term was delayed until October. Classes were held on some Saturdays to make up for the lost time and the term continued on into June,

Cont. on Page 6



*You're Invited to Celebrate...*  
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 October 2-4, 2003

Congratulations to the citizens of DeQuincy. Thank you for letting us be a part of your continued growth.

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# DeQuincy History

Cont. from Page 5

very unusual since school at that time normally finished at least by the third week of May. Graduation 1942 was on June 9 and many of these young graduates delayed their college education to join the military or go into some type of work to assist in "the war effort."

### OPEN RANGE

DeQuincy had always been an open-range cattle and sheep country. After WW II the lumber companies that owned most of the land started a program of reforestation with the results that the ranges were then fenced and planted in pine trees.

The cattlemen who remained in business now turned from range scrubs to well-bred beef cattle raised behind fences and cared for by modern means.

Sheep men had long contributed to the economy of the area through their sheep raising. Each summer the sheep were shorn, the wool sold and families realized a little 'extra cash' from this business. Additionally, lambs and mutton were sold on the market as well as used as food for the grower.

At one time a number of dairy farms were a common sight in the DeQuincy area. Some of these offered home delivery to local families and some took the milk to Lake Charles where Borden's purchased it in bulk. At first, the milking was done by hand, twice a day, and as modern equipment came into being it was utilized by the dairies. One by one the small dairy farms went out of business and even those families purchased their milk 'at the store.'

### OIL BUSINESS

DeQuincy never had a real old-fashioned "oil boom", but at one time there was a steady development of the oil business. This also brought to town officials and drilling crews whose families became part of the community, the children attending school and parents becoming involved in school, church and community life. When the wells were completed and producing, the crews and their families moved on to the next drilling area.

There are producing wells to be found in several areas surrounding the town and often there are exploration crews in town. DeQuincy has been headquarters for several drilling and well-servicing companies.

### SCHOOLS

From that first one-room school with one teacher, there are now three schools, fully staffed, and all approved by

the State Department of Education and the Southern Association of Colleges and Secondary Schools, offering classes from pre-kindergarten through the twelfth grade.

At one time, all grades were housed on the same campus, but now the elementary, middle and high schools is each located in separate areas of town and on a spacious campus.

In addition to academics, various sports are offered at the schools for both boys and girls. Music and forms of the arts are part of the school curricula.

### INDUSTRIES LEAVE

DeQuincy enjoyed a healthy economy following World War II, with more businesses being established and some families for the first time building their own homes instead of renting. This continued until the late '50s when the railroad shops closed and the turpentine plant closed here and moved to Florida. Several families from here went with the plant to Florida, most of whom returned here after retirement.

It was at this time that DeQuincy became known as 'a city that refuses to die.' Many of the shops and plant workers got jobs at the petrochemical plants in the Lake Charles area, almost making this a 'commuter town.'

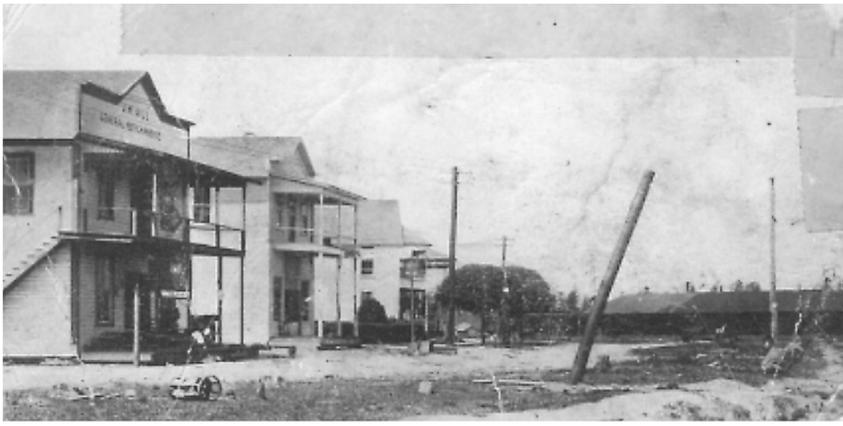
Both the KCS and MOP cut out their passenger service, leaving more men out of work. With the 'bump system' on the railroad, these men could replace one lower in seniority, but eventually some were out of a job. Some went to other 'lines' and some stayed on the extra board. In DeQuincy, some entire families worked for the railroad.

### LCI

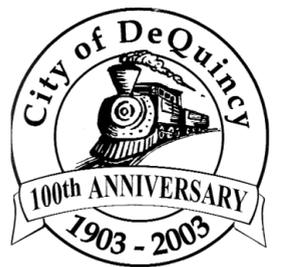
About the time the economy was in doubt here because of the closing of the shops and turpentine plant, about five miles north of DeQuincy, in Beauregard Parish, a penal institution was under construction for male inmates who were found suitable for rehabilitation and for incorrigible juveniles, 12 years old and over.

The Louisiana Correctional Institute was created by legislative act as a branch of the Louisiana State Penitentiary. The name has changed to Louisiana Correctional and Industrial School and is now C. Paul Phelps Correctional Center to honor the former Secretary of Public Safety and Corrections.

The first inmate was received on Sept. 22, 1958, and the population today is modified to 781.



THIS OLD PHOTO was taken many years ago of what was probably DeQuincy's main street at the time. In the foreground is the J. W. Gill General Merchandise store and a store or boarding house is next door. In the background can be seen the railroad station.



because of faltering market conditions and was producing 45 million board feet of pine random length 2 x 4's.

Operations at Boise's wood products complex west of DeQuincy had been suspended only the week before because of the extreme depressed plywood market. Laid off were 275 employees, of which about 30 percent were DeQuincy area people. Others commuted from DeRidder, Lake Charles, Sulphur, Vinton and other area locations.

In 1975 the plywood plant reopened after having been closed about a year. In Oct. 1975 operations at the sawmill were cut to one shift per day, laying off about 95 employees. Some of these found jobs at the newly opened plywood plant.

The sawmill closed in 1979 and a stud mill was constructed.

In March 1980 the plywood plant began a series of two-weeks shut downs due to poor market conditions

Wardens serving Phelps include Warren A. Cormier, who served on three separate occasions; J.D. Middlebrooks, twice; Joseph Whittington, Steve Rader and Jim Rogers, who went to the institution in 1997.

### TIMBER COMPANIES

It was many years after the depletion of the virgin pine forests in this area that timber companies began a program of reforestation to provide a continuous supply of timber for the future. As trees matured and were harvested, the land was replanted and the cycle began again.

Boise Southern Company bought out Lutch Moore Lumber Co. which had extensive holdings in this area. In January 1971 Boise began construction of a forestry products complex eight miles west of DeQuincy on a 180-acre site south of the KCS Railway adjacent to Hwy. 12 at a cost of several million dollars.

Included in the complex were a wood utilization center, pole processing and treating plant and plywood plant.

Announcement came in March 1971 that Georgia Pacific would construct a 2.5 million dollar high-speed

small log sawmill just east of DeQuincy. Annual capacity of the mill was in excess of 30 million board feet of random dimensional lumber. A secondary product of the new mill was southern pine chips for use by pulp and paper mills in the area. The new plant would create 100 new jobs, plus an additional 40 jobs in related wood harvest employment, with an annual payroll in excess of \$750,000.

Georgia Pacific later became Louisiana Pacific and in September 1974 was purchased by Boise Southern. At that time the mill was operating on a three-day schedule

Cont. on Page 7

*Congratulations*

**Lauren Brown**

2003 DeQuincy Centennial Queen

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Love, Pops & Mama June

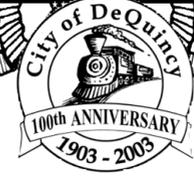


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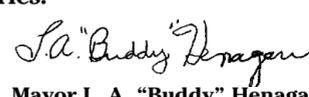
# Welcome...

**Visitors, DeQuincy High Alumni & Guests to the 100th Celebration of the City of DeQuincy.**

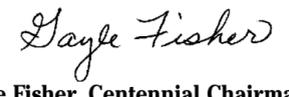
...DeQuincy is a town of tradition yet always looking to the future of what the twenty-first century has in store for it.

The centennial committee has tried to combine the past and the future into a celebration that commemorates our founders, the founding industries, the organizations and industries that make DeQuincy what it is today.

We hope that these three days of 2003 DeQuincy High Homecoming and the Centennial Celebration will be enjoyable and filled with memories.



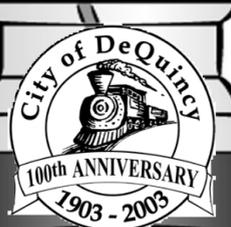
Mayor L. A. "Buddy" Henagan



Gayle Fisher, Centennial Chairman

**COMMITTEE:**

**Agriculture Forestry:** Bill Young, Jim Karr, Harry Methvin;  
**Armed Forces:** Charles Russell, Jim Dickerson, Charles Cormier;  
**Booths:** Evelyn Hester, Eddy Dahlquist; **Displays:** Camy Royer, Andrea Coleman-Williams, Hollie Royer; **Entertainment/Parade:** Ed Coleman, Hershel Frazier, Gayle Fisher; **Fund Raising:** Denise Maddox, Julia Paige, Ranita Peterson, Bill Fetner, Ray Hyatt, Linda Hester; **History:** Gary Cooper, Sadie Abdalla, Lauretta Fluitt, Ronald Mazilly, Carla Robertson, Raymond Lowery; **Publicity:** Lola Mitchell, Jerry Wise, Jeffra Wise DeViney; **Pageant:** Lillian Karr, Gloria Garsee, Sondra Stark, Rachel Templet, Jennifer Russell, Edwina Cole; **Phelps:** Joann Peshoff; **Pine Street Exhibits:** Myra Hennigan, Roxie Yellott; **Railroad:** Fred Fluitt, Lawrence Henagan; **Rides:** Lynn Treme, Ralph Mitchell, Janis Brown; **Security:** Mike Suchanek, Jerry Bell, Danny Dougharty, Terrell Vandergriff; **Schools:** Dannie Joyce Marcantel, Scott and Paulette O'Pry; **Stage:** Trolinda Shoemake and **T-Shirts:** Mary Jane Barbery and Sharon Royer.

# DeQuincy History

Cont. from Page 6

closed completely in April and reopened on July 28.

Announcement came on Jan. 27, 1982, that Boise was closing "for good".

Boise's forestry headquarters which had been located at Fields had been moved into the complex west of DeQuincy. After the closing of that plant, forestry personnel remained at that location about two years and then returned to a remodeled office in Fields in 1988 where it operates today.

Nine employees comprise Boise's forestry division personnel, with Pete Rials as area forester and Rose Mary Fontenot as administrative assistant.

At its peak, Boise had a total of 500 employees in its DeQuincy operations, with a yearly payroll exceeding \$5,000,000.

Again the people of this city proved that "DeQuincy is a city that refuses to die". No one said, "Last man out of town may turn out the light."

## TEMPLE INLAND

Temple Inland purchased Owens-Illinois in 1986. OI had previously acquired Edgewood Land and Logging Company which had an office at Gordon. A secretary and 13 foresters and technicians are in charge of 350,000 acres of

company owned and leased land in Louisiana.

These people care for the trees from the time a seedling is planted until it is harvested. Pulpwood is thinned out and used in the manufacture of paper, thus allowing the remaining trees to grow to maturity in ample space. The company owns a paper mill in Orange and the chips are used there.

Most of the harvested timber goes to the DeQuincy mill but some is sent to the company's three mills in Texas.

Construction began in 1989 on Temple Inland's Southwest Louisiana Lumber Operation's complex six miles east of DeQuincy. Production began in May 1991 with two shifts per day and a maintenance shift at night, with a total employment of 160. These men and women live in the DeQuincy and DeRidder areas.

Five acres are under roof at the complex where dimensional lumber is produced and shipped throughout the southwest by rail and truck. Chips and bark, by products, are also utilized, making it 100 percent usage of the log.

Temple has under contract a half million acres of land from which to harvest trees; local loggers contract with Temple for this business.



THIS PHOTO of the old two-story Rainwater hotel was probably taken in the early 1900s. It was near the railroad station and was a popular place for travelers and railroad employees.

From this the mill produces 150 million board feet of lumber annually.

Paul Williams is manager of Temple's Southwest La. Lumber Operation and Gary Frost is area manager, overseeing the DeQuincy and Buna, Texas, mills.

## LIBRARY

The public library has been an important part of the life of DeQuincy for many years and has grown from its humble beginnings.

During the Depression years, the pastor of the local Methodist Church started a lending library in the educational building of the church. Books were donated and these were loaned to readers without cost.

When the movement outgrew its facilities, the DeQuincy Study Club in 1939 assumed responsibility for the library and moved the facility to a room in the rear of the Calcasieu-Marine National Bank. Members of the club served as volunteer librarians.

In 1944 a branch of the Calcasieu Public Library System was opened in DeQuincy and the Study Club donated the books in its library to the new library and turned over the library to the parish. The local branch was moved to the ground floor of the Birch building and was formally opened on April 6, 1944, with 2,000 books in its collection. One of the library's founders, Mrs. Louis Cruikshank, was the first custodian and opened the library to the public three days a week from 2 to 6 p.m. Circulation in July was 827 books.

A parishwide tax election in March 1945 had not one dissenting vote for continued operation of the library system.

In July 1951 the local library was moved into the Kent building on Center Street with Mrs. Phillip Bordelon as librarian, having succeeded Mrs. Cruikshank in 1946.

The library moved into a new building on Harrison St. in November 1957 and on

June 5, 1994, dedication ceremonies were held for a modern, updated building that replaced the former one. Mrs. Melba Perkins was librarian at that time and today Janet Jordy serves in that capacity.

## ORGANIZATIONS

Fraternal and civic organizations have played an important part in the lives of DeQuincy families.

DeQuincy Masonic Lodge No. 279 dates to 1903 and Adah Chapter No. 34, Order of the Eastern Star, was chartered in 1906. The Knights of Columbus, Rotary and Lions Clubs, Homemakers, Civic Club and four General Federated Women's Clubs, Girl and Boy Scouts provide a place for family members to serve the community in various ways.

The 4-H Club has been active in DeQuincy schools since the movement began, with livestock and home improvement projects being popular projects for both boys and girls.

## RECREATION

When the railroad shops closed, the area was left idle for some years until the city negotiated with Union Pacific Railroad for the land to be used as a sports complex. Today there are modern softball fields where boys and girls teams practice and play several months of the year. These teams have been champions on both the district and state levels. Local men and women serve as managers and coaches for these teams and local businesses sponsor

them. The city provides a walking path in the area of the hospital, which is used by both men and women on a regular basis.

## HOSPITAL

Through the years, DeQuincy residents had been served by DeQuincy Hospital and Douglas/Bishop Clinic. In 1980 DeQuincy Memorial Hospital, a city-owned facility was opened to the public.

When insurance became prohibitive, the surgery and maternity sections of the hospital were closed, resulting in local people having to go to other area hospitals for these services. There was no longer a need for the amount of bed space the hospital offered, and the west wing was used exclusively for hospital patients and the east wing was used by a home health group and later as a behavioral health unit. The north wing was used as office space

for the hospital's home health service.

Today, the hospital is owned and operated by Mr. and Mrs. John Matheson who lease the north and east wings as a rehabilitation center.

A professional building is located across the parking lot from the hospital and houses several medical offices and the ambulance service.

One clinic is located a few blocks west of the hospital and under construction at this time is another clinic adjacent to the professional building.

People come from the surrounding area to the doctors and hospital in DeQuincy.



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Over these 79 years, it has been the privilege of our family, now in the fourth generation, to serve DeQuincy with all its lumber and building materials needs.

Although it has been many years since we have sold any coal for heating, we have kept that part of our name just to remind us how far we and DeQuincy have come.

And we couldn't have done it without your support. We truly appreciate all the business you have given us over the years and we look forward to many more years of serving you.

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The people of DeQuincy and the surrounding area we'd like you to meet. Check out profiles on Who's Who in our local community as well as a Business, Service, Church & Organization Directory

The DeQuincy News

www.dequincynews.com



**THE ABOVE SCENE** was probably taken at one of DeQuincy's Trade Days possibly in the 1940's. Thousands of people "came to town" for shopping bargains and often to hear political speeches. Good roads, shopping centers and television brought this to an end 50 years or so ago.

## Remember DeQ. Trade Days?

**(EDITOR'S NOTE --** The biggest excitement in DeQuincy 50 or so years ago were the monthly DeQuincy Trade Days which brought thousands of people to town on the designated Saturdays.

This was before shopping centers, Walmart and good roads and most area folks did their shopping at home. Local historian T. J. Ratliff told about Trade Days in this story first published in the De-

Quincy News on July 19, 1972).

By T. J. RATLIFF

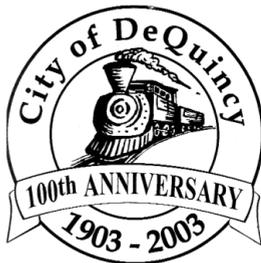
On Sunday, July 9, the Beaumont Enterprise carried a story called First Monday in Canton, which was the story of Trader's Day in that east Texas town.

It seems that a number of town throughout the South in the years following the Civil War and extending up until about the time of WW II had such a day, the object of which was to bring farm families together for one day of each month to visit, to buy and sell and to "swap" articles with each other. It was also a good opportunity for young people to meet, to arrange dates and pass the news of parties, "candy breaks" and other affairs of interest.

Here in DeQuincy Trades Day was held on Saturday.

The prime mover of the ideas seems to have been Mr. Kendall, Superintendent of this Division of the MOP Railway, though there were other DeQuincy business and professional men who took leading parts in the Trades Day movement.

Some of these men were



## Alson Rainwater was first person to be born in DeQ.

(DeQuincy News, Jan. 6, 1966.)

Alson Rainwater, the first person to be born in DeQuincy, died Monday, Jan. 3, 1966, at Douglas hospital at the age of 67. He had been ill for a short time.

The son of the late Jesse J. Rainwater and Florence Ellis Rainwater, Mr. Rainwater was born here in 1899.

There were other settlers living here at the time but he was the town's first born and had lived here all of his life. His mother died during his young years and he was reared by his step-mother, Susie Rainwater.

A retired school bus driver, Mr. Rainwater in 1956 was named as Louisiana's safest school bus driver and was in the running for top man in the nation. Mr. Rainwater received a special safety certificate and a \$50 Savings Bond in recognition of a 24-year safety record without an accident.

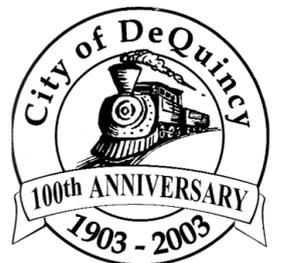
He was a member of the Methodist Church and funeral services were conducted by Rev. Garland Dean at the DeQuincy Methodist Church Tuesday, Jan. 4. Burial was in Perkins Cemetery.

He is survived by his wife, Cynthia; two daughters, Mrs. Velma Yellott and Mrs. Margaret Smith of DeQuincy; his step-mother, Mrs. Susie Rainwater; two sisters, Mrs. Mable Miller of Shreveport and Mrs. Cora



**Alson Rainwater**

Phillips of Baton Rouge; four half sisters, Dora Edwards of Deweyville, Dorothy Davis and Daisy Adams both of Beaumont and Delma Pittman of Houston; four half brothers, Loy and Vernon of Starks, Joe of Houston and Robert of Freeport; five grandchildren and 10 great-grandchildren.





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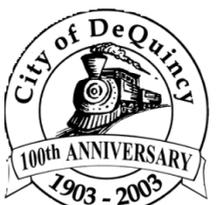
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MEMBER FDIC

# Newport brought needed jobs

By W. T. Block

DeQuincy was never a great sawmill town like Singer, Carson, DeRidder or Longville. In fact DeQuincy came to thrive off the garbage that the sawmillers left behind in the forest - the big liter pine stumps.

Up until 1922 much turpentine and rosin was exported from Southwest Louisiana, but it was distilled from tree sap, bled into buckets attached to pine trees in the forests. Long-Bell operated a turpentine distillery at its log camp in Walla, midway between Newlin and Carson on Cowpen Creek. The Walla distillery began in 1908 and ceased about 1920 when the Long-Bell log camp at Walla closed.

The Rustville, LA., distillery of Gulf Lumber Company at Fullerton was the largest turpentine plant in Louisiana from 1908 until 1922, when it was converted to a wood alcohol distillery. Before 1922 the Rustville plant employed 259 Negroes in its heyday and produced 150 barrels of turpentine and 450 barrels of rosin weekly.

By 1925 Southwest Louisiana's vast sawmill industry was rapidly drawing to a close. Fullerton cut out in 1927, leaving 175,000 acres of cutover stump lands in East Vernon Parish. Long-Bell cut out about 1935, with 200,000 acres of stumps left behind. Lutch-Moore of Orange cut out in 1930, leaving 260,000 acres of cutover



**LIGHTNING SET on fire and destroyed 650 tons of stumps waiting to be processed at the Newport Industries plant in DeQuincy on July 17, 1954. The fire began at the base of the pile, therefore the pile had to be dismantled to extinguish the blaze. Plant Superintendent J. M. Hanberry estimated the lost at \$7000 (which would be considerably more in today's dollars.) (Photo courtesy of Harry Methvin.)**

lands in Calcasieu, Beauregard, and Vernon parishes. W. E. Pickering and Chicago Coal and Coke cut out in 1928, with about 150,000 acres of cutover

lands. There were multi-thousands of acres of stumps left over elsewhere - from Louisiana Long Leaf at Fisher, Industrial Lumber Company at Calcasieu, Oakdale and Elizabeth, and others.

Altogether there were 25,000 square miles of stump lands left in Western Louisiana, and an estimated 30,000 square miles of stumps in East Texas, much or most of which were within reach of the new DeQuincy plant.

Before 1915 stumps were removed only to clear land for agriculture, and removal usually consisted of the difficult and dangerous method of blowing out the stumps with dynamite. By 1907 Hudson River Lumber Co. at DeRidder had cleared all the stumps on its 200-acre experimental farm, and by 1925, Long-Bell was using 2 steam-driven stump pullers on its cutover lands around Longville. After 1935 enlistees in the Civilian Conservation Corps were using a steam-driven stump puller in the Kisatchie

National Forest. By 1932 perhaps as many as 300 unemployed men supported their families by pulling stumps and hauling them to DeQuincy.

While the buzzards of ghost town status roosted on the water towers at Carson, Newlin, and Juanita in 1925, DeQuincy was enjoying a veritable boom. The Gulf Coast Lines of Missouri Pacific Railroad had brought its regional car shops to DeQuincy, along with 800 employees under G. C. Kennedy. The new railroad plant included a large roundhouse; machine shop, that could literally build or rebuild a locomotive; a blacksmith shop, car sheds, and car shops; a power house and related facilities for all rolling stock between Houston and Baton Rouge, and as far north as Alexandria, improvements worth \$250,000.

In 1919 a man named H. L. Smith was sent to DeQuincy to conduct a survey relative to the availability of large quantities of pine stumps for processing into rosin, turpentine, and pine

oil. However, it was Oct. 1922 before the new million-dollar plant opened; it was named Acme Products Co., Inc., a subsidiary of Gillican-Chipley Co. of New Orleans. The new plant never closed its doors, operating three 8-hour shifts daily to process 150 tons of pine stumps into finished products.

The original plant opened with W. B. Logan as general manager and G. L. Olsen as superintendent. It was soon dispensing a monthly payroll of \$60,000 to its 175 employees, even though the minimum hourly wage then in effect was 22 1/2 cents. Another 150 men were employed full time as stump pullers in the immediate area. An acre was worth only \$2 an acre as stump land, but it was immediately worth \$25 an acre as farm land as soon as the stumps were removed. And DeQuincy needed to develop a farm economy as soon as possible.

By 1924 a year's output at Acme Products amounted to "60,000 rounds of rosin, a round being equal to 500 pounds; 14,000 casks of turpentine, a cask equal to 50 gallons; and 5,000 casks (250,000 gallons) of pine oil. Pine oil had many medicinal uses, as well as being used in tooth paste, polishes, soaps, perfumes, and solvents.

The stumps went first into the "chipping hog," which ground the stumps into fine wood chips. The latter were subjected to intense steam heat, and the vapors emitted from the boiling solutions were then condensed and refined. The distilling process was not unlike that for making wood alcohol or whiskey.

In Dec., 1928, Acme Products sold out its DeQuincy plant to Newport Industries, Inc., of Milwaukee, Wisconsin for \$1,500,000. Ownership would remain the same for the next 29 years, except that Newport would merge with Heyden Chemical Corporation about 1955. About the same time in 1928, the LeTourneau Machinery plant in Longview, Texas made a "huge steel fork," which when attached to the front of a heavy bulldozer, could literally "root out" large stumps handily.

With the improvements in large stump pulling machinery and thus the enlarged volume of stump deliveries, Newport made some expansions to the plant, enough to process 400 tons of pine stumps daily, and thus triple the output of its products.

When sawmills around DeQuincy closed during the Depression, Newport Industries "kept right on a-cookin..." supplying half the payroll that was to sustain DeQuincy's economy.

During World War II Newport was declared "65% wartime essential..." and as more male employees disappeared into the war machine, many female employees took their places in the office, maintenance staff, the cabs of trucks and on the production line. Until the end, some stump crews could not afford any other method than blowing up stumps, with at least one person killed annually by premature explosions. By the time that Newport closed the plant on Oct. 28,

Cont. on Page 10.

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*Lauren Brown*

# DeQuincy's namesake told

By W. T. BLOCK

Recently, having acquired a taste for the history of Kansas City Southern Railroad and its Netherlands connections, I read that DeQuincy was named for a Dutchman named "Baron DeQuincy". So I cranked up the search engines in my computer and went fishing for that Dutch nobleman without any success.

Now about 1897, Arthur Stilwell, founder and head honcho of the railroad, had a propensity for anglicizing difficult Dutch names, so I thought that DeQuincy was an anglicization of an unpronounceable Dutch name.

As an example, one of the principle investors in the railroad's securities was an Amsterdam coffee merchant with the jawbreaker name of Jan "DeGoeijen," so Stilwell shortened the name to Jan "DeQueen." DeQueen, Arkansas is named for him, as well as some early streets and schools in Port Arthur and Nederland. Hence, although I thought it plausible that DeQuincy was just another of Stilwell's anglicizations, I could not avoid pondering what its real Dutch name was. Actually, DeQuincy is truly a very baronic and noble name, but not in Holland, only in England.

Even before the last golden spike united the KCS rails 4 miles east of Mauriceville on Sept. 11, 1897, Stilwell



Arthur Stilwell

already had a party of the Dutch investors in mid-Atlantic Ocean en route to New York for an excursion trip over the full length of the railroad. Some years ago, Dow Wynn, former director of the Port of Port Arthur, wrote an account of that trip, reprinted as "Frontier Visions," in the new Port Arthur Centennial History, page 29, which excerpt follows:

"...On Oct. 15, 1897, the DeQueen, Arkansas Bee ran this story: "...Mr. DeQueen, a guest of the city that was named in his honor; Pres. A. E. Stilwell, and others visited our thriving little city, and are delighted with its progress. Included with Mr. DeQueen and his wife Mena is Mr. E. DeQuincy of London. Stilwell had no problem with naming DeQuincy, Louisiana after his English investor..."

Another excellent source of Kansas City Southern history are the microfilm reels of Port Arthur Herald in the Port Arthur library, for the newspaper belonged to the railroad for many years. In fact its first issue was published on an excursion train en route to Port Arthur.

The issue of Sept. 9, 1897 described the rush to close the rail gap between Beaumont and DeQuincy, and of the 200 men who worked feverishly to complete the railroad. Also the issue of Nov. 4, 1897 told of the arrival in Port Arthur of Mr. DeQueen, of several other Dutch investors, and of Mr. E. DeQuincy of London. Hence Mr. DeQuincy would have passed twice through his namesake city en route to and from Port Arthur.

DeQuincy is actually a French name, which arrived in England with the Normans under William the Conqueror. One royal source revealed that the "baronial family called DeQuincy from Quince, Maine (that's Brissac-Quince of Maine et Loire, France, not the State of Maine). LaRoque traces the house of DeQuincy to that of DeRotan in Bretagne (Brittany), whose arms they bore and for the Earls of Winchester..."

Saire (Saher) DeQuincy the Elder was the first of them to arrive from Brittany, and apparently he took over a former Anglo-Saxon castle at Winchester, the small town about 20 miles north of Southampton. His son, Saire DeQuincy II, born in 1154, was appointed the first Earl of Winchester by King John in 1207. DeQuincy the Second had been governor of Normandy between 1180-1184; Steward of England, 1205-1207; and he was one of the 25 barons charged to enforce the provisions of the Magna Carta in 1215. He left England in 1217 during the 5th Crusade, and either died or was killed during the siege of Darietta, Egypt without ever reaching the Holy Land.

There were other descendants who bore the title of Earl of Winchester, namely, Roger DeQuincy, Reginald DeQuincy, and Robert DeQuincy. The death of Robert is in dispute; one

## NEWPORT

Cont. from Page 9

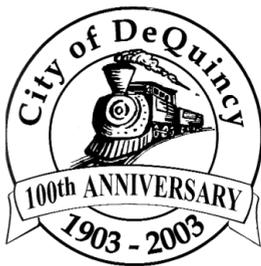
35 years amounted to 470,000 tons of rosin; 16,000,000 gallons of refined turpentine; and 14.7 million gallons of pine oil. The plant also paid out \$16,000,000 in salaries; \$18 million for raw materials; and \$7 million for stump pulling labor.

By 1925, the Acme plant was at least halfway responsible for the building of DeQuincy's new high school building; its Evangeline Highway, running from Bogalusa on Pearl River to Beaumont, Texas; its increased population to 5,000; 120 new homes in one year; its new power plant, water system and fire truck; its new Calcasieu Marine Bank; its new farm cooperative, with its 200-bale daily cotton gin and a 1,500 acres planted in cotton; and 40 new merchants in town.

Sadly the passing of the cutover stump lands meant also the passing of the turpentine plant, but it so doing, it had cleared out 10,000 acres of farm land adjacent to DeQuincy. Nevertheless the Newport plant will always remain a pleasant memory for all who ever worked there or who profited from its existence.



IN THE OLD days before television, state politicians made it a point to speak in as many small towns in the state as possible. The above photo was taken here of Jimmy Davis in one of his two successful runs for governor. He held the office in 1944-48 and 1960-64 but lost out in a 1971 run for a third term. Davis usually brought a band and a group of singers with him and always had a good turnout.



source noted that he died in Judea during the 7th Crusade, whereas another reported his death in London in Aug. 1257. The Earls of Winchester have been an "extinct barony" for many centuries, but DeQuincy, Louisiana can still take great pride in the origin of its name.

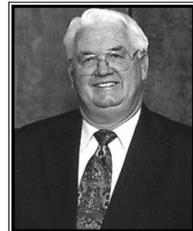


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# Tracing Your Roots

Here are some tips for starting a search for your ancestors and discovering more about your family tree.

- Write down everything you know about the person or persons you want to research. Think about the questions you want answered and write them down. Knowing what you want helps you determine how to find it out.

- Talk to older relatives and get any information they may have. Don't overlook records such as birth and death certificates or marriage licenses that are available within your family.

- Be aware that names may have spelling variations. Brown could be Browne, for instance. Even a name as simple as Smith could also be listed in some records as Smithe, Smyth, or Smythe.



- Check at parish courthouses for records such as birth and death certificates and marriage licenses. Land records or probate records also may give you a clearer picture of where your ancestors lived and what they did for a living.

- Immigration lists, military service records, census documents and Social Security records may be available either through libraries and agencies or over the Internet.

- Most of all, don't give up! Keep plugging away and keep good records. Write down all the information you uncover. You never know when one piece that seems unrelated will unlock a whole set of answers.

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# Pine stumps were salvation for DeQuincy after mills left

BY HARRY METHVIN

From 1890 - 1930, Louisiana enjoyed tremendous prosperity fueled by the lumber industry. Until that time, lumber production in the state had been negligible.

By 1890 the forests of the Northeast and Midwest had been leveled, and the lumber industry moved west and south. By 1909 there were as many as 641 sawmills operating in the state cutting the longleaf pine forests and cypress swamps.

The longleaf pine took 200-400 years to mature and reached 80 - 100 feet in height. The longleaf pine was the most economically important tree in America. The early longleaf pine forests covered 70 - 90 million acres, but by 1920, most of the virgin forests had been cut. By 1930, the lumber industry had virtually ended as the supply was depleted, and the lumber companies "cut and move" philosophy left the many sawmill towns abandoned.

Prior to the great sawmill influx, the pine trees were bled to gather the sap used in the production of turpentine, pine oil, and rosin. These products were referred to as "naval stores" because the rosin or pitch was used to seal the cracks of wooden sailing ships, especially naval ships.

The trees were tapped by skinning the bark and gathering the sap in buckets. The

raw material was placed into barrels and hauled to nearby distilleries. With the destruction of the forests, the gum naval stores industry was threatened.

It would soon, however, be replaced by the wood naval stores industry through the processing of the remaining pine stumps.

The extraction of turpentine and rosin from pine stumps was first attempted in 1902. In 1919, W.B. Logan, a chemical engineer, arrived in DeQuincy to explore the possibility of processing the abandoned stumps into naval stores. By 1922, Mr. Logan had established the Acme Products Company for the manufacture of turpentine, pine oil, and rosin. The company covered 26 acres at the southeast intersection of Highways 12 and 27. The DeQuincy plant was purchased by Newport Industries in 1928 and soon employed as many as 450 men.

In addition to the DeQuincy plant, Newport Industries constructed a second plant at Oakdale in 1947. Crosby Naval Stores, later known as Crosby Chemicals opened a DeRidder plant in 1946. Crosby Chemicals was sold to Westvaco Corporation in 1977.

At the plants, the stumps were first fed into a "hog" which reduced them to chips. The chips were then pulverized and fed into extractors where they were distilled



with steam. The distillate was then fractured to obtain turpentine and pine oil. The woody fibers remaining were treated to remove the rosin. This processing produced an estimated 1600 gallons of turpentine, 800 gallons of pine oil, and 150 barrels of rosin daily at the DeQuincy plant.

The stumps were provided by contractors who transported them by flat-bed wagons pulled by horses or mules. By the late Twenties, contractors were using flat-bed trucks. The typical crew consisted of two men, the contractor and a "shooter."

Using an auger, the "shooter" bore a series of holes in the base of the stump. Dynamite charges fitted with a fuse and a blasting cap were inserted. After lighting the fuse, the "shooter" scrambled to safety. The removed stumps were then blasted apart with additional dynamite charges.

The stumps would then be loaded manually for transport to the plant where they would be unloaded in like manner.

Early attempts to use a "Caterpillar" or "dozer", failed as the typical blade was not designed for stump removal. The LeTourneau Company of Longview, Texas eventually produced a steel fork to be attached to the front of the "dozer" and revolutionized the process of stump removal. Many small contractors still relied on dynamite for stump removal, however, as the cost of a Caterpillar was prohibitive.

## Remember?

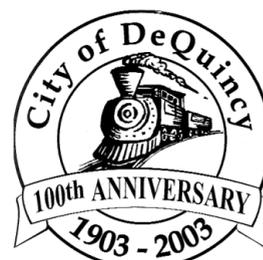
(Lake Charles American Press, March 9, 1939)

## MRS. ROOSEVELT MAKES APPEARANCE AT DEQUINCY

Wednesday afternoon at 3:07, Mrs. Franklin D. Roosevelt, wife of the president, en route to Beaumont where she lectured, spoke to the citizens of DeQuincy during the five-minute stay that the train makes.

She was presented with a beautiful basket of flowers with regards of the town of DeQuincy.

The DeQuincy High School band played upon the arrival and departure of the train. Mayor S. A. Fontenot and the Commercial Club of DeQuincy arranged to have the president's wife appear on the platform of the train here.



DO YOU REMEMBER? This photo was probably taken in the early 1900's in front of C. A. Pray's garage in DeQuincy. Perhaps some reader can identify the well-dressed passengers in the Ford car. (Note: One of the ladies is doing the driving.) (Photo courtesy of DeQuincy Railroad Museum.)

Another important innovation was the invention of a loader which lessened the labor involved in loading the stumps. The crane type attachment was mounted behind the cab of the truck and was powered by a power take off attached to the truck's transmission.

The loader incorporated the salvaged rear end of a truck to transfer the power to a drum fitted with a cable. Tongs attached to the cable lifted the stump into position.

The method of unloading the stumps also became less labor intensive. The stumps were first unloaded by hand but were eventually unloaded using a bucket crane. Later a web was made using cables or chains.

The web was placed onto the bed of the truck before loading. After loading, the ends of the web were gathered to the top of the load and a crane fitted with hoop removed the entire load at once.

The boring of the holes for the dynamite charges also evolved. In the early years, a large auger bit with a "T" handle was used. This was replaced with an auger similar in construction to a brace and bit enabling a continuous

circular motion. The final innovation in the fading years of stumping was the marketing of a gas-powered auger.

Unfortunately, as the process became easier, the supply of stumps had dwindled. At its best stumping was a dirty, difficult, and dangerous profession. Several area

men were killed by premature explosions or flying debris.

The DeQuincy plant closed and was dismantled in 1957, but those who were around in its heyday could understand why the city was referred to as "Stumptown" and why the high school yearbook was named "The Pine Stump."

**HATS OFF TO DEQUINCY'S CENTENNIAL CELEBRATION!**

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# Phelps a mainstay for 45 years

**(EDITOR'S NOTE -- Phelps Correctional Center has been a mainstay in the local economy for the past 45 years providing jobs many local and area people. In addition, Phelps also has provided work crews that have provided valuable services to area cities. The following is a brief history of the institution.)**

The Louisiana Correctional Institute (LCI) was created by legislative act as a branch of the Louisiana State Penitentiary for male inmates who were found suitable for rehabilitation and for incorrigible juveniles, twelve years old and over.

Six hundred acres of land were purchased and donated by local citizens who were inspired by the recent heavy layoffs at the railroad shops in the town. They saw this as an opportunity to provide badly needed jobs and strengthen the economic position of the city. The remainder of the land was acquired at a cost of \$10,800.

Successful bidder on construction of the initial buildings was the S. Jones Construction Company of Shreveport, with a bid of \$2,676,400.

On Oct. 19, 1954, the final green light was given when the deed to the land was presented to the state. On Oct. 21, 1955, Governor Robert J. Kennon turned the first dirt at the groundbreaking ceremony.

In 1960, the Louisiana Correctional Institute be-



**FOUR OF THE** five wardens who have served at Phelps Correctional Center during the past 45 years were pictured at an observance of the institution's 40th birthday in October, 1998. From left are Steve Rader, present Warden Jim Rogers, Warren Cormier and J. D. Middlebrooks. The fifth warden, Joseph Whittington, is deceased.

came the Louisiana Correctional and Industrial School (LCIS), also established by legislative act. This amendment increased the age of the inmates from 12 to 15 years old and introduced the provision that the inmates must be "first offenders."

In 1976, a portion of the security cell block was used to house work release inmates and as preferred living quarters for clerks and orderlies, increasing the total physical population at LCIS to 490.

With the acquisition of

Camp Beauregard and the Woodworth Work Release Facility, the inmate capacity increased to 684 on July 1, 1976.

New dorms were built in 1977, which increased the main prison's physical capacity to 740. In 1978, a legislative act discontinued the transfer of minors to LCIS.

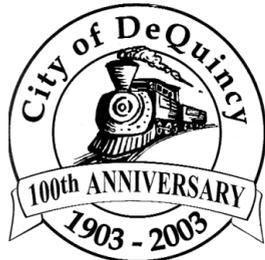
Camp Beauregard and its satellite were removed from LCIS supervision on Jan. 1982 and the population was gradually decreased. By Feb. 16, 1982, the population had decreased to 740.

In order to provide relief for prison overcrowding, double bunking began as early as June 1982 with the maximum population increasing to 928 prior to incorporation in the Consent Decree, which was signed on Dec. 7, 1983.

On Nov. 1, 1988, the population was again modified to 832. Beginning in 1989, multi-offenders were being transferred to the facility. Feb. 26, 1992, the population was again modified to 768 in order to meet the requirements of the Louisiana State Fire Marshal who mandated 28 inch spacing between beds.

Effective May 26, 1993, in honor of C. Paul Phelps, former Secretary of Public Safety and Corrections, the Louisiana Correctional and Industrial School was officially named C. Paul Phelps Correctional Center.

A roofing project began in



June 1991, to replace and update roofs on all the facility's buildings. The project lasted through May 1995, which resulted in all buildings obtaining a new roof.

June 8, 1993, bids were opened for a new dining hall to accommodate 1200 prisoners compared to the previous dining facility having a capacity of only 900 prisoners. The new dining hall opened Jul 1995.

C. Paul Phelps Correctional Center officially achieved accreditation certification with the American Correctional Association in Jan. 1994. The facility has continued to maintain this accreditation.

The population was once again modified on June 1, 1994 to 781. Approval was given to utilize the upper right tier of the cell block consisting of 13 cells as permanent housing. These cells were previously used as administrative segregation-disciplinary beds.

# Old stumpers saluted

(DeQuincy News Sept. 18, 2002)

Dear Editor:

In our Discipleship Training Class last Sunday evening, we were discussing people to be grateful for. A group of men I have never heard mentioned at any gathering in DeQuincy were the stump haulers for the Newport.

If it had not been for this group of men the plant would not have been able to operate. Some tales were told that would be well worth retaining for history of DeQuincy and the surrounding vicinity.

For example, having to arise at 3 a.m. in the rain,

bog down on the way to the ground to get the stumps, spend quite a long time getting out of the bog hole, loading the stumps by manhandling every piece. I don't know how much was considered a load but it must have been five or six tons, then bog down again on the way out.

Unload the stumps, get the truck out the bog hole and then re-load the truck. Not mentioning having to handle dynamite caps and fuse lighting several stumps at once and run away to keep from being hit by a piece of wood off a stump.

Some of the men, during World War II, quit stump hauling and went to work in the shipyards, railroads and other defense jobs. Some even went into the service and went off to the war. But the ones who fought World War II hauling stumps stayed with it and had to work with worn second hand trucks and endured a lot of hardships along the way without a big public complaining.

Most of these men were God fearing and raised their families in our churches and their offspring are prominent citizens around DeQuincy today.

Just wanted people to know that I am grateful for this group of hard working men and for all they contributed to the country and our vicinity.

/s/ Fennel Guillott  
Pilgrims Rest Baptist Church

## WARDENS

Phelps Correctional Center has had five wardens during its 45 year history.

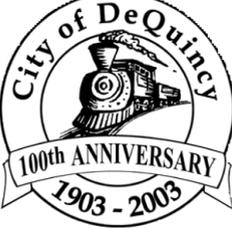
Warren A. Cormier was the first warden and served in that capacity on three separate occasions -- Aug. 1958 to Oct. 1963; June 1964 to Jan. 1967; and Jan. 1970 to Nov. 1975.

Warden J. D. Middlebrooks served on two separate occasions -- Dec. 1975 to Feb. 1988 and Jan. 1967 to Dec. 1969.

Warden Joseph Whittington served only three months, September to December, 1987 before his sudden death.

Warden Steve Rader served from Jan. 1988 to Feb. 1997.

The present warden, Jim Rogers, began serving in February, 1997.



*Salute To DeQuincy*

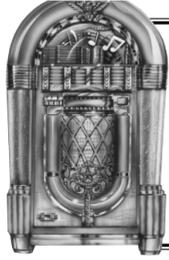
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State Representative District 33

(Paid for by Ronnie Johns)

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**Honoring the Past &  
Celebrating the Future**



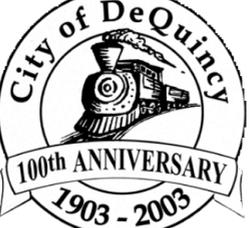
**TOM  
THREET**

\*\*\*\*\*  
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100th Birthday  
Celebration!!**



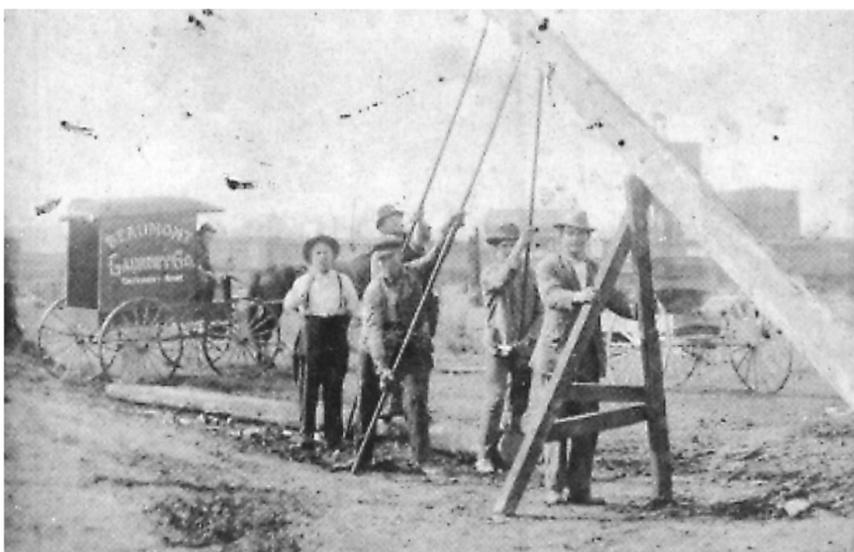

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THE SOUNDS OF SWING band from Carthage, Texas, will perform at the DeQuincy Centennial celebration on Saturday, Oct. 4. They will give a special salute to veterans.



First telephone pole in DeQuincy

## Big band to play Saturday

The 17-piece Sounds of Swing Band, headquartered in Carthage, Tex., will play at the DeQuincy Centennial Celebration on Saturday, Oct. 4, on the Railroad Museum stage starting at 8 p.m. The

concert will honor veterans with a special musical salute. Since 1992 this band has performed benefit concerts for Panola College, Public Broadcasting, Lions, Rotary, Shrine, band booster and



music clubs, community concerts, annual Heart Balls and art festivals as well as in nursing homes.

They have performed at Lady Bird Johnson's Wildflower Center in Austin; for the 50th anniversary of the Texas A&M Memorial Student Center; in Dallas, Paris and Livingston, Texas and DeRidder, Louisiana.

The musical director is Wallace Read, a member of the Texas Bandmaster's Hall of Fame. He retired after 29 years as director of the Kilgore College Ranger Band. The band's announcer is Bev Brown, also the drummer and business manager.

The band's featured vocalist is Janis Compton, an elementary school principal in Lufkin. Other singers include Grady Kyle and Terry Dorsey from the trumpet section and Ralph Marshall, tenor sax. Among the featured soloists are two retired career U. S. Air Force bandmen, Charlie Head, alto sax and Pat Griffin, trumpet.

The program will feature a special poem written by Mr. Hershel Frazier of DeQuincy recited to the strains of "Moonlight Serenade."

The Sounds Of Swing library contains many classic big band arrangements of the war years which they will perform to salute the veterans in the audience. The music of Glenn Miller, Harry James, Artie Shaw, Count Basie and other great bands of that era are sure to bring back pleasant memories for the audience.

To learn more about the band visit our website [www.soundsofswing.com](http://www.soundsofswing.com).

## First telephone came in 1912

**(EDITOR'S NOTE-- DeQuincy's 100th birthday will be celebrated in the fall of 2003. The News will be printing stories and photos of the city's history from now until then and also in a special Centennial Edition. The following article and photo relates the coming of telephones to the town 90 years ago.)**

DeQuincy News, Feb. 17, 1966

By MARY THOMPSON

Jim Glidewell came to DeQuincy just after the turn of the century to take over the light plant which was being run at that time by his twin brother, Frank.

After Mr. Glidewell had worked at the plant for two or three years, he got several wall telephones and installed them, all on party lines.

Among those lucky "firsts" were C. A. Page Livery Stable, Perkins Drug Store, Dr. George Lyons, Dr. C. R. Price, Newhouse Bakery and Market, the Jim Glidewell residence, and the light plant. All phones rang when any party was being called; each had a different ring to answer.

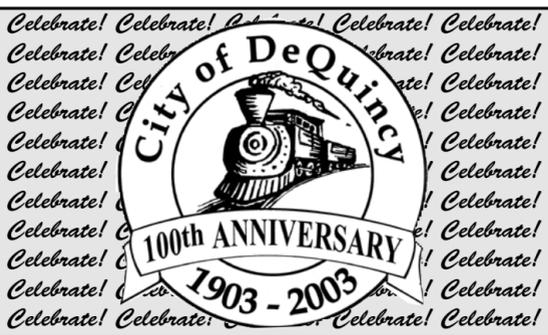
In 1912 Mr. Glidewell interested several men to buy stock and organized the

DeQuincy Telephone Company. He moved his family down to the Clegg Building, located where the Phelan Warehouse now is, and installed the telephone switchboard in one room of the house.

His oldest daughter, Mattie, (Mrs. Ralph Perkins),

was the first local operator. The second daughter, Exar, was long distance operator and worked at the Jim Gill Store, located about where Western Auto is now.

Eventually the long distance board was moved in with the local board and daughter Exar handled both.



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Special Salute To  
The City Of DeQuincy*

We would like to salute the people of DeQuincy for their fine achievements over the past 100 years. Let us recognize the members of the Centennial Committee, the City Fathers and everyone who helped with this momentous event for a job well done.

We're proud to be a part of DeQuincy's growth.

*We'll See you At  
DeQuincy's Centennial!*



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My personal best wishes to the Centennial Committee, DeQuincy Officials, Workers and everyone involved in this celebration of Heritage, Pride and Prosperity.

*"I'll see you there!"*

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**Sandy Treme  
POLICE JUROR**

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(Paid for by Sandy Treme)

# DeQuincy's schools began in small shack 103 years ago

The town of DeQuincy was laid out about 1897 when the Kansas City, Pittsburg and Gulf Railway, now the Kansas City Southern, reached the point where its main line bent toward the southwest to Beaumont and the old Calcasieu, Vernon & Shreveport tram line, now the Lake Charles branch of the K.C.S., joined the main line. DeQuincy was at this time a pine forest, no timber having been cut except on the railroad right-of-way. Two small stores, two boarding houses, and four small dwellings constituted the village. However, the growth of the new community soon made a school necessary.

The first public notice of a school for DeQuincy came when the Lake Charles Daily American of March 13, 1899 stated that a new school was to be started in DeQuincy the following week. Mr. D. D. Herford of Edgerly became the first public school teacher in DeQuincy. Mr. Herford taught in a small building about 14 feet by 20 feet, located on the right-of-way of the K.C.S. railway. He was also the father of Mrs. R. L. Douglas.

The next mention of the DeQuincy school is a news item from the Lake Charles Daily American stating that the new DeQuincy school was destroyed by fire just as it was about to be "dedicated" with a dance the night before the opening of school. Rumors were that the fire was of incendiary origin, but if set by someone who was opposed to schools or to dancing, it was not known.

DeQuincy continued to grow until two years later it was forced to provide a larger schoolroom. The next building was located on the lot where Professor L. E. Broyles lived. This was a boxed house 40 feet by 60 feet and was thought to be large enough to care for the schoolwork for several years. A few years later more room was needed and was arranged for during the first session taught by Professor F. A. Ford.

In 1909 a special tax of five mills to run for ten years was voted by Special District 17 (DeQuincy). The proceeds were used to build an eight room, two story building, one of the first brick schools in this section of the state, on the campus of the present elementary school. School opened September 5, 1910, with Professor F. A. Ford, Principal, and Misses Will Jane Kirkwood and Lillian Chapman, assistants. One hundred and forty-eight pupils were enrolled during the session. On February 10, 1911, the school marched to the new brick building and Miss Alice Harris was added to the faculty. This building continued in use until 1943 when it was demolished because of damage by fire, which destroyed the elementary school plant.

In 1913 the school, with Professor J. M. Smith as Principal, was made an Approved High School by the State Department of Education. It then had a faculty of nine members (picture in principal's office) and an enrollment of 300 pupils, with 26 pupils in the high school department.

During the year 1914, a second modern brick building was erected to take care of growing demands. The school had a steady growth, until it had a faculty of 15 members and an enrollment of 600

pupils, with 90 in the high school department.

The storm of August 6, 1918 practically destroyed both brick buildings. Superintendent F. K. White and the Parish School Board had the buildings rebuilt immediately. The school opened October 7, 1918, with a full corps of teachers, and Professor L. E. Broyles as Principal.

In 1920, the DeQuincy School was placed on the Accredited List of the Southern Association of Colleges and Secondary Schools. It was one of the 20 schools in the state that was on the list at that time, and is still on the list today.

Mr. Broyles was succeeded by Mr. H. M. Wells of Clinton, Louisiana, about 1924. One of his former students at Clinton said that H. M. in Mr. Well's name stood for Hell-A-Mile-Wide. Tradition says that Mr. Wells was employed to tame the DeQuincy school, where discipline had gotten out of hand, and that he lived up to his "nick name" and accomplished his purpose.

In 1925 two new school buildings were completed, one on the campus of the present elementary school and the Ward School on the west side of town where lower elementary grades were taught.

When Mr. Wells left DeQuincy in 1928, T. S. Cooley, Principal of Bell City School, was appointed as principal with a young man from Dry Creek, Clint W. Hanchey, as coach. During the tenure of Mr. Hanchey as coach, DeQuincy began to make a name for itself in sports, especially basketball and track. This was old fashioned out-of-doors-court basketball. While Mr. Hanchey did not personally coach the girl's team, the young ladies of DeQuincy were always strong competitors at the parish basketball rally.

About 1930 Mr. Hanchey was made principal of the Westlake School and Otto D. Roluff became coach at DeQuincy. Under Coach Roluff football again became a sport at DeQuincy after having lapsed for a few years. In 1934 Mr. Wells was elected Superintendent of the Rapides Parish Schools, Mr. Cooley was elected Superintendent of the Calcasieu Parish Schools and Mr. Hanchey returned to DeQuincy as principal.

In 1938 a move was started to build a gymnasium at DeQuincy. It was one of the first high school gymnasiums in the parish.

In 1942 Mr. Cooley died in Lake Charles and Mr. Hanchey was appointed to the position of assistant superintendent. Coach Matt Walker was made principal. Mr. Walker and T. J. Ratliff, who had joined the faculty in 1934, were the only male members of the faculty. In the summer of 1944 Mr. Walker became ill and in the fall underwent an operation from which he never recovered. He died in the spring of 1945. Mr. Ratliff served as Acting Principal from November 1944 until the close of the 1944-45 session.

In 1945, Mr. W. E. Pate of Kentwood was employed as Principal and B. B. Hayden as Coach. The spring of 1946 marked the reappearance of the yearbook, The Pine Stump, which had been a casualty of the depression and WW II. The Pine Stump originally began in 1922.

In 1951 Mr. Pate was

made principal of the Bolton High School of Alexandria and Mr. H. C. Semple was transferred from the Vinton School to DeQuincy. Mr. Semple remained here one year and then was made a member of the parish supervisory staff. Mr. Lionel Pellegrin was appointed as principal at DeQuincy. After six years of service Mr. Pellegrin took a leave to work on his doctorate at Louisiana State University and later became a member of the State Department of Education Staff. Mr. Hereford H. Hinton of the Gillis School succeeded Mr. Pellegrin. During this time Coach Dalton Faircloth trained some outstanding teams and in 1956 the DeQuincy Track Team, under Coach Johnny Buck, won the Class A State Championship.

As the elementary school began to fill up with "war babies" and crowd the high school for room, the Annex was built to house the Commerce and Music Departments and to supply extra classrooms. Improvements were made on the athletic field at the same time.

About 1956 a move was started to divide the high school and the elementary school. After some discussion it was decided to petition the School Board to call an election to vote bonds to build a new high school on the ground donated by Lutch-Moore Lumber Company on Highway 12 West. The bonds were voted and soon the new building was under way. At the beginning of the session of 1959-60 the high school moved from this site. The class of 1960 was the first class to graduate, while the class of 1964 was the first class to graduate which had spent all four years of high school on the present campus.

At the close of the session of 1963 it was announced that Mr. Hinton would become Parish Supervisor of Health and Physical Education and that Mr. G. C. Gibson, Principal of the Frasch School in Sulphur, would be principal at DeQuincy.

From 1963 until the present, we need information submitted. We can find no one document that has this information. With your help, we will write this history ourselves.

Principals from 1963 to the present:

- G. C. Gibson, 1963 thru 1966
- Ralph Holmes, 1966 thru 1969
- Cornelius Moon, 1969 thru 1975
- James Earl Alexander, 1975 thru 1979
- Stephen O'Pry, 1979 thru 1981
- Ron Johnson, 1981 thru 1988
- David Paine, 1988 thru 1996
- Edgar Hayes, 1996 thru 2002
- Kent Reed, 2002 thru 2003
- Craig Neal, 2003 to Present

Time and space does not permit the mention of the individuals who contributed to the luster of DeQuincy High School in the classroom, on the athletic field or in later life, nor the names of individual faculty members who labored hard to make these triumphs possible. DeQuincy High School is going to continue to grow and drive ahead as one of the foremost educational institutions of the state.

## 1963 TO PRESENT

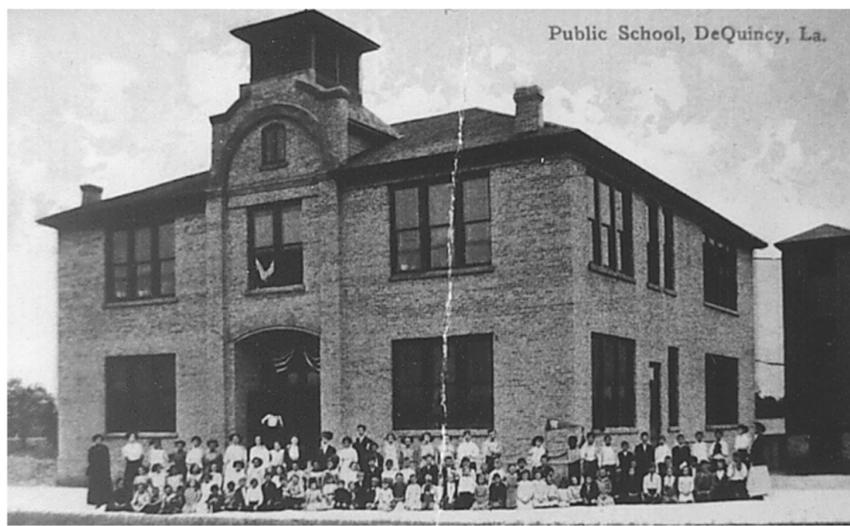
New math classrooms were built in 1970 and DeQuincy High began serving 9th through 12th grade.

In about 1975 a new science wing and girls gym were added to the school.

The agriculture shop was built in 1991. Four "pod" classrooms were brought to the campus in 2000 and a student parking section was added on the west side of the school.

## SCHOOL BOARD

Members of the Calcasieu Parish School Board who have represented the DeQuincy area have been W. T. Kent, H. D. Millwee, T. T. McNamara, R. L. Douglass, Dr. C. E. Rutledge, Jr., Jack Marcantel and the present member, James Karr.



THIS PICTURE of DeQuincy High School, its faculty and students was taken about 1920. This old photo was restored by art teacher Mike LeBlanc and it was featured in a show of his works last year. The school burned at a later date.

## Black Schools

By ROSE COOKS

Information obtained on the history of schools for "Colored" children in DeQuincy indicates that the first school began in Evergreen Baptist church sometime in 1917. The first teachers were (no more than one at a time) Mrs. Beatrice Lemons and a Mrs. Williams, both from New Orleans, and Mrs. Sadie Chiser.

Jan. 7, 1919 patrons asked for a school building for Negro (Black) students. A Mr. Briscoe was instrumental in obtaining land for this purpose (the present Eldridge homesite).

Jan. 11, 1919 plans were accepted for one and two room buildings. One building was moved to the land site from Houston River. In the 1950's and 1960's students affectionately called this building "The Sugar Shack." A second building was moved to the land site from Sulphur. The third building was constructed onsite.

June 7, 1921 the Rosenwald Fund was used to rebuild the school after it was destroyed by a storm on August 6, 1918. The school was named Rosenwald Colored School in honor of the philanthropist, Julius Rosenwald. Many other Black schools in the State of Louisiana were built from this fund and were so named.

Aug. 7, 1921 school was held in the Bethel AME Church while the first school was rebuilt after its destruction by the storm. A Mrs. Jenkins was the teacher.

1925 - 1940 Faculty and Principals: Mrs. Indry Tanner, Mrs. Dunham, Mrs. Zella Whitt, Mrs. Freeman, Mrs. Mae Reed.

Hattie Price-first grade; Edith Miller-second & third grades; Ellen Miller-fourth & fifth grades; Velma Smith-sixth & seventh grades; James Smith-eighth & ninth grades; H. C. Williams-principal; Augustine Armstead-principal (last principal at the Rosenwald school site before the move to the Grand Avenue school site).

Aug. 2, 1949 a bond election of \$200,000 was passed for additional school buildings. Appropriations from this bond election were for a new colored school. The new "brick" school was built on Grand Avenue at a cost of \$56,827. DeQuincy Colored School, as it was called, was soon ready for classroom activities for a combined high school and elementary school under the principalship of Mr. Andrew Armstrong.

June 6, 1950 the wooden buildings from the Rosenwald site were moved behind the new "brick" building.

June 1, 1953 the first students to attain a high school diploma were Barbara Gillespie, Carolyn Pattillo, Joan Eva Pullard, Dorothy Richard, and Evelyn J. Simmons.



Dr. Charles Coney  
Principal Grand  
Avenue High School  
1955-1980

## Elem. School

By LINDA CLARK

In the mid 1960's, DeQuincy Elementary School was still in its one-race mode. A changing tide in the educational arena was forming across our nation. Our country was coming to grips with desegregation. The first black students attended DeQuincy Elementary in the beginning of the school year of 1969.

In the early morning hours of August 19, 1970, fire swept through the school plant leaving one building completely gutted. A new kindergarten through third grade building was erected in its place under the leadership of School superintendent C. W. Hanchey. In 1984 a new cafeteria was added to the school.

Several milestones in personnel can be noted in the 1980's and early '90's. Women continued to make a significant mark on the educational system. Julia L. H. Paige was named the first woman assistant principal and Dannie Joyce Marcantel was named the first woman principal of DeQuincy Elementary.

In the latter part of the 1990's, a movement was formed to build a new elementary school. A proposal for bonds to be issued was presented to the voters to build a new school in the western part of DeQuincy near the DeQuincy Middle School. This proposal was defeated by the voters.

Much needed space at the elementary school was remedied with the construction of "pod" buildings. The first pod was completed in April, 2002 for third graders. It was made up of four complete classrooms with no bathroom facilities or water. A second pod for fourth graders was completed in April, 2003. Principal Cindi Creel and School Board member Jim Karr were instrumental in acquiring these buildings.

With a student population of over 650, DeQuincy Elementary remains one of the largest elementary schools in Calcasieu Parish.



Mr. Armstrong's successor was Mr. Charles E. Coney. Mr. Coney was principal from 1955 through the integration of schools in DeQuincy in 1970. While on sabbatical leave on two occasions, Mr. Coney's position was assumed by Mr. Blount and Mr. Booty, respectively. When Grand Avenue High School became DeQuincy Middle School, Mr. Coney remained principal until 1980.

DeQuincy became well known through DeQuincy Colored School and Grand Avenue High School's students excelling in academics (L.I.A.L.A.), sports, and band.

April 2, 1957 DeQuincy Colored School officially became Grand Avenue High School. The name change was suggested by Alvin Farris, a student.

July 21, 1970 a sad day for the students of Grand Avenue High School, it's alumni, and community. With the arrival of integration, the school transformed into DeQuincy Middle School. Not only was the name and student make-up changed, but the Blue and Gold colors that were cherished with the school were also erased.

Feb. 23, 1990 the doors of the school were closed--a new middle school was ready for occupancy at a new location across town on the other side of the railroad tracks.

## Middle School

By JODY YELLOTT

DeQuincy Middle School came about as the result of court-ordered desegregation in 1970. The campus of the former Grand Avenue High School became D.M.S. with Dr. C. E. Coney as principal. In 1976, the school received accreditation from the Southern Association of Colleges and Schools and has maintained that status. Mr. Willard Booty served in the position during the one-year sabbatical leave of Dr. Coney.

James Burnham became principal of D.M.S. in 1980. Ross Young later assumed the principal's position for Mr. Burnham's one-year sabbatical leave. When the Southern Association recommended a new physical plant, Mr. Burnham set wheels in motion to get one.

DeQuincy voters passed a bond election to build a new middle school in 1988. The new campus, located at 1603 West Fourth Street, was ready for occupancy on Feb. 23, 1990. The move was made during the Mardi Gras holiday break.

The early 1990's saw the implementation of several progressive programs including the "Eight-Period Enhanced-Enrichment Schedule," and "Adviser/Advisee Educational Community Building Program," and school-wide "Interdisciplinary Teaming." The D.M.S. football stadium was ready for use in 1994.

Robert Landry became principal of D.M.S. in 1997. Mr. Landry succeeded in bringing DeQuincy Middle School to the attention of the community through an extensive public relations campaign via area newspapers. He also brought the community into the school for computer classes at night and on Saturday, some of which he taught himself.

Jim Crawford took the helm of D.M.S. in 1998. A new "A/B Day-Block Schedule" was implemented in the 1999-2000 school year. School security improved with the addition of closed circuit television monitoring in each hall.

William Kellogg accepted leadership of D.M.S. in February, 2000 having been a teacher, coach, and assistant principal in the school at various times. He continues to serve in that capacity.



D. D. Herford  
first Teacher and  
Mayor



THIS 14 x 20 foot building was DeQuincy's first school which opened in 1899 on the KCS right of way. D. D. Herford was the first teacher and he later became the town's first mayor

# DeQuincy area has rich agriculture history

**(EDITOR'S NOTE--Dr. Bill Young, a DeQuincy-Fields native, was professor of horticulture at LSU for 37 years. Upon retirement, he and his wife returned to DeQuincy where he has volunteered his time in helping beautify the city.**

By DR. WILLIAM YOUNG

From its incorporation in 1903, the City of DeQuincy has served a strong need for the area's rural and farming population - It has been a source for supplies, farm equipment, medical assistance, family and business services, churches and entertainment.

During the first two decades of the 20th century most of the land around DeQuincy was cleared of virgin pine timber leaving an open, barren landscape with no obvious direction for future use. Local residents who did not move with the logging operations settled on small farms throughout the area and began to till the land.

As early as 1915 large landowners began to speculate on potential crops that could be adapted and profitable. Citrus plantings were made and tracts of land were offered to buyers from the midwest. These plantings were found to be more susceptible to colder winter temperatures than expected and were unsuccessful.

Logging operations continued on a lesser scale but have been very significant to the economy of the town of DeQuincy.

An article in the DeQuincy News - 1925 described DeQuincy as "Destined to be the Agricultural Center of Calcasieu Parish." P. E. Hammon, C of C President, indicated that Mr. J. H. Jones had done more to build up agriculture than any other man in the vicinity. General farming was in its infancy with small farms of one to fifty acres and small herds of cattle and sheep running at large on the vast domain.

D. D. Hereford, F. T. Smith, Judge Brice, John E. Perkins, Harry Nichols, V. E. Birch, Dr. George Lyons, W. A. Kent, Y. C. Smith, W. B. Logan and many others were cited as leaders in the development of the town. A cotton gin was built in 1924 and a cotton market was established. Farmers were described as enthusiastic over the high yields of one bale per acre.

## TRUCK FARMING

The truck growers association marketed nearly 100,000 pounds of cucumbers which were handled by Price Booker Pickling of DeQuincy. Cantaloupes were also grown and shipped to Kansas City. Cabbage, string beans, peas, mustard, turnips, and irish potatoes were popular commodities. Corn yields ranged from 40 to 60 bushels per acre.

J. J. Vincent grew irish potatoes in the spring followed by intercropped corn and cotton. Several hundred acres of fruit such as peaches, pears, plums, strawberries, apricots and grapes were expected to reach full production by 1927.

The Acme Products Company, later named Newport Industries, was incorporated in the early 1920's. This company harvested the pine stumps left from clear cutting and processed them into rosin, turpentine, and pine oil. It operated on a 24 hour basis and had a daily capacity of 200 tons of stumps. Over 500 people were employed in the harvesting and manufacturing processes. It was predicted that Acme had a reserve acreage to sustain it for 50 years and available acreage for 100 years. Farmers and other landowners found the harvest and sale of stumps during off seasons to be a good cash flow advantage.

It was said that 99% of the cash sales of Acme Products Company came from outside Louisiana and 50% was from foreign markets. This had an immense impact on DeQuincy's economy and on the income of area farmers.

## LIVESTOCK GROWING

As the logging industry dwindled in the early 1920's and the free grazing range became available, the livestock industry gained importance. Size of operations varied from small family herds to well managed large cattle and sheep operations. Wild horses also roamed the grasslands and were rounded up, broke, and used as riding or work

stock. Feral hogs were plentiful in the hardwood creeks and river bottoms and were used for home consumption as well as income when sold to local markets. Each farmer or rancher had a personal brand registered with the La. Brand Commission and this was the method of identifying ownership of animals found in mixed herds. Cattle and horses were usually branded on the hip, while sheep were branded on the jaw. Ear marks were used on hogs and frequently on cattle and sheep.

## DAIRY FARMING

Dairies sprang up during this same era and at least nine dairies were operating at DeQuincy addresses in the late 1930's and early 1940's. These included Nick Knight, James Clark, John Marcantel, Jim Shoemaker, Perry Tennison, Hoovers, Jake Bertrand, Henagan, and Jeff Young. Some were selling milk in typical bottles from quarts down to half pints and were home delivering on a daily basis. These were generally the smaller dairies.

Others were marketing in 10 gallon metal containers directly to Bordens Creamery in Lake Charles. Without modern day refrigeration at most locations, the ice house became a valuable partner in pre-cooling and maintaining the milk at a low temperature to prevent spoilage.

Pasteurization and homogenizing were not yet options and milk quality was based on freshness and butterfat. A thick layer of cream at the top of a bottle indicated the milk came from a good Jersey, Guernsey or possibly a Brown Swiss cow, while a thin layer would be proof that the farmer had Holsteins.

Dairy farming was labor intensive and a large family was beneficial since all milking was done by hand. As with all farming endeavors, hard work was accepted as part of the territory.

A typical day included rising at 3:00 - 4:00 a.m., a quick cup of coffee, off to the barn to milk cows, mix feed, clean the barn, move cattle to open range, back to the house for a big breakfast, dress for school and catch the bus, back to home and the barn; milk, feed, clean, tend sick animals, at last, eat supper, study, and fall in bed. All the animals were fed, watered and cared for before the family.

## THE YOUNG FARM

One such operation was owned and run by Jeff and Grace Young and was located off Cemetery Road on what is now Johnson Road. This family included eight children: Arnold, Loucille, J. W., Melvin, Tommy, Rudy, Anna Pearl, and Billy. Frequent overnight guests included Sammy Jim Kennedy, Howard Perkins, Buddy Henagan, Ralph Mitchell, Howard Snider, and Willard Tremere. Whomever was there got to rise early and share in the work and good times. This was a seven day 24 hour-a-day job with no holidays. Dairy cows never seemed to recognize holidays or Sundays.

The old dairy barn built in 1937 to accommodate 20 cows at a time still stands on the property now owned by Mr. Bill Baker.

World War II in the early 1940's had a tremendous influence on the quality of living throughout the nation. DeQuincy was no exception as we faced, among other things, food, clothing, and gas rationing. Farmers were given some exemptions because of their importance in the production of food and fiber. However, the loss of young men and women to the military depleted the workforce and brought an end to many of the dairies. Most dairies never came back following the war.

## CATTLE & SHEEP

Cattle and sheep production increased through the 1930's and 1940's as landowners allowed free grazing. DeQuincy continued to play an important role as a home base for supplies, banking needs, and railway transportation for shipping and receiving. It was also a weekend retreat for many rural families who came to shop, see a movie, shoot a game of pool, or just stand on the corner.

Open range beef production left much to be desired. Native grasses were weak in nutrition, and cold, wet winters took their toll on populations. Early on, herds had a



**THIS PHOTO of what appears to be a roundup of sheep for shearing was taken in this area many years ago. For years sheep ran at large on the open ranges of southwest Louisiana and were an important source of income here. Note the old house in the background, which was probably a dogtrot house.**

strong longhorn influence. An average of a calf every two years was not profitable. Ranchers with good winter hay and supplemental nutrient programs were able to justify their investments.

Herd improvement by use of Brahman sires enhanced the ability of the animals to survive hot, humid summers. Of the European breeds, the Shorthorn and Hereford were early favorites.

## SHEEP PRODUCTION

Sheep production in this area probably peaked in the mid to late 1940's. The "woods sheep" fared well in Louisiana. Sheepmen found it necessary to diligently monitor and control pests such as wild dogs, coyotes, wolves and sometimes, to the chagrin of their neighbors, domestic dogs. They also felt a need to make fall and spring grass burns on the range. Fall burns provided short grass for the sheep, keeping them out of tall wet winter grass. Although covered with wool, range sheep had naked bellies. Spring burns provided early grazing.

Traditional late spring, early summer sheep roundups were made to harvest wool, cull wethers for market, and to worm, dip for scab mites and treat for insect damage. Screwworms, caused by blowflies, were a big problem for all livestock and were especially destructive to sheep. Range riders were constantly on alert for affected animals.

The DeQuincy News of July 20, 1951 showed 70 to 80 local wool producers sold \$75,000 worth of wool through the local branch of Calcasieu Marine Bank. Clear wool brought \$1.125 per lb. Some of the larger sheep owners of the time were the Garens, Marcantels, Pearls, Abdallas, Hennigans, Thompsons, Coopers, Cooleys and Franks.

## STOCK LAW

The face of local agriculture changed in the 1950's as land owners began to fence and reforest their properties. A state stock law was simultaneously passed which made it illegal to allow livestock to roam free. Strong opposition to these developments caused ill feelings between landowners and stockmen. Eventually the landowners prevailed and open range became a thing of the past. Synthetic fabrics and insulation materials replaced wool to a large extent and reduced the need for sheep.

In the late 1940's the G. F. Hennigan ranch at Fields, La. an early community, sheared over 6,000 sheep. According to 1982 LSU Ag. Center records only 3,000 were sheared in the entire parish of Beauregard and dropped to 400 head in 2002. By contrast, Calcasieu sheared 2,000 head in 1982 and 750 in 2002.

Cattle production has continued strong mainly because of improvements in both pasture management and breeds. Hybrid bermuda grasses adapted to both grazing and haying have been bred for this area. Alicia is a rather coarse stemmed grass with low nutritive value. 'Coastal' has better quality and produces good yields, while 'Jiggs' seems more popular and superior to the previous two cultivars. Others such as 'Tifton 44', 'Brazos' and 'Grazer' have potential. Ryegrass is still widely used for winter grazing.

Improvements in cattle have come mainly through the development of breeds with Brahman genes which are adapted to southwest Louisiana. These include

Brangus, Santa Gertrudes, Charbray, and Beefmaster. Crossbred cow/calf operations are important in this area while purebred herds of beef cattle are also found throughout the area. Total cattle sales in 2002 were over \$13.3 million in Calcasieu Parish.

## HORSES INCREASED

A surprising increase in recreational, show, and race horse sales has occurred and 2002 sales were over \$23 million dollars. This exceeded cattle!

Sheep, goats, and swine are still grown and are profitable and important to this area.

total crop production in calcasieu Parish for 2002 was estimated at 430 million. Home gardens were valued at \$11.7 million.

The forestry industry has remained a strong contributor to DeQuincy's economy from the "cut over" days to the present time. Reforestation has employed many people and we are

receiving benefits from this effort. LSU Cooperative Extension Service figures show forestry farm values in Beauregard Parish to have grown from \$19.5 million in 1981 to \$115 million in 2002. Comparative figures for Calcasieu were \$3.6 million in 1981 and \$40.5 million in 2002. The location of Temple-Inlands mill in this vicinity has aided in the continued economic growth of the city.

Hunting lease enterprises in 2002 for Beauregard were \$750,000. The spin-off values for this new land use are tremendous for local retailers.

Through cooperative team efforts of the LSU Ag. Center, the Natural Resources Conservation Service, the Dept. of Environmental Quality and knowledgeable growers, a series of Best Management Practices (BMP) have been developed for each agricultural crop in Louisiana. BMP's provide the producer with the best practices known for economic success while protecting and/or

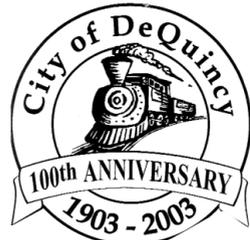
improving the environment.

## LIVESTOCK BARN

As we move into a new century, DeQuincy remains a vital partner for our rural and farm enterprises. Miller Livestock is located here and has served since 1962 as a consistent market for all types of livestock. It creates a competitive buyer situation on any given Saturday and brings many potential shoppers into our town. Foster Tractor and Marcantel's Farm Supply also serve the agricultural needs.

When DeQuincy was founded in 1903 approximately 80 to 90% of the population was involved in some form of agriculture. Today less than 2% of our population are actively involved in production farming.

However, agriculture is still the backbone of Louisiana's economy. According to the LSU Ag. Center 2002 Louisiana Summary, our state produced over \$3.5 billion in agricultural commodities at the farm gate. Value added brought in another \$4 million for a total contribution of \$7.5 billion to our state. Agriculture and DeQuincy have a promising future and both should grow as opportunities arise. This writing covers only a few points in the history of our town as related to farm activities. Special exhibits and activities are planned for Saturday, Oct. 4, 2003, in the pavilion near the Railroad Museum in downtown DeQuincy at the Centennial celebration.



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**Pictured at left are: Gloria Doyle, Vicki Pruitt, Carla Miers, Susie Trahan and (seated) Monica Thompson**



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# Four DeQuincy businesses are past 3/4 century mark

By LOLA MITCHELL

It is a rare thing these days for a business to reach the quarter century mark or beyond, but DeQuincy can boast of four such businesses, two of which have been under continuous ownership and both in their fourth generation.

## PERKINS PHARMACY

Perkins Pharmacy was established in 1909 by T. J. Perkins. In 1910 he sold the business to John E. Perkins and in 1911 the store was moved into the Hammon building which was still under construction.

In 1942 Carl Perkins went into the business as pharmacist for his father and later another son, Jefferson "Pete", joined the family business. In 1946 Carl and Pete bought the business from their father. They expanded the store, making it about double in size. Pete died a few years later and Carl continued the operation until his retirement in January 1971 when he sold to John Haga.

Haga, a native of Montevideo, Minn., was manager and pharmacist at Dave's Westpoint Drug Store in Sulphur since 1960.

Eddie Batchelor went to Perkins Pharmacy in 1978 as assistant to Mr. Haga and continued as such until Haga's retirement in 1993. He purchased the store from the Haga family at his death.

One of the "prizes" in the store is a package of ash trays which the Perkins family used for the store's 50th anniversary in 1959. Inscription on the ash trays reads: Perkins Pharmacy RX service, Ph. ST6-6111, DeQuincy, La. Our 50th anniversary 1909-1959.

Mr. Batchelor describes his business as a home-owned full-line corner drug store.

## NICHOLS DRY GOODS

Nichols Dry Goods Co. was founded in 1914 by Harry A. Nichols. He opened his first store in DeQuincy with \$1200 he had saved from his

sawmill job.

After establishing the DeQuincy store, he opened stores in Leesville, Many, Zwolle, Mansfield, Minden, Ruston, Jonesville, Natchitoches and Shreveport.

After Mr. Nichols' death in Shreveport in 1949, his daughter, Barbara Nichols Irwin and her husband, Layton L. "Ikey" Irwin, assumed management of the DeQuincy store. Mr. Irwin had been previously employed as a machinist for Missouri Pacific Railroad. Mrs. Irwin's brother, Truman Nichols, took over all the other Nichols stores and established headquarters and a warehouse in Many. Later, stores were opened in Linden, TX, Crowley, Logansport, Jennings, Oakdale, Tioga, Ferriday and Coushatta.

In the mid-1960's Nichols Dry Goods expanded, taking in two adjacent buildings, and began carrying a much larger variety of merchandise. As the business grew, Mr. and Mrs. Irwin were delighted to have their son, Rusty, join the family business. A new chapter began in 1973 when Nichols moved to its present location, the site of the old Newport plant. At this time Mr. and Mrs. Irwin's daughter opened a pharmacy in the building and the line of merchandise was once again increased.

Nichols continues to be operated by Rusty Irwin and his son Layton. Today's management is the fourth generation in the family business. There are five Nichols stores that remain open.

Nineteen people are employed in the local Nichols Dry Goods Store.

## DEQUINCY NEWS

DeQuincy News was founded in 1923 by Joel R. Smith, publisher of the Logansport newspaper, and Miss Willa Attaway, his sister-in-law. DeQuincy had one other paper at that time, run by a Mr. Shanks, but it folded a year or so later.

Francis Masingill, who was a young printer in

Coushatta working on his parents' newspaper, was offered a job in Logansport where he helped to print the first issue of the DeQuincy News.

Miss Attaway came to DeQuincy to write the news, sell advertising and run the paper. She mailed the copy to Logansport where the paper was printed and shipped back to DeQuincy. For the next couple of years the paper was printed in Logansport and then for awhile in the Lake Charles Press plant.

Miss Attaway married J. M. Sasser on Dec. 24, 1924, and about this time bought the other local paper's plant.

On Jan. 17, 1925, Francis Masingill married Vera Clark of Logansport and they moved to DeQuincy where he went to work full time as a printer.

In 1937 the Sassers sold the DeQuincy News to Mr. and Mrs. Masingill and in 1965 Joy and Jerry Wise purchased the business when the Masingills retired.

The DeQuincy News has been in continuous business here for the past 80 years.

## LYONS LUMBER AND COAL COMPANY

On Nov. 1, 2003, Lyons Lumber and Coal Co. will celebrate its 79th anniversary. The company, under the leadership of the fourth generation, is proud to be a part of the DeQuincy Centennial Celebration. The Vinson and Robertson families say they would be in business in no other place.

C. E. Cline was a lumber salesman for Powell Lumber Co. in Lake Charles when he heard that G. C. Brown in DeQuincy wanted to sell his interest in the Lyons Planing Mill. He came to DeQuincy on Saturday, Nov. 1, 1924, to close the deal with Mr. Brown, buying Mr. Brown's interest and Dr. George Lyons retaining his interest.

The partnership of C. E. Cline and Dr. George Lyons was formed, a partnership that continued until 1941 when Mr. Cline bought out Dr. Lyons. This business was renamed Lyons Lumber and Coal Co.

Mr. Cline moved his wife and four-year-old daughter, Marian, to DeQuincy and he settled into the new venture.

At that time the business consisted of a small shed and office on Coward Street. The following year the company built on Harrison Street and later bought the Krause and Managan Lumber Company across the street. The busi-

ness has been expanded through the years.

A branch of the business was opened in Elton a few years after the Cline-Lyons partnership, but was sold after several years' operation.

Mr. Cline headed Lyons Lumber & Coal Co. until his death on Dec. 2, 1972. At this time J. G. Vinson, son-in-law, became president and co-manager. Mr. Vinson was able to finally purchase the property on which the business was located from the Kansas City Southern Railroad.

In 1978 Jimmy Robertson, husband of Mr. Cline's granddaughter, joined the family business, beginning the third generation for the company. Mrs. Cline died in 1986, leaving the business to her daughter, Marian Vinson, the second-generation owner.

Robertson became president and manager at Vinson's retirement in 1990. Under his leadership the old building was remodeled and a new metal building erected.

A fourth generation great-grandson, Joe Robertson, became part of the business in 1995 and in 2000 another great-grandson, Guy Robertson, began working for the company.

On May 8, 2000, after 76 years, the main office building of Lyons Lumber and Coal Co. burned to the ground. By December that year the com-



pany was opening the door to a brand new state of the art building on the same site of the original one.

Today many carpenters, painters, electricians and plumbers support the business. In addition to the Robertsons who manage the business, there are 10 employees in the office, sales and delivery.

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**Ted & Willie Arrant**      **Bill & Amy Henagan**

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