

History of Dubberly

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In August of the year 1884 the V. S; & P. railroad was opened to Shreveport and thirty miles east of this terminal the little town of Dubberly was established.

Dubberly was named for Mr. Henry Dubberly, who helped to lay the railroad track and whose home was where the High School building now stands.

Of course the fact that mail would be distributed at Dubberly was a welcome one as the mail was previously brought from Minden and didn't get down this far very often. Mr. Edd Kennon was the first post master. The mail was taken care of in a small building owned by the railroad company.

The first general merchandise firm was Boyett & Talton, the building standing on the site now occupied by the residence of Miss Bessie Batton.

By spring of the next year, two other general merchandise stores and three saloons were opened. The depot was erected and trains were running on regular schedule, the mail being brought as regularly as the trains came through. The little village now boasted of four residences, widely scattered among woods so dense that one could not be seen from the other. The fourth residence was that of a newly married couple, Mr. & Mrs, P. F. Talton, grandparents of two of our high school boys.

During the next five years other business houses were opened, some changed owners and a cotton gin was in operation.

The unusual feature of this gin was that it made round bales of cotton. Other residences, too, had been added, thus making a little town.

The first school house, a small one room building, was built in 1890. The first teacher was Mr. W. W. McCoy, who later became post master and acted in that capacity for a number of years. Five years later a bigger school building was needed and the two story building now standing on the west side of town was built.

Few changes took place for the next ten or twelve years. Though Dubberly had thrived, business expanded and population increased, it had about reached its growth; after the saloons were closed four general merchandise stores and two gins comprised the business district. The stores were owned and operated by Worsham & Son, Connell & Batton, McCoy & Co., and N. H. Boyett Co., and stood on the south side of and parallel to the railroad.

Incoming mail had grown to such volume that in 1906 a rural route was established. Mr. J. L. Lewis was the first mail carrier. Using a horse and buggy to cover the route, eight hours was the required time for this daily trip. Ten years later an automobile was used except at times of severe weather during the winter months. In 1919 Mr. Lewis resigned, the place being given to Mr. Coussons, the present carrier. The time required to cover the route is now about three hours.

Along about 1910 it became necessary to employ two school teachers. A three room building was the next expansion in this line, though three teachers were not employed until 1919.

In the fall of the same year construction of the Gulf

Refining Company's tank farm was begun. Dubberly was on a boom; workers came in by the dozens until about five hundred men were at work besides those of the community who were employed. Optimists were sure Dubberly was going to be put on the map; but alas, 'tis better we do not know what the future is to bring.

The tank farm was just about completed. Workers gradually took leave as their particular work was finished. Business and mail were about back to normal. Spring of 1920 was here, warm sunny days, budding trees, everyone happy and pleased. The operations of the Gulf Refining Co. had added families to the population.

And then--April 6th--a bright beautiful day, the noon hour, "Fire" was called from one person to another until the news quickly spread. In a few short minutes the business part of this quiet, peaceful little town lay in ashes. Residences were threatened but with constant work of a bucket brigade were saved.

How now would Dubberly be rebuilt was the question pondered by everyone.

For several months business was carried on and the mail taken care of in the few convenient buildings left standing. Then Dubberly was rebuilt as one sees it today.

In 1924 someone saw the need of a high school. Behold today a modern building, seven efficient teachers, and busses, three in number, to convey pupils that live too far to walk.

'Tis regrettable that through all these years there was no place of worship, but the citizens were not deprived of religious services altogether for a short distance out were two churches where services had been held regularly for several

years before Dubberly was established.

Since the construction of the tank farm and the erection a few years later of the brick school building, changes of importance have taken place. Dubberly has remained, since, a quiet little town of about two hundred population.

In 1936 some excitement was created by prospective oil developments; this however was short lived as the real "black gold" has not yet been found.

But who can say what the next few years will bring about? Some, still, do say "thar's 'oil" in them thar hills".