Union Stock Yards in 1887 and purchased 258 acres across the river north of downtown for the stockyards (fig. 2-32). The company reorganized with new out-of-state investors in 1893 and changed its name to the Fort Worth Stock Yards Company. Because of tick infestations, quarantines in out-of-state markets, a dearth of local buyers, and the high cost of shipping, which stifled profitability at the new stockyards, the company sought to add a packing plant to the site. Several packing houses operated in Fort Worth in the 1880s, but for a number of reasons, including the depression in the cattle market in 1883, they never financially prospered. The company purchased one of these failing businesses, the Continental Meat Packing Plant, and moved it next to the stockyard as the renamed Fort Worth Dressed Meat and Packing Company (not extant). Like packing companies before, the new business proved unsuccessful as cattlemen continued to sell to established and larger markets in the north. Even the success of the first Texas Fat Stock Show in 1896 did little to bolster the business. As such, the Fort Worth Stock Yards Company, together with the Fort Worth Board of Trade, courted major American packing companies to move to Fort Worth. By 1900, both Armour and Company and Swift and Company agreed to build plants near the stockyards, paving the way for the city’s meatpacking boom in the twentieth century.

For more information about Fort Worth’s meatpacking ventures in the twentieth century, see Chapter 3, page 82.


SUBURBANIZATION AND RESIDENTIAL DEVELOPMENT

In the city’s early years, residential development occurred in a somewhat scattered fashion to the west, south, and east of the city’s business district, and residents often built single-pen and dogtrot houses using materials readily available, including stone, logs, and hand-hewn and rough-sawn lumber (fig. 2-33). As Fort Worth continued growing, particularly after the arrival of the railroad and the inauguration of streetcar service, developers opened new additions on historically agricultural lands farther from downtown in all directions (fig. 2-34). Folk Victorian and Queen Anne style houses, built using standardized milled lumber and plans readily available in the city after the arrival of the railroad, filled in these new subdivisions. Though the additions were predominantly residential, religious buildings were interspersed among the houses (fig. 2-35). Small nodes of commerce also developed along the major streets in these newly platted areas, particularly along streetcar lines connecting neighborhoods to downtown, including Vickery Boulevard, Lancaster Avenue, and South Main Street (fig. 2-36).
Figure 2-33. The Isaac Parker cabin now located in Log Cabin Village in Fort Worth (extant). Built around 1848 on Parker’s property near Birdville at present-day East Loop 820 and Hurst Boulevard, the house is an example of the style and materials used in pre-Civil War residential construction in Fort Worth. Source: “Isaac Parker’s Log Cabin, Date unknown,” University of North Texas Libraries, The Portal to Texas History, crediting Tarrant County College NE, Heritage Room, accessed May 21, 2021, https://texashistory.unt.edu/ark:/67531/metapth14604/.
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Figure 2-34. Map from around 1890 showing the new subdivisions and growth in Fort Worth. Note that not all subdivisions on the map were realized (i.e., Sylvania in east Fort Worth). Source: W. B. King, "Map of the city of Fort Worth and vicinity, c. 1890s," retrieved from the Library of Congress, accessed May 21, 2021, https://www.loc.gov/item/2003627945.
Just as the availability of standardized milled lumber enabled the construction of houses in the new additions, the streetcar made these new suburbs possible by providing a connection between residential and commercial areas. Between 1876 and 1900, a robust streetcar system developed in Fort Worth. Beginning with one mule-powered streetcar, a network of streetcars, operated by a dozen different companies, crisscrossed the city by the end of the century.109 Owned by individuals and development companies, streetcar lines enabled developers the ability to plat additions in areas along and outside city limits in what was essentially the country, away from the busy and noisy commercial and industrial nodes downtown. As a result, by the end of the century, new residential areas opened both within and beyond city limits.

Several new additions attracted some of the city’s most affluent and prominent citizens. Quality Hill, west of downtown along West 7th Street near the bluffs of the Clear Fork, was home to the city’s cattle barons, bankers, and professional class. The neighborhood fell within the Jennings West Addition. Hyde Jennings, an attorney and judge, developed the addition on a land grant given to his mother for the
service of her husband during the Texas Revolution. Jennings’s house, designed by architect A. N. Dawson, was moved from the neighborhood in the 1940s, and many of the other houses were demolished in the twentieth century. The 1899 Howard Messer-designed Queen Anne Ball-Eddelman-McFarland House (1110 Penn Street, fig. 2-37) and the 1899 Queen Anne-style Pollock-Capps House (1120 Penn Street) are two of the only remaining houses from this period in this section of Fort Worth. Named for Baldwin Samuels, who had a plantation in the area, Samuels Avenue, northeast of downtown, was home to a mixture of physicians, merchants, and laborers moved into the developing neighborhood along the Trinity River bluffs in the 1880s. Two of the city’s oldest houses, the late 1870s Bennett-Fenelon House (731 Samuels Avenue) and the 1880s Getzendaner House (760 Samuels Avenue), are in the Samuels Addition (fig. 2-38).
While the city’s affluent positioned themselves on the bluffs overlooking the river, Fort Worth’s small Black population lived together in pockets in the city’s less-desirable areas: along the railroad tracks, near industrial sites, and in the flood-prone river bottoms. They worked and lived in tenements along Calhoun and Jones Streets, clustered around 9th Street, beginning in the 1870s, in an area dubbed “Little Africa.” As the city grew, the Black population was pushed further east and south out of town, to the other side of the railroad tracks. By the late nineteenth century, a concentration of the city’s Black population lived in the Third Ward in southeast Fort Worth. In the mid-1890s, the African American community organized a public school on the Southside for the growing community. The school rented classroom space until the James E. Guinn School was built in 1927.

South of downtown and outside city limits in all directions, developers platted new subdivisions aimed at attracting working- and middle-class white residents (fig. 2-39). Nearly all laid in a grid pattern, the new subdivisions boasted graveled, curbed, and guttered streets. Developers of some subdivisions even built amusements in their attempt to attract residents. Outside city limits and west of the river, in the newly platted Arlington Heights (1890, annexed 1922), developer Humphrey Barker Chamberlin of Denver built Lake Como on his streetcar line as a source of recreation (fig. 2-40). Because it was outside city limits, Chamberlin also built a power plant on the lake to provide electricity to his streetcar and the neighborhood streetlights and residences. Other new additions included the Hillside Addition (or Daggett’s Hillside Addition) and the Daggett 2nd Addition, both platted in the early 1880s and carved from Daggett’s farmstead. Also in the south, the Fields-Welch Subdivision (1884), Bellevue Hill (1885), Lawn Place Addition (1890), and Fairmount (1890) developed (fig. 2-41). In 1890 and 1891, the City annexed these and other new subdivisions in the south, extending the city limits south to Jessamine Street. Annexation encouraged more development as it brought with it public services, and as a result, a mix of clerks, civil servants, teachers, merchants, and professionals moved into the Southside. Despite the uptick in construction after annexation, most of the Southside would not fill in until the twentieth century, as the streetcar network continued expanding and the city experienced an economic and population growth spurt. One of the first houses built in the Fairmount Addition, the Queen Anne house at 1730 6th Avenue, dates to around 1898 and was constructed for a tobacco company executive (fig. 2-42).
Figure 2-40. Pavilion and recreation site and concession buildings (built in the twentieth century) at Lake Como (lake extant, but pavilion and amusement rides are not). Source: Fort Worth Star-Telegram Collection, University of Texas at Arlington Libraries, UTA Libraries Digital Gallery, accessed May 24, 2021, https://library.uta.edu/digitalgallery/img/10002077.
Figure 2-41. Map showing from 1907 showing additions and subdivision. Among the nineteenth-century additions include: Hillside Addition, Daggett 2nd Addition, Fields-Welch Subdivision, Bellevue Hill, Lawn Place Addition, Fairmount, North Fort Worth, Riverside, Jennings West, and Evans South. Source: J.E. Head & Co., J.E. Head & Co.’s 1907 Map of the City of Fort Worth, Texas: compiled from original plats, and surveys by actual measurement [map] (Fort Worth: n.p., 1907), from the Portal to Texas History, 
https://texashistory.unt.edu/ark:/67531/metapth220413/m1/1/?q=map%20fort%20worth.
Developers also platted new subdivisions to the north and east of town in the nineteenth century. Much like in south Fort Worth though, these areas would largely be infilled in the twentieth century. East of the Trinity River and outside city limits, a group of businessmen formed the East Fort Worth Town Company in 1887 with plans to develop a new city, East Fort Worth, in today’s Sylvania area. They platted the Sylvania Addition, but sold much of the land in 1891 to the Fort Worth Land Company without having developed it. The Fort Worth Land Company in turn platted the Riverside Addition (annexed in 1922), a grid-pattern suburb that connected to downtown Fort Worth via a streetcar that crossed over the Trinity River along East 1st Street (fig. 2-43).

North of the river, another new suburb, North Fort Worth (annexed 1909), developed in this period. Like the rest of the areas outside city limits, this area north of the Trinity River, known as Marine, was sparsely populated and characteristically agricultural into the 1880s. After the opening of the stockyards in 1887, a group of Fort Worth businessmen saw the area’s potential for development. Together, as the Fort Worth City Company, they purchased 2,500 acres southwest of the stockyards, roughly stretching from the confluence of the West and Clear forks north to the present-day North 20th Street. New York landscape architect and designer of the company town of Pullman, Illinois, Nathan Barrett laid out the new town of North Fort Worth in 1888. Unlike the other grid plats of the nineteenth century, North Fort Worth’s plat incorporated popular suburb design trends inspired by the Romantic and City Beautiful movements. In consideration of the area’s topography and curves of the river, Barrett’s plan incorporated curvilinear streets and vistas with views of Fort Worth to the south. Barrett laid the streets in a skewed grid pattern and included a wide boulevard that stretched from Oakwood Cemetery to a new circular park (fig. 2-44). Barrett also aligned North Fort Worth’s Main Street with Fort Worth’s Main Street, making the courthouse the focal point for travelers heading south. A streetcar route across the Trinity River connected North Fort Worth to downtown, and more than 10 miles of electric streetcar lines opened within the new addition. Though development was slow in the nineteenth century—only several businesses and residences dotted the addition by 1899—construction boomed after the opening of the packing plants in 1902.
HISTORIC CONTEXT OF FORT WORTH

2 | Initial Settlement and Development, Mid-Nineteenth Century—1899

Statement of Significance*

<table>
<thead>
<tr>
<th>Theme</th>
<th>Nineteenth-Century Suburbanization and Residential Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summary Statement of Significance</td>
<td>Resources significant within the theme of Nineteenth-Century Suburbanization and Residential Development include houses and other domestic buildings and outbuildings. Resources may also include parks and other resources associated with streetcar companies and residential neighborhood development. Neighborhoods and clusters of residential houses may also be eligible as historic districts. Common architectural styles associated with this theme include National Folk, Folk Victorian, and Queen Anne. Resources significant under this theme reflect Fort Worth’s nineteenth-century residential development and the city’s outward suburban expansion enabled by the streetcar. Resources will most commonly be eligible under Community Planning and Development and Architecture but may also be eligible under other areas of significance. Resources must retain sufficient integrity in order to convey significance and association with this theme.</td>
</tr>
<tr>
<td>Period of Significance</td>
<td>Roughly between the 1870s and 1899.</td>
</tr>
<tr>
<td>Period of Significance Justification</td>
<td>Broadly covers the earliest periods of residential development in the city following incorporation through the end of the nineteenth century. Historic districts will likely have longer periods of significance that extend into the 1920s, 1930s, and even the 1940s, to reflect the period of time that many nineteenth-century additions filled in.</td>
</tr>
<tr>
<td>Geographic Location</td>
<td>Within the 1899 city limits and generally following the streetcar lines that existed by 1899. Also may include areas outside the 1899 city limits that were platted prior to 1900 and were later incorporated (Arlington Heights is an example).</td>
</tr>
<tr>
<td>Area(s) of Significance</td>
<td>Community Planning and Development, Architecture</td>
</tr>
<tr>
<td>Criteria</td>
<td>National Register: A, C</td>
</tr>
<tr>
<td>Associated Property Types</td>
<td>Residential: Single-family houses, Multi-family houses, Outbuildings. Landscape: Parks. Collections of these resources may be eligible as historic districts.</td>
</tr>
</tbody>
</table>

Example: Benton House, 1730 Sixth Avenue

The Benton House was built in the late 1890s in Fort Worth’s rapidly developing southside. It is an example of a property associated with Nineteenth-Century Suburbanization and Residential Development. The house is a local landmark and is listed in the National Register under Criterion C for Architecture as a representative example of a nineteenth-century Queen Anne residence. It is also listed under several areas of significance under Criterion A for reasons specifically associated with the function of the house in the twentieth century, including Education, Landscape Architecture, and Religion. The house may also be eligible under Criterion A for Community Planning and Development.

View of the ca. 1898 Queen Anne Benton House at 1730 Sixth Avenue in south Fort Worth, 1987. Source: Texas Historical Commission.
Statement of Significance*

<table>
<thead>
<tr>
<th>Theme:</th>
<th>Nineteenth-Century Suburbanization and Residential Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Example:</td>
<td>Fairmount/Southside Historic District</td>
</tr>
</tbody>
</table>

The **Fairmount/Southside Historic District** is an example of a historic neighborhood platted in the nineteenth century that continued to develop through the late nineteenth century into the first half of the twentieth century. It is listed in the National Register under Criterion A in the area of Community Planning and Development and Criterion C in the area of Architecture. The Fairmount Historic District is also a local historic district.

*These samples provide a framework for the identification of resources associated with significant themes in Fort Worth’s history. Resources significant under one theme/subtheme may also be significant under one, or several other themes. Period of Significance dates are also just a guide, and resources may have periods of significance that start earlier or end later. Each resource needs to be evaluated individually for historical significance.*