

**Dallas Landmark Commission  
Landmark Nomination Form**

**1. Name** Junius Heights

**historic:**

**and/or common:**

**date:** October 26, 2005

**2. Location**

**address:**

**location/neighborhood:**

**block :**

**lot:**

**land survey:**

**tract size:**

**3. Current Zoning**

**current zoning:**

**4. Classification**

**Category**

district  
 building(s)  
 structure  
 site  
 object

**Ownership**

public  
 private  
 both  
**Public**  
**Acquisition**  
 in progress  
 being considered

**Status**

occupied  
 unoccupied  
 work in progress

**Accessibility**

yes:restricted  
 yes:unrestricted  
 no

**Present Use**

agricultural  
 commercial  
 educational  
 entertainment  
 government  
 industrial  
 military

museum  
 park  
 residence  
 religious  
 scientific  
 transportation  
 other, specify  
 \_\_\_\_\_

**5. Ownership**

**Current Owner:** Various

**Contact:**

**Phone:**

**Address:**

**City:**

**State:**

**Zip:**

**6. Form Preparation**

**Date:** October 24, 2005

**Name & Title:** René Schmidt, President Junius Heights Homeowners Association, (History)  
 Tracey Cox, Consultant, Junius Heights Survey, (Physical Description)

**Organization:** Junius Heights Homeowners Association

**Contact:** René Schmidt

**Phone:** 214-821-1305

**7. Representation on Existing Surveys**

Alexander Survey (citywide)	local	state	national	National Register
H.P.L. Survey (CBD)	A	B	C	Recorded TX Historic Ldmk
Oak Cliff				TX Archaeological Ldmk
Victorian Survey				
Dallas Historic Resources Survey, Phase	___	___	high	___ medium ___ low

*For Office Use Only*

Date Rec'd: \_\_\_\_\_ Survey Verified: Y N by: \_\_\_\_\_ Field Check by: \_\_\_\_\_ Petitions Needed: Y N  
Nomination: Archaeological Site Structure(s) Structure & Site District

**8. Historic Ownership**

**original owner:** Various  
**significant later owner(s):**

**9. Construction Dates**

**original:**  
**alterations/additions:**

**10. Architect**

**original construction:**  
**alterations/additions:**

**11. Site Features**

**natural:**  
**urban design:**

## 12. Physical Description

Condition, check one:

excellent

good

fair

deteriorated

ruins

unexposed

unaltered

altered

Check one:

original site

moved(date \_\_\_\_\_)

*Describe present and original (if known) physical appearance. Include style(s) of architecture, current condition and relationship to surrounding fabric (structures, objects, etc). Elaborate on pertinent materials used and style(s) of architectural detailing, embellishments and site details.*

The period of significance for the development of Junius Heights is between 1900 and 1940, which provides the district with a variety of architectural styles. The dominant style in the district is the Craftsman Bungalow, which makes up over 45 percent of the contributing structures in the district, followed closely by Folk Victorian Cottages that make up 20 percent. The Prairie architectural style represents 13 percent of the district and 10 percent are Tudors. The Colonial Revival, Eclectic, Neoclassical, Queen Anne, and Spanish Eclectic styles are also represented.

At least 45 percent of the contributing homes and 30 percent of structures in the entire district have been identified as being built under the Craftsman influence. Craftsman bungalows are most generally characterized by their low-pitched gabled roof with wide eave overhang, exposed roof rafters, either full or partial width front porches supported by square columns, decorative beams or braces under the gables, and columns or column bases that often continue to the ground level. Craftsman houses of all varieties can be found within Junius Heights – all varying in form and the levels of detailing utilized.

When built, the biggest potential bungalow market was formed by the working and middle classes, for whom the American dream of owning one's own home and garden had a powerful appeal<sup>1</sup>. Usually setback from the street, allowance for a front garden area and something more than just a straight path to the front door enhanced the home's sense of intimacy. At the same time, views from the front porch and the interior gave occupants a sense of openness that belied any small-ness of scale<sup>2</sup>.

A majority of building permits filed during the period of significance show that most residences were being constructed as four to six room frame houses or cottages, as well as eight-room houses, which were generally depicted houses constructed in the Prairie style. Price range varied according to the level of detailed included in the structure. In 1911, from the building permits researched, house construction varied from a five-room frame Folk Victorian cottage constructed for \$1,400 (5507 Worth) to an eight-room frame house in the Prairie style for \$2,735 (5504 Tremont). Five years later, the estimated costs of construction grew and ranged from a six-room frame cottage bungalow for \$1,200 (5402 Junius) to two-story, ten-room frame Prairie house for \$4,000 (5305 Tremont). There was a greater range of investment and wider diversity of people in the neighborhood as it developed. Along Gaston Avenue, the size of construction

and expense was far greater, often exceeding \$10-12,000 for a brick or frame home. On Gaston, the lots were substantially larger than those in Junius Heights.

Junius Heights' location also had a substantial impact on the resources that were built following its development to serve local residents. In response to the developments of Munger Place, Junius Heights, and soon, Lakewood, the Dallas Independent School District responded to the growth by opening William B. Lipscomb elementary School in 1921, J.L. Long Middle School in 1934 and Woodrow Wilson High School in 1928; Lipscomb Elementary is located on Worth Street in the heart of Junius Heights, and Woodrow Wilson and J.L. Long were constructed on the southern edge of the district<sup>3</sup>.

Another draw to the area happened in 1912 when Collett Munger and George Alderedge founded Dallas's second oldest country club, the Lakewood Country Club. The Fire Station on Columbia Avenue was constructed in 1918 to serve the area, and is notable for being a two-story brick building with a combination of Italianate and Prairie-style detailing.<sup>4</sup> Davis R. Williams, whose remarkable architectural career in Dallas spanned from 1923 to 1933, constructed the Rayworth Williams house located at 700 Paulus Street, in 1926. During that brief period, he designed a number of seminal residences in Dallas and Corsicana that incorporated vernacular forms, native materials and local climactic responses in his development of a "regional" style of architecture. This compact house, Williams' third in Dallas, represented his final transition from overt Mediterranean/Spanish eclectic imagery to the more indigenous style that marked his subsequent commissions.<sup>5</sup>

Also constructed to the east of the district were the Old Lakewood Library and the Lakewood Theater. Partially developed due to the later development of the land east of Junius Heights, Lakewood, these buildings also served the Junius Heights residents. The Old Lakewood Library was constructed in 1937 at 6342 La Vista Drive, and was one of the oldest library branches in the city.<sup>6</sup> The Lakewood Theater, with its resplendent neon tower, brought instant recognition to the surrounding shopping district and surrounding residential subdivisions being developed by Dines and Kraft. Interstate Circuit, Inc., Texas's largest theater chain, built the Lakewood Theater as part of the company's ambitious suburban expansion scheme during the 1930's. The theater interiors were supervised by Texas Centennial artist Eugene Gilboe.<sup>7</sup>

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<sup>4</sup> *Ibid.*, 27.

<sup>5</sup> Larry Paul Fuller, ed., *The American Institute of Architects Guide to Dallas Architecture with Regional Highlight* (1999), 88.

<sup>6</sup> *Ibid.*, 92.

<sup>7</sup> *Ibid.*, 92.

### ***13. Historical Significance***

*Statement of historical and cultural significance. Include: cultural influences, special events and important personages, influences on neighborhood, on the city, etc.*

When John Neely Bryan rode into the Three Forks area in November 1841 and staked out 640 acres of land on a bluff overlooking the east fork of the Trinity River, he dreamed of eventual prosperity, a mighty river bestowing wealth on the citizens of an inland port. That vision, of course, was never realized. The Trinity was much too fickle of a business partner. It had an ambiguous personality, a symbol without divine purpose. It could either be a bucolic flow, a hesitant trickle during summer droughts, or an angry flood during the spring and fall rains.

Fate determined that the Trinity was not navigable but destiny fulfilled Bryan's dream. His spot on the Trinity bluffs became the transportation hub of a great city. His quest was imperfect but his vision was not. Railroads, not water, were to be the inspiration driving the young city.

William H. Gaston, one of the first successful bankers in Dallas, was a leading protagonist in nurturing the city as a commercial hub. In 1871, Gaston owned a 400 acre tract of land that stretched from Swiss Avenue (then called White Rock Trail) to the fair grounds. When he learned that the Houston and Texas Central Railroad (H & TC) planned to construct a main railroad eight miles east of Dallas along White Rock Creek, bypassing Bryan's fledging city, he and a bunch of friends met with the officials from the H & TR and persuaded them to lay the track closer to Dallas. Gaston and his business friends promised to improve the city's main thoroughfares (Main, San Jacinto, Gaston, Live Oak, Ross, Haskell, Hall, and Peak Streets). The generous amounts of money that they poured in to the projects had immediate results: citizens used the new thoroughfares to recklessly drive their horses, so that the city council had to impose a speed limit of 18 miles an hour.<sup>8</sup> Impressed by the civic undertakings, the H & TC changed their plans and built their rails closer to Dallas.

On July 16, 1872, an elderly John Neely Bryan sat on a reviewing stand to celebrate the arrival of the first train in Dallas: the Houston and Texas Central Railroad. Arriving from Corsicana, it contained one passenger car and a gaggle of freight cars. Although the population of Dallas was estimated to be around 3,000, it is believed that between 5,000 and 6,000 area residents came to observe this modern astonishment. A contemporary witness reported that when the train was first spotted, "the crowd went wild. Men whooped, women screamed, . . . and children yelped in fright and amazement."<sup>9</sup>

Dallas now had a railroad that ran north and south. The City leaders realized that an east and west route was also crucial for the future prosperity of the fledging city. Leading citizens had been negotiating with Texas and Pacific Railway (T & P) to secure a route through Dallas but those officials had shown little interest. It remained for John W. Lane, Dallas's former mayor and

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<sup>8</sup> Gerald Saxon, ed., *Reminiscences: A Glimpse of Old East Dallas*, (Dallas: Dallas Public Library, 1983). 11.

<sup>9</sup> Darwin Payne, *Dallas, An Illustrated History* (Woodland Hills, CA., 1982) pp. 65, 70.

the wily contemporary representative to the State Legislature to be the catalyst to break the inertia.

Without the apparent knowledge of the officials at the T & P and his colleagues at the capital, Mr. Lane attached a rider in a bill that required the T & P Railroad to cross the H & TC Railroad within a mile of Browder Springs (now the site of Old City Park). The bill was passed and a reluctant T & P was required by state law to intersect the HT & C Railroad in Dallas. To make sure that the T & P went through the heart of the city, not south of it, voters approved by a margin of 192 to 0 \$100,000 in bonds to the T & P, and free right-of-way to the railroad if they would locate their tracks no more than 1,200 feet from Dallas' public square.<sup>10</sup> The strategy worked, and in 1873 the new railroad tracks were laid along Burleson Avenue in downtown Dallas. The city now had two railroads, secure trade routes to all parts of the nation, and a population that is estimated to have surged from 3,000 in early 1872 to over 7,000 by fall of the same year.<sup>11</sup> Dallas was poised to become the leading city in the Southwest.

By the early 1880s, five railroads were located in the county and Dallas had a metropolitan population of 25,000. Around 60,000 people lived within a fifteen-mile radius of the heart of the city. The central city had two large hotels, a number of smaller ones, twenty churches, and three hundred salons.<sup>12</sup>

The intersection of the railroads a mile east of downtown, fostered the growth of a rival commercial center with a business district, restaurants, and hotels. During the 1870s, the area was "full of outlaws, prostitutes, and gamblers, " and freed African Americans who lived in shacks by the railroads.<sup>13</sup> The city of East Dallas was officially incorporated in 1883 with a population of around 4,000. The area was heavily wooded with Mill Creek running through it and contained a natural pond, Moon Lake, today a parking lot at the Southwest corner of Gaston and Hall Streets.<sup>14</sup> (Both the creek and lake were subsequently paved over.) The population of the area continued to surge. In 1890 East Dallas, with its population of 5,000, was officially incorporated

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<sup>10</sup> *Ibid.*, p. 67.

<sup>11</sup> *Ibid.*, p. 70.

<sup>12</sup> *Ibid.*, p. 71

<sup>13</sup> McDonald, p. 135.

<sup>14</sup> *Ibid.*, p. 129.

into Dallas.<sup>15</sup> This act increased the population of Dallas to 38,067, and made Dallas the largest city in Texas.<sup>16</sup>

Jefferson Peak, William Gaston's neighbor who lived a mile to the east, was East Dallas' largest landowner. His first sub-division was platted in 1874 along Ross Avenue, and he continued to own the land bounded by Ross Avenue, Main Street, Haskell and Carroll Avenues. After his death in 1885, his son Junius parceled the remaining family land into subdivisions. The best known of these subdivisions today is Peak's Addition which dates from 1885. This addition included the land surrounding the old family homestead at Worth and Peak Streets.<sup>17</sup> The family lives on in the names that mark major streets in East Dallas: Peak Street, named for the patriarch of the family and Junius, Worth, Victor Streets and Carroll Avenue named for his children.<sup>18</sup>

Perhaps no other development influenced the growth of East Dallas more than the planned community of Munger Place. Robert Munger, the cotton gin manufacturer, proposed a new development in 1905 that aspired to be a "strictly high-class residence district."<sup>19</sup> Originally, Munger Place was 140 acres that was bounded by Swiss Avenue, Worth Street, Fitzhugh Avenue and Munger Boulevard, and included Gaston, and Junius Streets. To attract the proper clientele, deed restrictions were placed on the lots, the first time this was done in Texas. Properties on Swiss Avenue, containing the most exclusive addresses, had to be two stories high and had to cost at least \$10,000. Before lots were sold, trees were planted, sidewalks poured, streetlights were installed, and sewer lines were laid.<sup>20</sup>

Munger Place was so successful that it was enlarged three times. In 1910, Live Oak Street between Fitzhugh Avenue and Dumas Street was included as part of Munger Place. Four years later, the smaller lots on Bryan Parkway were added, and in 1922 the boundary was extended west to La Vista Drive. The development attracted the social elite and business tycoons of Dallas.<sup>21</sup>

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15 In the last council meeting of the city of East Dallas, held on December 31, 1889, the council approved more than \$45,000 in street improvements, which the city of Dallas was obligated to fulfill. In his closing words, the last mayor of East Dallas, Mayor W. C. Crutcher, said, "...I take this occasion to congratulate you, and through you, the people of East Dallas upon the prosperous conditions of affairs generally, and especially upon the fact that we are able to turn over to the City of Dallas on January 1, 1890, not a vast and unoccupied territory merely, but a city of some importance itself and which will no doubt add somewhat to the prestige of Dallas, the metropolis of the great Southwest." Saxon, p. 16.

16 William McDonald., *Dallas Rediscovered: A Photographic Chronicle of Urban Expansion* (Dallas: Riverside Press, 1978), p. 61.

17 Peak Suburban Addition Landmark Nomination, p. 14.

18 Peak Suburban p. 15

19 Saxon, p. 16.

20 *Ibid*, p. 16.

21 *Ibid*, p. 16.

East Dallas grew because of its proximity to downtown and its many streetcar lines that provided quick and easy transportation. Streetcar companies were often owned by land developers. Pre-existing streetcar lines were frequently built in the new developments before the property was offered to the public<sup>22</sup> or a land donation was made by the developer to the “correct” person.<sup>23</sup> The Dallas Consolidated Street Railway Company was one of the earliest and best known of these streetcar companies. It was incorporated in 1888 and had tracks from Bryan Street to Garrett Park, accessing both the Ursuline Academy and St. Mary’s School for Girls .<sup>24</sup>

The Dallas Consolidated Street Railway Company’s Bryan Street Rail was one of the catalysts for development in East Dallas. Between 1888 and 1892, the following subdivisions were built that provided streetcar transportation to the business center: the Middleton Brother’s Addition, Hunstable’s College Hill Addition, Livingston Place, Peak’s Addition, Caruth Heights, Nussbaumer and McCoy’s Addition and the Belmont Addition. The demand was so great that sometimes lots were sold before utilities were available.<sup>25</sup>

The eastern terminus of the Dallas Consolidated Street Railway was at the corner of Columbia and Beacon Street. A new terminus, later built at the intersection of Tremont and Ridgeway Streets, spurred development in what is collectively known today as Junius Heights. The interior arteries of the streetcar were laid on Worth, Tremont, Simpson (later Victor), Beacon, Fulton, Lowell, and Ridgeway Streets.<sup>26</sup>

Dallas was becoming known as “a city on wheels.”<sup>27</sup> More people from every class were rumored to ride on wheels in Dallas than in any other city in the southwest or the state. The daily procession began with the janitors who did the “menial” tasks rode the streetcars when they “were few and far between,” as the rest of the city still slept. Next to arrive were the “hordes of clerks of both sexes that stand behind the city’s counters all day.” Extra streetcars were put on for the rush of this humanity. Finally, the “business man, the boss, the overseer, and the semi-independent man” alighted for their trip downtown. With their arrival, the extra streetcars were removed and the only the “regulars” rode the cars. After lunch and again at night, the scenario was again repeated but in reverse.<sup>28</sup>

1906 saw building activity continuing in Dallas with a record set for the first week in June. The firm of Murphy & Bolanz believed the summer of 1906 would be there best ever. Lewis &

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<sup>22</sup> Clipper-Fleming-Solamillo, *Junius Heights Cultural Resource Survey*, March 7, 2003, no pagination.

<sup>23</sup> McDonald, p. 147.

<sup>24</sup> *Ibid.*, p. 147, 153.

<sup>25</sup> *Ibid.*, p. 153.

<sup>26</sup> Clipper-Fleming-Solamillo

<sup>27</sup> *Dallas is Christened “A City of Wheels,” Dallas Times Herald*, 3 June 1905, no pagination.

<sup>28</sup> *Ibid.*,

Collins reported “we have never seen business keep up like it has so far this summer in all the years we have been engaged in the real estate business in Dallas”<sup>29</sup> and Kimmons & Fletcher felt “there is a good demand for all kinds of property, especially small suburban lots on which it is intended to erect homes.”<sup>30</sup> Feeling prosperous, the residents of Gaston Avenue petitioned the city to pave their thoroughfare with brick.<sup>31</sup> Record numbers of permits were issued for the building of sidewalks, particularly in the residential parts of the city.<sup>32</sup>

The energy of the city impressed and awed visitors. T. J. Skidmore, a prominent agent of the Erie Railroad, visited Dallas for the first time in 1906. He reported that,

when I alighted from my train and viewed the hustle and bustle on the streets I asked if there was a street fair in progress. I was told that it was a dull day in Dallas....Driving to our hotel in a bus we were forced to stop several times because of the congestion of traffic on the streets. Before I reached my hotel my opinion of Dallas had changed considerably, after being here several days I have imbibed the real Dallas spirit. I am now one of the most ardent admirers of your town. It is the busiest place of its size in the country and I now believe the traveling men when they say it is the best city in the Southwest. If I were out of a job the first place I would come to would be Dallas. There are many opportunities here.<sup>33</sup>

As Dallas continued to grow, more streetcars were needed. Thirty-one in all were purchased for use in 1906. Seventeen of the cars had a feature that was new to Dallasites: they were semi-convertible and could, “by lowering or raising the sides,” be used for winter or summer. The other fourteen were larger, closed, and more suitable for the winter.<sup>34</sup>

Sensing opportunity in the air, the Dallas Consolidated Electric Street Railway Company began to build an extension of its Elm Street line “a considerable distance beyond the city limits.”<sup>35</sup> This city had recently granted Dallas Consolidated Electric Street Railway Company a franchise for the extension of the line from Columbia Avenue to the city limits. Heavy rails were used for the new tracks and the company promised to improve the lines inside the city.<sup>36</sup> By June

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<sup>29</sup> *Dealers in Dallas Dirt, Realty Men Talk Over the Situation for the Past Week, Building Activity Continues in Dallas.*, *Record for the Past Seven Days. Dallas Times Herald*, 3 June 1906, col. 3

<sup>30</sup> *Ibid.*,

<sup>31</sup> *Dallas Times Herald*, 9 June 1906, col. 2

<sup>32</sup> *New Sidewalks Will be Built, Dallas Times Herald*, 29 May, 1906, p. 3, col. 4.

<sup>33</sup> *Dallas Times Herald*, 23 June 1906 p. 4 col. 5.

<sup>34</sup> *Extra Cars Are Ordered, Dallas Times Herald*, 11 May 1906, p. 7, col. 3

<sup>35</sup> *Street Car Line to be Extended, Dallas Times Herald*, 30 May 1906, p. 6, cl. 4.

<sup>36</sup> *Ibid.*,

11, 1906, construction was begun extending the Elm Street Car line into Munger Place with future rails to be laid outside the city limits.<sup>37</sup>

Those “future rails” led to Junius Heights, the largest development in the Junius Heights Landmark District. Junius Heights was plotted on July 19, 1906 and on Sunday, September 2, 1906, the new extension of the Elm Street line and a new Junius Heights streetcar ran for the first time. Prospective buyers and sightseers were encouraged to take either streetcar and view the properties with the promise made that their streetcar fares would be refunded. The sale was run by the firm of Hann and Kendall. Mr. Kendall and Alexander R. Hann were business partners whose company advertised services in “real estate, fire insurance, and mortgage loans.”<sup>38</sup> According to the ad printed by Hann and Kendall in the *Dallas Times Herald*:

Junius Heights...”on the Hillside,” cool well drained, accessible...everything considered, the cheapest, high-class residence property in or around Dallas...A surveyor’s instrument brought to a level on Junius Heights overlooks two-thirds of the houses in the heart of Oak Cliff, reaching half way on the Oak Cliff standpipes.

Junius Heights [is] destined to become the choicest residential section of Dallas. The property is located on Junius, Tremont, Simpson, and Reiger Streets—just east of and ON THE HILL overlooking Munger Place, on which is being expended in the improvements in the neighborhoods of Three Hundred Thousand Dollars.

Higher than the Court House Clock [and] rubbing elbows with property selling for many times its prices, and directly in line of the city’s most rapid and most logical growth, JUNIUS HEIGHTS will enjoy during the next years such phenomenal enhancement in values as will no other section of the city. Dallas is growing every day—in population, in wealth and in area. No other city in the great Southwest is growing so rapidly. And the trend of progress continues EASTWARD.

We unhesitatingly commend Junius Heights to every man and woman who is in the market for home site or who is seeking profitable investment, in the confident belief that property in n other section of the city will experience such marvelous growth during the next two years.

*Junius Heights is Level With the top Roof of Saint Paul’s Sanitarium, halfway up on tower of Grace Methodist Church. Higher than the Postoffice [sic] clock. Three stories above top of Majestic Hotel.*<sup>39</sup>

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<sup>37</sup> *Extending Car Lines, Dallas Times Herald, 11 June 1906, p. 2, col. 5*

<sup>38</sup> *Clipper-Fleming-Solamillo.*

<sup>39</sup> *Dallas Times Herald, 2 September 1906*

A slightly different concurrent ad in the *Dallas Morning News* also expounded on the virtues of the “altitude” of Junius Heights which would have a “direct and unequivocal bearing on your selection of a home site.” The new development was “level with courthouse clock, above postoffice clock, on level with Bishop Dunne’s Residence on Interurban, three stories above top of Majestic Hotel, one story above Patton Seminary, Oak Cliff, level with top roof of St. Paul’s sanitarium, just above top of Wilson Building, above Washington Avenue Baptist Church, half-way up on tower of Grace Methodist Church, level with third floor of Episcopal College [and higher than] all buildings in heart of Dallas.”<sup>40</sup> Curiously, the *Morning News* ad also added requirement not found in the *Herald*: lots would be sold only to members of the white race.<sup>41</sup>

The opening sale, run by Hahn and Kendall, attracted large numbers of people. The streetcars ran to Junius Heights for the first time on Sunday afternoon, September 2, 1906. Prospective buyers and the merely curious rode the inaugural streetcar rides on Sunday, September 2, 1906. With “quick service” to the middle of Junius Heights, and they had an opportunity to examine the properties themselves. Since it was Sunday, there were no sales. Large numbers of people remained on the grounds until midnight, when a pistol was fired, indicating Monday morning and the start of the sale. There was a rush for the choice lots. Each lot had a stake with a card on it. Buyers would remove the card and go to one of the eight salesmen on the premises. Within one hour, half of the two hundred lots had been sold.<sup>42</sup>

Lots were sold beginning at “\$250, up” with “no 50 foot lot higher than \$500. with “most of them \$350. and under” Eight salesmen from Hann and Kendall were on the grounds to complete contracts with terms of \$20. cash, \$10 per month” on the larger lots and \$10. cash and \$5.00 a month on lots \$350. and under. Interest was 6 %.

Hahn and Kendall encouraged speculation in Junius Heights real estate by declaring that 42,000 people lived in Dallas in 1900, 100,000 in 1906, and promised the population of Dallas to be 150,000 in 1910. Property on or contiguous to Junius Street was as “staple as wheat.” Prospective buyers would see their investment experience “phenomenal growth during the next two years” in a section of town that was destined “to become the fanciest residence property in Dallas.”<sup>43</sup> Other than Tremont Street, which was restricted to “residences costing not less than \$2,500,” there were no deed restrictions<sup>44</sup>.

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40 *Dallas Morning News*, 2 September 1906, 14-15

41 *Ibid*

42 *Dallas Morning News*, Monday, September 3, 2005, col. 6.

43 *Dallas Morning News*, September 2, 1906, 14-15.

44 *Ibid*.

When the newspapers came out on Monday morning, September 3, 1906, the sale was advertised as the “Greatest Lot Sale in the History of Dallas.” Two hundred lots reportedly were sold between 12:01 and 12:45 the previous night and buyers were urged to “come out on Elm Street car” to get the remaining lots.<sup>45</sup> By Tuesday all of the lots were sold with the exception of thirteen whose tags had been pulled on the 3<sup>rd</sup> of September and had not been brought in for contracts.<sup>46</sup> On Wednesday, September 4, the last of the thirteen properties were sold. In three days Junius Heights was sold out and the sale was billed as “the record real estate sale of Dallas and Texas.”<sup>47</sup>

Below are listed the historical neighborhoods that are part of the Junius Heights Landmark District.

1. **Steuerwald’s Addition**, filed July 20, 1903 by Charles and Elizabeth Steuerwald. This addition was bounded by Henderson, Junius, Worth Streets, and block 1494. It consisted of 10 fifty foot lots.
2. The **R. E. Gunner Addition**, filed March 26, 1906 by Rudolph E. Gunner and was located south of Junius and ten lots east of Henderson Avenue. Mr. Gunner was a newspaper correspondent who purchased this small tract from Charles Steuerwald and proceeded to subdivide it.
3. The **Junius Heights Addition**, by far the largest development, was platted on July 19, 1906. M. W. Townsend, President of Columbia Realty Company, along with fellow attorneys H. D. Arderly, C. F. Freeman, and developer F. P. Wilson, had begun assembling this track of land five years earlier. It consisted of 21 residential blocks and 244 lots.<sup>48</sup> It was bounded by Junius, Augusta, Glasgow, and Reiger Streets.
4. The **Bethrum Addition** was platted on April 16, 1907 by R. P. Bethrum and his wife E. I. Adjacent to Junius Heights, it consisted of only 2 blocks and 15 subdivisions. Its boundaries were defined by Henderson Avenue, Augusta Street, and both sides of Simpson (Victor) Street.
5. Bounded by Reiger Avenue, Fulton Street, Columbia Avenue, the G. C. and Sante Fe Railway, and Henderson Avenue, the plat for **East Columbia Place Addition** was filed on April 22, 1907 by the Beacon Realty Company, and Southwest Realty and Loan Company. Consisting of 179 lots, it provided easy access to downtown via the streetcar that ran northeast on Columbia.

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<sup>45</sup> *Dallas Morning News*, 3 September, 1906, p. 4.

<sup>46</sup> The eight properties were: Junius Street, Lots 5 and 6, block 3, each \$475.00; Tremont Street, lots 2, 3, 4, 5, and 6, block 13, \$550. each; Simpson Street lot 9, block 20, \$500, lot 10, block 20, \$600, lot 2, block 19, \$425, lot 5, block 19, \$400., lot 1 block 18, \$425., lot 2 block 18, \$800. *Dallas Morning News*, September 5, 1906, p. 5

<sup>47</sup> *Dallas Morning News*, Wednesday, 5 September 1906, p. 5

<sup>48</sup> Clipper-Fleming-Solamillo

6. On November 22, 1909 on behalf of Hann and Hendall, **the Junius Heights Second Addition** was platted and filed by J. S. Kendall. A fairly large addition, it comprised more than 56 lots whose boundaries were Junius, Tremont to Slaughter, and the northern boundary of the earlier Junius Heights addition.
7. **A. J. Houston's Subdivision** was filed on June 6, 1910 and comprised 3 blocks and 36 lots. It was bounded by Paulus Avenue, Junius Heights Second Addition, and alleys between Victor and Tremont Street, and Worth and Junius Streets. Not much is currently known about A. J. Houston.
8. Robert Munger continued expanding his 1907 real estate holdings by filing **Munger Place Plat 2** on May 2, 1910. In its original conception, it possessed 18 blocks, and 322 lots located between Fitzhugh and East Moreland Avenues, Live Oak, Gaston Avenue, Munger Boulevard, Reiger Street, and the City of Dallas' corporate limits.
9. Platted by Fred Appel and Newton M. Harper on June 16, 1910, the **Appel and Harper Addition** consisted of 15 residential lots, defined by Reiger, Augusta, and the Munger and Bethrum Additions. As a former seller of bicycles, Fred Appel joined businessman N. B. Burwell in 1905 in forming the Company *Appel and Burwell* which eventually sold tires for bicycles and automobiles from two locations in Dallas. In 1903 N. M. Harper was a treasurer for the Southern Rock Island Plow Company but by 1908 he was promoting himself as a contractor of "Homes built on Monthly Installments" with "estimates cheerfully given."<sup>49</sup>
10. The **J. W. Vance Subdivision** was filed for record on January 12, 1915 by J. W. Vance, his wife Laura, and W. G. McCommas and consisted of sixteen lots of Block 1489 on Tremont between Henderson and Augusta. Before his foray into the real estate business, Mr. Vance was described as a "bookbinder" in 1905,<sup>50</sup> a "teamster" in 1906,<sup>51</sup> and a "peddler" in 1908.<sup>52</sup> Currently not much is known about W. G. McCommas.

Junius Heights owes its existence to the streetcar. The streetcar furnished jobs, transportation, and, with its daily schedules, a sense of stability and a background rhythm for the neighborhood. There were two men who operated the car: the motorman did the driving and the conductor took the money. In the 1920s, the money box was at the back of the streetcar. Clients paid their money when they got off the streetcar. The conductor had a money changer strapped to his middle. In later times, the conductor had a change box located in the middle of the streetcar. Around 1934, probably in an attempt to be frugal, the fare box was up front and the same person took both the money and drove the streetcar. The streetcars were reported to be clean every day

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<sup>49</sup> *Worley's 1908*, 53.

<sup>50</sup> *Worley's 1905*, p. 578.

<sup>51</sup> *Worley's 1905-1906*, p. 666.

<sup>52</sup> *Worley's 1908*p. 822.

and there was not a concern about crime on them.<sup>53</sup>

The men bought their own clothes, nothing was furnished. The uniform, which could be purchased at a store on Elm Street, consisted of a long-sleeved shirt, a blue serge suit, a tie, and black shoes. There was no air-conditioning and even though the windows would be down in the summer, it still was hot. Sometimes the men would come home and during the day to get a second shirt.

The streetcars ran on a strict time schedule and the motormen had to have their watches exactly on time. They had to schedule every stop precisely because supervisors frequently checked their timings.<sup>54</sup>

The men reported to the streetcar barn around 4 or 5 a.m. to get a car. If they didn't want to work that day, they "lay-off." They'd say, "I want a run," or "I don't want a run." According to Polly Pou, whose father-in-law and husband both worked for the streetcar companies, it wasn't that unusual to "lay-off." They might want to go fishing or they might have been up late drinking. The men might go to the pool hall or play dominos in the barn until it was time to go home. A lot of times the wives would get angry because "if you didn't work you didn't get paid."<sup>55</sup>

In the late 1930s, Dallas began converting its streetcars to buses and a way of life that the city had known for years was ending. Many, like Bythal Richard Pou, ceased being motormen and became bus drivers in the new, emerging transportation system.<sup>56</sup>

Parkmont Street is a street in the district and is a microcosm of the changes that took place in the area from 1915-1960. Parkmont is known as one of the "short blocks," the collection of blocks that run perpendicular to Gaston Avenue and are only one block long. Originally Parkmont was part of the Munger Place Addition and but was sold by R. S. Munger to a J. R. Eldridge in 1915 who subsequently began to develop it. R. S. Eldridge was a seminal figure from that time whose role in the building of early Dallas has not been fully documented. From January 1, 1914 to December 31, 1924, the *Dallas County Deed Records* document all of the properties he bought. At 40 entries per page with the plurality being from Munger Place, there are about 240 properties listed that he controlled. Following those entries are another six pages with over 200 properties listing his name again and the names of his extended family. Presumably he was the developer of all these properties.

*Worley's Directory of Dallas* sheds little light on J. R. Eldridge. In 1915 his published address was 723 Parkmont and his occupation was described as "real estate." Curiously, from

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<sup>53</sup> Interview (August 2003) with long-time resident Polly Pou.

<sup>54</sup> *Ibid.*

<sup>55</sup> Interview (August 2003) with long-time resident Polly Pou, who was born by the side of the railroad tracks in Hebron, TX in 1914 and whose family moved to Dallas ten years later.

<sup>56</sup> *Ibid.*

1910 to 1930, he is absent from any other listing in Worley's. He lived in his house at 715 Parkmont, a rare example of an airplane bungalow, for one year.

In contrast to nearby Junius Street which was gravel, the short blocks of Dumont, Dumas, and Parkmont, were paved in the early 1920s. Some families had servant quarters in their back yards.<sup>57</sup> The occupations of the original owners of the Parkmont houses varied from a medical doctor, a professor, a lawyer, a bricklayer, several entrepreneurs, and a streetcar driver.

Parkmont Avenue at its conception was a development that attracted people from diverse occupations.<sup>58</sup> Although Parkmont consisted of only eleven houses, the chief wage-earners of most of those addresses earned their daily bread from the central business corridor in the 1920s. In addition, two other gentlemen on the street (Harry Nichols in 710 and Herbert McElvin in 707) were the conductors for the streetcar which provided them transportation to and from downtown.

A downtown photo of Dallas from the early years of the twentieth-century<sup>59</sup> (Appendix 1) shows the Praetorian Building where Charles Duff (711 Parkmont), was a bookkeeper from 1915 to 1918 at the Portland Cement Company which had its offices in the Praetorian Building and where Paul Kirkpatrick (703 Parkmont) located his business, "Paul Kirkpatrick Co., Surety Bonds and Insurance, in 1917. Also in the photo is the Wilson Building, home to the practices of the Doctors James Still and Robert Wheless, a physician and dentist, respectfully, who lived on Parkmont in the 1920s. Not in the photo but close by was the American Exchange National Bank Building where John Timmins (715 Parkmont) worked as a lawyer for Sun Oil from 1920 to 1935, and Cecil Hale (722 Parkmont) was employed by Marwick, Mitchell, Peat & Company in 1919. Also not pictured but in close proximity is the Slaughter Building where E. C. Burrell of 719 Parkmont worked from 1921 to 1940.<sup>60</sup>

Parkmont must have been a close knit community. When the pharmacist Frank Marshall (714 Parkmont) unexpectedly died at his home in 1931, three of his pallbearers were his neighbors: J.W. Timmins (715 Parkmont), Dr. R. L. Wheeler (718 Parkmont), and C. W. Oldfield (726 Parkmont).<sup>61</sup>

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<sup>57</sup> Interview with long-time Dumont resident, Emily White Marshall, August 2003. Ms. Marshall grew up on Dumont Street. The family employed a servant who lived in the back quarters. Earl Porter, a yardman, lived in the apartment in the back of 723 Parkmont in 1921. *Worley's* 1921

<sup>58</sup> 702, Charles C. King, President, Universal Heating Company; 703, Mrs. Etta Mooneyham, Chief Operator SW Bell Telephone Co.; 706, Wm Looney, Professor, Baylor University College of Medicine; 707, Herbert McElvin, conductor; 710 Annie W. Nichols, Widow Harry P.; 711, J. Knight Rector, Abstracter, Dallas Title & Guaranty Co.; 711 Gilman Evans, auditor; 714 Frank D. Marshall, pharmacist, Queen City Drug Store; 715, John W. Timmins, Attorney, The Sun Company; 716 W. E. Oldfield, Travelor (i.e., salesman); 718 Dr. Robert Wheless, Dentist, Wilson Building; 719, E. C. Burrell, Assistant Engineer, Ingersoll-Rand Co. of TX; 722, Vacant; 723, Dr. James Still, Physician, Wilson Building. *Worley's* 1921.

<sup>59</sup> McAfee Collection, DeGoyler Library, SMU.

<sup>60</sup> *Worley's*, 1916-1940.

<sup>61</sup> *Dallas Times Herald*, 13 June 1931, Section I, p. 8 col.1.

In 1916, Frank Jensen, Chief Clerk for the Texas and Pacific Railroad, purchased his new house at 715 Parkmont for \$4,750. In 1920 he sold it to John W. Timmins, a young attorney for Sun Oil Company, and his wife Annie for \$8,250, a considerable escalation in value. On July 1, 1943, Mr. and Mrs. Timmins sold it to Emma Driver for \$3,500 in cash, less than half of what they had paid for it and considerably less than its original purchase price. Ms. Driver never lived at this address but turned it into rental property. Junius Heights, no longer a desirable place to live, had become an inner-city slum. With the popularity of the automobile and easy accessibility the new housing developments in suburbs and other parts of Dallas, residents began fleeing the inner city.

With the housing shortage fostered by the return of the servicemen after WW II and the easy access to the suburbs made possible by an expanding network of roads and the popularity of the automobile, the neighborhoods of East Dallas went into a sharp decline. Urban blight was everywhere. In a misguided attempt to ease the housing shortage and to stabilize East Dallas, large areas were rezoned by the City as multi-family. The ill-conceived plan only accelerated urban blight. The once stately homes in Munger Place and on Swiss and Gaston Avenue deteriorated so much that they were in danger of being demolished.

The Dallas City Council in 1978 passed an ordinance that decreed houses in East Dallas should be used as single family dwellings. Duplexes and apartments were allowed to remain but if they experienced six month's of vacancy or burned down, they would revert to single-family. In 1988, however, the city did a massive rewrite of zoning and abolished the grandfather clause for East Dallas other neighborhoods. The goal was to rid neighborhoods of non-conforming properties. Mrs. Ethel Rogers, a resident of Junius Heights, filed a complaint against City Council member Craig McDaniel, who owned non-conforming properties in Junius Heights. The political dispute pitted neighbor against neighbor, created confusion, and set "the stage for [further] deterioration and abandonment."<sup>62</sup>

The bitter dispute over whether to allow existing apartments and duplexes to remain split the neighborhood. For a while, there were two competing neighborhood associations: the Junius Heights Neighborhood Association, which favored protecting existing multi-family structures, and the smaller Junius Heights League of Homeowners which advocated keeping the 1988 zoning which would have labeled apartments and duplexes "nonconforming," thus threatening their demolition.<sup>63</sup>

By a vote of 106 to 79 on October 19, 1993, voters in Junius Heights voted to approve a plan that would restore the area's zoning to what existed before 1988.<sup>64</sup> Under this scenario, the apartments and duplexes would be grandfathered in and would be allowed to exist. No new

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<sup>62</sup> *Zone of Contention*, Dallas Times Herald, 16 September 1993, 1, 16.

<sup>63</sup> *Commission backs proposal to keep Junius Heights apartments, duplexes*. Dallas Times Herald, May 8, 1994, 26A.

<sup>64</sup> *Junius Heights residents approve zoning plan allowing apartments*, Dallas Morning News, 10 October 1993, 29A.

projects would be allowed to exist. The City Plan Commission endorsed the proposal March 3, 1994 amid bitter campaigning between the two factions. It was reported that of the 355 property voters who returned ballots, 182 wanted the zoning changed and 173 opposed it.<sup>65</sup> The city council approved a compromise in June 1994 that would allow complexes that have more than seven units to become “legal” by applying for a special use permit. If a complex didn’t get a permit, was vacant for more than six months, or was damaged beyond repair, it faced demolition and the property would revert back to single-family use. Multifamily complexes of six or less were considered conforming under the new ordinance.<sup>66</sup>

The Junius Heights Columns were originally constructed in 1917 and served as a gateway to the Junius Heights Second Addition. The 30 foot masonry pillars were originally connected by an iron rainbow arch that read, “Junius Heights.” There were large electric lanterns that illuminated the area for night travelers. Two smaller columns flanked the larger pillars. A sidewalk between the columns had an iron gate that could be closed at night. In 1973 they faced demolition because of the widening and expansion of the Abrams Expressway.

Heading the campaign to raise money to move and preserve the columns were Mrs. Wallace Savage, wife of the former mayor of Dallas, and Mrs. Anne Courtin, who formed the “Committee to Preserve the Junius Heights Columns” under the auspices of the Historical Preservation Society, the forerunner of Preservation Dallas.<sup>67</sup> The \$12,000 that was needed was successfully raised and on June 14, 1975 the restoration was complete and was presented to the Park and Recreation Board of the City of Dallas. A bronze plaque was placed, honoring six early residents who had shaped the development of East Dallas: Harold (1885-1938) and Blanche (1886-1960) Abrams, who gave their namesake to Abrams Road, George Ashburn (1890-1971), first principal at Woodrow Wilson, Clarence (1890-1946) and Alice Naomi (1883-1944) Cockrell, whose family descended from La Reunion and who were life-long residents of East Dallas, William (1885-1886) and Maude Apperson Colwell (1886-?), motorman for the Dallas Transit for 35 years and who drove the streetcar underneath the columns, The Rev. Marshal Craig (1889-1970) pastor of Gaston Avenue Baptist Church for 26 years, and Sheriff “Bill” Decker (1896-1969), who was Sheriff of Dallas County from 1948 to 1969. <sup>68</sup>

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<sup>65</sup> *Commission backs proposal to keep Junius Heights apartments, duplexes*, *Dallas Morning News*, 8 March 8, 1994, 26A.

<sup>66</sup> *Council pleases neither side in Junius zoning battle*. *Dallas Morning News*, 23 June 1994, 36A.

<sup>67</sup> *Junius Heights Columns—history preserved*, *Dallas Times Herald*, 12 June 1975.

<sup>68</sup> *Junius Heights Columns*, *Dallas American Revolution Bicentennial Project*.

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## **15. Attachments**

***District or Site Map***

***Site Plan***

***Additional descriptive material***

***Footnotes***

x *Photos (historic & current)*

     *Other:* \_\_\_\_\_

**16. Inventory of Structures-Historic District Only (Page      of     )**

*Please complete this form for each structure in a proposed historic district*

**a. Location and Name**

**b. Development History**

Original owner:

Architect/builder:

Construction/alteration dates:

**c. Architectural Significance**

Dominant style:

Condition:

Alterations:

**d. Category**

*Contributing \_\_\_\_\_  
excellent example of an  
architectural style that is  
typical of or integral to the  
district; retaining essential  
integrity of design*

*Compatible \_\_\_\_\_  
supportive of the district in age,  
style and massing but is not  
representative of the significant  
style, period and detailing, or  
area of significance typical of  
the district*

*Non-contributing \_\_\_\_\_  
intrusive; detracts from the  
character of the district*

**e. Statement of Significance**

The Junius Heights Landmark District is significant for its role in the development of East Dallas and as one of the most successful real estate sales in the history of the city. As a streetcar neighborhood, it is also significant for its association with the early residents of East Dallas who, although they came from different economic backgrounds, aspired together to create a great city.

**17. Designation Criteria**

X **History, heritage and culture:**  
*Represents the historical development,  
ethnic heritage or cultural  
characteristics of the city, state, or  
country.*

*association with the site of a significant  
historic event.*

X **Historic event:** *Location of or*

X **Significant persons:**  
*Identification with a person or persons  
who significantly contributed to the  
culture and development of the city,*

state, or country.

X **Architecture:** Embodiment of distinguishing characteristics of an architectural style, landscape design, method of construction, exceptional craftsmanship, architectural innovation, or contains details which represent folk or ethnic art.

X **Architect or master builder:** Represents the work of an architect, designer or master builder whose individual work has influenced the development of the city, state or country.

X **Historic context:** Relationship to other distinctive buildings, sites, or areas which are eligible for preservation based on historic, cultural, or architectural characteristics.

X **Unique visual feature:** Unique location of singular physical characteristics representing an established and familiar visual feature of a neighborhood, community or the city that is a source of pride or cultural significance.

     **Archeological:** Archeological or paleontological value in that it has produced or can be expected to produce data affecting theories of historic or prehistoric interest.

X **National and state recognition:** Eligible of or designated as a National Historic Landmark, Recorded Texas Historic Landmark, State Archeological Landmark, American Civil Engineering Landmark, or eligible for inclusion in the National Register of Historic Places.

X **Historic education:** Represents as era of architectural, social, or economic history that allows an understanding of how the place or area was used by past generations.

<b><i>Recommendation</i></b>
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***The Designation Task Force requests the Landmark Commission to deem this nominated landmark meritorious of designation as outlined in Chapter 51 and Chapter 51A, Dallas Development Code.***

***Further, the Designation Task Force endorses the Preservation Criteria, policy recommendations and landmark boundary as presented by the Department of Planning and Development.***

***Date:***

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*Chair  
Designation Task Force*

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*Chair  
Designation Task Force*

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*Chair  
Designation Task Force*

*Historic Preservation Planner*











