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United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
MULTIPLE PROPERTY DOCUMENTATION FORM**

New Submission Amended Submission NHL Nomination

A. Name of Multiple Property Listing

Historic and Architectural Properties in Fort Worth, Tarrant County,
Texas: Samuels Avenue Area

B. Associated Historic Context(s)

(Identify theme, geographical area, and chronological period for each.)

Immigration and Settlement of County 1841-1850

Military Influence and Military Presence 1846-1853

Geographical and Prehistory Determination of Settlement of Fort Worth
and Samuels Avenue Area

Community Development of Fort Worth, Texas and Samuels Avenue Area 1849-1920

C. Form Prepared by

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organization Tarrant County Historical Commission

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state/zip Texas 76116

D. Certification

(Continuation sheets may be used for additional certifying officials.)

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

Signature of certifying official _____

Date _____

State or Federal agency and bureau _____

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper _____

Date of Action _____

E. Statement of Historic Contexts

The Samuels Avenue multiple property area is historically and culturally important relative to the founding of the military fort, Fort Worth, and to the growth and cultural life of the young town that is now the City of Fort Worth.

IMMIGRATION AND SETTLEMENT PRIOR TO CREATION OF TARRANT COUNTY, 1841-1850

The land area that is now Tarrant County began its governmental identity under the Republic of Texas as the Nacogdoches District in the fall of 1836, when the First Congress of the new Republic established districts. In 1843 the Robertson District was extended northward to include the subject area. In April of 1846 the First Legislature of the new State of Texas created new counties, placing this land area into Navarro County. Tarrant County was created from Navarro County on December 20, 1849.

The first known attempt at settlement of the present Tarrant County area was in 1841 when Bird's Fort was established in what is now the eastern part of the county, near the Dallas County line. Jonathan Bird had fought against the Indians with Edward Hampton Tarrant at Village Creek, just south of the West Fork of the Trinity River, and afterward wanted to return to the general area. He asked permission "to raise a company to build a fort and settle the country". On August 7, 1841 Brig. Gen. E.H. Tarrant, Texas Militia, after whom the county is named, gave Bird a Brevet appointment of Major and permission to raise a company of volunteers for three months, to go to the Trinity River and establish a fort and settlement to maintain the frontier. Bird wrote that he spent almost a month of steady riding to raise a company,

raising 35 volunteers. During the last quarter of the year they went to the site of a small lake near the Military Road, and north of the West Fork of the Trinity River, to establish the fort. Bird later wrote, in a partition for land, that seventeen men stayed to defend the place after helping build the fort.

Bird had been confident the Republic would provide ammunition and staple foods for the settlers and that they would receive free land, as provided for by the 1840 Military Road Act. Instead, legislation that followed the 1841 Peter's Colony contract extended colony land south to embrace the area of Bird's Fort. This made Bird and his settlers ineligible to receive land at or around the fort. Due to this inability to claim land Bird abandoned the fort in March of 1842. In November of 1842, in a partition to the Republic for compensation, Bird wrote that Moss, Redding, and Bird were all of the company that had made permanent settlement. Evidently they all left the fort at the time Bird left in March 1842, as their names do not appear in later records of the county.

Settlement in North Central Texas was initiated by the fact that the Republic of Texas had serious problems due a lack of inhabitants. There were recurring threats from both Indians and the Republic of Mexico, land was of almost no value because there were too few people for the amount of land, and there was little or no money in the treasury. To help solve these problems, the 1841 Land and Colonization law was passed, under which the Republic of Texas would sign contracts, with individuals or companies, to bring emigrants from outside Texas into the Republic. Present Tarrant County was settled under this law.

In 1841 the Republic of Texas signed a contract with W.S. Peters, who represented an empresario company headquartered in St. Louis, Missouri, to bring emigrants into a certain portion of land. The colony area, which included a large portion of north central Texas, was closed to all persons other than emigrant colonists until the summer of 1848. Emigration was primarily from Missouri and the southern states, resulting in an entirely different type of emigrant from those who had entered south Texas by ship. They were predominately natives of the United States and farmers. The first families known to settle permanently in what is now Tarrant County arrived in the winter of 1844-45. With emigrants arriving from an easterly and northeasterly direction, the northeastern part of the present county was the first to be settled. Settlement gradually moved west as the colonists selected land and built their homes. The State of Texas began issuing land certificates for Colony land in 1850, which meant that the Peters Colonists not only could then patent the land upon which they had settled, but also had the right to patent the certificates elsewhere within the colony if they so chose. Also many colonists sold their certificates, enabling people from within the state to purchase them and locate in the colony area. Therefore there was an influx of people into the area after the end of the colony contract and the issuance of the certificates.

MILITARY INFLUENCE AND MILITARY PRESENCE 1846-1853

There were still, during the 1840s, unfriendly Indians in the area, with the western fringe of settlement being especially vulnerable. When Texas became a state of the United States in December 1845, the terms of annexation reserved all of the public

domain to the state rather than it becoming federal lands. However the protection of the frontier and handling of the Indians became the responsibility of the federal government, even on Texas land. In 1846 citizens on the frontier petitioned the Texas government for protection from the Indians. In June Brevet Colonel William S. Harney, U.S.A., Commander of the 2nd Dragoons, stated the need for five companies of volunteer to be placed under the authority of the U.S. Army for five areas, for the defense of the frontier. Among them was the Trinity River. In July Governor Pinkney Henderson recommended more exact sites, one being on the West Fork of the Trinity. In March of 1848 citizens of the frontier again complained, to Governor George T. Wood, about the Indians and the Indian Agents, claiming the agents allowed the Indians into the settlements. They received his promise to refer this to the proper Department. By September of that year part of the Second Regiment of Dragoons, U. S. Army, was ordered to take position on the Texas frontier. Companies of volunteer service (the Rangers) were replaced by four companies of the Dragoons, in a connecting line of posts. However, the extreme northern portion of the frontier was still unprotected, including the Peters Colony settlements. In December Major General William Jenkins Worth took command of the Military Department of Texas and New Mexico. The following February, 1849, Worth issued orders which resulted in the establishment of two new posts, Fort Graham and Fort Worth. Brigadier General W. S. Harney was placed in command of the North Western frontier of the department, Major Ripley A. Arnold was placed in charge of Companies F and I, and Fort Graham, which was "located far into the

"Indian Country", was established in March 1849. Harney recommended a post then be established on the West Fork of the Trinity River. He ordered Major Arnold to proceed as soon as possible to the West Fork to explore and find a site for a fort. Arnold and his men went north to the old Trading House Number One site on Trading House Creek, in the eastern part of present Tarrant County. The trading house had been licensed to Mathias Travis in March of 1845, and it opened sometime between April and July. With a substantial building in place, the site had been used by various Ranger companies as a camp site over the years. There Arnold found six civilians camping, five from Shelby county, and one from Navarro County. On May 8, 1849 those six civilians accompanied Arnold and his men up the Trinity River. (Unknown to them General Worth had died of illness the previous day). In the late afternoon they stopped at a spring where they killed a deer for supper. They spent the night near the spring, then rode on the next day to locate a site to establish the fort. They selected a site on a high bluff, on the south side of the West Fork of the Trinity River, at the place where the Tarrant County Courthouse now stands.

Major Arnold returned to his post at Ft. Graham for supplies and a company of men, then again came to the site of the new fort. On June 4, 1849 General Harney reported his command had occupied a site "on the West Fork Trinity, with Company F, 2nd Dragoons", establishing that the company was detached and en-route. On June 15, Major Arnolds report was headed "Northern frontier of Texas, Fort Worth West Fork Trinity River". He reported they arrived June 6, 1849 with Company F, 2nd Dragoons.

His June 19th muster roll contained the names of 37 enlisted men. Major Arnold and his company occupied temporary quarters, camping for a short time in a grove of live oaks on a point of land about a mile northeast of the site chosen for the fort. They spent days cutting trees, preparing logs and erecting the fort. They soon completed permanent buildings on the site they had selected on the bluff. A rough plan of the fort drawn at the time of a military inspection in 1853 shows 25 buildings. The buildings were of logs, some with wooden floors, others with dirt floors. The only exceptions noted were the hospital and the Adjutant's Office, which were frame and clapboard buildings. The stables, officer and soldiers quarters, and other buildings were roughly in a square with a parade ground in the center. Two lines of buildings were along the top of the bluff, the officers quarters were opposite them across the parade ground, and the stables were to the east. For the first few months Company F, with Arnold as the only officer, constituted the garrison. In October and December he received reinforcements from the 2nd Dragoons and from Company F of the 8th Infantry. In June of 1851 Major Arnold was sent to Fort Graham and Col. J.V. Bomford was dispatched to Fort Worth. In January 1852 Arnold returned to Fort Worth, where he remained until August 13th, when he was relieved by Major H. W. Merrill and Company B of the 2nd Dragoons. They remained until September 17, 1853, when the fort was closed.

GEOGRAPHICAL AND PREHISTORY DETERMINATION OF SETTLEMENT OF FORT WORTH AND THE SAMUELS AVENUE AREA

The fort was located about two miles southwest of the center of the county on a high bluff above the south bank of the West

Fork of the Trinity River. The Clear Fork of the Trinity River joins the West Fork only several hundred feet west of the old fort site. The land from the bluff to the south, where the city of Fort Worth grew, is flat, dropping to river valleys on the west, north, and east. The high north bluff overlooks large valleys which stretch into the distance on the north and west. This location provided a view for protection of the fort, and the height caught the southern breezes.

The West Fork of the Trinity River flows east along the foot of the high bluff where the fort stood, then immediately east of the fort site makes a large horseshoe bend, flowing northerly, easterly, and then southerly before again flowing to the east. The land within this horseshoe bend is just east and north of the courthouse. Within this bend of the river is a ridge, or finger of land, the southern part at an altitude comparable to that of the site of the old fort (now the courthouse and downtown Ft. Worth). This ridge runs lengthwise to the north, then slopes to the river valley. The western edge of this ridge is a bluff which lessens in height as the ridge slopes to the north. The eastern side of the ridge slopes into a valley with the river on the east. Multiple early accounts of the area refer to the Live Oak grove, the point, or Live Oak Point, on the peninsular. Geological maps clearly denote the boundaries of a point.

There are several features within the peninsular which study indicates, predate the arrival of the white man and continued to be an important part in the lives of the people.

There were several cold springs, some on the slopes, and others near or in the banks of the river. One spring was de-

scribed as having a bowl in a rock, which had evidently been fashioned by the Indians. It was described as being a gushing spring near the river, near a pecan grove, where mustang grape vines grew profusely. This spring was used as a water supply, and with area settlement became a focal point for picnics, games, political activities, and other public gatherings.

Other features were the natural river crossings and trails which eventually became roads. There were several natural fords within the bend, enabling trails and wagon roads to cross the river. At least one was used as a cattle crossing for the cattle drives. One wagon road which crossed the river at the northern bend followed the river along the west side of the peninsular, in the river valley below the bluff. A road from the same crossing later joined Samuels Avenue at the top of the ridge. This may have also been an old trail.

If Indians used the cold spring in the valley, as indicated by the description of the hollowed out bowl in the rock, then the trails to the spring would be assumed to have been Indian trails. Cold Springs Road was very likely a trail before it became a wagon road. From its early days as a road it joined the Burial Grounds on the ridge with the Cold Springs in the valley, then crossed the river and went east to the populated area of the county, and to Birdville, the first county seat. It may be the oldest road into Fort Worth. Even those who came to locate the site for the fort traveled to the spring, and then up the slope to the bluff.

Another feature is the Burial Ground on a high flat portion of the ridge. Mrs. Margaret Holloway, who lived at the fort as a

child and played with the Arnold children, later recalled that Major Arnold's small son was the "first white person" buried in Fort Worth's first cemetery. Her terminology indicates there must have been others, probably Indians, previously buried there.

It is within this horseshoe bend of the river that historic and cultural development determined the character of the neighborhood and resources covered by this nomination. The area of the submission is confined to the remaining built resources in the Samuels Avenue area along the ridge. This smaller area, containing the resources, developed as a part of the geography, use, history, and character of the whole of the body of land within the horseshoe bend, the community development of the Samuels Avenue Area being inseparable from that of the larger land body.

COMMUNITY DEVELOPMENT OF FORT WORTH, TEXAS AND THE SAMUALS AVENUE AREA, 1849-1920

The history of Fort Worth began on the peninsular within the bend of the river, the location of the Samuels Avenue area. It was there that Major Arnold, his command, and the civilians accompanying him stopped for supper and camped at the Cold Spring, as they journeyed to locate a site for the fort in the spring of 1849.

A citizen of Fort Worth, who arrived in 1853, later wrote that when Arnold and his men returned from Fort Graham to establish Fort Worth, they occupied a temporary site on the point of live oak trees while building the fort on the bluff.

After the soldiers moved to the fort on the bluff in 1849, a store was opened in the live oak grove by Henry Daggett. Daggett later related that he came to the area of the fort in 1850,

opened the store, and traded with the Indians and settlers. The site was the required mile from the fort, and water was available from good springs. The store was sometimes referred to as a trading house by later writers, but no record has been located indicating that it was an official licensed trading house. With settlement moving west, it was by all indications a civilian store that traded with the Indians as well as with the few settlers in the area.

After the establishment of Tarrant County in December of 1849 Archibald Leonard, who lived in the northeastern part of the county, was elected the first County Clerk of the new county. He had a contract to deliver cattle to the fort and was often in the vicinity. He established an office in the store of Henry Daggett. He noted on an 1850 bond for title that it was recorded in his office at Daggetts store.

Judge O.M. Roberts, of the 5th Judicial District, wrote that he exchanged districts and held court in November of 1850 in the end of a small frame store near the bank of the river, which was kept by Henry Daggett. He stated he had previously held court in Birdville, indicating court was being held in both places.

The earlier noted cemetery with indications of prehistory and known as the Burial Grounds, was the cemetery for the military fort and the young community. General Edward Tarrant (for whom the county is named), Major Ripley Arnold (commander of the fort), two of Arnold's children, soldiers from the fort, early settlers, and Civil War veterans are among those buried there. Now known as Pioneer's Rest, this cemetery is on Samuels Avenue and is the southern most property in this multiple property

submission.

The evident prehistory; the overnight camp of the soldiers when they traveled to locate a site for the fort; the temporary camp of the soldiers while they built the fort; and then the site of the first civilian store, with its governmental activities, determine this area within the bend of the river to be the oldest local area relative to the establishment of the fort and the City of Fort Worth. The importance is even more defined by the variety of the significance: prehistory, relationship to the military fort, civilian business, and civilian government.

The establishment of the fort did not precipitate an immediate influx of people to settle a town around the fort. Birdville, a town which was nearer to the center of the county, and to the more heavily populated eastern part of the county, became the first county seat in August of 1850. Growth around the fort was slow, with settlers near the fort at the time of its abandonment estimated to be less than 100, and living in outlying areas. There is no indication that any businesses were established until after the fort closed.

FORT WORTH 1853-1870

After the fort closed in September of 1853, new settlers started arriving, and began establishing businesses in the vacant buildings of the old fort. It was then that the town of Fort Worth began to develop, and soon other businesses were established nearby.

As the town grew, there was an effort by Fort Worth citizens to have the county seat moved to that town. A special election was held in November of 1856 and Fort Worth became the county seat,

admittedly due to fraudulent voting. The old parade ground became the courthouse square.

Growth was still slow. In 1850, shortly after the fort was established, the county population had been 596, with most of the settlers in the northeast part of the county. By 1857 the county population had grown to 3080 settlers and 463 slaves; and farming had given way to cattle raising as the predominant occupation, with 13,099 head in the county. Yet Ft. Worth's population was still only about 350 in 1861 and dropped drastically during the Civil War. At that time, businesses closed and reportedly many of the buildings around the square were still boarded up in 1865. There were no streets, just rough roads.

After the war the town began to grow, as it was during this period that many southerners moved west, and that trail drives began coming through the town, the cattle being driven to northern markets. When the railroad reached Abilene, Kansas, Joseph G. McCoy built stockyards there and sought Texas herds for his business. Cattle were driven from south Texas on a general trail, picking up feeder trails along the way. In later years the trail split north of San Antonio, the western trail going to Colorado and Wyoming feed ranges, with the Eastern Trail passing through Fort Worth to the northern markets. The McCoy Trail gave Fort Worth its first real economic boost, as the town was the last place of any consequence where provisions could be bought and the trail hands could seek entertainment before starting out on the long trail through the Indian country to the north. But still, in 1870, when there was a county population of 5,788 people, there was only an estimated 300 to 400 in Fort Worth.

SAMUELS AVENUE AREA 1853-1870

With the exception of a portion of the cemetery which lies in the M. Baugh Survey, the area of this multiple property documentation lies within the Heirs of Felix Mullikin Survey. The 640 acre Peters Colony Certificate was issued on May 9, 1850. An abstract shows the certificate was sold by widow Rachel Mullikin (who lived in the northeastern part of the county) to her brother-in-law Archibald Leonard on June 25, 1852, with Leonard selling it to M.J. Brinson on the same date. In 1854 M.T. Johnson, Brinson's father-in-law, sold 412 acres of the survey by giving a bond for title to Elizabeth Terry, assuring her a deed would be given for the land as soon as a patent was obtained from the state. Texas General Land Office records show that shortly afterward, on November 23, 1854, the land was patented to the heirs of Felix Mullikin, not to Brinson or Johnson. Brinson then deeded the land to Elizabeth Terry on April 29, 1863. Later there would be a lawsuit involving the patent of the land to the heirs after the certificate had been sold to Brinson, and of Brinson selling the land that had been patented to the heirs of Mullikin. By court action those who purchased the land through Brinson eventually obtained clear title. Since there is no indication Brinson ever lived on the land, and since Elizabeth and Nathaniel Terry sold the 412 acres to David Snow on July 29, 1863, only three months after the date of the deed whereby they obtained the land, it may be reasoned that they moved to the land in 1854 when Elizabeth received bond for title. Henry Daggett moved his store from Live Oak Point to the old fort in 1853 or 54, which coincides with the date the Terrys obtained the land. The remainder

of the 640 acres, west of the river, was sold to others by bond for title in 1855 and is outside our area of interest.

Elizabeth Terry was the wife of Nathaniel Terry, a former Lt. Governor of Alabama. Accounts by those who lived in the area at the time say they came from Alabama with 36 slaves, a string of fine horses, and other holdings of a well to do planter. The Terrys also bought acreage on adjoining surveys, acquiring good bottom land on both sides of the river for their 800 acre southern style plantation. They built their home on Live Oak Point in the vicinity of where the soldiers had camped and where the first old store had been. The house was described as a substantial white limestone, with several rooms in a line, and a porch paved with stone.

Of the several springs on their property, one was referred to at the time as Terry's Spring, where the people of the area gathered. When one considers accounts by several early settlers of the area, it appears that the spring used by the Indians, the spring where Major Arnold camped while on his way to locate a site for the fort, the spring known as Cold Spring where people held picnics and other gatherings, and Terry's Spring in the valley, were one and the same. This spring remained an important element in the life of the people of Fort Worth. Sam Houston and Hardin Runnels spoke to the people at Terry's Spring on July 4, 1857 while campaigning for Governor. Reportedly there was a lengthy debate before a large crowd, who feasted on barbecue, and on watermelons which had been placed in the spring to cool. While in the area Houston was the house guest of the Terrys. At a time when Fort Worth was struggling to survive, during the 1854 to

1863 period the Terrys' home was a genteel southern plantation where the important men of the day were entertained and given shelter during their travels. The entire area of our application within the Mullikin Survey was a part of the Terry plantation.

No record is found, nor even recounted by tradition, of the time David Snow held the land after purchasing it from Terry in 1863. It was, however, during this time that cattle being driven through the area passed through the valley east of the ridge. It was also very likely during this time that hangings were held on a hanging platform located on Cold Springs Road. A former slave, who had been born on the Terry Plantation but was then free and living in town, remembered several hangings. She described one hanging from the platform in detail. She also recalled one hanging that took place where the Rock Island Railroad crossed the river. Snow held the 412 acres from 1863 until, then living in Arkansas, he sold it to B.L. Samuel in February of 1870.

FORT WORTH 1870s

In the winter of 1871-72 the survey of the Southern Transcontinental Railroad right-of-way was run between Texarkana and Jefferson. The following spring the survey was started westward with Fort Worth as the objective, arriving in Fort Worth in August of 1872. I.C. Terry, a member of the survey party who became the first Fort Worth City Engineer, later wrote "we camped by the cold spring near the place where the Transcontinental railroad bridge now spans the west Fork of the Trinity River and ran our preliminary line into the town" (survey line). He described the town at that time, in 1872, as "hot, dry and dusty with scarcely a tree or green thing to be seen". He wrote that

the few buildings of the town were clustered mainly on the south and west sides of the square, and that most were constructed of adobe-concrete, with a few one story frames mixed in. Sidewalks were wooden, built by each building owner. The streets were unpaved, and after a rain they became a sea of sticky mud. He recorded the court house as a two story square building in the middle of the square. The lower story, except for office rooms on the corners, was entirely unfurnished and unfloored and used as a nesting place by hogs which freely roamed the town. He described the few scattered frame residences as being south and west of the square. He wrote there were few farms, noting only four nearby: Daggett and Tucker were to the south of town, Van Zandt was west of the Clear Fork of the river, and Samuel, who lived on "Samuels Point" and farmed in the river bottom (this was the former Nathaniel Terry place). The outlying area was primarily a cattle area, the prairie occupied by scattered herds of horses and longhorns. The cattle herds being driven from south and southwestern Texas to northern markets passed through Fort Worth a few blocks east of the square, then through the valley and across the river a short distance west of the Cold Springs. As the drives passed near the railroad surveyors camp, Terry estimated as many as 2000 cattle in some herds. By April of 1873 the railroad survey into Fort Worth was completed, but before rails could be laid the widespread 1873 financial crisis and panic hit.

Despite the financial crisis, the leaders of Fort Worth held to their vision of obtaining a railroad, so took steps to become a town. The Texas Legislature incorporated Fort Worth on February 15, 1873, to be effective on March 1st. The town area consisted

of four square miles.

Communication with other towns was an important event for the small town when the first telegraph message arrived on September 10, 1874.

The Texas & Pacific Railroad Company had asked for the right to build the Transcontinental line from Texarkana west and southwest, and a main line west, to a junction point. Through the efforts of Sam Evans, then representing Tarrant County in the State Senate, they were required to make Fort Worth that junction point. To this may be attributed, in great measure, the future development of Fort Worth as a railroad center. However, when the 1873 panic hit, the main line ended in Eagle Ford, a few miles west of Dallas. Efforts of the leaders of Fort Worth to bring that line into town were slowed, but not halted, by the financial crisis which threw the town into a three year period of stagnation. Determined to bring the railroad to Fort Worth, the citizens formed a company and subscribed to its stock not only with money, but with materials and labor to construct the grade. Texas & Pacific agreed to lay the ties and track. By November of 1875 work had begun on the construction of the roadbed across the county into the town, and by the following May a great deal of the grade was completed. But with progress too slow to meet the legislative deadline, Texas & Pacific took over the construction of the roadbed, and continued to lay the ties and rails. Townspeople turned out to help, and on July 18th, 1876 the first locomotive entered Fort Worth.

The arrival of the railroad generated unbridled growth and an influx of people, transforming Fort Worth from a struggling

community into a vibrant town. The 1877 City Directory was written and printed locally, giving a detailed account of the town by those living there at that time. Buffalo hides were regularly arriving by wagon and being shipped in great numbers. Cotton and wool was handled and shipped in season. There were "constantly arriving lumber trains". The first telephone message was received on May 30, 1877. This directory lists a County prison, a City Hall, a fire department, and the first street railway line, which had been in operation for 8 months. Among businesses were grain elevators, flour mills, and a lumber yard. The El Paso Hotel had just been completed. Brick or stone and iron buildings were being erected. The City Directory writer said "what a city has been builded here within a twelve month" time. He also said "private residences are going up everywhere. Vacant houses are things unknown". Growth brought to Fort Worth by the railroad was evidenced by a population of 6663 in 1877, compared to the 1073 citizens four years earlier.

The railroad terminus made Fort Worth a hub for stage lines. The line to Fort Concho was quickly followed by the Fort Worth to Fort Yuma line.

Not in the City Directory, but noted in a newspaper, so many people had arrived in such a short time that many were living in tents. There were dance halls, saloons, theaters, cock fights, prize fights, and prostitutes. In April of 1879, after an effort by some citizens to curb rowdiness, businessmen put a notice in the paper encouraging the town to open all businesses as it was the season for the cattlemen and cowboys to come through, "making every trade and business proper".

SAMUELS AVENUE AREA 1870s

The 412 acre portion of the Mullikin Survey that had been part of the plantation of Nathaniel Terry was bought by Baldwin Samuel on February 23, 1870. Samuel made his home in the former Terry house and farmed the land in the valley. Samuel seems to have been more than a farmer, as he soon began to divide the land south of the point. The road which ran from his house south toward town became known as Samuels Road, and later as Samuels Avenue. After purchasing the 412 acres in February of 1870, the following September Samuel sold four and a half acres to Dr. W.P. Burts, a physician in Fort Worth. The following May of 1871 Samuel deeded fourteen and a half acres to trustees, for a Burial Ground, to increase the size of the existing cemetery. Only three acres adjoining the cemetery were used, with final legal disposition of the remainder of the land not completed until 1914.

In July of 1871, Samuel sold a 10 acre tract on the west side of Samuels Road near the north end of the street. In December of 1872 a one acre lot from that tract, on the slope or below the bluff, was sold for a brewery, assumably the first business on the ridge since Henry Daggett's store had been on Live Oak Point between 1850 and 1853. Another 10 acres was sold in September of 1872 at the southern end of the street across from the cemetery. This was soon being divided this into lots. Samuel then sold 5 acres in July of 1873.

When the city of Fort Worth incorporated in 1873, the northern city limit across the land within the horseshoe bend of the river was established at about present Mayfield Street, between what would later be blocks A and B of the Samuels Addition.

Though Fort Worth was hit by the financial crisis of 1873, land along Samuels Road continued to sell. Also, tracts that Samuel had previously sold were being divided into lots by the purchasers.

While continuing to sell land in large tracts on the west side of Samuels Avenue, Samuel platted land east of the street, and a northern section on the west side, into blocks and lots, establishing the Samuels Addition. In practice, the platted blocks on the west side of the street continued to sell in tracts similar to that of the rest of the land along the west side of the road. The first transactions of platted blocks were two deeds on February 6, 1874, one to J.T. Hogsett, an attorney, who received Block D; and the other to his law partner John Hanna, who obtained Block E. The following April Samuel sold Block C to C.B. Morgan, and in June sold Lot 12 of Block F to Sarah Arnold. While Fort Worth was in a period of stagnation, the land on the ridge was being subdivided; and within a year after the 1873 financial panic, lots within a platted neighborhood of blocks and lots were being sold.

At this time houses were along Fort Worth's Main Street. When the city was incorporated in 1873 the City Engineer was instructed to survey blocks from the courthouse to 9th street, the blocks to be 200 feet square. Each house, with its cow pens and gardens, was expected to occupy an entire block by itself, completely surrounded by streets. In contrast, the Samuels Avenue residential area offered large tracts of land on the bluff, to be purchased by either metes and bounds or by long narrow deep lots running to the bluff or to the river. On the east side of the

street, where blocks were platted, one could buy as large or small a piece of land as one wanted, depending upon the number of lots purchased. The platted blocks were about twice the size of the blocks south of the courthouse, each slightly more than two acres, and measuring 190 feet on Samuels Avenue by a depth of 460 feet. Each block was divided from the next block by a 40 foot street, and backed by the 60 foot Woods Street.

Samuel sold a 95 foot frontage on the west side of Samuels Avenue in June of 1877. The following January, 1878, the Brewery lot changed hands. In May Samuel sold another 95 foot frontage on the west side of the street, another ten acre tract in July, and another 95 foot frontage in August.

There was a major change in the ownership of the area when J.P. Woods purchased 144 acres in February of 1879, and 400 acres the following May. These purchases included all the unplatted northern part of the Mullikin Survey, north of the Samuels Addition. Meanwhile, some blocks previously purchased continued to divide into lots.

There were many land sales in the Samuels Avenue area during the 1870s, with about ten families identified as having lived there during that period.

An 1878 deed notes the location of a log cabin that then stood west of Samuels Avenue, just south of present Greer Street, confirming the existence of log houses. The house built by Terry, and later occupied by Samuel, was a white limestone house. The Terry plantation had slave cabins, which were likely typical of those of a southern plantation.

FORT WORTH 1880s

The booming economy and growth generated by the railroad continued in the 1880s. City fathers and businessmen sought other rail lines for further growth, and the railroad companies in turn saw the booming town as a source for business, one feeding upon the other. Texas & Pacific's Transcontinental Division line was extended from Sherman to Fort Worth, and an agreement made for the Missouri-Kansas-Texas Railroad trains to use the tracks. The first Katy train arrived in May of 1880, the second railroad to reach Fort Worth. This track ran north and south, about midway of the peninsular within the loop of the river. The Gulf, Colorado & Santa Fe arrived, with a line from the south, and construction began on the grade for the Ft. Worth & Denver Railway.

With three railroad lines in operation by 1884, others were under construction or planned. Exports by rail during the 1883-84 period were estimated at 50,000 bales of cotton, 700,000 pounds of wool, and 600,000 pounds of hides a year. From the stockyards at the railroad track on the south of town, 85,000 head of cattle, sheep and hogs were shipped in a year. By 1886 five additional railroad lines had been completed, the city had evolved from a terminus of rail lines into a hub for the many lines, and new rail lines were still being. By 1887 there were 12 railroad outlets in operation and another was under contract. There were depots in both the southern part of the town and near the river in North Fort Worth.

Of major importance to the future of Fort Worth was the election of John Peter Smith, a highly respected city leader, as Mayor in 1882. Smith immediately instituted a program of city improvements. Sewers were soon under construction, and a street

paving program began. With the realization that unhealthy conditions existed because shallow wells and cisterns had become contaminated by outhouses, efforts began to provide water from the river and from artesian wells.

By 1885 the city had laid 10 miles of sewer lines, and paved seven miles of streets, with curbs and sidewalks. Indications are, by later records, that these were macadamized streets. By 1889 another 10 miles of sewer had been laid. There were 26 miles of paved streets with curbs and gutters (some earlier pavement was with wood blocks).

The city did not have the money to immediately undertake the construction of a water supply system; but with city encouragement a private company, the Fort Worth Water Works Company, was organized in 1882, and a water plant was completed in 1883. The plant consisted of a pump station on the Trinity River, which pumped water, untreated, into six miles of pipe. In mid July of 1884 the city purchased one-half interest in the company, and completed the purchase of the remaining interest in March of 1885, creating a city owned water supply, using the Holly pump system. Soon lines were extended, with twelve and a half miles of pipe in service. Due to the often small amount of water in the river, in 1887 the city began a program of digging artesian wells. By 1889 service was extended with a system of gang wells. The Artesian Water Company, a private company was incorporated in 1889, "for those who prefer artesian water to river water". The city was still pumping water from the river as well as using the wells. By 1889 there were 168 artesian wells within the city.

Electricity came to the city after the Fort Worth Electric

Light and Power Company obtained a franchise from the city in October of 1885, lighting the homes of the city. The streets, with 116 public and 41 private street lamps, were lighted by gas from the Fort Worth Gas Company. Both were private companies. In April of 1890 the city decided to construct its own power plant, which was completed in 1891.

By the middle of the decade Fort Worth encompassed nine square miles. There were five lines of street railway with nine and a fourth miles of track. The Rosedale Street Railway, which had been franchised in 1884, ran from the south end of town to the Driving Park at the end of Samuels Avenue, becoming important to the Samuels Avenue area. Other street railway companies were soon established, with these competing companies running lines to various points. By the end of the decade new lines were extended to the new housing areas, North Fort Worth, and East Fort Worth. The suburbs had been born. In 1889 the companies began to electrify the cars, which had been mule drawn. The companies gradually became consolidated under the Fort Worth Street Railway Company, owners of the first street railway.

Commercial growth continued to flourish during the 1880s. Among the businesses noted in the 1883-84 City Directory were grain elevators, a pork packing house, and a cotton compress, which was on the peninsular in the valley east of Samuels Avenue. There were four banks, two express companies, artesian baths, two telegraph offices, two daily newspapers, a dozen or more small hotels, and boarding houses on nearly every block. For entertainment the town had a variety theater, a large exhibition hall, and during the summer a beer garden. Building material was plen-

tiful, with three planing mills, an iron factory, a marble works, a number of brick yards, and an artificial stone plant.

A new three story County Jail was completed in 1884, and was described as a "most splendid specimen of architecture...grand and showy", and "substantial and massive". There were an estimated 250 stone or brick buildings in the city.

By 1886 the Fort Worth Opera House was completed, with a seating capacity of 1350. It was described as "mammoth and imposing in the exterior presentation, its interior elegance and beauty are the admiration of all".

In 1887 the Ft. Worth Union Stock Yards company was organized, and 157 acres of land were purchased, one and a half miles north of Fort Worth on the northern bank of Marine Creek. Shortly afterward, construction of pens were underway to accommodate a livestock, horse, sheep and hog market. Stockyards were still in south Fort Worth near the railroad tracks. The Continental Meat Packing Company, a slaughter house that had been established in 1883, had a 250 beeves a day capacity, signaling the future of the city as a center of the meat packing business.

Also by 1887, the flour mill was milling 1200 barrels a day and two tanneries were in operation. A Board of Trade was organized and had a six story building under construction.

The Gazzette described 1883 with these words: "The year 1883, with its era of public improvement, caused a revolution in social affairs. Homes were improved. The city began to have a finished appearance. Shrubbery and shade trees were cultivated. Men of wealth built costly residences. Sidewalks sprang into existence in all parts of the city which then was growing very

rapidly...The roughness of frontier life was passing away". These words were not only descriptive of 1883, but held true for the rest of the decade. The 1880s had been not only a time of growth for Fort Worth, but a time of change. The rough and wild town of wooden buildings had grown into a city with a variety of businesses and economic strength. Streets were lined with well built multi-story brick and stone buildings, and by the end of the decade large and fine homes were being constructed. The city government had been responsive to the public needs of the city, following the path set by Mayor John Peter Smith. The population at the end of this decade of major growth was 23,076, and increase of 16,413 during the ten years.

SAMUELS AVENUE AREA 1880s

There were many development and cultural changes in the Samuels Avenue area during the 1880s. Baldwin Samuel had died in late 1879. A January 1880 inventory of his property showed he still owned Blocks H, I, J, L, M, N, O, R, S, and the south half of Block Q of the Samuels Addition; and two and half acres of unplatted land. All blocks bordering the east side of Samuels Avenue had been sold, the remaining land being west of Samuels Avenue and on Woods Street. Land lots of variable sizes continued to sell from the Samuel estate, and land changed hands from previous purchasers, such as Hogsetts sale of Block D to Hanna in April of 1880, giving him four and a half acres. Closing the street between the two blocks, Hanna fenced the two block tract as his estate, and built a home on block D. In October the brewery lot again changed hands, as did a lot in Block F. In December of 1880 and January of 1881 there were further changes of owner-

ship in Block F. Mrs. Samuels made three sales along the street in October of 1881.

In March of 1882 Mrs. Samuel deeded a large lot to her son-in-law Charles Foster. In 1883 property continued to change hands, some dividing, and some sold intact.

A major change in the area was precipitated by a desire to promote Fort Worth. The Fort Worth Driving Park Association was formed in 1883, composed of many of the city's leading citizens. The association was "offered by men of high standing in the community", and had a paid capital of \$20,000, which they expected to increase as the money was needed. They obtained extensive grounds to build a Driving Park and a Race Track. The association planned facilities in the park for holding an annual county fair to improve the stock and agricultural business, and to bring money to the city. The Driving Park was a large tract of land, irregular in shape, encompassing a major portion of the northeastern quadrant of the Mullikin Survey. The race track was built in the southern portion of the park, east of Samuels Avenue, in the valley. Both the Driving Park and the Race Track were listed in the 1883 City Directory, only months after the formation of the Association. In 1884 there is a City Directory reference to the Park Saloon at the Driving Park, and in 1886 a reference to the proprietor of the Park Saloon and the Race Track. Both references indicate the saloon was at the Race Track.

In January of 1884 M.L. Beaumont, also known as Frankie Brown, bought 1.6 acres on the north side of Cold Springs Road between Center Street and Woods Street, a block east of Samuels Avenue. The following May she obtained a mechanics lien and subsequently

built a large two story brick house measuring 36 feet by 58 feet, with wide porches around three sides. It was later reported by newspapers to have been the most elaborate house of prostitution in Fort Worth, standing prominently on a road which the people traveled to reach the Race Track, the Driving Park, the Cold Springs, and the road to Birdville. Madam Brown sold the house in September 1886, only about two and a half years after it was built.

In order to attract passengers and increase business, the street railway companies developed a pattern of building recreational pavilions at or along the route of a line. On November 20, 1884, the Rosedale Street Railway Company purchased one acre of land at the end of Samuels Avenue, the east boundary adjoining the Driving Park, the south boundary along the alley which bordered Block G of the Samuels Addition. Another acre north of and contiguous with the first acre, was purchased the following March 23, 1885. These two purchases from J.P. Woods became known as the Pavilion Tract, and later also as Block 1 of the Holloway Addition. A Pavilion was built on this land, immediately west of the Race Track. The Pavilion was a large wooden building with open sides (which could be closed), that served over the years as a meeting hall, dance hall, and a place for public events. Picnic tables were set among the trees on the two acre grounds. The Pavilion was on Live Oak Point in the vicinity of where the old Terry and Samuels house was located.

The Rosedale Street Railway transported passengers to the Race Track, the Driving Park and the Pavilion by mule drawn cars. The rail line ran down Samuels Avenue, ending at the Pavilion tract.

In 1884 D.C. Bennett bought land on the west side of Samuels Avenue. Bennett divided the land into lots, establishing the Bennett Addition about 1888.

In January of 1885 a deed was filed, that had been signed in December of 1882, from J.P. Woods to Tarrant County. The deed gave right-of-way for land for an 80 foot wide road to cross the river just west of the old Ft. Worth and Decatur Road crossing, so that the county could replace the old wooden bridge. This is where Samuels Avenue now crosses the river.

In April 1885 J.P. Woods sold land north of the Pavilion to Henry C. Holloway. The following May Holloway established the Holloway Addition and sold a lot. This is the northern most residential development on the ridge, north of the Samuels Addition, and on Live Oak Point.

In 1886 the Gulf, Colorado and Santa Fe Railway Company constructed its tracks east of Samuels Avenue; along the eastern border of the cemetery, through the platted blocks H through M of the Samuels Addition, between the Pavilion and the Race Track, and along the western edge of the Driving Park; forever affecting the growth and character of the area.

The secret military-political organization National Order of Videttes held a political rally and parade in Fort Worth in 1888. The opposition Democrats held a big barbecue at the Pavilion on Samuels Avenue at the same time, attracting a crowd reported in an Austin newspaper to have been in the thousands. The Texas Attorney General, J.S. Hogg, was a speaker at the Pavilion rally.

The Rosedale Street Railway Company and the Queen City Street Railway Company became associated, owning property both separate-

ly and together. On January 4, 1889 they sold the two acre Pavilion property, along with other property, to the West Fort Worth Street Railway Company. The next year's City Directory listed it as "Pavilion, Public Hall and Amusements", still owned by a street railway company.

The 1888 City Directory noted that Samuels Avenue extended to the Fair Grounds, establishing the fact that the street did not go to the river, but stopped at the top of the ridge.

The 1880s were a time of change for the Samuels Avenue area, just as they were for the city of Fort Worth, with the establishment of the Driving Park, the Race Track, and the Pavilion. These were the recreational parks for the townspeople, and the center of activities. Yet there was a continuity of use, as the area had, from the beginning of settlement, been a recreational and meeting place of the people at the Cold Springs. It is suspected the popularity of the Cold Springs as a public area, though on private land, led to the chosen location for the Driving Park.

The distance of the recreational area enabled the street railway company to establish a mule drawn car service to the end of Samuels Avenue. The existence of the street railway service then encouraged development of the land north of the end of Samuels Avenue, which was distant from the town business area.

In 1883-84 there were about twelve houses on the street, five on the west side and at least seven on the east side. It is believed that many of the first houses on the west side of the street faced the bluff. By 1888 or 89 there were eleven houses on the west side of Samuels Avenue and nine on the east side.

The Sanborn Insurance maps indicate some of the houses were

small frame houses, to which additions were made over the years. Other of the houses were large, well built houses in their original form.

FORT WORTH 1890s

In 1890 Fort Worth supported eight National Banks. Among businesses were five grain elevators and four flour mills. The stock yards north of the city had a capacity of 500 cattle, and 2000 hogs per day.

By 1892 the Texas Brewing Company had built a large plant in the heart of the city between Jones Street and the Santa Fe tracks. The electric street railway had extended to 33 miles of line, which influenced residential development away from the business district, to outside of the city limits, on what had been farm land. The beautiful St. Patrick's Cathedral was built on the southern edge of downtown.

Another financial panic occurred in 1893, which was referred to "as the most disastrous as (the) world has ever seen" by the city directory, indicating Fort Worth suffered. However, it also stated Fort Worth suffered less than most. There were no bank failures and no mercantile collapses, other than a few small businesses.

By 1895 the Packing House had recovered and was again operating full time, run by a strong company of Boston, Chicago, Omaha and Fort Worth people. Additional wholesale houses were being established, and the brewery was producing 3000 barrels a day. In a 12 month time frame school houses had been nearly all replaced by brick and stone buildings, and had a capacity for 4000 students. There were a "number of modern elegant residences removed

somewhat from the center" of town.

In 1896 there was another recession, and with it liquidation of businesses and shrinking real estate values. However, due to past growth and economic strength, and the existence of public facilities provided by previous city administrations, the city was able to survive with little privation. At that time the city had 85 miles of paved streets, 53 miles of sewers, and 58 miles of water mains. The city still owned the water pumping station and the electric light plant. There were additional private gas and electric light plants to supply light and power for commercial uses. Building materials and fuel were abundant and inexpensive.

By 1899 the town had rebounded, and had become a grocery center, shipping to Oklahoma, New Mexico, and even Arizona. The Texas & Pacific Railroad was building a station, with a 36 stall roundhouse and machine shops. St. Josephs Infirmary had been completed; the Carnegie Library site had been secured, and building plans were being prepared. The electric street car system had been extended and improved until it was possible to reach any part of the city, and a belt line nine miles long circled most of the city. The livestock business was strong, with the Union stockyards and the packing house again operating daily. After the British government selected Fort Worth as a mule market, agents came to town and purchased thousands of mules for the English troops in south Africa. The City Directory written in 1899 stated "money is now available quickly and cheaply for any enterprise that has merit", and that as headquarters of the livestock industry "the condition has brought to her as resident citizens scores

of the wealthiest cattlemen from other cities, who have in nearly every case built elegant houses and invested large sums of money in local concerns". It also stated "few vacant houses were seen". It was however, a time of little population growth, for the 1900 census showed a population of 26,688, an increase of only 3,612 during the ten years of the decade. It appears much of the business and residential growth attributed to Fort Worth was in reality in an area north of the city; the stockyards in Niles City, and residences in North Fort Worth.

SAMUELS AVENUE AREA 1890s

During periods of national depression homeless children arrived in Fort Worth by train. Some were living in packing crates along the tracks, surviving by any means they could. A home for neglected children was organized September 13, 1887, as the Industrial Home for Friendless Boys and Girls, with Belle Burchill as Superintendent. Burchill was living two miles west of town in 1888 when Superintendent, indicating the home was also at that location. The home was then chartered on December 21, 1888, as the Fort Worth Benevolent Home. The earliest positive location found for the home was in 1890, when the Fort Worth Benevolent Home was at 512 Samuels Avenue, opposite the cemetery. This was also the residence of Belle Burchill, still Superintendent of the home. In late 1890 or early 1891 the children's home moved to the former house of Madam Brown at 547 Cold Springs Road, and Sally Easley became matron. In 1892 or 1893 there were 65 children at the home. The home for children remained in the Cold Springs Road house until 1908 or 1909. When the county sold the property in 1914 the home was referred to as the County Orphans Home, indi-

cating a further evolution in the administration of the home. Madam Brown had sold the house on Cold Springs Road to John F. Tierney in September of 1886, and Tierney had sold it to Tarrant County on September 13, 1888. Belle Burchill went before Commissioner's Court and asked the county for use of the large house on Cold Springs Road, as a home for the children. The house just off Samuels Avenue evolved from a house of prostitution to a home for children.

A free public school, Building Number 9, was located at the junction of Cold Springs Road and Woods Street. It was called the Orphan's Home Public School, indicating school was being held on the Benevolent Home property.

The West Fort Worth Street Railway Company sold the Pavilion property to Charles W. Connery on July 2, 1890, and Connery sold the property to Irby Dunklin three days later on July 5th. Dunklin sold the Pavilion and the two acres to Peter C. Grunewald over two years later on November 30, 1892. City Directories listed the property from that time as "Grunewald Pavilion" or "Grunewald Park". While run by Grunewald, the Pavilion was described as patterned after a German beer garden.

Samuels Avenue was first called Samuels Road, as the road which ran from Samuel's home on the point toward town. After platting the Samuels Addition the road became known as Samuels Avenue, with its formal northern end at the north line of the Addition. The street began at Peach Street on the south and ran in a straight line, at a 16 degree angle, to the north line of a 40 foot wide alley bordering Block G, the alley being the northern boundary of the Samuels Addition. As the two Pavilion tracts,

north of the addition, were purchased and surveyed in 1884 and 1885, the unpaved street may have been extended for another 218 feet, the first 108 feet at the same 16 degree angle as Samuels Avenue, and the second 110 feet at a more easterly direction, following the western borders of the Pavilion lots. Or more logically, the two lots were surveyed to coincide with the already existing contour of the dirt road beyond the Addition.

At the northern line of the intersection of Samuels Avenue and Pavilion Street (the old alley), the curbing material on the west side of Samuels Avenue changes, and the curb and street make an abruptly angled change to a more easterly direction, rather than the normal curve of a street. This is the result of a realignment of the street, which moved the previously described easterly turn 108 feet to the south, to the line between the Pavilion Tract and the Addition. This change was made sometime between January of 1889 and July of 1890, as shown by a July 3, 1890 property survey. This also indicates the heavy stone curb on the lot south of the angle was in place prior to July 1890.

Samuels Avenue ended 218 feet north of Pavilion Street until at least September of 1896, when land was deeded for an extension. Sketches from surveyors notes of August 25, 1895 show a road which joined Samuels Avenue somewhere between Pavilion Street and the northern border of the Pavilion Tract (depending upon which surveyor drawing is accurate, no notes have been found). This old road went west, from where they joined, for about 230 feet, then turned north, creating an L shaped jog. The road continued north to the river crossing. On September 11, 1896 H.C. Holloway deeded a 70 foot right of way to extend Samuels Avenue northwest-

erly, from the north border of the Pavilion Tract, for 980 feet, until it reached and joined the other road, thus eliminating the jog where the two roads had joined. Samuels Avenue then extended to the river.

After the extension of Samuels Avenue, land was dedicated on January 5, 1897, as the Holloway's Addition to the City of Fort Worth. This land adjoined Block 2, extending the Addition to the north.

FORT WORTH 1900s

The Union Passenger Station on Jones Street opened in the spring. By 1901 there were 68 miles of railroad tracks and sidings within the city limits. The Texas and Pacific Warehouse, a 700 foot long multistory building, was under construction. The city was paving the main streets with bricks, and electricity was available for all public purposes, including street lights. The Fort Worth Street Railway Company had gradually absorbed the competing companies; in 1901 the company was sold, and renamed the Northern Texas Traction Company. The company started Interurban service in 1902, connecting Fort Worth with Dallas, and then Cleburne by electric railway. By 1902 there was a roof garden on the roof of the six story stone and steel Wheat building in the heart of the city. Spacious and imposing homes were being built on Summit, Penn, and nearby streets.

Swift and Armor built their packing houses north of Fort Worth in 1902, bringing a major industry to the area. These large packing houses and the accompanying stock yards provided additional work for local people, and brought more workers into the area. They were an impetus to the establishment of other busi-

nesses in the Fort Worth area, and further development of the North Fort Worth housing addition. In 1910 Fort Worth's population was estimated to be about 73,000, an increase of over 46,000 since the census ten years before. It must be noted however that population estimates made in previous years were far larger than the counts of the census. The estimate may have also included nearby residents of North Fort Worth, and others outside the city.

The first aeroplane to visit Fort Worth arrived by train. It then flew a demonstration flight from the new Driving Park between West 7th Street and White Settlement Road, near where Montgomery Ward would later be built. Later that year an aeroplane flew in and landed in Ryan's pasture south of town.

With an increasing population, an adequate water supply again became a problem. Lake Worth dam was built northwest of the city on the Trinity River in 1914, to impound the needed water.

Camp Bowie was built across the river just west of Fort Worth, on 2000 acres. About 200,000 men were trained there for World War I. After the camp closed, the land was left with utilities and good brick streets, resulting in rapid residential development of that area.

The 1917 Ranger oil discovery brought another phase of development to Fort Worth. The city became a central gathering point for oil companies, a place to meet for their transactions. It was the supply base for west Texas oil fields, and headquarters for oil related industries. In the 1920s there were several refineries in or near the city. The oil era was an impetus for activity and growth. New banks opened, hotels and hospitals were built,

and merchandising flourished. Many oil rich ranchmen and farmers moved to Fort Worth.

The 1900s were a time of changes brought by outside influences; the introduction of movie theaters, automobiles, the airplane, the packing houses with northern owners, Camp Bowie, and the discovery of oil to the west. Fort Worth had entered the time of being a part of a larger environment.

SAMUELS AVENUE AREA 1900s

In 1905 the Driving Park and the Race Track north and east of Samuels Avenue closed, and a new track and Driving Park opened west of downtown Fort Worth. On December 3, 1907 Margaret Ann Holloway received a judgment from the District Court whereby the old Driving Park land was declared her property, with all cloud on the title removed.

With the park and the Race Track no longer there, business was slow at the Pavilion. Grunewald closed the Pavilion in 1905. He then tore the Pavilion down, and used the lumber to build several houses on the old Pavilion property. The era of the Driving Park, Race Track, and Pavilion within the bend of the river had ended.

In 1909 the city limits were extended, including the line across the land that is within the horseshoe bend of the river. The location of this line is disputed by city records. Maps show it to be midway between Pavilion and Poindexter Streets. The ordinance which provided for paving Samuels Avenue uses language which identifies the city limits as being at present Poindexter Street.

After the extension of the city limits, an ordinance was

approved on September 1, 1909 to improve Samuels Avenue from Peach Street north. The city contracted for raising, filling, grading, and paving the street. It also called for concrete gutters and curbs. Various contracts indicate the paving was not complete for perhaps two years after passage of the ordinance.

In August of 1913 Margaret Holloway deeded a 60 foot wide strip of land for a road, to run from a river crossing east to Samuels Avenue. The crossing was approximately where Northside Drive crosses the river in 1990.

Arnold Park was established by the city in November of 1914 on 1.62 acres of land at the northeast intersection of Samuels Avenue and Cold Springs Road. The park is on a portion of the land Baldwin Samuel donated for use as a Burial Ground. A major portion of the donated land was not used for the designated purpose, and over the years had been sold and in other hands. A legal judgment was made in November of 1914, establishing ownership and disposition. Tarrant County sold Lot 6, Block 1, to the City of Fort Worth on November 12, and Arnold Park was established. An activity director at the park during the 1920s remembered the park had a bandstand and a wading pool. She taught basket weaving, birdhouse making, and other crafts. She related that around 1927 a birthday party was held in the park for Queen Tut, the Zoo elephant. A cake was baked by the Hotel Texas, and served from a flatbed truck. Arnold Park is still in existence in 1990 as a neighborhood park.

By 1908 there were 40 houses on Samuels Avenue north of Cold Springs Road, and by 1916 there were at least 53 on Samuels Avenue and eight on Bennett Street. In 1920 there was only a

slight increase of homes, with 57 on Samuels Avenue and seven on Bennett.

As a comparison of the Samuels Avenue area with other residential areas of Fort Worth, one must consider that Fort Worth was initially four square miles which was bounded on three sides by rivers. The first residential areas were close to the square, on streets to the south, east and west. Residential areas spread from there with houses built between Belknap and Weatherford to the east, and toward the river on the west. Commercial development grew to the south. Residences were built to the south of the commercial area steadily and slowly, as a natural direction of development because of the terrain. The houses of the 1870s and 1880s no longer exist there, having given way to commercial development. Some 1890s houses are extant in pockets of remaining residences. The area around Summit Avenue, Penn Street, and Lake Street was becoming a preferred residential area in the 1890s and early 1900s. The neighborhoods surrounding the city were developed at later dates, and annexed by Fort Worth at much later dates.

An area across the river to the north of town was platted about 1888, was incorporated in 1902 as the town of North Fort Worth, and annexed by Fort Worth in 1909. Mistletoe Heights, to the south of the city, was developed about 1890, and annexed in 1922. Once known as the Sylvania Addition, Riverside was platted in 1891 and annexed in 1922. The Polytechnic section began developing around the college 1892, and was annexed in 1922. Texas Christian University built on an open prairie in 1910 and surrounding residential development followed, with annexation in

1922. Cheltenham developed in 1919 and was annexed in 1922. The Arlington Heights area was a failure in initial efforts of development. It was not until after WW1, when Camp Bowie closed and left good streets and utilities in place, that the neighborhood developed. It was also annexed in 1922. Berkerly was platted in 1924.

In contrast, the Samuels Addition was platted for development in February of 1874, less than a year after the City of Fort Worth was incorporated in 1873, becoming one of the first, if not the first, platted addition. Land immediately began to sell. Homes were built from that time, not by a developer, but by individuals, with development continuing into the 1900s.

There was a natural progression of development, due to the early 1874 date of the Addition. As an example, John Hanna purchased a two acre block for his home in February 1874. He then purchased an adjoining block in April of 1880. The street was closed between the two blocks, creating a fenced four and a half acre estate. He built a new house on the newly acquired block. It was not until years after the death of Hanna, after the children reached majority, that in 1903 the estate was divided, with the widow of Hanna retaining the block with the home, and the other being divided between the two children. The blocks were further divided in later years, due to a natural progression of changes in families and living conditions. Other of the larger land parcels in the area were deeded to children of the owners, creating a family oriented neighborhood.

The residences built in the 1870s and 1880s are wood frame, and vary from one story to two and a half story houses. There are

a variety of styles and sizes, and they set on a variety of lot sizes. Several large houses are set on deep lots, and have substantial setbacks, to locate them near the bluff. One joining side street, Mayfield Street, has a row of workers houses on both sides of the street, which housed workers of the nearby cotton compress company.

Several house were built on the old Pavilion Tract with lumber from the Pavilion about 1906, keeping an intact tie to the period of the Driving Park, Race Tract, and Pavilion.

The occupations of residents of the Samuels Avenue area included a banker, lawyers, a dairyman, merchants, a well digger, and laborers. Many of the first families to settle in the area were related, both by descendants locating nearby, and by marriage among the families. Some homes in the area continue to be occupied by descendants of original or early owners.

The Samuels Avenue area of this nomination is the earliest surviving and intact residential area, and the earliest surviving and intact platted addition, within the city of Fort Worth. The area has large and imposing houses, small workers houses in a row, and a variety of sizes and styles between these two extremes. This neighborhood has an intact built environment which depicts a cross section of income, culture, and housing of residents of Fort Worth, and due to the age of the area, a progression of these factors is shown. The streetscape and houses are largely architecturally unchanged. Most have been kept in relatively good condition. Some have undergone restorations, and others are being restored. There have been no commercial and few modern encroachments.

G. Geographical Data

The resources are on a ridge within a horseshoe bend of the West Fork of the Trinity River, northeast of the Tarrant County Courthouse. The southern boundary is on an elevation comparable to that of the courthouse and downtown Ft. Worth, being along the southern boundary of Pioneers Rest Cemetery; the western boundary is a bluff overlooking the West Fork of the Trinity River; the northern boundary is a line approximately midway between Pavilion and Poindexter Streets, also being the northern boundary of Block 1 of the Holloway Addition; and the eastern boundary follows the Gulf, Colorado & Santa Fe Railroad tracks. The nominated resources are located on the Heirs of Felix G. Mullikin Survey, with the exception of the cemetery, which is partially located in the M. Baugh Survey.

The Heirs of Felix G. Mullikin Survey is located in Denton District, Tarrant County, Section No. 16, in Township 1, South of the first base line in Range 5, West of the 1st Meridian. Patent was issued by virtue of Peters' Colony Certificate No. 548, issued May 9, 1850. Patent No. 649, Vol. No. 10, dated November 23, 1854; filed October 20, 1860, recorded Book E, page 331. Re filed after a courthouse fire, December 2, 1879, recorded Vol P page 530. Deed Records of Tarrant County.

H. Summary of Identification and Evaluation Methods

Information for the Multiple Property Nomination was assembled and evaluated by members of the Tarrant County Historical Commission. The time frames were determined by the phases of historical development, both by land area and by subject. It was felt the Peters' Colony determination of county population distribution, the military determination of the site of Fort Worth, and the geographical and pre-history influence upon the choice of the location of both the fort and the resources, were historically inseparable and necessary to judging the resources. Yet they are separate in subject and time, the dates used relating to each subject.

It became evident to those conducting the research that many newspaper articles and books relating the city and county history were interesting and informative, but not always consistent with facts. It has become accepted by many historians in the area that some early newspaper articles were written with a sense of fun, or to accomplish a purpose. Other manuscripts and books were written years after the events, based upon oral history which had become distorted. Many later articles and books have been written heavily relying upon these earlier writings, repeating and compounding the distortions. Some recent books reference articles written in more recent years, and the WPA research papers. The WPA papers are interesting clues, but have proven to be an unreliable source.

Though use of books are rare, in cases where books are given as references, the book was footnoted and documented to our satis-

faction and the source acceptable.

Newspaper articles contemporary with the event, and accounts by those present were also used. Multiple sources were sought for descriptions of early events, even though recounted by one present at the time.

City Directories have been heavily used to determine the factors of growth during the years, with a careful effort to eliminate the exaggerations routinely used to promote the town, including excessive population estimates. It is evident in some cases that the City Directories were written or printed in the last six months of the first year of the two year directory. Others appear to have been written at the end of the two year period. Due to this inconsistency, some year dates given may fall within a few months prior to or after the actual date.

Interviews were conducted with owners of houses, and descendants of those who built the houses. Some early photographs and personal records were helpful.

After investigating available sources, it was decided by the researchers to obtain as much information as possible from primary sources. Sanborne Insurance maps were used to determine general building patterns, time patterns, and to identify individual buildings, additions or alterations. Mechanics liens, official plats, and deeds recorded in the Deed Records of Tarrant County, tax records and plats from the Tarrant County Tax Office, and official documents from the Texas State Library were primary sources of information and an example of the source material used. Maps of various dates were compared. Several Abstracts for land in the Felix G. Mullikin Survey are held in the

Archive and Research Collection of the Tarrant County Historical Commission, providing the predominant source for information on the land, ownership, and development.

On site investigations of the neighborhood and the houses were undertaken, in order to properly evaluate the resources by using both the recorded facts and visual evidence.

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Coffee shop talk

From previous page

Mercedes for his birthday last year. Now the father and son are trying their hand at a family business. Crane promises the place will be bright and inviting with "new" colors and a garden feeling.

The chef, Jean La Font, earned his reputation at the Savoy Hotel in London and has a list of credentials as long as your arm. He will present Italian and French cuisine. Dinner will run from \$12 to \$19, with lunch from about \$4.50 to \$10.

History buffs are talking about Samuels Avenue — a treasure chest of Fort Worth history. Looks like Samuels, on the bluff just east of the Tarrant County Courthouse, might be accepted as a National Register Multiple Property District. Volunteers poring over old documents and recording the area's rich history hope so anyway.

Not long ago these folks were afraid the area would be ruined by a new highway system. Now the Highway Department is studying alternate routes to ensure the preservation of this unique neighborhood, said Burton Clifton with the Texas Highway Department. "At least we're trying. We don't

know how successful we'll be," he said.

Samuels Avenue is perhaps the oldest residential street in the city, said Art Weiman, chairman of Tarrant County Historical Commission. During Fort Worth's early days, the street was home to a variety of users, he said. People built their homes on Samuels along with the saloons, trading posts and a brewery.

Weiman said a horse track and a pavilion were on the street and of course the famous "traders oak" stood there, just a mile from the fort.

The state identified 14 houses that might qualify for markers, but local researchers believe there's more. Work to apply for the district designation is in progress.

The word is out that Jane Goodall, known for chimpanzee research, will be in town May 11 for a special reception and lecture at the Caravan of Dreams. That's the night before the big Zoo Ball, and the rumor is she'll be in town only one day.

Lots of folks associated with the I CARE group — and there are about (Continued on next page)

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