

Argyle

Argyle, Texas

Historical Narrative researched and written by Yvonne A. Jenkins for 1981 Texas Historical Marker application for Denton County

TEXAS HISTORICAL MARKER  
APPLICATION

HISTORY OF ARGYLE, TEXAS

BY: YVONNE A. JENKINS  
BOX 184  
ARGYLE, TEXAS 76226

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By Yvonne A. Jenkins  
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The community that eventually became Argyle was settled as many other communities in Denton County and the North Texas area—via the Peters Colony. From 1850 to 1867, fourteen families came to what is now the Argyle Community. For protection, these early pioneers settled near one another. The families included: Daniel Cook, a farmer from Virginia; John M. Gibson of South Carolina; Jesse Gibson, a farmer from South Carolina; William H Gibson, a farmer from Alabama; Spencer Graham from Tennessee; Frederick Hyatt, whose land was patented by his widow, Rody Roger Hyatt; Richard Knight of Missouri; Rhoda King of Kentucky; Abraham R. Loving, a farmer from Kentucky; Edley C. Pritchett, a farmer from North Carolina; John Rogers a farmer from South Carolina and his son, B. Matthew Rogers. Of these original patents (the instrument by which public land is granted to a person) issued, six were patented by the heirs of Cook, Hyatt, Knight, Pritchett and two for B. Matthew Rogers and John Rogers. (1)

The pioneers of the Argyle community suffered many of the same legal problems in establishing clear title to their land as other Peters Colonist's throughout North Texas. A succession of events beginning in 1846 led to dissatisfaction of the Colonists with the company agent, Henry O. Hedgcoxe, who had given the Colonists a deadline of August 4, 1852, to establish their claims. A delegation from Denton County attended a meeting held in McKinney on July 29, 1852, to settle some of the Colonists' problems. Argyle was represented by Jesse Gibson and Samuel A. Pritchett, the son of Edley C. Pritchett. These sturdy pioneers had migrated to an unknown land to start a new way of life, mainly for economic reasons. To meet the Peters Colony requirements, they had

to reside on the land for three years, cultivate ten to fifteen acres, have the land surveyed and plainly marked, sign an oath of allegiance to the Republic and build a good and comfortable cabin. Most Colonists were small prairie farmers who labored on their land and in their communities and were native citizens of the United States prior to migrating to Texas. Their routes of migration indicated a possible antipathy to slave labor, as contrasted to the East Texas settlers. (2)

During the 1850's, another twenty-nine families settled in Argyle on unclaimed or vacant land, receiving their grants or patents from the Governor of Texas. Early abstracts indicate that members of the survey crews patented land for themselves in the Argyle area. This is verified by the listing of the surveying crews on the abstracts; specifically, the William Gazaway, Jesse Gazaway, and Thomas Gazaway Surveys. By 1860, another sixteen tracts were patented for settlement. Four in 1870, six in 1880, one in 1890 and three in 1900 completed the eighty-three Land Surveys studied in the Argyle area. Of the eighty-three patents, ten were to railroad companies (Buffalo, Bayou, Brazos Railroad Company-BBB&C; Texas & Pacific Railroad Company-T&P; and Memphis, El Paso Railroad Company-MEP) and totaled some 7,362 acres of land. (3) Texas land policy was to give land to railroad companies to encourage building of railroads throughout the state.

The coming of the railroads changed the life style of the inhabitants in the small settlements south of Denton. Between 1880 and 1882, the Texas and Pacific Railway laid its tracks through the Cross Timbers from Aubrey through Denton and Roanoke and on to Fort Worth---thus the birth of Argyle on November 7, 1881, located one-half mile south of the Graham settlement. A warranty deed, dated October 17, 1881, details the establishment of Argyle. The deed was

issued to James Morrill of the county of Galveston and the State of Texas by Amos Morrill in Jefferson. The deed states that "James Morrill in consideration of construction and maintaining a Depot, side tracks and switches by the Texas and Pacific Railway Company upon the Transcontinental Branch of said Railway Company in Denton County, Texas, seven miles south of the town of Denton and the further consideration by said Company laying out in Block, Lots, and Streets a portion of the Headright survey in the name of John Davis and to be known by the name of 'Argyle' have bargained, sold and released and these presents do bargain, sell, release and convey unto the said Texas and Pacific Railway Company all of Blocks, Numbers, Seven, Fifteen, Sixteen, Twenty-one and Twenty-two and all of that part of Blocks Number Nine, Twelve, Eighteen and Nineteen in said Town of Argyle, that are on the John Davis survey as shown and represented upon the map of said town." (4)

According to the HANDBOOK OF TEXAS, this area of settlement previously had been referred to as Pilot Knob and also as Waintown. (5) The popular story today (that was related by W. B. "Uncle Bill" Brown who came to Argyle to work on the T & P Railway) is that Argyle was named for a garden in France by an anonymous railway surveyor who was apparently impressed by Argyle's peaceful and simple serenity. To further develop the area, T & P began to sell the lots on either side of the track for establishing a community to serve the needs of the settlers. Farmers-turned shopkeepers--purchased these lots, and with the railway providing a means to transport and receive merchandise more easily and conveniently, a variety of services soon became available.

When Argyle developer, James Morrill drew the plat of the town of Argyle in 1881, he used three basic types of names for the streets. East and West Front Streets parallel the railroad tracks. The four streets that run east and west

on the east side of the tracks are named for established counties: Rusk, Denton, Dallas and Collin. All other streets are named for trees: Pecan, Ash, Cedar, Oak, Elm, Cypress, Mesquite and Walnut.

Several settlements dotted the area south of Denton in 1870's and 1880's: Graham, Prairie Mound, Litsey, Shiloh, Smyrna, Pilot Knob, Beulah, Lane and Stoney Ridge. The settlements usually consisted of homes of several families and a building used to provide both the schooling and religious needs for the settlers. It was the establishment of the T & P Railway in 1881, that created Argyle and today, in 1980, it is the only community to survive. There is no evidence of early settlement left in Litsey, Pilot Knob, Beulah, Lane, Smyrna or Stoney Ridge. Their schools were eventually consolidated into the Argyle Independent School District. Graham provided the first burial ground for the pioneer families and received a Texas Historical Marker in 1976. A new chapel and cemetery are all that is left at Prairie Mound, which will receive a THC Marker in 1981.

Not having to pay for their land, the Peters Colonists were able to support, in addition to preachers, teachers, lawyers and doctors, a comparatively large artisan and commercial class virtually from the beginning of settlement. Essentially comprising a farming settlement, the Colonists had moderately large families, owned comparatively few slaves, and as a group did not possess much education. (6)

One of the first commercial enterprises in the Argyle area was the cattle business. Post-Civil War settlers had brought their cattle with them in their migration to Argyle and found that the area was all open range. The cattle business really began to boom after the coming of the railroad in 1881 and continued to be the livelihood of many settlers during the early 1900's. As well as encouraging the cattle business, the railroad opened the door to new enterprises for Argyle farmers. With transportation, far-off markets became accessible, and

farmers began to grow small grain crops such as wheat and oats as a commercial crop. Very little hay was raised during this early period of Argyle's history, and old-timers recall that cattle pastured on dead grass during the winter months. Some of the farmers expanded into the sheep and hog raising business. (7)

The settlers established churches and schools with the Graham Baptist Church being organized in 1876 in a little box schoolhouse, known as the Graham Schoolhouse. The School had been established in 1875 and had an enrollment of eighty-five students in 1884 which proved too large for the Graham Building. A second, two story, frame building, the Argyle School, was constructed probably in 1885, on a site in the southwest corner of the town, west of the railroad tracks and east of the Graveyard Branch. James and L. J. McDowell deeded this acre of land October 26, 1886 to the county judge for free school purposes for the sum of \$100.00. The common method of financing country school buildings at this time was by private subscription. The Argyle school opened for classes on November 2, 1885, while the Graham school opened as a school district on October 19, 1885. In 1886, all children attended the school in downtown Argyle with classes being held for five or six months. "Sums" were done on a slate with a slate pencil, and reading lessons came from the McGuffey Reader. In 1891, Argyle had grown to be the fifth largest school in the county with 107 students, even though the district had been reduced in size in 1886 when the Commissioners' Court established the Pilot Knob School District #75 from a portion of the Argyle and Brown school districts. (8) Until 1904, when the voters approved the first local school tax of twenty cents, the Argyle School survived solely on the money received from the state school funds. (9) When the county school board classified all the schools, in 1912, Argyle was considered a third class or two year school—nine grades. (10) The students who wanted more education or who were planning to go to college had to attend the Denton High School.

The locale of the Argyle schoolhouse presented a problem, as heavy rains flooded the school and the area around it. To remedy the situation, B. W. Meadows, a long time resident, bought the land for \$50.00 from the County School Board on August 10, 1929 and then donated 6.074 acres on the northeast corner of his farm to the Argyle School District. (11) On this land, a new, hipped roof, brick building was constructed in 1929 with thirty year bonds for \$4,000.00. (12) The building is still being used as part of the elementary school. The former Stoney Ridge School house (torn down to make room for the gymnasium in 1957) was moved to the school campus in 1933 and was used as the first lunchroom. Lillian Meadows Thompson had made arrangements to participate in the federal government's lunchroom program. She and her sister-in-law, Jewel Meadows, prepared and served the meals to students during 1933 and 1934. The federal government funded the entire program in the early days following the depression. In 1935, the Argyle Masonic Lodge, #698, gave the school its building which was then moved to the school campus. Again the federal government, through a WPA project, paid for the moving of the building and the remodeling of it into an auditorium for school events. This project provided "paying jobs" for the men of the community who had been unemployed due to the depression. (13)

A fire destroyed the Graham Schoolhouse in 1887, and the Baptist Church moved east, three miles, to the Lane Schoolhouse. Education of the children of the community was consolidated with the Argyle School. A part of the Baptist Church moved to Argyle in 1891 and built its first church building in 1909 on land donated by Dr. M. D. Fullingim. The Methodist Church of Argyle was organized in 1894 as a part of the Methodist Episcopal Church, South Circuit. In 1980, the Argyle United Methodist Church is still located at the original site on a hill overlooking the town of Argyle. The Argyle Church of Christ was established in 1971 and their sanctuary is located on FM 407 at Highway 377, south



of Argyle. (14)

An early businessman in Argyle was W. H. McCollum, who bought the entire Block Seven in the Town of Argyle for \$300.00 on September 5, 1888. The same year, Jeff Wimms opened a blacksmith shop to shoe horses and repair equipment for the ranchers and farmers. R. W. Fenton had purchased the land in 1874, where Meadows Store (c. 1919), stands in 1980, and opened a grocery there in the late 1880's. N. C. White operated a drygoods store and "Doc" Fullingim owned the drugstore and was the town doctor. This early history is constructed entirely by the memory of long-time residents, because all records were destroyed in a fire which swept through the town in 1895. The fire began in the drygoods store and was out of control before the citizens could marshall together in any effective way. The town was gone, and rebuilding took time and lots of pioneer spirit. By the early 1900's, things were growing again. White and H. R. Fehlisson reopened a drygoods store and also sold groceries and implements. Fenton owned the hardware store and ran the Post Office. W. H. Hardee and Sam Karnes were the town blacksmiths. The drugstore changed hands many times with some of the owners being Dr. McCollock, Miller Faught and Dr. Clark. Early grocery stores were owned by Oscar Hall and C. G. Cogdell. (15) Other businesses included a cotton gin built by J. C. Smith in 1908, barber shop, livery stable, cafe, millinery store and the Argyle State Bank. In 1910, a black tornado "swooped down" out of the sky and leveled several brick buildings. No deaths were reported.

The Argyle State Bank had its beginning on September 29, 1906, when a group of citizens filed with the Secretary of State of Texas for a bank charter. The charter, number 16345, was granted and filed October 1, 1906, in the office of the Secretary of State. The Argyle State Bank had capital stock of ten thousand dollars, divided into one hundred shares of one hundred dollars each. Those citizens who associated themselves together, as provided by law into a corporation

for the purpose of establishing a bank, both of deposit and discount were: W. J. Hamilton, J. H. Paine, R. W. Fenton, W. E. Smoot, J. T. Simmons, G. A. Schnably, C. M. Hall, T. B. Breeding, M. D. Fullingim, W. Y. Fincher, Mrs. Jessie Moffett (feme sole), Sam Davis, R. L. Boyles, N. C. White, A. B. Horton, P. E. Wade, H. M. Holbrook, C. G. Cogdell, J. W. Boyles, Sam Brown, H. T. Stewart, Tom Stewart, W. H. Hardee, J. D. Reed, L. I. Bullard, Peyton Wingo, Tom Wingo, Will A. Wallace and D. P. Taylor of Denton County, Texas (16)

Distribution of the shares were: Five shares each to Hamilton, Paine, Fenton, Smoot, Simmons, Hall, Breeding, Fullingim, Fincher, Davis, R. L. Boyles, White, Horton, Bullard who resided at Argyle; Five shares to Mrs. Jessie Moffett, who resided in Denton; Two shares each to Wade, Holbrook and Reed who resided in Argyle; One share each to Cogdell, J. W. Boyles, Brown, H. T. Stewart, Tom Stewart, Hardee, Peyton Wingo, Tom Wingo, Wallace and Taylor who resided in Argyle and 9 shares to G. A. Schnably who resided in Argyle. (17)

The Board of Directors who served for the first year as managers of the Argyle State Bank were: W. J. Hamilton, J. H. Paine, W. E. Smoot, G. A. Schnably, J. T. Simmons, C. M. Hall, T. B. Breeding and M. D. Fullingim. The bank opened for business on October 16, 1906. (18) The land on which the bank was located was first purchased by W. J. Hamilton in 1889 (Vol. 40, page 379, Denton County Deed Records) and sold to the Argyle State Bank after it opened for business on December 19, 1906, (Vol. 106, page 491, Denton County Deed Rocords). A red brick building housed the bank in the front part and the back part was a drugstore. The bank has had a rather unusual history attached to its brief existence in the Argyle community. According to Mrs. Miller Faught, a long-time Argyle resident, the sleepy populace was awakened by explosions at 1:30 AM on February 14, 1912. None of the citizens ventured out to confront the robbers as ten explosions were heard throughout the town. The Denton County Sheriff was notified but was delayed by a flat

tire, and the desperados made a clean, safe getaway with \$1700.00. All that remained for the sheriff to see was the bare, blasted bank vault. A day long search failed to produce the bandits. Rumors have it that Jesse James, the Dalton Brothers, the Storys or the Chadwick Gang might have robbed the bank, but no one knows for sure. (19)

On May 4, 1925, the bank amended the charter from Guaranty Fund Plan (provided by acts of the 2nd called session of the 31st Legislature) and to change the name to The Argyle State Bank to that of Bond System as provided by Senate Bill 112-114 of the 30th Legislature. (20) Sometime in 1927, a relative of the first cashier in the bank was thought to have been embezzling funds since he was caught burning official papers and documents outside the bank. (21) The bank was closed by orders of the Board of Directors on October 29, 1927. (22) Today, in 1980, the bank building, located at the corner of Highway 377 and Denton Street, is presently owned by Otha Mullens.

The early settlers selected land that was near a source of water supply. Johns' Well provided this very necessary commodity for survival to many of these pioneer families. Johns' Well is located in the Patrick Rock survey, two miles west of the town of Argyle. Hardin W. and Charlotte Johns bought this tract of land for \$2500.00 on April 7, 1875. A hand-dug shallow well provided a never ending supply of water for the community families, livestock, thrashing crews, travelers and for cattle drives from the feeder trails of the Chisholm Trail. The old Campgrounds was also located near the well site and the community citizens gathered there for summer revivals. The well was abandoned in 1963. For the town of Argyle, the modern convenience of a water supply was on its way by 1909. On the same land that Dr. M. D. Fullingim donated to the First Baptist Church for its first building, he dug a water well and piped water throughout the town, and a faucet was located in the yard of each household. This system is owned in 1980

by Otha Mullens and serves forty-four homes in the old town of Argyle. The Argyle Water Supply Corporation was organized in 1962, and now services five hundred and fifty homes and businesses. The system has thirty-eight miles of water lines serving approximately a fifteen square mile area. Electrical service, as indicated by easements in abstracts, was brought into the Argyle community in the early 1930's. Butane gas was available for heating in the 1940's and natural gas, via the Lone Star Gas Company, was provided in the early 1960's. Telephone service has ranged from the early party line wooden phone mounted on the wall to the direct dial service of 1980, which is provided to over four hundred households by General Telephone Company. An early deed, dated February 14, 1933, notes that W. W. Billingsley sold to Marion V. O'Keiff, the Argyle Telephone Exchange which consisted of a switchboard, fifty-seven subscribing telephones, poles, wire, telephones and boxes both in service and discontinued in storage, tools, supplies, office fixtures, franchise if any and good will. Fire protection is provided by the Argyle Volunteer Fire Department which was organized in 1963. (23)

Just as the railroad was instrumental in bringing people and economic growth to Argyle, the automobile was equally instrumental in taking them away. According to an article published in the July 9, 1910, RECORD AND CHRONICLE of Denton, "the road leading south of town by the brickyard, known as the Denton-Argyle-Fort Worth Road, while it has been graded and graveled is in need of considerable repair and if something is not done it will be seriously damaged and the work previously done in measure will be lost. A committee has been appointed by the Chamber of Commerce to solicit subscriptions along the route to be put with the funds already conscripted by the banks and businesses of the town". By 1911, there were fifteen miles of surfaced roads in Denton County. By 1925, Denton County had one hundred and sixty-five miles of highways, and soon the migration was to begin from the "country to the city" as is evidenced by the Argyle population figures: 230 in 1925, dropping

to 147 in 1947. As the soil became more and more drained of its nutrients from the growing of cotton, and the attack of boll weevils destroyed what cotton that did grow, agricultural practices changed for the Argyle farmer. Profits from agricultural products were decreasing and sons of the Argyle farmers began to move to the city for employment. The population of Argyle decreased during the 1940's and 1950's until the second and current wave of immigration came in the mid 1960's. (24)

Not only did the automobile and employment take citizens away, but Argyle contributed its share of men and women in both World War I and World War II. The advent of World War II saw both the citizens at home and the military men and women serving their country. On the home front, citizens planted victory gardens and canned their food supply; suffered through gasoline and tire, meat, sugar, coffee and shoe rationing coupons, and bought saving bonds; while the school children conducted paper and scrap iron drives. Each Sunday, W. T. Meadows headed up the Civil Air Patrol watch which was held at the school grounds. Fortunately for the families of the community, no parent had to display a Gold Star in the window for a loved one lost in battle. (25)

In addition to the great shifting population of the military training program, there was during the years of 1941-1947, the greatest civilian population shift of any comparable period in Texas history. The building of the great war plants caused the inter-county migration of approximately 500,000 persons. This migration was primarily from the rural counties to the big industrial centers and to the smaller centers where larger war plants were located. On the basis of food ration card data of 1943, it can be calculated that approximately two hundred Texas counties, principally rural, lost population in varying degrees, whereas the remaining fifty-four counties, chiefly those containing the industrial centers, gained population. These gains were large in many instances. (26) Although Denton County in its entirety did not suffer substantial population losses, the Argyle community did--

due to its proximity to the Dallas-Fort Worth industrial complex and war plants. Those citizens who were not serving in the military and who did not move to the city commuted by bus or car pools to the higher paying jobs at the war plants.

During this time, the women of the Argyle community were actively participating in the Argyle Home Demonstration Club learning to preserve and can food supplies, sewing family clothing items from their favorite "feed-sack" patterns, re-upholstering furniture, and learning to prepare "Master-Mix" and to cook without sugar. The counterpart organizations for the youth of the community was the 4-H Club which stressed training in home economics and agricultural practices and leadership. Argyle has sent four 4-H members to the National 4-H Congress in Chicago: Margie Crawford Austin, Peggy Smith Bellar, Yvonne Allen Jenkins and C. R. Salmon, Jr. (27)

The business community has been as varied as the services demanded or needed by the citizens. Ray Crawford began his sausage business in 1921 in his smoke-house at home. By 1960, he opened a retail business on Highway 377 and continued producing the specialized product until his retirement in 1969. The gates opened in 1949 to one of the first drive-in movies in the North Texas area, the Colonial Drive-In Movie operated by Mr. & Mrs. George Franklin until it was destroyed by high winds during a storm. In 1980, the community is served by two grocery stores (Meadows and J&P); several service stations (Ben Brown's Arco & J&P Texaco); beauty shops owned by Alta Wilkins, Connie Clark and Martha Chollar; the Nighthawk Saddle Shop, McCutcheon's Fruit Stand, Evelyn's Cafe, Richard Hensley's Dependable Trash Service, Elmo & Ronnie Smith's Garage, and various trade services, such as plumbers, electricians, carpenters and painters. In the early 1960's, Herschel and Rosemary Parker operated a newspaper, THE QUAD TOWN NEWS, prior to selling it to a Keller firm. The Texas Farm to Market road program has been responsible for the black-top roads: FM 407, FM 1830 and FM 1171 that now in 1980 are traversed by the

citizens commuting to their jobs in the Dalls-Fort Worth metroplex; and to jobs and the pursuit of higher education at North Texas State University and Texas Woman's University in Denton. The town of Argyle is located within the Golden Triangle of Denton-Dallas-FortWorth, and the area is bordered by two Interstate Highways, I 35 E and I 35 W.

Until 1960, the basic philosophy of the Argyle community and its citizens has been "live and let live"--that is until neighboring cities began to have growing pains and suffered from the worst case of "grabities" via annexation of land that has been witnessed in modern times. To keep and re-establish their community territory and identity, the citizens of Argyle voted to incorporate on September 19, 1960 by a vote of 117 to 1. This election was challenged by the City of Denton and ruled illegal by the Courts. On January 26, 1963, the townspeople had once again voted to incorporate by a vote of 43 to 25, a two square mile area with two hundred population. Another election on March 9, 1963 to abolish the township was defeated by 62 to 51 votes. The first mayor was M. H. Wilson and aldermen were: H. Elmo Smith, Grover Wallace, W. P. Carpenter, Sr., L. R. Carty and Dewitt McDaniel. The town marshall was Jack Gibbons and Charles F. Jenkins was secretary for the town council. On April 6, 1971, the town government adopted the Title 28 Ordinance to become the City of Argyle. Providing leadership in 1980 is Mayor, Richard J. Hensley. Other council members are Don Long, Don Dyer, Rosemary Parker, Charles Evans and W. P. Carpenter, Jr. The Chief of Police in Glen Bilyeu and Janice Emery is the City Secretary. The City voted to collect the 1% sales tax on April 6, 1971 and a Planning and Zoning Commission was created in 1973 and a Zoning Ordinance adopted in 1977. Currently serving on the Planning and Zoning Commission are Yvonne A. Jenkins, G. L. (Jerry) Simmons, Lee Judy, Vo Bliss, Larry Simmons, Richard C. Holliday and Mike Harral. The City had its first permanent home with the purchase of property and a building

to serve as a City Hall in April of 1979. Despite every effort to protect the community, the town council could not annex their land quickly enough to save all of the original community. The areas on the north and east sides (Country Club Road to FM 1830) have been either annexed or placed in the extra-territorial jurisdiction of the city of Denton. Other areas near Argyle have voted to incorporate to protect their community identity and interest and include: Copper Canyon, Bartonville, Double Oak and Northlake. A generation of citizens once fled Argyle and country living for a variety of reasons. In 1980, a different generation of citizens are returning as they have no desire for the "big city life". The proximity of Argyle to the Dallas-Fort Worth Airport has brought many airline families to the area. According to the preliminary 1980 Census, the population of Argyle is 1,095 while the 1970 Census showed the population to be 443. The 1980 Census indicated that there are 444 houses with an average of 2.9 per house in population density and further indicated that 194 new homes have been built in the city during the last decade. (28)

Postal service has been available to the citizens of the Argyle area since July 24, 1878, when Miss Emily Wilson received her commission as Postmaster. Miss Wilson was born in Peoria, Illinois, December 25, 1848, and migrated to Texas where she bought a farm near Pilot Knob. It was on this farm that Miss Wilson operated the first Post Office from a log cabin, which is known today as the southeast corner of Crawford Road and I 35 W intersection. The cabin was approximately one mile north of Johns Well and the Old Campgrounds. Mail was delivered to this office via stagecoach, and settlers came by the cabin to get their mail. (29)

When the railroad created the town of Argyle in 1881, the Post Office was moved from its first site, two miles east to the railroad. Dr. Wayne Wright then took over the office that was near the railroad, and the mail was delivered four times daily by the train. The railroad station agent, G. A. Schanbly, or the



operator Tom Wingo, would deliver the mail from the station to the Post Office. Following the closing of the train station, it became the responsibility of the postmaster or clerk to pick up the mail, no matter what time of day or night. (30)

To better serve the surrounding community, two rural routes were established in the late 1880's after the Post office was moved to Argyle. The roads were lanes or trails, and the mail was delivered by horse-drawn buggies or hacks. In bad weather, the carriers had to ride a horse, and to keep warm they carried heated rocks or bricks in the saddle bags. Routes were thirty miles long, and it would take an entire day to make the trip. Sam D. Davis, who came to Argyle in 1885, was the first rural carrier for Argyle. He was married to Trude Hays but they had no children; consequently, Mr. Davis or "Mr. Sam", as he was fondly termed, claimed all the children on the route as "his". He often carried candy in his mail pouch for all the children that met him at the mailbox. Robert Boyles was the rural carrier for Route Two and Eugene S. Boyles was substitute carrier. (31)

In 1889, Walter J. Hamilton and Herman Fehlison erected one of the first business establishments in Argyle, which housed the Post Office as well as a general store and later a bank. Hamilton served as postmaster for a period of time and R. W. Fenton was the next to serve. Shortly after the fire of 1895, which destroyed all businesses in town and all the post office records, Charlie Hardee was appointed Postmaster and moved the office into a corner of his rebuilt drugstore. When Hardee decided to "go west", he sold his drugstore to Dr. David Hinkson, who received the next appointment as Postmaster. Because of a busy schedule, Dr. Hinkson found it necessary to hire Miss Inez Horton to run the post office for him. (32)

On June 26, 1919, Bascomb William Meadows was appointed Postmaster. He was born June 12, 1874 in Salem, Alabama and came to Texas in 1891 to work on a farm.

He operated the office in the drugstore for a short time and then bought the R. W. Fenton Hardware Store and moved the office back to its original place. Meadows' salary as postmaster was very small and was based on the amount of stamps cancelled. Some months it would be \$20.00 for operating the Fourth Class Office. James Henry Cook came with his family to Argyle in 1917 from Mount Alba, Texas and followed Robert Boyles as the Route Two Rural carrier. Julia A. Cook and LaVerne B. Morris served as substitute carriers during this time. Upon Mr. Cook's retirement in 1940, his son Richard, became the rural carrier. The two routes were combined since roads had improved and, by car, delivery took only half a day. (33)

In the 1920's, the federal government allocated funds to employ mail messengers to dispatch First Class mail by crane via moving trains. The trains also stopped in Argyle when the mail was especially heavy or passengers wanted to catch the train. Mail messengers who have served the Argyle office were: Chester Horton until May of 1935; Perry C. Wood until December of 1953; George "Bud" Davis until December of 1954; E. Ray Davis until January of 1955; and S. R. Jones until the mail delivery contract was let by truck and is still delivered by this method in 1980. (34)

Following Mr. Meadows' retirement at age seventy on June 1, 1944, his daughter, Lillian E. Meadows Thompson, was appointed acting Postmaster. On October 18, 1945, she received her commission as Postmaster and served in that capacity until her retirement in 1968. Richard Cook died in 1952, and the rural route was left open. For a time, substitute carrier, William T. Meadows delivered the mail, continuing a career he began on November 15, 1924. He retired in 1975. James P. Heath of Argyle received the appointment as Rural Carrier on December 28, 1953, and is the present carrier today for Route One. Georgia Belle Allen served as clerk and Assistant Postmaster from 1945 to 1969. Mrs. E. E. (Ethel) Pickle then filled this position until she was appointed the Postmaster at McLeod. Lowell Nafe is the

current Postmaster. He transferred from the Denton Post Office when Mrs. Thompson retired in 1968. A second Rural Route was established on August 19, 1977 and the carrier is James Faught. Rural Route Two now has two hundred and fifty boxes and covers twenty-eight miles. Rural Route One has four hundred and fifty boxes and covers sixty-five miles. Ben Brown is both the auxiliary relief carrier and Office Clerk, serving since January 1, 1978. Added to the staff on June 1, 1980 was Susan Chupp. Present day postal facilities are housed in a modern brick building at the corner of Highway 377 and Dallas Street. Since October of 1976, the office has been classified as a Second Class Office serving one hundred eighty-five patrons with post office boxes. The new facilities were completed on June 5, 1968, and mail is delivered and dispatched once daily by truck. (35)

Consolidation of the smaller school districts and the advent of the school bus began to change the patterns of education in the 1930's. Argyle now was teaching ten grades and owned three buses which were driven 119 miles daily to bring students to school. One by one--Stoney Ridge, Beulah, Pilot Knob, a portion of Litsey and Prairie Mound and finally Lane--closed their doors and became a part of the Argyle Rural High School District. The school is administered by a seven member school board and became an Independent School District in 1978. Additional buildings were constructed during the years as follows: gymnasium--1957, Junior High class room building--1966 and elementary school additions and cafetorium in 1970. (36)

National recognition came to the Argyle School in 1973, when Mark Coughran, an eighth grade student, traveled to Washington, D. C., as a finalist in the National Spelling Contest. Members of the Argyle Eagle Band have also brought honors to the School. In May of 1974 and 1975, the band won a first division trophy at the Sandy Lake Band Fun-Festival held in Carrollton. It received a second division trophy in 1976. As the only Junior High Band that participated in the North Texas State University Homecoming Parade in the fall of 1974, it won the "Best High School

Band" trophy. (37)

Enrollment in 1980 for grades kindergarten through nine is 425 student. The faculty consists of a superintendent, principal, twenty-seven teachers, three teachers' aids, two secretary's, a counselor and part time services of a librarian and speech therapist. High School education is continued at the receiving school, Denton High School or other neighboring high schools-Northwest, Ponder or Lake Dallas. The choice is left entirely up to the high school students and their parents. Denton High School is the only school to which Argyle provides bussing for students. All others require that students provide their own transportation.

In 1980, the City of Argyle is approaching its 100th birthday on November 7, 1981 and actually, very little has changed. There are still a few businesses to serve the needs of the citizens and most activities center around the school and the churches. The population has increased due to the fact that the people have moved here to live in a "country atmosphere", but seek their livihoods elsewhere. In preparation for the birthday celebration, the Argyle Centennial Committee is involved in a three phase program of:

HERITAGE '81-- a tribute to our past with projects that include applications for historic markers for the City of Argyle, the Methodist and Baptist churches, Prairie Mound Cemetery, and Johns' Well; and an update and reprint of the ARGYLE COMMUNITY HISTORY that was first published in 1976.

HORIZONS '81--for our future projects we have plans for the restoration of Johns' Well and building a tabernacle for the Graham-Argyle Cemetery.

FESTIVAL '81-- for community-wide participation, the Committee will host a Centennial Reunion on November 7, 1981. The Argyle School students will present a Radio-Theatre script on the history of Argyle. Dedication programs for the Historical Markers will be scheduled throughout 1981.

The Argyle Centennial Committee submits this application for consideration for a Texas Historical Marker as part of our Centennial Celebration.

  
Yvonne A. Jenkins, Chairman  
Argyle Centennial Committee  
November 19, 1980

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- (30) Ibid, Jenkins, page 20.
- (31) Ibid, Jenkins, page 20.
- (32) Ibid, Jenkins, page 20,
- (33) Ibid, Jenkins, page 21.
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