

contributed to Fort Worth's claim as the largest grain market in the southern US by the mid-twentieth century.⁷⁶ Another flour mill, Cameron Mill and Elevator, opened in 1888 at Jennings and Lancaster Avenues. J. Perry Burrus purchased this mill in the early twentieth century and eventually relocated the renamed Burrus Mills to Saginaw, an inner suburb of Fort Worth, where it became the state's largest flour mill.⁷⁷ It was during this period that grain milling became a seminal commercial endeavor in the city, and the foundation was laid for Fort Worth's twentieth-century emergence as one of the nation's most important grain markets.



Figure 2-17. Battle-Boaz-Portal: The Boaz and Battle cotton yard at 14th and Houston streets ca. 1881 (not extant). Source: *Boaz and Battle Cotton Yard*, photograph, University of North Texas Libraries, *The Portal to Texas History*, crediting Tarrant County College NE, Heritage Room, accessed August 30, 2021, <https://texashistory.unt.edu/ark:/67531/metaph28044/>.

ECONOMIC AND COMMERCIAL DEVELOPMENT

The dramatic shift in the city's land use and growth during this period directly reflects its economic prowess. Between 1849 and 1899, Fort Worth expanded from just several acres to over two square miles. In the decades after the military post's abandonment, Fort Worth's commercial district evolved out of the former military post, while residential areas developed away from the commercial core, scattered among agricultural properties that fanned outward past the city's boundaries. A bird's-eye view of Fort Worth in 1876 depicts a sparsely developed and populated settlement centered around the county courthouse, with only a few blocks of commercial development surrounded by dispersed residences (fig. 2-18). In contrast, the 1891 bird's-eye view highlights the city's expansive transformation over 15 years, depicting a densely developed commercial core, residential subdivisions stretching in all directions, and nodes of industry where agricultural properties once existed (fig. 2-19).



Figure 2-18. 1876 view of Fort Worth showing scattered development. Source: Texas Bird's-Eye Views, Amon Carter Museum.



Figure 2-19. 1891 view of Fort Worth showing significant development and infill in the original town site. Source: H. Wellge & American Publishing Co., 1891, retrieved from the Library of Congress, accessed May 24, 2021, www.loc.gov/item/75696594/.

Over the second half of the nineteenth century, Fort Worth evolved from a military and frontier outpost and supply center into one of the state’s largest commercial and industrial centers. Growing from its first commercial establishment in 1849, Fort Worth boasted hundreds of businesses by the end of the nineteenth century. The diverse business establishments that reflected the city’s growing metropolitan status included agricultural implements, barbers, breweries, clothing stores, drug stores, furniture stores, groceries and mercantile stores, hotels, meat markets, and restaurants.⁷⁸ Several businesses still in operation got their start in Fort Worth during this period, including: Pendery’s spices (1890) and the O. B. Macaroni Company (1899).⁷⁹ While agriculture-associated endeavors and a brisk buffalo hide trade were significant sources of money early in the period, the two most significant economic developments during this period were the beginning of the cattle industry and the arrival of the railroads. Though the cattle and meatpacking sector did not flourish until the early twentieth century, the foundation for the industry was laid in this period with the cattle drives and organization of the Fort Worth Stockyards. The arrival of the railroad, on the other hand, had an immediate impact on the economy of Fort Worth. In 1876, when the first railroad arrived, fewer than 60 businesses operated in Fort Worth, and by 1880 there were over 450 retail and wholesale firms in the city.⁸⁰

1849–1865: EARLY COMMERCIAL DEVELOPMENT AND DECLINE

Prior to the Civil War, Fort Worth saw modest growth as a local trade center, with lawyers, shopkeepers, bankers, and tradesmen moving to the city. But, as in other Confederate cities, Fort Worth lost nearly half of its population during the war as men joined the fight, significantly hindering its economic growth. Though the city served as a supply center for the Confederacy—providing the military with goods such as flour, corn, and beef—a lack of labor, money, and materials inhibited economic and commercial growth during the war.⁸¹

Two early settlers, Henry Clay Daggett and Archibald Leonard, opened Fort Worth’s first commercial establishment—a trading post—in 1849.⁸² Limited by the lack of transportation and availability of goods, the businessmen primarily bought and sold buckskins and pelts with nearby settlers and supplied the fort with beef. A mile northeast of the fort by a grove of live oaks and spring, the log store also served as a meeting place as well as a supply center for soldiers and nearby settlers.⁸³ After the military abandoned the fort in 1853, Daggett and Leonard moved the business into a former barracks. Following in their footsteps, other entrepreneurs opened businesses in the abandoned log buildings; a hotel and tavern opened in the former stables and the first doctor in the settlement lived and worked in the officers’ quarters.⁸⁴ South of the courthouse on present-day Main Street, several wood-frame false front buildings housed other commercial ventures. The parade ground was transformed into a public square where farmers sold produce and locals bartered with travelers passing through on their way west. Fort Worth became a popular stopping point for those traveling into sparsely populated regions to the west. By the end of the war, however, Fort Worth had an air of desolation, as most of these businesses had closed and buildings sat vacant.

1870–1899: ECONOMIC REBOUND AND BUILDING BOOM

The three decades after the Civil War were ones of significant economic growth for Fort Worth. After the stagnation of growth during the war, Fort Worth’s economy swiftly rebounded due in part to the cattle drives, the arrival of the railroad, and the beginning of the meatpacking industry.

Cattle Drives

Cattle drives in Texas date back to the 1830s, when cowboys drove cattle east to Louisiana where they received higher market prices. In the 1840s and 1850s, cattlemen rode north to the Shawnee Trail, headed to markets in Illinois, Indiana, Iowa, Missouri, and Ohio. After small outbreaks of “Texas fever” (a

fatal disease caused by ticks) in the mid-1850s halted the northern drives, and a Union blockade of the Mississippi River during the Civil War prevented cattle from reaching the eastern Confederacy, there was little market for Texas cattle in the late 1850s and early 1860s.⁸⁵ As a result, between three and six million longhorns roamed the Texas countryside at war's end.⁸⁶ The saturation of livestock in the state translated to low prices, with Texas markets offering as little as two dollars a head.⁸⁷ In the North, wartime demand for beef and fighting had decimated cattle numbers. As a result of the demand caused by the beef shortage, Northern markets in places like Chicago offered 10 times the price per head.⁸⁸ Attracted by the higher prices, Texas cattlemen drove herds north to Kansas, where trains then transported them to market. The trail used by cattlemen, known as the Chisholm Trail, connected South Texas ranchers to Kansas via San Antonio, Waco, and Fort Worth.⁸⁹ The trail entered Fort Worth near present-day South Hemphill Street and traveled north along present-day Commerce and Jones streets to the Trinity River (fig. 2-20). Because it was the last community of significant size on the trail for over 100 miles, Fort Worth became a stopping place for cattlemen on the drive.



Figure 2-20. Map showing various cattle trails in Texas – Chisholm Trail is purple. Source: University of Texas of Austin, accessed April 28, 2021, <https://texasbeyonhistory.net/forts/images/cattletrail.html>.

The cattle drives helped resuscitate the city's economy after the Civil War. The thousands of men who traveled through Fort Worth stayed at hotels, purchased provisions, and frequented the saloons, dance halls, and brothels in Hell's Half Acre. The drives added around three million dollars into the state's economy in 1869 alone, and Fort Worth assuredly benefitted from this influx of money.⁹⁰ Reflecting the improved economy, new grocery, mercantile, and drug stores, restaurants, saloons, and hotels opened in Fort Worth in this period. Fort Worth not only served as a provisioning point for cattlemen, but it also catered to the revived stream of settlers heading west. New military forts in northwest Texas also relied on businesses in Fort Worth for goods and supplies.⁹¹ The city's professional class also began to grow during this period, as doctors, attorneys, and bankers found a steady stream of business. And though the cattle drives all but ended in the mid-1880s—due to barbed wire, a Kansas quarantine law, and the railroad—their impact was twofold: they resurrected the economy after the Civil War and helped usher in the stockyards and meatpacking industry.⁹²

Railroad Development

By the end of the nineteenth century, Fort Worth had a robust network of railroads connecting it to cities across the country and to Mexico and Canada (fig. 2-21). Dubbed the “great railway center of the Southwest,” Fort Worth’s status as a major American transportation hub was a far departure from its early days as a remote military outpost.⁹³ Chosen for its location at the edge of the western frontier, Fort Worth remained mostly isolated from other cities and markets during its first years of existence. Without a railroad or a navigable waterway, which the Trinity River was not, travel to and from Fort Worth was largely limited to horse- and oxen-drawn wagons. The first stagecoach, the United States Mail Stage Line, arrived in 1856 and opened some movement and communication to the city. The transcontinental Butterfield Overland Stage Line passed just north of the city, but the Fort Worth–Yuma Stage Line and several local stage lines connected Fort Worth to cities in and out of state through the 1890s.⁹⁴ By the early 1870s, though, the rapid railroad building experienced in the eastern half of the United States reached Texas.

In March 1871 the US Congress granted a charter to the Texas and Pacific Railway Company (T & P) for a transcontinental line through Texas. Entering the state at Marshall and exiting at El Paso, the line would cross through Fort Worth on a railroad reservation—land donated for railroad use—by several local landowners and businessmen including E. M. Daggett, K. M. Van Zandt, Thomas Jennings, and H. G. Hendricks.⁹⁵ By 1872 the line reached Dallas, and in Fort Worth, new merchants and businesses arrived in anticipation of the rail. The financial panic of 1873 delayed railroad construction, setting back the railroad’s anticipated 1874 arrival. Consequently, the T & P reached Fort Worth two years later, arriving in July 1876. The rail entered the city to the south, roughly along Lancaster Street on the railroad reservation carved out of the former E. M. Daggett farmstead (fig. 2-22).⁹⁶

HISTORIC CONTEXT OF FORT WORTH

Figure 2-2.1. Map from 1888 showing Fort Worth's railroads and connections. Source: UTA Libraries Digital Gallery, accessed April 28, 2021, <https://librari.uta.edu/digital/gallery/img/10002185>.

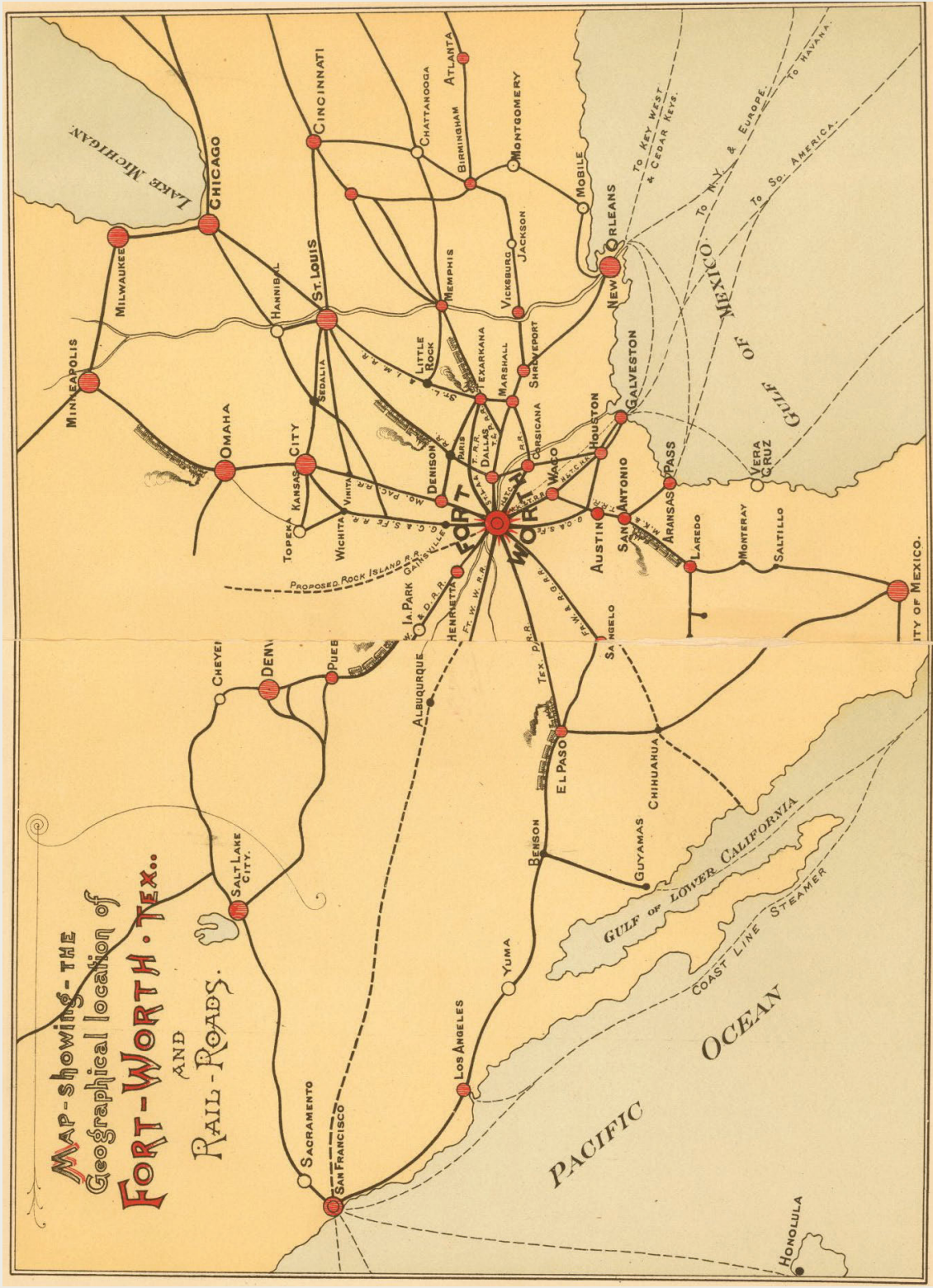


Figure 2-22. Inset of an 1885 map showing the railroad reservation south of downtown. Source: Gray's New Map of Fort Worth, Texas, 1885, University of North Texas Libraries, The Portal to Texas History, crediting University of Texas at Arlington Library, accessed May 24, 2021, <https://texashistory.unt.edu/ark:/67531/metaph252106/>.



By the end of the century, the Missouri, Kansas & Texas Railway (or the “Katy”); the Gulf, Colorado & Santa Fe; the Fort Worth & Denver; the Fort Worth & New Orleans; the Fort Worth & Rio Grande; the St. Louis, Arkansas & Texas; the Houston & Texas; and the Chicago, Rock Island & Texas Railways had also laid tracks through Fort Worth. The rail lines connected Fort Worth to cities in all directions within and outside the state. Within Fort Worth, the network of lines crisscrossed the city in all directions. Two railroad cores, where several lines intersected, developed south of downtown and near the stockyards in North Fort Worth (fig. 2-23). By the end of the nineteenth century, many of the railroad companies had offices and ticket offices downtown, clustered on Main Street.⁹⁷ Several companies also built both freight and passenger depots.⁹⁸ Most of the depots from this period, including the T & P’s Romanesque terminal, were later replaced in the mid-twentieth century with larger buildings (fig. 2-24). The Beaux Arts-style Gulf, Colorado & Santa Fe Railroad Passenger Depot (1601 Jones Street, listed in the National Register, Recorded Texas Historical Landmark), built in 1899, is the only extant nineteenth-century depot in Fort Worth (fig. 2-25).



Figure 2-23. Map published in 1887 in the Fort Worth Daily Gazette showing the railroads in the city and the railroad node south of downtown. Source: Fort Worth Star-Telegram Collection, University of Texas at Arlington Libraries, UTA Libraries Digital Gallery, accessed April 27, 2021, <https://library.uta.edu/digitalgallery/img/1000895>.

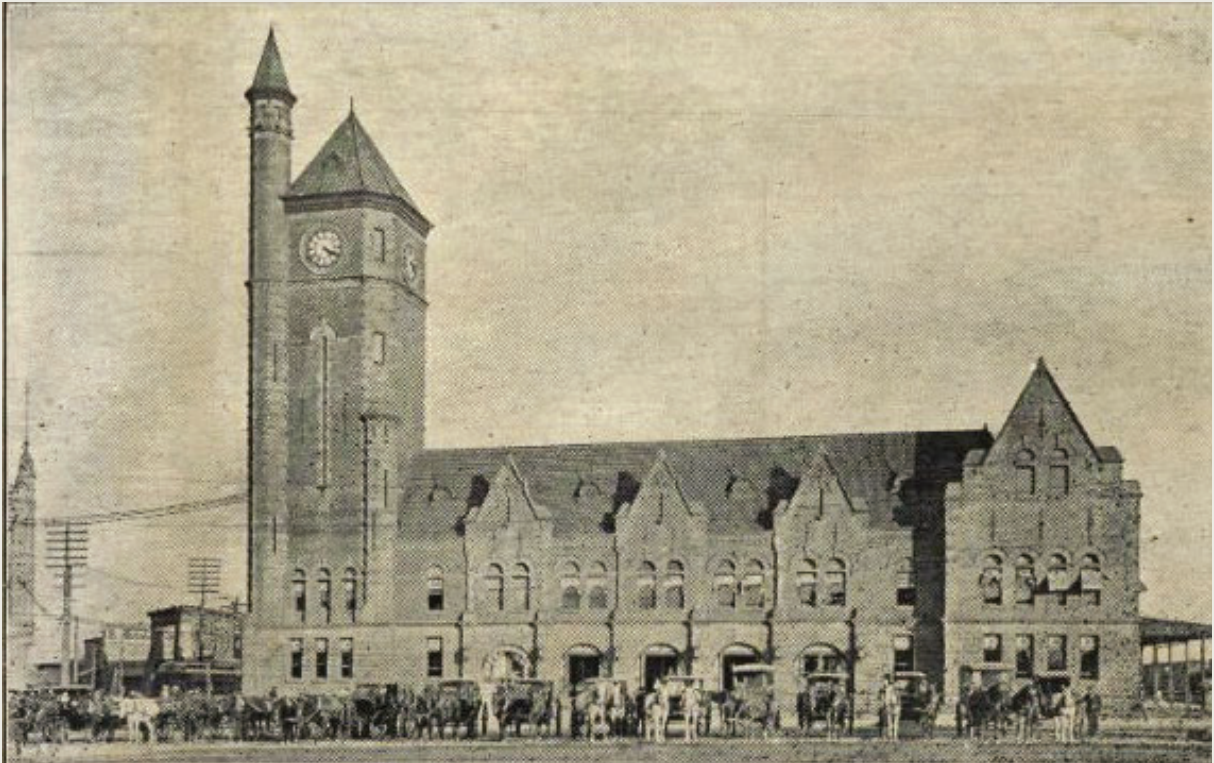


Figure 2-24. The Texas & Pacific Passenger Station (Union Depot). Built in 1900, the building was demolished and replaced in 1930 with the current T&P complex at Lancaster and Throckmorton Streets. Source: Courtesy of the Genealogy, History and Archives Unit, Fort Worth Public Library, accessed May 24, 2021, <http://www.fortworthtexasarchives.org/digital/collection/p16084coll26/id/196/rec/3>.

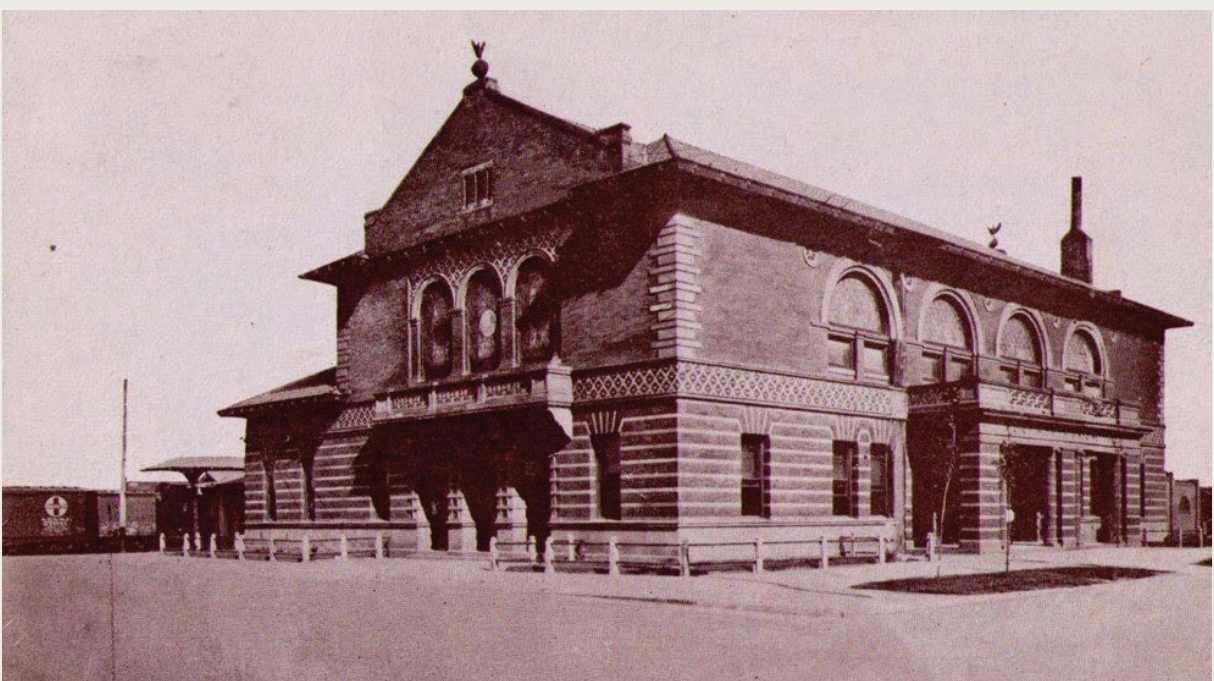



Figure 2-25. The Gulf, Colorado & Santa Fe Depot at 1601 Jones Street (extant), listed in the National Register. Source: Fort Worth Gazette Blog, accessed May 24, 2021, <http://fortworthgazette.blogspot.com/2014/07/lost-1880s-history-fort-worths-little.html>.

The economic impact of the railroads was significant. Prior to the arrival of the T & P in 1876, Fort Worth had fewer than 60 businesses; four years later that number grew to 460, and by 1899 the city directory listed over 500 businesses.⁹⁹ A building boom in the north end of town in the late 1870s and early 1880s filled in the area from the county courthouse south, roughly between Belknap and 15th Streets (fig. 2-26). Along the city's main commercial arteries—Houston, Main, and Commerce (originally named Rusk) Streets—masonry and iron two-part commercial block buildings between two and four stories tall replaced the city's older wood buildings.¹⁰⁰ The buildings at 312 Houston Street (ca. 1884), 506 Main Street (ca. 1884), and 302 Main Street (ca. 1885) date to this period of construction (fig. 2-27). The building boom continued throughout the 1880s and into the 1890s and brought with it the city's first "skyscraper," the eight-story Hurley Building on Main Street in 1889 (burned in 1898) (fig. 2-28).¹⁰¹ Architect-designed buildings also appeared during this time, most designed by one of the city's eight architects.¹⁰² Counted among Fort Worth's architects was M. R. Sanguinet. Sanguinet, a New Yorker, co-founded Sanguinet and Staats, one of Texas's most prolific architectural firms, in 1903. Among the extant commercial buildings designed by Sanguinet in the nineteenth century are the ornate 1889 Land Title Block (111 East 4th Street), designed with S. B. Haggart, and the Second Empire building at 315 Houston Street, also designed with Haggart (figs. 2-29, 2-30). Built around 1884, the building at 315 Houston Street is among the oldest commercial buildings in the city.

See the next page for a sample statement of significance for resources associated with the theme: Nineteenth Century Economic and Commercial Development.

Statement of Significance*	
Theme:	Nineteenth-Century Economic and Commercial Development
Subthemes:	Cattle Drives, Railroad Development, Early Stockyards and Meatpacking Industry
Summary Statement of Significance:	Resources significant within the theme of Nineteenth-Century Economic and Commercial Development may include a variety of commercial properties including stores, hotels, banks, warehouses, and cattle-drive related resources. Clusters or blocks of commercial buildings may also be eligible as historic districts. Many of these buildings have one-, two-, or three-part commercial block forms. Resources significant under this theme reflect Fort Worth's nineteenth-century economic and commercial development and transformation from a small frontier military outpost into one of the state's economic leaders. Resources may be eligible under a number of areas of significance, but they must retain sufficient integrity in order to convey that significance and association with this theme.
Period of Significance:	Roughly between 1849 and 1899.
Period of Significance Justification:	Broadly covers the period of time from the city's first commercial establishment through the end of the nineteenth century. Historic districts will likely have a longer period of significance that extends into the twentieth century in tandem with further infill.
Geographic Location:	Generally within the city limits that existed in 1899, as well as areas outside these limits that were platted prior to 1900 and later annexed by the City.
Area(s) of Significance:	Commerce, Community Planning and Development, Architecture
Criteria:	National Register: A, C Local: 1, 2, 3, 5
Associated Property Types:	Known extant resources include train depots and one-, two-, and three-part commercial block buildings that filled a variety of commercial functions, including stores, printing presses, and hotels. Other resources may include banks, warehouses, and cattle-drive related resources. Clusters of commercial properties may comprise a historic district.
Example:	Weber Building, 302 Main Street
<p>The two-part commercial block building at 302 Main Street in downtown Fort Worth is one of the city's oldest commercial buildings. Constructed around 1885, the building housed stores and a printing press per the 1898 Sanborn Fire Insurance map. Throughout the nineteenth century, similarly constructed and styled commercial buildings filled in Fort Worth's main commercial streets – Main Street and Houston Street, from the County Courthouse south to around Tenth Street. Commercial nodes also developed in newly platted additions along streetcar lines. As a reflection of this early commercial development, this building may be eligible as both a local landmark and the National Register under Criterion A in the area of Commerce and Criterion C in the area of Architecture.</p>	
	<p><i>View of the Weber Building at 302 Main Street. Source: Historic Fort Worth, accessed August 24, 2021, https://historicfortworth.org/property/bradner-blockweber-building-main/302-main-street/.</i></p>
<p>*This sample provides 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.</p>	

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Figure 2-26. Sanborn Fire Insurance Map, 1898, showing the commercial development south of the courthouse along Houston, Main, and Rusk (now Commerce) Streets. Sources: Source Fire Insurance Company, Fort Worth, 1898, sheet 1, http://legacy.lib.utexas.edu/maps/sanborn/d-f/txu-sanborn-fort_worth-1898-01.jpg; sheet 3, http://legacy.lib.utexas.edu/maps/sanborn/d-f/txu-sanborn-fort_worth-1898-03.jpg; sheet 5, http://legacy.lib.utexas.edu/maps/sanborn/d-f/txu-sanborn-fort_worth-1898-05.jpg, from the University of Texas at Austin.



Figure 2-27. View of the ca. 1885 building at 302 Main Street (extant). Source: Source: Historic Fort Worth, accessed August 24, 2021, <https://historicfortworth.org/property/bradner-blockweber-building-main/302-main-street/>.



Figure 2-28. The eight-story “skyscraper” known as the Hurley Building in the 1890s. Located on Main Street, the building caught on fire in 1898, only nine years after its construction. Source: Jack White Photograph Collection, University of Texas at Arlington Libraries, UTA Libraries Digital Gallery, accessed May 20, 2021, <https://library.uta.edu/digitalgallery/img/10001090>.

Figure 2-29. Oblique view of the 1889 Land Title Block Building at 111 East 4th Street from 1996. The building is a local landmark. Source: Courtesy of Fort Worth Department of Historic Preservation.



Figure 2-30. View of the 1884 Second Empire commercial building at 315 Houston Street, 1993 (extant). Source: Steven Martin, Flickr, accessed August 30, 2021, https://www.flickr.com/photos/stevenm_61/50145605647/in/album-72157609038311782/.

In addition to shops and hotels, new wholesale, manufacturing, and distribution businesses and companies established operations in Fort Worth. The Texas Brewing Company, the city's first large-scale plant, opened in 1891 near the railroad tracks and was joined by mills, foundries, iron works, grain elevators, a marble works, and brick and lumber yards that also took up shop along the city's tracks (fig. 2-31).¹⁰³ The network of rail lines attracted manufacturing companies as well, and by the end of the nineteenth century, Fort Worth was producing mattresses, carriages, clothing, and windmills.¹⁰⁴ The small industrial nodes developed in large part along the railroad lines, which predominantly carved through historically large, oftentimes agricultural, parcels provided by large landholders. These areas at the time lay at the edge of town; along the eastern bluffs of the Trinity River, and south of downtown (see fig. 2-19).¹⁰⁵ Other small industrial nodes developed on the south banks of the river near the courthouse, including businesses such as a roller mill and grain warehouse, cotton gin, and ice company.

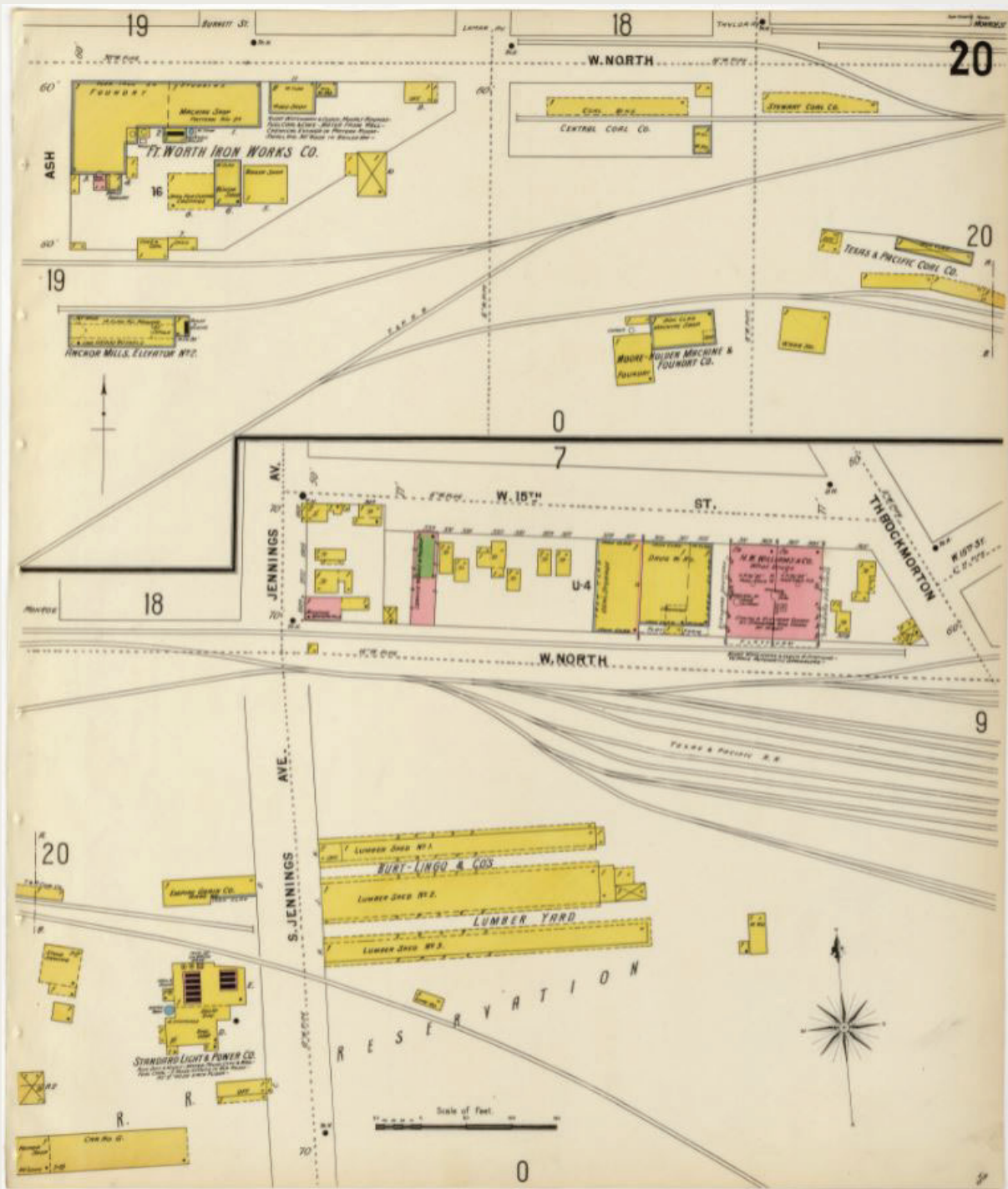


Figure 2-31. Sanborn Fire Insurance Map, 1898, showing the industrial development along the railroad tracks south of downtown. Source: Source Fire Insurance Company, Fort Worth, 1898, sheet 20, from the University of Texas at Austin, http://legacy.lib.utexas.edu/maps/sanborn/d-f/txu-sanborn-fort_worth-1898-20.jpg.

Early Stockyards and Meatpacking Industry

As Fort Worth evolved into a railroad shipping center and the cattle industry grew in the 1880s, several individuals realized that Fort Worth would benefit from its own permanent stockyard and meatpacking plant. The men, including John Peter Smith, Morgan Jones, and J. W. Burgess, formed the Fort Worth

Union Stock Yards in 1887 and purchased 258 acres across the river north of downtown for the stockyards (fig. 2-32).¹⁰⁶ 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.¹⁰⁷ 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).¹⁰⁸ 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.



Figure 2-32. The Fort Worth Stockyards in the 1890s with railroad boxcars. Source: Courtesy of the Genealogy, History and Archives Unit, Fort Worth Public Library, accessed May 18, 2021, <http://www.fortworthtexasarchives.org/digital/collection/p16084coll20/id/278/rec/1>.

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).