Scrap Book

IN ACTION—Members of the Star-Telegram staff work at a TCU football game. Standing, left to right, are Photographers Key Herbert and Al Panzera. Seated, same order, are Reporters Jack Murphy, Bill Haworth and Tony Slaughter.

—Star-Telegram Staff Photos.

SIDELINE NOTES—Photographer Peggie Spencer and Reporter George Dolan gather color story material.

Dillard Sisters Top City Swim History

BY JIM TRINKLE.
Star-Telegram Sports Writer.

In one of its least publicized but best represented sports, swimming, Fort Worth has taken great strides in the past decade in fortifying its claim to be the "City of Champions."

As a competitive sport, swimming was minimized in favor of golf, football, tennis, track and other spectator sports at which Fort Worth athletes have excelled. Swimming had no Ben Hogans, Sam Baughs, Wilmer Allisons or Earl Meadowses.

Then a quartet of sisters, daughters of the former manager of the old Rocky Swimming Pool, churned through the ranks to become the most famed family of record breakers in Texas. The state had never witnessed such a wholesale shattering of meet, pool, state and national records.

* * *

TENNIS? PSHAW! Golf? Faw! Fort Worth took the flying Dillards to their hearts, and Jane, Nancy, Babe and Marybelle showed their appreciation for the new-found glory with a reckless flash of arms and legs as they sliced to victory after victory.

Nancy was considered the best woman backstroker in Texas and Jane was destined to compete in the 1940 Olympics until thwarted by the martial ambitions of a brush-lipped Austrian corporal.

* * *

AT THE SAME time the Dillard clan was wooing the admiration of swimming enthusiasts, another Fort Worth star was cleaving his way into the record books. Bob Tarleton, stroking for the University of Texas, launched an attack that carried him to many Southwest titles and gained unofficial national recognition in bettering existing records in 200-yard, 200-meter and 220-yard events.

It was a great year, 1938, flush with prominence as the Dillards, Tarlton and another youthful splasher, Merrill Clubb, shared plaudits in events throughout the state and in intersectional meets.

* * *

THE THEN 16-YEAR-OLD Clubb established a reputation for being one of the fastest starters in the Southwest with his powerful, driving kick. His memorable 100-meter free style duel with John (Hondo) Crouch in a YMCA-Texas University dual meet in 1938 was the feature event of the season. Clubb won by inches after overtaking Crouch with a tremendous spurt to lower the Southwest Conference record by 1.1 seconds.

A new array of budding young stars have risen to fill the shoes of stars of past years. Buddy Hoyt, Bullet Manale, Jane Kneip and Billie Biggs have annexed many diving and swimming titles in recent months to give evidence of bright futures in water sports.

SWIMMING STAR—Jane Dillard, who reached the swimming heights while representing Fort Worth.

* * *

MANALE, A FORMER Paschal student, presently lives in Waco and attends Baylor University. He was ranked 12th nationally in 1948 as a diver and is the present Southwest Conference champion.

Hoyt, a Paschal senior, has seized 13 individual titles and helped capture three relay championships. Last April in a Southwest area YMCA meet, he tied the national 40-yard breast stroke record in 23.7 seconds and has negotiated the distance in 23 seconds flat in practice sessions.

Despite a temporary lapse during the war years, Fort Worth can again cast an optimistic eye toward its future in swimming competition.

Cat Forebears Started in 1877

BY FLEM HALL.
Star-Telegram Sports Writer.

In relatively few places on this round green earth of ours has the grand and lusty old game of baseball had a more splendid and spangled career than in Fort Worth. In no place has it been played with more gusto. It's fitting that their hundredth birthdays should roughly coincide.

Only 10 years after a couple of kids 'way up East combined the games of cricket, rounders and old-cat into what was to become the boisterous national pastime of baseball, Maj. Ripley Arnold and his men built their Fort Worth on the bank of the Trinity River.

* * *

IT WAS in 1839, three years after Sam Houston knocked Santa Anna out of Texas, that Abner Doubleday and Alexander Cartwright, in the flush of a hot idea, laid out, in their hometown, Cooperstown, N. Y., a four-base square and played a game.

Twenty-eight years later the first game was played in Texas and by the mid-'70s it had worked its way up from Houston to be played on an informal basis by amateur teams in Fort Worth.

Although there is an authoritative account of the first game played in Texas (at Houston) no record has been found of the first game in Fort Worth. Whereas the game in Houston was organized and played on a formal basis, baseball appears to have grown up informally in Fort Worth.

* * *

FIRST MENTION of baseball in recorded Fort Worth public print was April 5, 1877. It announced a game for that date with a visiting team from Texarkana to be played "on the level prairie south of the city" . . . the spot which is believed to have later become the site of T&P Park, Fort Worth's first baseball park, and which lies now just south of the T&P depot. No account of how the game resulted has been found but the advance notice listed the following Fort Worth players: Catcher W H. Williams, Pitcher W B. Fife, First Baseman J. M. Brown, Second Baseman C. J. Swasey, Third Baseman J. Dallas, Shortstop and Captain B. B. Simmes, Left Fielder E. M. Orrick, Centerfielder Cress Stewart, Rightfielder Will F. Stewart, and Utilitymen Charles Lockwood and C. Mendel.

On April 20, that same team played and defeated Dallas 17-12.

It was that year that Fort Worth baseball teams adopted the nickname "Panthers" which has stuck with them through the years, although it is now usually shortened to "Cats."

* * *

FORT WORTH has, since that good beginning 71 years ago, shared prominently in the history of baseball in Texas, the Southwest and all Dixie. It had a hand in producing three of the greatest stars the game has ever seen: Tris Speaker, who played at old Fort Worth University before he became a professional; Harry Steingeldt, a native of Fort Worth who played with the Cats in 1895 and 1896 before vaulting into the National League; and Rogers Hornsby, who grew up and played his first baseball on the North Side.

The city has been in the Texas League since it started and in every race it has run. Its teams have won more games, more pennants and more post-season series than any city in the league.

In view of the fact that the Texas League is, with the single exception of the National, the oldest consistently operated organization of its kind in existence, the athletic honor and glory which Fort Worth has derived from baseball compares favorably with that which has come to any city.

IT WAS 1867, April 21, that the first match game was played in Texas. It was in Houston between that city's Stonewalls and Galveston's R. E. Lees.

Odd as it may seem, the actual originator of the sport, Doubleday, apparently was the man to bring it to Texas; the one responsible for that first game at Houston.

Doubleday was only a boy when he collaborated with Draftsman Cartwright to conceive and construct the square which, for no apparent good reason, was called a "diamond." He grew up to become a Union soldier in the Civil War, and by serving with distinction rose to the rank of major general. In that capacity he was sent to Galveston after the war, in 1866, in command of troops.

Because of the postwar ill feelings, and the political circumstances at the time some believe it illogical to suppose that Doubleday played a part in bringing about a game between teams bearing such odd old Confederate names as Lee and Stonewall.

But, on the other hand, the doubters have no better explanation for the sprouting of the game in the vicinity where the general was stationed, within a year after he took that post. Those who give him credit are inclined to think that Doubleday was more of a baseball lover than a soldier; that he introduced the game to salve the sore feelings that followed the strife.

* * *

THERE IS an authentic account of the first game. John Trenton, former sports writer on the old Houston Post, saw that 1867 game which the Houston Stonewalls won 35-2 from the Galveston R. E. Lees. Writing nearly 40 years later, he declared that of all the first basemen, Wakely Williamson of that pioneer Houston team was the king of them all.

"He would catch the swiftest thrown ball easily and gracefully, whether they were high, low or to the side," Trenton wrote. "He used his barehands and seldom dropped a throw." The Houston battery that day was composed of Bob Poulson and Dowell. The score being what it was, probably all of the Galveston players took turns pitching.

Amateurs appear to have played baseball irregularly over scattered sections of the state in the late 60s and early 70s.

In 1872, a New Orleans team, traveling by stage coach, the best means of transportation in those days, visited and played in Dallas, Waco and Austin.

* * *

IT WASN'T until 1881 when Samuel L. Hain became a resident of Houston, that inter-city play developed to any substantial extent. Hain was a Pennsylvanian who had played baseball in the East and on his arrival in Houston, connected himself with that city's best team and worked to develop a league modeled after the National Association. He was so successful in interesting others in his idea that a semi-professional organization was perfected in 1884. It was called the Texas League, but was in no sense of the word a professional circuit, and is not to be confused with the league which has borne that name since 1888. Houston, Galveston, San Antonio, Fort Worth, Dallas and Waco had teams in Hain's league. Only a few men on each team were paid for their services, the games were played irregularly and as a usual thing, pitchers moved around from club to club, depending on which one made the most attractive offer.

Baseball apparently became a college sport about the same time. The University of Texas opened in 1884, and almost immediately developed a rivalry with Texas A&M (founded in 1876) which has continued almost unbroken to this day.

* * *

IT WAS in 1877 that the first professional players, members of the Indianapolis team, appeared in Texas. They played a Galveston team and Edward (The Only) Nolan pitched for Indianapolis. Using probably the first curve ball the Galveston players had ever seen, Nolan fanned 26 of the 27 men who faced him. The only Islander who got so much as a foul was thrown out to the shortstop. Among the Indianapolis players were Silver Flint, Joe Zenest, Trick McSorley, Jack Rowe and Billy Rocap.

Not until 10 years later (1887) was the first all-professional game played in Texas. It was a fall exhibition game between Louis Comiskey's St. Louis Browns and an all-star group from the National League. The Browns won 10-6. Batteries were Tony Mullane and Ed Williamson for the National Leaguers, Dave Foutz and Doc Bushong for the Browns.

Turn to History on Page 36.

Credit for the game goes to Hain, who induced the two teams to stop in Houston en route to the Pacific Coast where the players wintered. A few days later, John J. McCloskey, who was destined to become the father of the Texas League, brought his independent Joplin team into Texas. He played amateur teams in Fort Worth and Dallas before going to Austin where he met and defeated the New York Giants in two games. Those games contributed materially to arousing interest in professional baseball that led to the organization of the Texas League the following season.

* * *

FROM 1888 the history of baseball in Fort Worth and Texas is inextricably entwined with the record of the Texas League. In the 61 years that have elapsed, 25 other leagues have appeared in Texas, and although they contributed their part to Texas' baseball record, it has been the Texas League that carried the banner and led the way.

After beating the barnstorming Giants in the two exhibition games in the fall of 1887, McCloskey remained in Texas to take the lead in organizing the Texas Professional Baseball League. He gives Sam French, Ed Byrne and Charlie Newning credit for being of great assistance. In the spring of 1888 McCloskey moved his Joplin team bodily to Austin. Six teams—Austin, Dallas, Fort Worth, Galveston, San Antonio, and New Orleans—started a haphazard schedule April 8, and played intermittently as late as Sept. 3. Records of results disagree. No official champion was named.

* * *

W. H. WARD was president and Mike O'Connor was manager of the Fort Worth entry into the first Texas League in 1888.

Since then the Panthers have had 16 different presidents and 42 managers.

Fort Worth has been in every pennant race run; has finished first 14 times, second five times, third seven times, fourth six times, fifth 12 times, sixth twice, seventh three times and eighth three times.

The roster of presidents and managers:

Year.	President.	Manager.
1888	W. H. Ward	Mike O'Connor
1889	John Cella	J. M. Horsfield
	W. B. Elliott	Paddy Welsh
1890	W. B. Elliott	J. J. Fogarty
1892	Newton H. Lassiter	Flanagan
1895	Newton H. Lassiter	T. P. Richards
	William Bell	George Reilly
	W. H. Ward	Ed Fernandez
1896	W. H. Ward	George W. Carmen
		L. L. McAllister
1897	John L. Ward	John Wolover
1898	John L. Ward	Jess D. Reynolds
1902	Ted Sullivan	Ted Sullivan
1903	W. H. Ward	Con Lucid. Fred Schatzke. W. J. Disch
1904	W. H. Ward	Fred Wills
1905	W. H. Ward	Hubbard. Fred Wills
1906	W. H. Ward	Dred Cavender
1907	W. H. Ward	Walter Salm. Walter Boles
1908	W. H. Ward	Don Curtis. Henry Deiters
1909	W. H. Ward	Dred Cavender
1910	Walter Morris	Walter Morris
1911	Walter Moris	Walter Morris
1912	Walter Morris	Walter Morris
1913	Walter Morris	Walter Morris. W. Nance
1914	Walter Morris	W. Nance. Jake Atz
1915	F. M. Weaver	W. Nance. Jake Atz
1916	F. M. Weaver	Jake Atz. Otto McIver
1917-27	W. K. Stripling	Jake Atz
1928	W. K. Stripling	Jake Atz
1929	W. K. Stripling. Ted Robinson	Jake Atz. Jake Atz
1930	Ted Robinson	Frank Snyder
1931	Ted Robinson	Frank Snyder
1932	Ted Robinson	Dick McCabe
1933	Norman Perry. Dr. Webb Walker	Walter Holke. Jake Atz
1934	Roy Westbrook	Del Pratt
1935	Roy Westbrook	John Heving. Harry McCurdy
1936	Roy Westbrook	Harry McCurdy. Homer Peel
1937	Stanley Thompson	Homer Pel
1938	Stanley Thompson	Homer Peel. Jack Reid (acting)
1939	Stanley Thompson	Bob Linton
1940	Tom J. Brown. Stanley Thompson	Bob Linton
1941	Stanley Thompson	Bob Linton
1942	Stanley Thompson	Rogers Hornsby
1943	(War—Not active.)	
1944	(War—Not active.)	
1945	(War—Not active.)	
1946	John Reeves	Ray Hayworth
1947	John Reeves	Lester Burge
1948	John Reeves	Lester Burge. Bobby Bragan
1949	John Reeves	Bobby Bragan

Well, Did They?

Baseball reporters were pretty candid in the old days. This account appeared in the Fort Worth Standard of Oct. 3 1876: "There was no meeting today of those interested in baseball. The boys seemed to think they could better themselves by getting on a spree."

FORT WORTH'S FIRST 100 YEARS

BOOK 11

Early-Day Fighters Used Bare

BY JACK MURPHY.

Fighting was officially made illegal in Texas in 1905 when Gov. Charles A. Culberson submitted to demands of an element of the population and called a special session of the Legislature. The sions passed one of the most effective anti-fight laws ever written. Agitation for the law resulted from an attempt by Dan Stuart to match Corbett and Fitzsimmons for a world championship fight. Dallas A contract was signed and construction began on a wood

Credit for the game goes to Hain, who induced the two teams to stop in Houston en route to the Pacific Coast where the players wintered. A few days later, John J. McCloskey, who was destined to become the father of the Texas League, brought his independent Joplin team into Texas. He played amateur teams in Fort Worth and Dallas before going to Austin where he met and defeated the New York Giants in two games. Those games contributed materially to arousing interest in professional baseball that led to the organization of the Texas League the following season.

* * *

FROM 1888 the history of baseball in Fort Worth and Texas is inextricably entwined with the record of the Texas League. In the 61 years that have elapsed, 25 other leagues have appeared in Texas, and although they contributed their part to Texas' baseball record, it has been the Texas League that carried the banner and led the way.

After beating the barnstorming Giants in the two exhibition games in the fall of 1887, McCloskey remained in Texas to take the lead in organizing the Texas Professional Baseball League. He gives Sam French, Ed Byrne and Charlie Newning credit for being of great assistance. In the spring of 1888 McCloskey moved his Joplin team bodily to Austin. Six teams—Austin, Dallas, Fort Worth, Galveston, San Antonio, and New Orleans—started a haphazard schedule April 8, and played intermittently as late as Sept. 3. Records of results disagree. No official champion was named.

* * *

W. H. WARD was president and Mike O'Connor was manager of the Fort Worth entry into the first Texas League in 1888.

Since then the Panthers have had 16 different presidents and 42 managers.

Fort Worth has been in every pennant race run; has finished first 14 times, second five times, third seven times, fourth six times, fifth 12 times, sixth twice, seventh three times and eighth three times.

The roster of presidents and managers:

Year.—President.	Manager.
1888—W. H. Ward	Mike O'Connor
1889—John Cella	J. M. Horsfield
W. B. Elliott	Paddy Welsh
1890—W. B. Elliott	J. J. Fogarty
1892—Newton H. Lassiter	Flanagan
1895—Newton H. Lassiter	T. P. Richards
William Bell	George Reilly
W. H. Ward	Ed Fernandez
1896—W. H. Ward	George W. Carmen
	L. L. McAllister
1897—John L. Ward	John Wolover
1898—John L. Ward	Jess D. Reynolds

Well, Did They?

Baseball reporters were pretty candid in the old days. This account appeared in the Fort Worth Standard of Oct. 3 1876: "There was no meeting today of those interested in baseball. The boys seemed to think they could better themselves by getting on a spree."

1902—Ted Sullivan	Ted Sullivan
1903—W. H. Ward	Con Lucid, Fred Schatzke, W. J. Disch
1904—W. H. Ward	Fred Wills
1905—W. H. Ward	Hubbard, Fred Wills
1906—W. H. Ward	Dred Cavender
1907—W. H. Ward	Walter Salm, Walter Boles
1908—W. H. Ward	Don Curtis, Henry Deiters
1909—W. H. Ward	Dred Cavender
1910—Walter Morris	Walter Morris
1911—Walter Moris	Walter Morris
1912—Walter Morris	Walter Morris
1913—Walter Morris	Walter Morris, W. Nance
1914—Walter Morris	W. Nance, Jake Atz
1915—F. M. Weaver	W. Nance, Jake Atz
1916—F. M. Weaver	Jake Atz, Otto McIver
1917-27—W. K. Stripling	Jake Atz
1928—W. K. Stripling	Jake Atz
1929—W. K. Stripling	Jake Atz
Ted Robinson	Jake Atz
1930—Ted Robinson	Frank Snyder
1931—Ted Robinson	Frank Snyder
1932—Ted Robinson	Dick McCabe
1933—Norman Perry	Walter Holke
Dr. Webb Walker	Jake Atz
1934—Roy Westbrook	Del Pratt
1935—Roy Westbrook	John Heving, Harry McCurdy
1936—Roy Westbrook	Harry McCurdy, Homer Peel
1937—Stanley Thompson	Homer Pel
1938—Stanley Thompson	Homer Peel, Jack Reid (acting)
1939—Stanley Thompson	Bob Linton
1940—Tom J. Brown	Bob Linton
Stanley Thompson	Bob Linton
1941—Stanley Thompson	Rogers Hornsby
1942—Stanley Thompson	
1943—(War—Not active.)	
1944—(War—Not active.)	
1945—(War—Not active.)	
1946—John Reeves	Ray Hayworth
1947—John Reeves	Lester Burge
1948—John Reeves	Lester Burge, Bobby Bragan
1949—John Reeves	Bobby Bragan

FULL LIST OF MEN WHO PLAYED FOR FORT WORTH CATS SINCE 1888

1888—Pitchers, Goodenough, Fudger, Sears, Heffner; catchers, Rodgers, Kittle; infielders, O'Leary, Firle, Ryan, O'Connor, Geiss, Joyce, Durdy, Rodemaker; outfielders, Lillie, Yeagel, Fogarty, Sunday, Maurer, Flaherty, Works.

1889—Pitchers, Dale, Shell, Duffy, Mallory; catchers, Frost, Pike; infielders, Darrow, O'Leary, Motz, Welsh, Hill, Rafferty, Hutchinson, Simmons; outfielders, McVey, Horsfield, Crogan, Lemons, France.

1890—Pitchers, Mercer, Mallory, Dean, Smith, Wehrle; catchers, Bellman, Duane, Adams; infielders, Fogarty, O'Connor, Swift, Sheringhausen, O'Rourke, Rodemaker; outfielders, McVey, Maurer, McFarlane, Tobias.

1892—Pitchers, McMullen, Baker, Rogers, McClung, Hallowell; catchers, Krehmeyer, Stein; infielders, Fidler, Irvin, Cross, Brace, Flanagan, Miller, Rodemaker, Cahill; outfielders, Dodge, Pickering, McAllister, Vetors, Rhodes, Sidner, Orr, Garvey.

1895—Pitchers, McAllister, McFarland, Fernandez, Jarvis, Mace, Hoffman, Wilson; catcher, Stanley; infielders, Jantzen, Elsey, Lucas, Weikart, T. Flanagan, Steinhoff, Sherbecker, Reilly, Steinfeldt, H. Flanagan, Broderick; outfielders, Lawrence, Nance, Sunday, Woodcock, Mathews, Cantillon.

1896—Pitchers, McAllister, Gear, Stapleton, Isaacs, Keefe; catcher, Stanley; infielders, Meyers, Steinfeldt, Cahill, Wolover, Bammert; outfielders, Thompson, Wright, Nance, Fabian, McDevitt.

1897—Pitchers, Mulkey, Goodell, Chamberlain, Drinkwater, Sparks, Isaacs, McDonald; catchers, Weckbecker, Wolover, Hodge, Memefee; infielders, Parks, McCooley, Pabst, Hill, Badger, Pequinney, Reynolds, Bammert; outfielders, Gettman, Underwood, Tackaberry, Aschenback, Johnson.

1898—Pitchers, Goodell, Glade, Jarvis, Isaacs; catcher, Lohman; infielders, Cole, Hill, Pequinney, Reynolds; outfielders, McDevitt, Ritchie, Latham.

1902—Pitchers, Jarvis, Doyle, McKay, Atkinson; catcher, O'Donnell; infielders, Flaherty, Isbell, White, Schatzke, Hamlin, Weiter, Ballinger, Plummer, (Ryan), Cartwright; outfielders, Moore, Wolfe, Walsh, Cavender, Thurman, Tackaberry, McClanahan, Smith.

1903—Pitchers, Lockhead, Jarvis, Buchanan, Sorrels; catcher, McMurray; infielders, Disch, Isbell, Lucid, Felder, Schatzke, LaBarge, Peer, Coombs, Reitz, Monahan; outfielders, Dean, Barrett, Poindexter, Dewey, Tackaberry, Hoggsett.

1904—Pitchers, Chrisman, Jarvis, Jackson, Boles; catchers, Hubbard, McMurray, Arbogast, Quisser, Tackaberry; infielders, Wills, Dunn, Haidt, Tullar, Reitz; outfielders, Sullivan, Disch, Poindexter.

1905—Pitchers, Pence, Huddleston, Johnson, Walsh, Gilliger, Chrisman, Ballew, Boles, Harris, Schwenk, Hanlon, Wicks; catchers, Mauch, Erwin, Blassingame; infielders, Wills, Vitter, Hubbard, Pennell, Ford, Moran, Markley, Nichols, Wicker, Burleson; outfielders, Poindexter, Horn, McGinnis, Cavender, Sullivan, Bates, Wilson, Gfoerer, Butler.

1906—Pitchers, Dupree, Clark, Huddleston, Walsh, Jarvis, Merkel, Wicker; catchers, Erwin, Berry, Rogers; infielders, Salm, Clayton, Dawkins, Carlin, Bates, Kitchens; outfielders, Gfoerer, Cavender, Wilson.

1907—Pitchers, Wright, Dupree, Pennell, Harris, Gallagos, Wheeler, Merkel, Boles, Teas, Maddox, Bridges, Light, Simpson, Baugh, Lavel, Widner, Webber, Wray; catchers, Dick Naylor, Hunt, Helman, Brierly, Connor, McKay, Bell; infielders, Salm, Thompson, Clayton, Carlin, Bell; outfielders, Vinson, McAllister, Zimmerman, Touchstone, Russell, Pulliam, Pennell, Preston, Wilson, Huff, Arthur Naylor.

1908—Pitchers, Galbraith, Griffin, Forreste, Miller, Ray, Whitridge, Dupree, Colgrove, Jacoby, Burns, White, Jolly, Banner, Montgomery, Knaupp, Arck; infielders, Salm, Welty, Boulder, Murphy, Thompson, Deiters, Pendleton, Hartman; outfielders, Klett, Epler, Sentz, Cirtis, Pulliam, Hotchkiss, Brent, Grissom.

1909—Pitchers, McKay, Mitchell, Sorrells, Brady, Burke, Osborne, Burns, Farrar; catchers, Forney, Green, Powell, Hogg, Osborne; catchers, Wickenhoffer, Wickenhoffer; infielders, Eberhard, Miller, Abbott, Isbell, Middleton; Nance, Kinnealy, Fillman, Moulton, Siebach, Markley, Smitheal, Van; outfielders, Pendleton, Northen, Cavender, Coyle.

1910—Pitchers, Lattimore, Weatherford, McKay, Burke, Deardorff, Weeks, Burleson; catchers, Gribben, Powell, Green, Frank Kitchens, Belew; infielders, Eberline, Coyle, Kanaler, Fillman, Snapp, Salazar, Morris, Moore, Brewster; outfielders, Stovall, Riggs, Will Kitchens, Kane, Guthrie, Jolly.

1911—Pitchers, Robinson, Burnett, Nolly, Perritt, Appleton, Deardorff, Green, McKay, Miller; catchers, Ritter, Frank Kitchens, Green; infielders, Coyle, Thompson, Kinnealy, Snapp, Clayton, Morris, Huber; outfielders, Nance, Pennell, Howard, Jolly, Stovall, Dodd.

1912—Pitchers, Perritt, Parish, Russell, Maple, Hiett, Crabble, Brown, Smith, Phillips, Windom, Lowe, Gilvin, Armour, Dischner, Cravenstine, Flynn, Weller; catchers, Lemon, Kitchens, Thompson; infielders, Manes, Salm, Witherspoon, Murch, Darringer, Hewitt, Snapp, White, Morris, Wallace; outfielders, Nance, Lawson, Frierson, Jolly, Besse, Spencer, Howard, Cooper.

1913—Pitchers, Fentress, McCafferty, Veazey, Sorrells, Rhodes, Nolly, Anderson, Brown, Cann; catchers, Kitchens, Vance, Merritt; infielders, Eberline, Salm, McAvoy, Weber, Akin, Wallace, Kneaves, King, Nevitt; outfielders, Nance, Wakefield, W. Maloney, Workman, Howard, Allen, Rafferty, Conkrite.

1914—Pitchers, Nelson, Speer, Nolly, Fentress, Veazey, Appleton, Mears, Moses, Pate; catchers, Haigh, Jordan, Curry; infielders, Eberline, Salm, Lee, Atz, Smith, McAvoy, Berkel, Edens, Thompson, McKeown, Parkin, Morris, Kneaves, Kort; outfielders, McLaurin, Brown, Howard, Nance, McIver.

1915—Pitchers, Kerr, Wagner, Fentress, Fleharty, Ashton, Harben, Redford, Harrah, Hendrix, Speer, Akers; catchers, McMurray, Jordan, Crittenden; Betts; infielders, Hunter, Atz, Hille, Lee, Kneaves, Stow, Nance; outfielders, McChesney, Winter, Harper, McIver.

1916—Pitchers, Redford, Tretter, Johnson, Fentress, Harrah, Harben, Andrews, Maple, Countryman, Poteet, Black; catchers, Lourcey, Betts, Woodall, Wells, Russell, Spellman, Carson; infielders, Hunter, Leslie, Boyle, Hollander, Atz, Dee, Manda, Stow; outfielders, McLaurin, Bailey, Pezold, Nutt, Murphy, McIver, Robinson.

1917—Pitchers, Lee, Davis, Perritt, Applegate, Dillinger, Redford, Tretter, Whittaker, Leverett, Countryman, Geist; catchers, Gray, Woodall, Bobo; infielders, Bernsen, Adams, Kircher, Atz, Dodd, Thompson, Stow; outfielders, Williams, Crichlow, Sharman, Breaux, Hollander, Mulvey, Bailey, Bittle.

1918—Pitchers, Wachtel, Lee, Jacobus, Whittaker, Harding, Pate, Perritt, Hill, Reed, McCafferty, Clements; catchers, Woodall, Kerna; infielders, Kraft, Kircher, Atz, Conwell, Hale, Bitting, Stow; outfielders, Sears, Bittle, Dutcher, Jackson.

1919—Pitchers, Dillinger, Pate, Whittaker, Robertson, Harding, Wachtel, Johnson, Smith, Harder, O'Brien; catchers, Woodall, Morre, Haworth; infielders, Hoffman, Atz, Conway, Haley, McElwee, Stow; outfielders, Sears, O'Brien, Pepe, Williams, Bittle, Jackson.

1920—Pitchers, Wachtel, Pate, Appleton, Robertson, Whittaker, Johns, Kolzen; catchers, Moore, Haworth; infielders, Kraft, Hoffman, Atz, Haley, Phelen, Nokes, Stow; outfielders, Sears, O'Brien, Williams.

1921—Pitchers, Goodbred, Appleton, Wachtel, Johns, Pate, Whittaker, Phillips, Nichols, Harding; catchers, Moore, Haworth, Griesenbeck; infielders, Kraft, Phelan, Hoffman, Haley, Rigney, Obst, Atz; outfielders, Stellbauer, Sears, Taylor, Coombs, Bratcher.

1922—Pitchers, Gray, Pate, Wilcey Moore, Ross, Morgan, Johns, Goodbred, Wachtel, Whittaker, Appleton, Grimm; catchers, H. P. Moore, Haworth; Infielders, Kraft, Hoffman, Higginbotham, Ewoldt, Haley, Phelan, Hardgrove, Tavener; outfielders, Sears, Bratcher, Coombs, Taylor, Calvo, Stellbauer.

1923—Pitchers, Pope, Pate, Stoner, Johns, Wachtel, Ross, Gray, Goodbred, Conkrite, Schmid, Barnabe, Wilcey Moore; catchers, Haworth, H. P. Moore; infielders, Kraft, Phelan, Hoffman, Haley, Rapp, Weimer, Tavener; outfielders, Sears, Coombs, Calvo, Edington, Stellbauer.

1924—Pitchers, Reid, Pate, Hulvey, Johns, Wachtel, Head, Middleton, Walkup, Ryan; catchers, Bischoff, Moore, Wolgomot; infielders, Kraft, Palmer, Phelan, Foss, Tavener; outfielders, Bescher, Sears, Calvo, Edington.

1925—Pitchers, Head, Wachtel, Pate, Walkup, Foreman, Peters, Johns, Kerner, North; catchers, Moore, Smith; infielders, Konetchy, Kirks, Palmer, Mullen, storey, Phelan, Windle; outfielders, Sears, Davis, Calvo, Edington.

1926—Pitchers, Walkup, Bird, Head, North, Burns, Wachtel, Kerr, Howard, Betts, Bulla, Sullivan, Farrell, Hoggsett; catchers, Moore, Smith; infielders, Konetchy, Lindimore, Wisrock, Palmer, Phelan, McDonald, Ezzell, Parkingon, Foss, Windle, Hatchett, Doty; outfielders, Calvo, Sears, Moore, Langford, Edington, Compton, Lowrance, Vache.

1927—Pitchers, Bird, Pate, Sullivan, Johns, Williams, Walkup, Wachtel, Burns, Kerr, Moore, Watt, Howard, Hubbell, North; catchers, Bischoff, Smith, McConnell; infielders, Sweeney, Konetchy, McDonald, Hurt, Lewis, Lindimore, Clancy, Richardson, Crenshaw, McAuley, Redfern, Kibbie; outfielders, Bonowitz, Sears, Clayton, Moore, Valle, Holland.

1928—Pitchers, Haynes, Keck, Walkup, Johns, Wachtel, Burns, Pate, Goff, Griffin, Fitterer, Devaney, Williams, Weaver, Fish, Keck; catchers, Smith, Bischoff, Cobb, Murphy; infielders, LaFayette, Clements, Riley, Harrington, Freitag, Ramage, Richardson, Kibbie, Gottleber, Rollings, Young; outfielders, Bonowitz, Holland, Swanson, Moore, Newton, Shinners, Cox.

1929—Pitchers, Whitworth, McCabe, Walkup, Sullivan, Meadows, Phillips, Stoner, Fitterer, Doyle, Gallivan, Devaney, Haynes, Palmero, Meyers, Eagan, Songer, Littlejohn; catchers, Snyder, Baker, Tillman, Rensa; infielders, Stebbins, Grimes, Beane, Freitag, Riley, Harrington, Mallon, Urban, Williamson, Cato, Pierce, Lewis; outfielders, Bonowitz, Lombardi, Antista, Bryan, Shiver, Moore, Granade, Cox.

1930—Pitchers, Egan, Clarkson, Stoner, Roberts, Buchanan, Whitworth; McCabe, Hardaway, Walkup, Thormahlen, Schupp, Greenfield, Gribble, Haynes, Terry; catchers, Snyder, O'Connell, Meyers, Buckley; infielders, Kelly, Brown, Mallon, Urban, Clarke, Fowler, Tavener; outfielders, Bonowitz, Sullivan, Moore, Cox, Gribble.

1931—Pitchers, Hansen, Gribble, W. Harris, McCabe, Whitworth, Terry, Chagnon, J. Harris, Collard, Hardaway, Stoner, Bednar; catchers, Krauss, Meyers, Carleton, Camalo, Yaryan; infielders, Brown, Dalrymple, Baker, Fowler, Engle, Horne; outfielders, Frey, McClanahan, Perry, Fitzgerald, Moore, Bennett, Cox, Sanguinet.

1932—Pitchers, Johns, Whitworth, Thurman, Appleton, Gribble, Parker, Pickrell, McCabe, Steengrafe, Stoner, Estell, Grant; catchers, Krauss, Warren, Steinecke; infielders, Hooks, Dalrymple, Wingfield, Knothe, Baker, Kott, Engle; outfielders, Scarritt, Jeanes, Moore, Loepp, Fyle, Gribble, Nash, Jones.

1933—Pitchers, Miller, Chambers, Johns, Wolff, Collins, Minogue, Whitworth, White, Butzberger, Burns, Davis, Moore, Biggs; catchers, Ashjornson, Whitney, Warren; infielders, Lowell, Hooks, Goff, Norris, Strohm, Ater, Barrett, McHenry, Engle, Baker, Tavener; outfielders, Osborn, Jenkins, Rosenberg, Dickshot, Crawford, Loepp, Washington.

1934—Pitchers, Davis, Perez, Jonnard, Rhodes, Whitworth, White, Rabb, Wilkins, Johns; infielders, Shires, Warren, Lowell, Holley, Smith, Tauby, Turgeon, Anderson, Tavener, Binder; outfielders, West, Cullenbine, Scarritt, McHenry, Tauby, West, York; catchers, Jonnard, Broskie, York.

1935—Pitchers, Johnson, Shoffner, Milstead, Jonnard, Grissom, Wistert, Coleman, Wilson, Frazier; catchers, McCurdy, Heving, Vance, Broskie, Epps; infielders, Malay, Lowell, Stroner, Dalrymple, Tauby, Bohl, Robello, Holley, Grimes, Tauby, Binder; outfielders, Hunt, Tauby, Robello, Howell, Blakely, Weis.

1936—Pitchers, Reid, LeBlanc, Green Shealy, Moore, Stiely, Johnson, Wiltse, Ginn, Shofner, Gravin; catchers, Brittain, Susce; infielders, Stebbins, English, Smith, Fairly, Grimes, Engle; outfielders, Prerost, Peel, Moser, Weis, Frierson.

1937—Pitchers, Reid, Moore, J. S., Greer, Whitworth, Smoll, Travin, LeBlanc, Hare, Selway, Hape; catchers, Butler, Onis, Jackson, Krole, Autry, Broskie; infielders, Stebbins, Mallon, McDowell, McLeod, Stroner, Greenberg, Brown, Flippen; outfielders, Frink, Peel, McCoy, Shelley, Moore, W. J.

1938—Pitchers, Greer, Winford, Reid, Gravin, Dorsett, Gibbs, Smoll, Marberry, LeBlanc, Hamner, Corbett, Bogovich; catchers, Mackie, Butler, Hancken; infielders, Stebbins, Metha, Polly, McDowell, McLeod, Flippen, Paschal; outfielders, Moore, W. J., Suydam, Frink, Peel, Mowry, Stoneham, Gravin.

1939—Pitchers, Greer, Starr, Marberry, Yocke, Dorsett, Corbett, Moon, Struss, Horton, Gravin; catchers, Linton, Kearse, Schang; infielders, Grant, Stebbins, Kott, McDowell, Metha, Chatham; outfielders, Frink, Suydam, Cazen, Younker, Graham, Black, Stoneham.

1940—Pitchers, Greer, Horton, Marberry, Mosley, Nitcholas, Oana, Starr, Boyles, Thomas, Cohen, Hillin, Liepelt, Yocke, Lamanske; catchers, Easterwood, Linton, Weeks; infielders, Jeffries, McDowell, Stebbins, Chatham; outfielders, Abreau, Cazen, Looney, Stoneham, Lee.

1941—Pitchers, Beddingfield, Caldwell, Greer, Horton, Mosely, Parrish, Reid, Bauer, Hillin, Bean, Oana, Calahan, Mehrens; catchers, Easterwood, Linton, McDougal; infielders, Baron, McDowell, Greenberg, Skelly, English, Abreau; outfielders, Garrison, Rebel, Vezilich.

1942—Pitchers, Winfield, Oana, Greer, Clark, Horton, Bain, Overman, Caldwell, Beddingfield, Parrish, Moseley, Zar; catchers, Rolandson, DeCarlo; infielders, Hooks, Warstler, Jansco, Metha, Clifton, Rogino, Lillard, Garbould, McDowell, Baron, Connors; outfielders, Tucker, Garrison, Barisoff, Rebel, Starr.

1943-44-45—(League disbanded for duration of war.)

1946—Pitchers, Bielemeier, Boles, Chandler, Costello, Dockins, Paepke, Penso, Ramsdell, Samaklis, Van Cuyk, Zachary; catchers, Long, Pfister; infielders, Ruchser, Basgall, White, Gorbould, Welaj, McCluskey, Ogle, Powaski, Woyt; outfielders, Haney, Snider, Corriden, Phillips, Davis, Santomauro, Yalzar, Ward.

1947—Pitchers, Austin, Chandler, Costello, Dockins, Head, Miady, Podbielan, Ramsdell, Ross, Samaklis, Sloat; catchers, Anderson, Long, Atwell, Pfister; infielders, Basgall, Brancato, Burge, Fiala, Holden, Ozark, Schalk, Thomas; outfielders, Clarkson, Durrett, Noren, Nozinsky, Phillips, Pluss, Santomauro, Tepsic.

1948—Pitchers, Dockins, Sloat, Erskine, Austin, Van Cuyk, John, Ramsdell, Chandler, Brown, Costello; catchers, Nulty, Atwell, Dornberg; infielders, Fondy, Fiala, LeGros, Kearns, Lindsey; outfielders, Williams, Noren, Matney, Schmees, Williams, Marasco.

1949—Pitchers, Landrum, Milliken, Erskine, Chandler, Dockins, Van Cuyk, Lown, Austin, Beringer, Loes; catchers, Bragan, Staples; infielders, Ward, Fiala, Carrasquel, Bundy, Lindsey; outfielders, Abrams, Williams, DiBlasi, Sessi, Skurski.

FIRST FORT WORTH GAME IN 1910

Modern Softball Offspring of Indoor Baseball

BY CHARLES DICKEY.
Star-Telegram Sports Writer.

From the old game of indoor baseball, built around baseball's style of play, has grown one of the national game's modern competitors, softball.

While not equal to baseball in financial status, softball gives a good account of itself in numbers of players and popularity with fans.

The old game was played with a bat and ball but wouldn't be recognized as the same game that has developed into today's fast-moving softball.

* * *

A BIG 14-INCH ball came blasting only a little over 20 feet at the third baseman from the batter across the wooden gymnasium floor. Players looked and dressed more like basket ball players do today. Some of today's softball players would probably say the old game might as well have been played with a basket ball as with the one they used.

It all started back in 1910 when George Saam introduced "indoor baseball" to the Fort Worth area. The YMCA, where Saam was athletic director, was the focal point of the new game for a time. Packing house workers started playing the game during their lunch period and it was in 1912 that Armour's played the YMCA in the first organized contest in Fort Worth. A four-team league was organized the next year.

* * *

ONLY TWO *pitches were possible with the old style ball, a "fast ball" and a slow ball that* really was slow. The "windmill" speedball was illegal and the curve just didn't.

A deceptively rapid delivery motion, faking a fast ball, could sometimes tie a batter in knots with a change-of-pace.

Robert Ozee was kidded for years after that first game, Saam recalls, for starting his swing before the ball had left the pitcher's hand, only to look foolish as the big ball came floating in, seemingly minutes later. Sometimes it was a good thing that a strap was required around the batter's wrist and attached to the bat to save heads from flying wood.

* * *

THROUGH THE years the game was played summer and winter. Indoor contests could go on regardless of weather conditions. Some of the baseball players took advantage of this to play in winter and continued to play after their regular baseball years were over.

Clarence Kraft played in the late 1920's. Walter Roach, Roy Bales, Bear Wolf, Ziggy Sears, Lionel Bevan, Lloyd Jordan and Gomez Hill were other indoor players at various times.

In the early 30's the game moved outside for afternoon contests. Distances were increased and a smaller field added speed and range to the play.

* * *

R. D. EVANS, now superintendent of the Recreation Department, was athletic director in 1933 and saw the first world championship softball tournament in Chicago. He realized the possibilities of the new game and encouraged the program here.

In 1936 softball moved under the lights when Fort Worth's first lighted field was built at Forest Park, and the game assumed substantially its present form.

* * *

HARRY TAYLOR, athletic director for the Recreation Department, says that it is hard to imagine how two games can have rules so nearly the same as baseball and softball and still be so different in the actual style of play.

Lions clubs, civic leagues and other community groups joined with business firms in furnishing money and donating poles and wiring to light other diamonds.

Sycamore and Rockwood fields were added in the next few years.

Fort Worth softball has had its greatest growth since the war. Three lighted diamonds were built in 1947—Centennial, Sylvania and Buck Sansom. The next year Rosemont, Forest No. 3 and Lake Worth were added. Early this season Sycamore No. 6 *joined the family, and just a few weeks ago, Trail Drivers* Park became the newest member. Now Fort Worth has 11 lighted softball fields.

* * *

THIS YEAR 123 teams started the second half of the regular season in the 25 recreation department leagues. Eight of the teams were in two women's leagues. In previous years there was only one women's league. In addition there were all the playground teams and junior boys' teams in church programs.

Today's 12-inch ball is harder and faster than the old-style ball, but at 60 feet the base lines are 39 feet longer than in the old days.

Specialization and training coupled with the smaller ball have made the game so fast in late years that equipment similar to that used in baseball is essential among the better players. The new ball allows for a fast ball which is that in more than just name. Good pitchers can throw and control curves just as in baseball.

* * *

ONE GROUP is making plans for a still faster game. A program is under way that would result in the Texas Fastball League, divided into northern, western and southern divisions for the 1950 season. They want longer base lines and a still smaller ball plus liberalization and clarification of the pitching rules. Also the 43-foot pitching distance would be extended.

As it is, no-hit pitching performances are relatively common in softball, even against good hitters.

Whatever way or ways the game goes, former and present leaders are agreed that it is a growing sport.

* * *

"THE GAME is not just a passing fancy," says Harry Taylor, present athletic director of the Recreation Department, "It's continued too long and grows every year."

"It's here to stay, "agrees George Saam, "because it is one of the things that the youth of the country likes. It can help solve delinquency problems with young people."

As to expansion of the Recreation Department program, Superintendent Evans says, "We'll keep dotting playing fields around as the communities require them." The Fosdick Lake area is in future plans for new diamonds.

Indoor's child, Softball, is growing up.

'INDOOR' CHAMPIONS—Back in 1924, this indoor baseball team (they call it softball now) won 24 of 25 games and the Fort Worth championship. Most of the players are now Fort Worth business men, while one, Raymond (Bear) Wolf, is head football coach at the University of Florida. Left to right, front row: Ed Richardson, T. P. Scribner, Eddie Luttrell, Jimmy Grant, and Ed Hands. Back row: T. E. Roddy, Ed Ladd, Wolf, K. B. Davidson, A. E. Williams, J. R. Ozee and Joe Granade.

FORT WORTH-DALLAS RIVALRY BOILS OVER AS EARLY AS '88

Nowhere in Texas has baseball rivalry been whetted to a sharper edge than between Fort Worth and Dallas. It has been riotous from the first.

In 1888, during a lull in the uncertain schedule, the two cities decided to play a side series for the championship of North Texas. There was bickering but no battling in the first game at Fort Worth, but, when the scene was transferred to Dallas, trouble became active.

Douglas Crothers, Dallas' star pitcher, refused to pitch to Fort Worth's lusty swatters, rolling and bouncing the ball by them without offering anything fit to hit. The players argued. Someone swung a fist. The crowd poured on the field. A shot was fired. And that was the end of the game and the series.

Clips Feather to Win Bet in 1854 Shooting

Uncle Johnnie Kinder, who owned the only house in what is now Arlington Heights at that time, won a fancy rifle-shooting bet in 1854. He bet a group that he could shoot a feather from a buzzard and not kill it.

He explained he didn't want to kill the buzzard because it was a scavenger.

The bet was accepted — and won by the keen-eyed civilian.

First Baseball Uniforms

Fort Worth's first baseball uniforms, bought in 1877, were "white shirts, knee pants, caps, shoes, red stockings and belts." They were made in St. Louis.

First Skating Rink Opened Here in 1882

The first Fort Worth skating rink was opened on the second floor of the Godwin Livery Stable by O. D. Charles, a Galveston man, in 1882. The livery stable was at 3rd and Throckmorton.

The rink later was converted to a dance hall, and was used for many of North Texas' most elaborate dances.

Pretty Good Threesome

Baseball was recognized as an integral part of Fort Worth life as long ago as 1876. The Fort Worth Democrat ran an editorial in that year saying that what the town needed was a fire engine, brass band and a ball club.

West Texas Golf Tour Big, Unique

BY GENE GREGSTON.
Star-Telegram Sports Writer.

The annual summer tour of amateur golfers along the West Texas tournament circuit is perhaps the largest and most unique exodus of its type in existence.

Weekly invitation events sponsored by country clubs and municipal courses within the broad area certainly have become, collectively, one of the best non-organized opportunities for seasoning and experience available to the amateur.

For the most part that's all the tournaments offer—the restricted prize amounts hardly being attractive enough to lure the many players who annually unlimber their shooting irons and woods at their fellow golfers.

* * *

MOST OF Texas' younger players—some are among the nation's best—compete each summer until (1) they are ready to try their skill as a pro on the money circuit, (2) accept a club professional's post or (3) simply relegate their participation to the sidelines because of acquired personal business.

Many, however, retain their amateur status and continue to compete for several years.

The WT circuit is unlike the professional golfers' annual golf-hunt, aside from money angles, in that the latter is more or less directed through the PGA and host clubs.

There is no co-ordinating force in West Texas' invitation tournament trail, although the West Texas Golf Association is a central organization which each year through its tournament chooses the WT champion.

* * *

MOSTLY THE invitation tournaments rely upon the friendship of pros and clubs to avoid overcrowded dates. In some cases there are clubs whose tournaments are standing dates on the calendar and in other cases, conflicting dates are simply unavoidable.

The tour, though non-directed in a central sense, has grown to tremendous proportions since the first scattered events were held in the early 1920s, when only two or three clubs had 18-hole courses and all greens were either sand or cottonseed hulls. (Today West Texas boasts some of the finest grass greens in the United States.)

River Crest Country Club, one of the oldest in the state, started its invitation tournament in 1919. Abilene Country Club's event is 23 years old, and the largest of its kind in the state.

It was at the Abilene tournament of 1924 that first discussion of a West Texas golf association was held.

* * *

EARLY IN 1925 a permanent association was organized for the purpose of selecting an annual champion and bringing the member clubs into colser co-operation. Allen Guinn of Mineral Wells was named president, and with the exception of two years, has held that post since.

The genial spa city gentleman has complete records of the association since the year 1928.

In 1930 the constitution of the WTGA was revised to permit cities of more than 50,000 population. It was then that the present geographical boundaries were set as Fort Worth-El Paso east and west, Del Rio-Amarillo south and north.

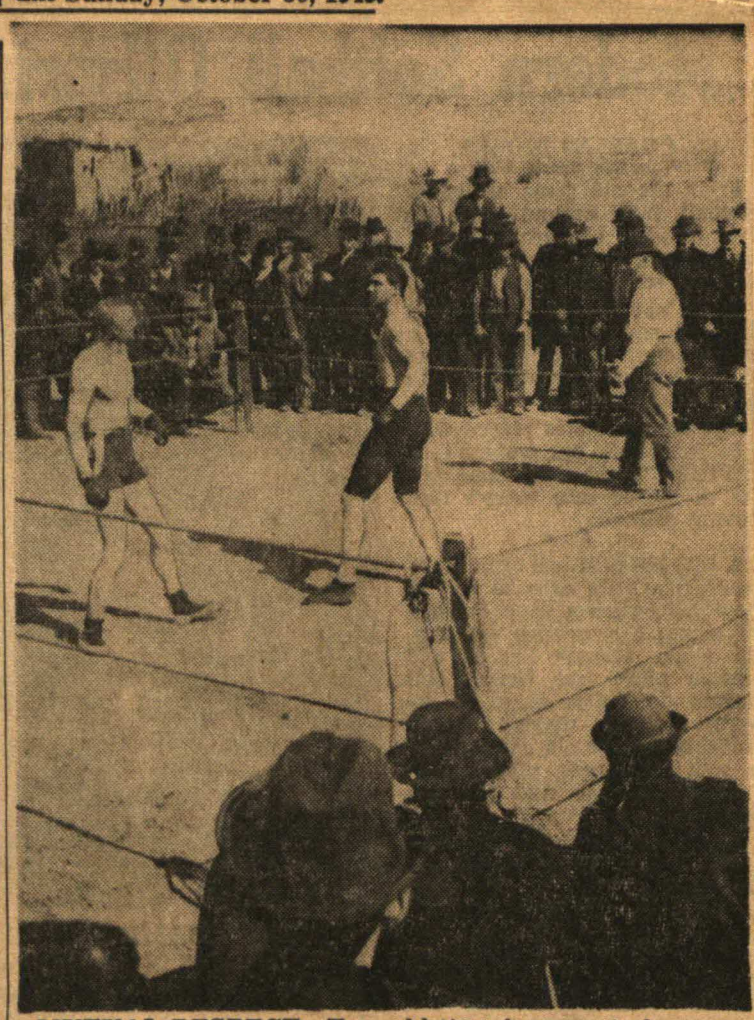
Since that time Fort Worth clubs, courses and players have played a vital part in the phenomenal growth of the association and West Texas golf in general.

* * *

IN THE present age there are few week-ends between April and September that do not allow an amateur golfer of tournament play.

The West Texas Golf Association champions, with site of tournament and year:

Alex Bollins, San Angelo, 1925; Al Badgers Breckenridge, 1926; Dudley Raines, Abilene, 1927; Dennis Lavender, Mineral Wells, 1928; N. C. Bussey, Stamford, 1929; Dennis Lavender, Brownwood, 1930; Charlie Qualls, Lubbock, 1931; Jimmie Phillips, San Angelo, 1932; Carnes Wilson, Wichita Falls, 1933; Carnes Wilson, Big Spring, 1934; Johnnie Marston, Abilene, 1935; Morris Norton, Mineral Wells, 1936; Morris Norton, Brownwood, 1937; Jodie Bihl, Lubbock, 1938; Iverson Martin, River Crest, Fort Worth, 1939; Morris Norton, Wichita Falls, 1940; J. T. Hammett, Sweetwater, 1941; Doug Jones, San Angelo, 1946; Doug Jones, Odessa, 1947; Billy Maxwell, Abilene, 1948; Bob French, Brownwood, 1949.



MUTUAL RESPECT—Two old-time boxers circle warily in an open-air Texas bout. Names of the fighters have been lost, but background indicates fight was held in open country.

Fort Worth Center Of Amateur Boxing

BY FLEM HALL.
Star-Telegram Sports Writer.

Amateur boxing, which now flourishes to such an extent that Fort Worth is the center of it in Texas, had a belated birth in our town.

An uncounted host of scrappy youngsters boxed without being paid for it from the days, perhaps, when General Worth's soldiers sought to work off surplus energy through the manly art, but it wasn't until after boxing became legal in Texas in 1933 that there was a full separation of amateurs and professionals.

The first amateur boxing programs in Fort Worth are declared to have been those staged in the backyard arena of the T. M. Qualls residence at 1122 East Allen (corner of Mississippi) by the enthusiastic R. T. (Red) Mayfield.

That was in 1920.

* * *

ALONG ABOUT the same time Eugene Brown and James Crowson were the leaders of boxing interest at the YMCA, which was then located at Texas and Monroe streets, but that was mostly instruction and training within the membership of the "Y."

Mayfield, now a bank official who lives at 1100 Marion, was a young boxer who had no place to engage in his favorite sport. So, he created a place. He prevailed on Qualls, his uncle, to establish a ring and woodshed gym in the rear of the Qualls property.

What started as a community enterprise grew so rapidly that within a few months many youngsters from all parts of town were taking part in the activities. Dale Hill, a professional who had earned honors during the Camp Bowie days, was trainer and instructor.

Andy Price, Clyde Millican, Emmett Defee, Red Wells and Pinkey Hood were along with Mayfield some of the better known boys who boxed in the Qualls' backyard.

* * *

SULLY MONTGOMERY, who is now sheriff, made his ring debut as an amateur in 1920 at the American Legion Arena on North Main Street. That arena was primarily for professional shows but amateur bouts were also offered on the cards. It wasn't until he graduated from Centre College where he was a tackle on the famous "Praying Colonel" teams, that Montgomery launched on his career as a professional boxer.

Dick Griffin, Bobby Waugh, Dale and Red Hill and Bee Stroud were among the first Fort Worth boys to progress through the twilight amateur stage to become professionals.

Dick Dixson, Oliver Ball, Frankie Fink, Duke Tramel, Jimmy Neace and J. D. Kitchens came along later.

Usually little thought was given to distinguish between opponents except weight and skill. Amateurs fought professionals as well as one another. Some of the more rugged youngsters alternated between coffee-and-cake shots in preliminary bouts on professional cards and for-fun scraps anywhere from Mayfield's backyard to back alleys.

* * *

THE FIRST all-amateur cards offered on a formal basis before paid audiences were those that Montgomery staged in 1931 at Lake Worth Casino Park. Woodie Taylor joined him in the undertaking in 1932 and for eight years they ran weekly shows during the summer months at outdoor rings. Similar programs were run on-and-off at Haltom City, Cobb Park and Deer Creek.

As athletic director for the City Recreation Department, Dixson carried on programs of boxing for youngsters in the public parks.

In 1937 the Star-Telegram began the operation of the Golden Gloves. Since that time the history of amateur boxing in the city and state has, with a few exceptions, been the history of the Golden Gloves . . . a charity undertaking which has provided the first substantial organized effort to make a clear distinction between classes, develop and promote the amateur wing of a sport which had deteriorated in the hands of professionals.

After boxing became legal in Texas it was no longer possible, under the law, indiscriminately to mix amateurs and professionals and by 1936 amateur boxing was barely breathing anywhere in Texas.

* * *

TO FILL the void the Star-Telegram obtained the exclusive right to sponsor Golden Gloves in Texas. It was the first pure amateur boxing program attempted on a statewide basis.

Since 1938 the Texas Athletic Federation and the Amateur Athletic Union, both of which have worked with the Golden Gloves, have entered the field to give the amateur punchers broader competition.

With the full co-operation of Brown, Taylor, Montgomery, Mayfield, Neace, Price, Dixson, John Bevil, John Sullivan, Jim Deakins, Dan Coates, R. D. Evans, E. Y. Ritchmond, and many other men who were interested in building amateur boxing into a clean and wholesome activity for boys, the Golden Gloves was an instant success.

It has grown steadily through 13 consecutive annual tournaments.

In addition the local tournaments, which establish the Fort Worth area's champions for competition with the champions from other sections of the state, the Golden Gloves annually brings the state championship tournament to Fort Worth.

* * *

MOST OF the early Fort Worth Golden Gloves stars came from a combination of those programs, particularly the Taylor-Montgomery Lake Worth enterprise. Among those youngsters were: Andy Eagleton, Buster Burrell, Milton Coffey, Bill Anderson, Red Luther, John "Tiger" Hosea, Harry Flowers, Everett Baker, E. L. Shuman, Joe Elder, J. C. Robinson, Willie Porter, Truitt Owens, Warren Bransom, Robert Ballew, Jess Lawrence and Pat Thornhill.

The first Golden Gloves program was held in the Recreation Building, 215 West Vickery, in January and February, 1937. The opening cards of the city elimination drew only a few hundred spectators but the finals of the state tournament (which had teams from Houston, Dallas, Lubbock, Amarillo, Austin and Fort Worth) turned away scores of those who tried to get into the 2,000-seat gymnasium. The 1938 program started at the larger Klan Hall on North Main but, because of the crowds, was finished at Will Rogers Memorial Coliseum. As many as 9,640 spectators have jammed into the Coliseum for a show before the doors were closed.

Listed by years, starting with the flyweights and progressing up the weight scale to the heavyweights, following are the Fort Worth champions with (*) denoting that they also won state championships:

1937—Skeet Smith, Harry Flowers, Everett Baker*, E. L. Shuman, Joe Elder*, T. E. Shrader, Jack Williams, and Roy Thompson.

1938—Wayne Templeton, James Masters, E. L. Shuman, Truitt Owens, Jess Lawrence, Andy Eagleton, Fuller Rogers, Foster Miller.

1939—Warren Bransom, T. B. Stanford*, Ben Martin, Sam Bates, Ray Lambert, Andy Eagleton, Hugh Pitts, Pat Thornhill.

1940—Jose Andres*, Melvin Wilson, Marshall Hamilton, Harry Flowers, C. R. Jordan, Andy Eagleton*, Homer Choate and Aubrey Martin.

1941 — George Cunningham, Dallas Bransom, Wayne Penn, Dale Mingus, C. R. Jordan, Andy Eagleton*, Buster Burrell* and Aubrey Martin.

1942—Jose Andres*, Raymond Kane, Jack Osteen, Donald Nasche, Sam Bates, Buster Burrell, Bill Anderson and Willard Holton.

1943—Jose Andres*, Coleman Hutchins, Jack Osteen, James Allcock, Teague Roberts, Harry Flowers*, Presley Darnell and Aaron Barker.

1944—Harry Chapman, Wayne Penn, Leonard Hutto, R. R. Barajas, Donald Nasche, Denzil Allcock, Presley Darnell* and Jimmy Jones.

1945—Harry Chapman, Leonard Dixon, Hollis Davis, Jesse Longoria, Vic Wetterquist, Denzil Allcock, James Cooper and Dub Crocker.

1946—Don Williams, Hollis Davis, Jesse Longoria, Rudolph Mendoza, Bobby Woods, Lewis Hall, Presley Darnell* and Aubrey Martin.

1947—Roy Stewart, Leonard Dixon, Rudolph Mendoza, Jack Lawrence, Charles Robinson*, Douglas Harrison, Clifford Wright and Harold Kilman.

1948—Frank Escalante, Phillip Mendoza, James Taylor, Bob Wood, Jack Lawrence, Morris Milburn, Hugh Garland and Glen Johnson.

1949—John Scanlon, Joe Garza, J. C. Crowley, Clyde Daniels, Marvin Sullivan, Bill White, Hugh Garland and Michael Woolsey.

Texas Leaguers Stable; Play In Only 4 Fort Worth Parks

In comparison to shifts of residential and business centers, Fort Worth's baseball through leadership of the years has been marked by stability. Organized (Texas League) ball has been played in only four plants.

J. WALTER MORRIS

La Grave Field, the current site of the Cats, was built for the start of the 1926 season after the club, under brilliant President W. K. Stripling, General Manager Paul La Grave and Manager Jake Atz, had captured six straight championships.

The steel and wooden structure, enlarged and improved by President John Reeves in 1946-47-48, was erected at an original cost of $125,000.

* * *

THE MOVE to La Grave was from across Main Street, where J. Walter Morris and his partners, Col. Frank Weaver and Jimmy Weaver had built in 1911 at a cost of $35,000. The stands at first seated 5,000, later were enlarged to accommodate 6,500 and, during the historic era of the Cats' Dixie triumphs, held overflow throngs of more than 16,000.

"Panther Park," as it was called, first was named "Morris Park" in 1911 when the club received an eviction notice from Haynes Park near the street car barns of East Lancaster. The land owners notified Morris that the Texas & Pacific railroad had taken a lease on the property forcing him to hunt a new site after his first year at head of the club.

* * *

MORRIS HAD taken over at start of the 1910 year, installed Texas' first turnstiles, issued the state's first rain checks, renovated the old stands, built a new section and, in what seemed to be an unusual move, appealed to the female trade. Advertisements stated that "everything had been done to make them comfortable."

President Ted Sullivan had moved to the Haynes site in 1902, when Jack Jarvis, still a Fort Worth resident, pitched the opening game.

* * *

PREVIOUSLY, the Fort Worth professionals played at the corner of Jennings Avenue and Vickery Boulevard (then Railroad Avenue) on the approximate present site of the Frisco freight house. No specific name seemed to exist for the plant, to which newspapers then referred, simply, as the ball park although oldtimers now speak of it as the "old T-P" park.

Shot Records Fall Twice in Decade!

Fort Worth boasts one of those rare oddities of the sporting world—two national high school shotput champions in less than a decade.

DEWITT COULTER.

DARROW HOOPER.

Dewitt Coulter, the massive, 230-pound Masonic Home boy who went on to further fame as an all-America football player at West Point, was the first.

Darrow Hooper, 1949 graduate of North Side High Scohol who now is enrolled at Texas A&M, was the second.

Coulter established his national schoolboy shotput record in the Texas Relays at Austin in 1943. He shoved the ball 59 feet 1½ inches.

The standard Coulter racked up caused witnesses to vow the mark would stand many, many years—but it fell in three, in 1946.

A Los Angeles, Cal., youngster, John F. Helwig, put the shot 59 feet 5⅞ inches that year to eclipse Coulter's record.

* * *

BUT HOOPER, the North Side boy, returned the crown to Texas only two years later. He shoved the shot 59 feet 10⅛ inches in May of 1948 at the first annual City Conference track and field meet in Dallas.

The athletic careers, in high school, of the two strong Texans are remarkably similar.

Both were all-state football selections at least once during that time. Both played tackle, though Hooper moved into the backfield his last season at North Side. Coulter also served a short stint at Texas A&M, Hooper's destination, before he entered West Point during the early stages of World War II.

Though he never was able to do it in a track meet, Coulter bested 60 feet with the 12-pound shot several times in workouts at Masonic Home.

In contrast, Hooper's best throws always were made in competition.

10,000 Plover on Hunt

There was no game limit in 1882. On March 30 of that year, the Fort Worth Democrat reported that S. P. Maccox, W. P. Thomas, S. H. Cantrell and Sam Finley had gone out on the prairie and killed "10,000 plover."

—Star-Telegram Staff Photo.

GOLF'S TOP TWOSOME—Ben Hogan, left, and Byron Nelson stride down the fairway together at a time when both were in big-time golf competition.

Future Niche Secure For Nelson, Hogan!

One of these days the august body in charge of such things will realize it's time to add two more names to golf's Hall of Fame which is quartered in Evans Scholars House at Northwestern University in Evanston, Ill.

Then, with a chorus of ayes, they'll genuflect to Byron Nelson and Benjamin Harrison Hogan, a pair of one-time Glen Garden caddies who rose to dominate golf in its Golden Era of the Forties.

By posting Byron and Ben alongside such immortals as Walter Hagen, Robert Tyre Jones, Francis Ouimet and Tommy Armour, the golf writers of America (they have the votes) will have appended a note to history on Fort Worth's contribution to the Horatio Alger legend

Lord Byron and Bantam Ben!—two names as familiar to the American sporting public as the Sultan of Swat or the Manassa Mauler.

* * *

IT WAS Nelson, now virtually in retirement, who set the pattern for his old friend—and foe—of golf apprenticeship. While Hogan was tentatively struggling for a foothold, Nelson blossomed into a player of major caliber in 1937 when he won the Masters and PGA tournaments and earned a Ryder Cup assignment.

Three years later, Hogan won his first tournament, the North and South Open, and it's an event that he still considers the foremost thrill of his career. Hogan says that even his triumphs in the National Open and PGA can't compare with the excitement of his 1940 achievement. It capped a long, arduous struggle and sent him on to dizzying heights before he was finally checked by an automobile accident last Feb. 2 near Van Horn.

* * *

EVEN IF Hogan and Nelson never win another tournament—and this is well within the realm of possibility—their fame is secure. The Official Golf Guide devotes almost a page apiece merely to the itemized victories of these two celebrated shotmakers.

Nelson will be remembered as a National Open champion, a double Masters winner, PGA champion, Vardon Trophy winner, Ryder Cup player, athlete of the year, and as the golfer who won $52,511 in 1945

And beside his name you'll find that he won 19 tournaments in a single year, including 12 in succession; that he finished in the money in 113 consecutive tournaments; that he established a PGA record at Seattle in 1945 when he fired 61-68-63-66-259, that in the same year he averaged 68.33 for 120 rounds. All this and more—much more.

* * *

THEY'LL BEST remember Hogan for 1948 when he became the only player in history to score a Grand Slam: National Open, PGA and Western Open. His 276 at Los Angeles was a record for the Open and his average of 69.30 for 76 rounds made him an easy winner in Vardon Trophy competition.

He set another record in 1945 when, just out of the army, he won the PGA with a 27-under-par 261 at Portland. Ben was 17 shots ahead of Nelson when it was all over. And still fresh in his mind are his two triumphs in the Colonial National Invitational, his feat of finishing in the money in 56 consecutive tournaments and the honor that befell him when he served as captain of America's Ryder Cup team in 1947

This the record will say for Bantam Ben and more—much more.

* * *

WHILE HOGAN and Nelson and, on a lesser scale, Henry Ransom, have represented Fort Worth so well in men's competition, the ladies have been doing all right, too.

There's Mrs. Frank (Aniela) Goldthwaite who figured importantly in major competition in the thirties and, more recently, Curtis Cup Player Polly Riley.

Mrs. Goldthwaite, then Aniela Gorczyca, won the Women's Southern in 1933 and 1940, and dominated the Texas Amateur and Open from 1933 to 1941 Seven times she gained the finals of the amateur, winning three titles and losing three historic battles with Betty Jameson. Aniela finally beat Jameson in 1940, 4 and 3.

She won the Texas Women's Open three times and was beaten twice in the finals. Her last victory came in 1941 when she defeated Helen Dettweiler, 2 and 1.

* * *

RILEY TOOK up the cudgel in 1946, gaining the Trans-Mississippi finals at Denver before losing to Babe Zaharias, 6 and 5. Then she took over the event, winning two straight years in finals matches with Margaret Gunther before being dethroned this summer.

Polly also won the Women's Southern in 1948 and routed Zaharias, 10 and 9, in the Texas Women's Open the same year. It was the most thorough drubbing ever handed the fabled Babe.

That's four Fort Worth names for the record — Hogan, Nelson, Goldthwaite and Riley. Quite a foursome!

Bowling's History Short But Vigorous

BY PHIL COLLIER.
Star-Telegram Sports Writer.

Through the years bowling has shown as much progress as, and possibly more than, any other sport in Fort Worth.

The city's first alley was located in a bar room on Main St. in the early 1900s. Today, Fort Worth has five modern plants, 84 alleys, more than 550 sanctioned league teams and perhaps as many as 5,000 devotees.

With the rapid upsurge in bowling interest has come plans for a strong bid to bring the 1952 national tournament of the American Bowling Congress to Fort Worth. It would be the first time in the history of the ABC that the national meet has been held south of the Mason-Dixon Line and it would climax the meteoric rise in popularity of the sport here.

* * *

BOWLING DEVELOPED slowly in Fort Worth at the outset and made its most rapid advancements in the past decade.

Following the installation of two alleys in the Main St. bar room, the city's next lanes were built by the Elks Club.

In the early 1920s three alleys were built in the basement of the Fort Worth Club, then in 1930 Jack Tavener had a hand in the building of six new lanes at this location.

The Fort Worth Bowling Association was organized in 1931 and that same year the Major City League was organized.

John Teake opened a 10-lane establishment at 2nd and Throckmorton that year and Tavener also built 12 new lanes at 7th and Henderson.

Tavener moved his business to 9th and Commerce in 1936 and at that time had the only active establishment in the city.

* * *

IN 1940 Tavener moved again, this time to 10th and Jennings and with Bob Stuart built S&T Center.

That same year, Bowlanes, 1101 University, was established by Tavener, giving Fort Worth two 16-lane centers for the first time.

Alley Bowl, on North Main, was built in 1946, raising the city's total of alleys to 48, then in 1948 Race Bowl and Tavener's Playdium sprang into existence.

Stuart abandoned his location at 10th and Jennings this fall and moved into new quarters at Texas and Cherry. His new establishment, Bowling Center, is the only 20-lane business in the city.

* * *

FORT WORTH has been host to the annual men's state tournament three times, in 1932, 1939 and 1946, and to the annual Southwest meet twice, 1934 and 1941.

There have been innumerable perfect games bowled in the city but Cy Perkins' 300 in the Major City League in 1939 was the only one ever recorded in league play. For this, Perkins holds one of the ABC's most coveted medals.

Tavener, who played shortstop for the Fort Worth Cats and Detroit Tigers, among others, before entering the bowling business here, has had the highest average in the Major City League 15 times since 1931 and is generally regarded as Fort Worth's best.

Comparative Result Dims '77 Dallas Nine

Marshall served as a yardstick, of sorts, for the Fort Worth and Dallas baseball teams in 1877, and the result caused some gloating in the Fort Worth Democrat of May 9 that year.

This report appeared:

"The Dallas nine defeated a Marshall nine and the score was 41-8. Fort Worth defeated the same nine in a game of six innings. Score, 44-1. Dallas please growl. Only six innings were played as the Marshall team wanted to go home on the 5 o'clock train."

First Dallas Baseball Challenge Goes Begging

Fort Worth was forced to turn down the first baseball challenge that came from Dallas. On July 19, 1876, the Fort Worth Daily Democrat printed the challenge, and said it was too bad that Fort Worth had no club.

Wins First Foot Race

The first formal foot race recorded in Fort Worth came in 1875, when D. C. Stannard of Cleburne, identified as a professional, ran against Frank Twombley of Fort Worth. The Fort Worth runner won.

REPORTER EMPHATIC ABOUT EARLY VICTORY

The Fort Worth Democrat in 1877 was quick to resent any slights, actual or implied, on the ball club of that day.

On Sept. 14, 1877, there appeared these pungent two paragraphs:

"The Panthers of Fort Worth played the Blue Stockings on Friday afternoon and Saturday morning and the latter won—Denison News.

"Figuratively speaking, the above statement is as false as the smoke of hell. The game stands 9 to 0 in favor of the Panthers and is so recorded."

WHO'S BOOZY NOW?

Rival's Barb Turned Into Boomerang

Early-day editors extended their competition beyond the gathering and publishing of news to outright villification.

In 1876, the Daily Fort Worth Standard took a crack at the "Primer Penwiper," apparently the Democrat, for having "failed in the art" of criticism.

"It (the Primer Penwiper)," said the Standard, "tells its 'one thousand readers' of the Standard's errors and informs the same one thousand (100) readers that 'Jack Booz's' new building is completed. It is supposed that the editor was boozy, and got it 'Jack Booz' for 'Tuck Boaz.'"

Beer Prices Drop

The competition in the sale of beer is gradually bringing the price down from 10 to 5 cents a glass — Fort Worth Democrat, May 1, 1877.

BR-R-R! TOO COLD TO THINK ABOUT

An early-day norther remains one of the most vivid memories of Mrs. Lucy O. Trimble, 82, of 1626 Alston Ave.

"The stage coach was carrying passengers up Main St. to the Pickwick Hotel (4th and Main), and they had to remove the driver by force as he was frozen to the seat and the reins were frozen in his hands," she says.

Mrs. Trimble also remembers being baptized in the Trinity River, where the Holy Water plant now stands, when she joined the First Christian Church in 1884.

Early-Day Fighters Used Bare Knuckles in Saloon Bouts

BY JACK MURPHY.
Star-Telegram Sports Writer.

The year was 1884, a promoter was standing by to yell "Jiggedy Bull!" and the scene was Cavanaugh's Saloon on muddy Main St.

Fort Worth was a youngster of 35—comprising little more than a couple of rows of wooden buildings—when "Canada Bill" Haflon and "Black Jack" McDonald slipped furtively into Cavanaugh's for what is now considered the first fight ever staged in North Texas.

It was a bare knuckle battle, fought under London prize ring rules, and held in the saloon's back room An observer was Jim (Chief) Maddox, a veteran peace officer who moved to Fort Worth in 1875 when only 14 years old.

Maddox recalled that Haflon was a fireman and considered Fort Worth's foremost pugilist. McDonald had the backing of Luke Short, one of the town's leading characters.

This now-historic fight ended in a draw, both men on the floor too exhausted to continue.

"I think McDonald would have given up if he hadn't been afraid of Short, who had a reputation of being a killer," related Maddox.

* * *

THAT EARLY bare knuckle brawl, staged in the clandestine atmosphere of a saloon, typified the beginnings of boxing in Texas. The sport led a shadowy and furtive, though frequently spectacular, existence.

Though there was no law against boxing, it was the general impression that it was an illegal business and was carried on secretively.

Just as certain commercial institutions now sponsor softball and basket ball teams, it was common practice before the turn of the century for the larger saloons to be represented by a brawler who met all comers.

These fights usually were arranged when any young adventurer needed a few dollars and was willing to fight for same. The saloon fighters, who doubled as bouncers, and the hungry visitors were matched before a few of the town's selected sports in a back room brawl—to a finish.

Frequently the promoter would save himself expense by pretending his saloon was being raided by police. The standard routine was to shout "Jiggedy Bull" and hustle the boys out a side door with advice to get out of town as quickly as possible. In his hurry, the visiting fighter usually forgot to collect the stipend he had been promised.

Few of the bouncer-brawlers used their own names, operating under such classic pseudonyms as "Bright Eyes," the "Galveston Spider," "Kid Texas," "Knockout Boy," and "One Punch O'Leary."

* * *

THOUGH THESE back alley spectacles provided drama of the rawest kind, the oldest of sports offended many influential people and it never achieved the popularity it has attained in other states.

Primitive brutality, its prime appeal, shouldered boxing with its biggest handicap. The sight of two persons engaged in combat —equipped only with brawn, brain and courage—shocked the sensibilities of many persons and eventually it staggered through a 38-year period of living beyond the law.

But the sport that dates back to 900 B. C. retained its appeal in surroundings where law, honesty and sportsmanship weren't too highly respected. John L. Sullivan, the first bare fist champion, fought several exhibitions in Texas while champion and it was an attempt to match James J. Corbett, conqueror of Sullivan, against Bob Fitzsimmons that led to the passing of a law that made boxing illegal for 38 years.

* * *

IT WAS in 1891 that a spindle-legged, 14-year-old Negro began a career that was to give Texas its first and only heavyweight champion. He was Jack Johnson and his first brush with boxing came at Galveston where he drifted into the training camp of Tommy Dumas, then preparing for a scrap with the Galveston Spider.

The boy appeared in camp offering to sell milk and eggs and stayed to entertain with dances. Johnson grew until he had 205 pounds on his six-foot, one-inch frame and won the championship from James Jeffries with a 15-round knockout at Reno, Nev., on July 4, 1910. He lost the crown to Jess Willard on April 15, 1915, in Havana, Cuba, staying down in the 26th round.

He began fighting when only 16, finally quitting in 1927. Johnson fought a total of 90 fights, won 31 by knockouts and was twice kayoed by opponents. He was killed in an automobile accident in 1946.

Fighting was officially made illegal in Texas in 1895 when Gov. Charles A. Culberson submitted to demands of an element of the population and called a special session of the Legislature. The solons passed one of the most effective anti-fight laws ever written.

Agitation for the law resulted from an attempt by Dan Stuart to match Corbett and Fitzsimmons for a world championship fight in Dallas. A contract was signed and construction began on a wooden bowl that was to seat 15,000 people.

When the Legislature intervened, the fight was shifted to Nevada.

* * *

AFTER JOHNSON won his championship, the search for a "white hope" revived interest in the game and a bout between Joe Lynch and Dandy Dick Griffin in 1916 drew an $11,000 crowd at Fort Worth's Coliseum.

It was Griffin, then a nearly blind bantamweight, and his wife, Jackie, who induced a hostile Legislature to legalize boxing in Texas on May 29, 1934. Their success is considered one of the most incredible feats of lobbying in state history.

Certainly the most celebrated of Texans who drew sustenance from the ring was George Lewis (Tex) Rickard, the greatest promoter boxing has ever known. The boy known as "Dink" to his friends of Henrietta, his home town, blossomed into an impresario who staged five million dollar fights.

One of those, between Jack Dempsey and Champion Gene Tunney in Chicago, Sept. 22, 1927, drew $2,658,660—a record never approached. It was in the Star-Telegram office of Amon Carter that Rickard signed Dempsey for the first Tunney fight in 1926.

Though the sport has produced many exciting and colorful battles in all weight divisions since being legalized in 1934, only one champion has sprung from its broad ranks. He was rugged Lew Jenkins of Sweetwater who won the lightweight crown by knocking out Lou Ambers in three rounds on May 10, 1940. Jenkins lost a 15-round decision to Sammy Angott on Dec. 19, 1941.

Middleweight Lavern Roach of Plainview carried Texas' hopes high last year with a string of impressive victories, but abruptly folded when knocked out by Marcel Cerdan, an explosive Frenchman from Casablanca who later won the title.

Oldtime Cagemen No Match For Modern Slickers: Clark

High school basket ball of the 1920s "couldn't hold a candle" to the present day polished offensive and defensive tactics, opines Herman Clark, city schools athletic director.

HERMAN CLARK.

"I recall a game we played against Weatherford while I was a student at North Side High School," Clark said with a reminiscent chuckle.

"We played the first game at Weatherford on an outdoor court and they whaled us by about 50-11. But we played our home games in an old barn near the school. It was open at one end and closed in on the other three sides. We would simply run the opposing players into the walls when we could get 'em down into that closed-in area. That's what we did to Weatherford during the return game and I think we beat them by about the same score, 50-11.

* * *

"WEATHERFORD had much the better team, understand, but I still can see the dents in the walls of that old barn where we blocked 'em into the boards."

His career as a college basket ball player at TCU? It lasted about a week. Matty Bell, then cage coach at TCU and now head football man at SMU, closed that chapter in Clark's athletic career.

"We had been working out about a week," Clark explained. "Matty had a hotshot shooter, he played only on offense because the boy was rather frail for the rough game we played in those days.

* * *

"ONE AFTERNOON during scrimmage Matty sent the boy in. I fouled him on a shot and it made him so mad he threw the ball into my face hard as he could. I didn't do a thing about it right then, but the next time he got the ball and dribbled down towards me I threw a rolling block into him that knocked him up into the stands.

"Matty blew his top . . . told me to turn in my suit and to stay away from his basket ball players," Clark laughed. "Both the game and the players have come a long way since those days."

W. C. Stonestreet First to Own Lake Worth Motorboat

From the first motorboat of the late W. C. Stonestreet on Lake Worth to September of 1939 when the national Outboard Championships were held here, motorboat racing around Lake Worth and Eagle Mountain Lake has attracted the attention of those—nationally and internationally—interested in the sport.

Though Stonestreet started the motorboat fad, the sports itself has grown around the work of Marion Herring whose boat works on Eagle Mountain Lake now is able to accommodate more than 300 boats and is one of the largest in the country.

Back in the early days when Elmer Renfro, Ewall Keller and Wyatt Hedrick were buzzing around Lake Worth, Herring joined with J. Egan in 1910 to operate the J. Egan's Boat Works.

In 1922, Herring decided to go into business for himself and formed his own boat works, still on Lake Worth, and twice enlarged his facilities before moving to his present place at Eagle Mountain.

Herring was one of the prime promoters when the first Fort Worth Power Boat show was held in 1927. Most of the boats then were inboard, not outboards. One of the top racers was W. Bill Townsend.

In 1930, the Fort Worth Power Boat show was disbanded and the Fort Worth Boat club was formed. This latter club sponsored the races.

It was this same year that the first outboard racing was held on Lake Worth.

During this time, Herring had talked his wife into driving his motor boats and in 1932, Ruth Herring set a world record in Class A outboard, which stood for nine years, and is still recognized now as an international mark.

Mrs. Herring broke her own record four times, setting new marks at St. Louis, Chicago, Cedar Lake, Ind., and Tulsa.

She was the only woman to ever hold a world's record in competition with men, in fact, one of the few women racers.

Another outstanding motorboat driver from Fort Worth is Worth Boggeman who in different years held records in each of the three divisions of racing, Class A, B and C.

Fort Worth's best known amateur racer has been Jack Hinkle who competed in all three divisions.

The National Outboard championships, which are held once a year, have 13 entries, three qualifying from each division plus the defending champion.

Lake Worth has also been site of the Southern Outboard races which are held each year to determine the qualifers for the National Championships.

Frogs' Grid Fun Dates From 1898

BY GEORGE KELLAM.
Star-Telegram Sports Writer.

The 1949 season is the fifty-fourth year of intercollegiate football at Texas Christian University. TCU played and won its first football game, 8-6, in 1896 at Waco when the school was known as Add-Ran Christian University. The opponent was Toby's Business College of Waco.

Every year since that time the Frogs have fielded a team, although in rather haphazard fashion in some of the early years. Strong opposition to the "very brutal sport" by several trustees and important supporters of the school was the reason.

But football was not abandoned and in 1902 the school adopted its present name, Texas Christian University, ending an era that began in 1873. That was the year Addison and Randolph Clark founded Add-Ran College at Thorp Springs. The school was turned over to the Christian churches in 1889 and was moved to Waco in 1895. It was moved to Fort Worth in 1910, following a fire in Waco which destroyed the main building, and following an invitation and a gift of $200,000 and a 56-acre campus from the City of Fort Worth.

The Frogs' football fame started in 1898. That year they became the first college team in history to score on the University of Texas, but lost, 10-16.

* * *

THAT SAME year W. E. Bilheimer, now a consultant in the insurance department of a funeral home here, coached the first Polytechnic College football team. It played Fort Worth University which was coached by Enos Mills.

The present business manager at TWC, Sam Braswell, was quarterback of the 1898 PC team.

As in the case of TCU, the Polytechnic College trustees frowned on the crude sport and until 1910 there was little accomplished in the way of football at Poly. That year Chester Johnston became coach and the following season Poly College played a seven game schedule, winning three, losing three and playing a 6-6 tie with TCU. One of the three defeats was at the hands of Baylor, 39-0.

In 1913 Johnston's crew won three, lost four and tied one. The Frogs avenged themselves with a 33-3 victory and Baylor managed to win by 12-8.

* * *

FOOTBALL WENT out the door in 1914 when the Texas Methodist Churches re-organized their educational program, established Southern Methodist University at Dallas and made Polytechnic College the Texas Women's College. It remained so until 1935 when it again became a co-educational school and changed its name to Texas Wesleyan College.

In 1909 TCU became a charter member of the Texas Intercollegiate Athletic Association and finished second in its first standings.

In 1917 the Frogs again finished second in the TIAA, winning six of seven games, and playing their first post-season game. The Army all-stars were the opponents. The Frogs lost, 7-14.

In 1920 TCU won its first TIAA championship and also enjoyed its first undefeated and untied season in history, winning nine games in a row.

* * *

THE FROGS entered the Southwest Conference in 1923 under Coach Matty Bell. Raymond (Rags) Matthews brought the Frogs their first really big national attention in 1927 by winning all-American mention and starring in the East-West post-season game.

TCU won its first Southwest Conference championship in 1929, Francis Schmidt's first season as coach. The team defeated University of Texas for the first time in history that year and finished with a record of nine victories and one tie.

TCU Stadium was completed and dedicated in 1930. The Frogs won their second SWC crown in 1932 with a season record of 10 victories and one tie. Capt. Johnny Vaught, guard, became the Frogs' first real all-American, being named on several first team selections.

In 1934 Leo R. (Dutch) Meyer became head coach at TCU and Darrell Lester, center, was an all-America selection. Captain of the 1934 team was Quarterback Joe Coleman, now head coach at Odessa High School.

* * *

THE YEAR 1935 saw the beginning of modern football at Texas Wesleyan College and marked the start of a string of TCU's most famous teams.

The Rams, under the direction of Coach Byron Rhome and his assistant, Jeff Isbell, operated as independents in 1935 and 1936.

W. A. (Gus) Miller took over as head coach at TWC in 1937, the same year the Rams entered the Texas Conference. TWC finished fourth in the league that year and the play of Furman (Red) Rutledge, quarterback, and Co-Captains Monroe McCarty and John Bray accounted for their good showing.

For five years the Rams competed in the Texas Conference. In 1938 they produced two all-conference selections, Howard Gracey and Dick Livingstone. Livingstone, a guard, received little all-America honorable mention.

In 1937 Howard Young, Ram center, was named little all-America and Rutledge became Miller's assistant. In 1940 TWC tied with Abilene Christian College and Howard Payne for first place in the Texas Conference and Rutledge moved to Weatherford College as coach.

In 1941 the Rams tied ACC for second in the TC standings and produced the league's second highest scorer in Graham Kyle. That marked finis to TWC's football ventures as World War II canceled operations. Football has not been resumed at TWC and probably will not be until the college can build a stadium of its own.

* * *

DURING THE same period, 1935 through 1941, TCU won another Southwest Conference championship, produced at least one all-America selection for four consecutive years, won a mythical national championship and played three post-season games.

The 1935 team was led by all-America selections Sam Baugh, quarterback, and Center-Captain Lester. It was ranked among the five top teams in the nation but lost the conference title to SMU in the famous Rose Bowl game. The Frogs defeated LSU in the Sugar Bowl that year, 3-2.

In 1936 the Frogs again were ranked among the top five teams in the nation, finished second in the conference and Baugh again was selected all-America.

Davey O'Brien, Baugh's successor, was the next all-America Frog, and in 1938 the little man led TCU to its third conference championship, the mythical national crown and a 15-7 conquest of Carnegie Tech in the Sugar Bowl. The Frogs were undefeated and untied in 11 games.

Three members of the 1938 team received all-America attention—O'Brien, Center Ki Aldrich and Tackle I. B. Hale.

TCU lost to Georgia in the Orange Bowl in 1941, finished second in the conference and Derrell Palmer, tackle, made all-America.

The Frogs won their fourth and latest conference championship in 1944, the year Capt. Clyde Flowers, tackle, was an all-America selection. The team lost to Oklahoma A&M, 0-34, in the Cotton Bowl. The Frogs' latest post-season game, their sixth in four bowls, was against Mississippi in the Delta Bowl in 1947. Mississippi won, 13-9.

Season Tickets: $5

A season ticket to Fort Worth baseball games in 1878 cost just $5. The year-long ticket was put on sale to provide money for fencing in the playing field.

Sharks and Suckers, Too

In 1878, the old Fort Worth Democrat felt it advisable to warn about "billiard sharks waiting around for suckers."

Now Only Turtles, Gar and Polluted Catfish

Clear Trinity of 100 Years Ago Yielded Pioneer Plenty of Fish

BY UPSHUR VINCENT.

These 100 years have made vast changes in fish and fishing around Fort Worth.

The Trinity River then was a clear running stream and not "one of the cesspools of the nation," as it recently has been termed in national magazines.

Then it was full of fish. Between Fort Worth and the Gulf of Mexico, a state survey found no fewer than 14 edible varieties. Now there are no edible fish in its polluted waters, but only turtles and gar and a few catfish whose odor tells the story of the sewage from which they come.

And there were no carp then. The Texas Legislature had not been city-slicked into paying $65,000 for the stocking of the so-called "German carp" in Texas streams. Some buffalo were caught and a few gar were killed by fishermen. These were the predatory fish of that day, and were so scarce they were seldom mentioned.

There were no artificial lakes then. No one of that day thought they would ever be needed. The grass, shrubbery, weeds and leaves held the moisture for months, letting it seep slowly into the ground and thence into the creeks and rivers. These never went dry although drouths were not unknown even at that early period. And there were natural springs scattered closely over all this section that furnished clear, cold—and pure—drinking water. Some of these in the Arlington area never yet have been dry, even in the hottest summers.

It was not necessary to dynamite the pools—or even to seine them—to get ample supplies of fish. The rather crude fishing tackle of that day was sufficient to bring in plenty of fish to supply the families of the pioneers. Sometimes even hooks and lines were unnecessary, as cowboys rode their horses through pools in Mary's Creek, muddied the water, and then knocked out with clubs the catfish that rose to the surface. That may not have been sport, according to modern standards, but it got plenty of fish to vary the diet of ranch fare, which frequently got mighty wearing on the appetites of the hands.

Silting of Streams.

The damage by plowing up of the grass lands, with the resulting loss of the top soil and the silting up of the streams, never can be estimated, but it certainly played havoc with fishing. Most of the North Texas rivers ceased to flow every summer, and the deep holes became so muddy that thirsty cattle sometimes refused to drink. Catfish burrowed into the mud and survived, but other fish were unsuited for this and perished.

Drinking water began to give out. Cisterns did not hold enough to carry their owners through the dry years. Lakes became necessary if people were to continue to live in North Texas. And certainly lakes were necessary if there were to be fish and fishing in Texas. So some small dams were built and resulting lakes became the popular fishing places. One of these was Lake Thurber, which was completed in 1893 to supply drinking water for the coal mining town which is a ghost city now. There were no fish hatcheries in that early day, and Lake Thurber was first stocked with catfish caught with hook and line and seine in the creeks of Palo Pinto and Erath Counties. That lake still is one of the best fishing holes in Texas and has supplied many of the biggest bass taken in this state, as well as one catfish weighing well over 100 pounds.

New Fishing Tackle.

About half a century ago, fishing tackle of superior design began to appear generally over the state. More small lakes were constructed in North Texas, and Izaak Walton's sport began to attract Texans in larger numbers. Fishermen of Fort Worth still were limited in their fields of operation. The Trinity held many fish, and good catches could be taken from some of the creeks. Many trips were made to Nolan River, near Cleburne, and some went as far as the Paluxy and Bosque Rivers for their sport.

With the discovery of oil in the Ranger area drillers had to have water, and the oil companies built more dams, creating more lakes and bringing fishing to areas where no fish of any size had existed. And then came the demand for water to supply city needs.

Lake Worth came into existence and provided the first nearby fishing hole of any size, and the best fishing known by fishermen here either before or since. There was no limit on size or numbers, and in the early '20s strings of 100 or more crappie weighing around 1½ to 2 pounds were not unusual. Bass were caught in large numbers and catfish were plentiful. Fishing was good!

A Legal Limit.

Then came restrictions on fishermen. There was a legal limit on the number that could be taken in a day, and the fish had to be of a certain length. The big catches disappeared — but fishing still attracted hundreds of men, women and children to the lakeside.

However, silt was slowly filling in Lake Worth and the end of good fishing there was foreseen. But Fort Worth needed more water and Eagle Mountain dam was built to supply it. Again Fort Worth sportsmen found fishing good. Bass were caught by the hundreds and crappie by the thousands. The closed season on game fish helped maintain the supply and many believed there never would be a time when limit catches might not be made at the big lake. After some ten years, however, Eagle Mountain strings of fish began to shrink, just as the Lake Worth catches had shrunk in previous years. Then some well-meaning souls imported white bass from Lake Dallas, where these fish had been thriving, and they did just as well in the lakes here. They were easy to catch and they fought almost as well as their black cousins, and furnished sport when no other fish could be caught.

Bass Comeback.

Now the black bass and the crappie and the channel catfish seem to be coming back. In this year of our Lord 1949, fishing is "picking up." It would seem that these local lakes are trying to meet the competition of Lake Dallas and Lake Bridgeport and Possum Kingdom Lake and all the other lakes that have been man-made in this territory in the effort to supply man's need for water for himself and his industries.

With the completion of other lakes, Fort Worth is due to become the fishing and fishing tackle and boating center of the Southwest, with the consequent building up of a vast trade in the necessities of the fisherman. Benbrook Lake right here in the city is due to be completed in 1951; Grapevine Lake on Denton Creek will be finished in 1952; Garza-Little Elm Lake at Lewisville, this side of Denton, will be ready in 1953; Lavon Lake in Collin County is due for completion in 1952, and Lake Whitney in Hill and Bosque Counties should furnish fishing by the latter part of 1951.

When all these fishin' holes shall be in use, Fort Worth will be in position to invite anglers from all over the country to come and fish every month in the year, with no closed season to interfere.

Billy Sunday Plays Here

Billy Sunday, later a famed evangelist, played with the Fort Worth Panthers in 1888, at the outset of his baseball career.

Club Wins Stockings But Fails to Collect

Fort Worth baseball players on May 4, 1877, almost won a set of stockings, apparently a scarce bit of equipment in those days, but couldn't collect them.

The forebears of the Cats played Weatherford for the "championship stockings," and won, 7-6, but the Democrat reported the next day that when Fort Worth players demanded the Weatherford players' stockings, the losers refused to surrender them.

Fort Worth Golfers Date Game From '01

Three years after the turn of the century when most men still preferred to die with their boots on (and many did) there were other less fatalistic gents who favored advancing to a ripe old age the slow, pleasurable way.

Some of the latter thought that pursuit of a rather "new-fangled" game pronounced "gawf" would indeed be the ideal method of slowly giving up a more active life.

Thus it was that Fort Worth gave birth to golf, a still-unique sporting offspring that has quietly, yet publicly, become a favorite participant activity enjoyed (or at least played) by hundreds of the citizens.

* * *

THE THREE country clubs, three municipal and two privately-owned courses now catering to the member and non-member links converts in Fort Worth are more than a "far cry" from that humble beginning in the year '03.

The game (it's really a disease) was first introduced to the struggling city of Fort Worth in 1901.

Some members of the old Fort Worth Club, located just east of Westover Hills, started playing in a pasture.

There were no greens but the enterprising gentlemen scraped spots of ground bare and placed holes in the center of these "greens."

Later, in a wise stroke of advancement, these bare surfaces were fenced to keep the cows off the putting surfaces.

* * *

IT WAS in 1903, however, that the first concrete step toward permanent planting of the game here was taken.

That year the Fort Worth Golf Club was organized as a body within the Fort Worth Club. There were 15 members and each contributed $15 to "keep up the course."

A nine-hole layout was built and sand greens were installed. A Negro was paid $15 a month to cut the weeds—thus, the city's first greenskeeper. (Such a job now involves a large sum of money.)

Within five years there were plans in progress to purchase land for a real golf course here. A committee started scouting prospective land. A site at Handley was turned down and another in Glen Garden was given up because of lack of transportation.

* * *

NOT UNTIL 1910 was definite action taken. A large tract of land, being used as a dairy, was for sale. A petition was circulated on May 6, 1910, offering shares in the River Crest Company for $200 an acre. The object was to raise $125,000 to purchase the land needed for the course.

The River Crest County Club was organized on April 3, 1911. Ramsey Hunter was the pro, the first in the city.

River Crest was later joined in city golfing circles by Glen Garden, Worth Hills, Meadowbrook, Z. Boaz, Ridglea, Oakhurst, Sycamore, Katy Lake and Colonial Country Club.

Oakhurst, Z. Boaz and Katy Lake are no longer in operation.

River Crest started its invitation in 1919 and it is one of the oldest tournaments in the state.

* * *

THE LIST of pros who have contributed much to the advancement of golf in Fort Worth is long and stocked with well-known exponents of the wood and iron. Naturally the pro, who earns his livelihood at the game, had, and still has, a personal interest in the growth of the game.

But who is to say that's bad?

Following Hunter at River Crest were Billy McDonald, Jack Burke, Tommy Burke and A. G. Mitchell, the present pro whose term started back in 1929.

Glen Garden Country Club has had Willie Larmer, the first, both Burkes, Jack Derby, Claude (Ole) Whalen, Ted Longworth, Dick Grout, Henry Ransom, and Smiley Rowland, the incumbent.

* * *

WORTH HILLS was the first muny course, being opened in 1923. Wells Howard has been pro-manager since that date. Pro Clarence (Skeet) Fincher, Derby and Paul Pirkle also served at the Hills.

Fincher has been in the city service since 1921, and moved to Rockwood when that muny layout was opened in 1937. He has been its only pro.

Rowland was at Z. Boaz and Meadowbrook before going to Glen Garden. Meadowbrook also has had pros Whalen, Fincher, George Scott, Derby, Clyde Orr, Fred Bedford, Alwyn McCombs and Dennis Dellis, who is pro now at the eastside layout.

Only three pros — Ransom, Charley Jones and Raymond Gafford—have served at privately-owned Ridglea.

Clayton Fincher is manager at Sycamore, the 9-hole course.

* * *

McCOMBS PRESENTLY is pro at the newest club, Colonial. He was preceded by Whalen, Bob Byrnes, Grout, Duncan Barr, Charles (Bill) Akey and Jimmie Gauntt.

Ben Hogan was once assistant at Oakhurst, also once the "champ" at Katy Lake, nine-hole course. Hogan is by far the most illustrious name to serve as a pro in Fort Worth, but each has done, and is doing, a big share in the building of the links game here.

Fort Worth has had innumerable first-rate amateurs, its annual invitations are among the best in the state, and its courses as fine as any in Texas.

Head football coaches of 20 colleges and three pro teams are graduates of Notre Dame.

CRAIG WOOD.

EARLY DAY UMPS NOT IMMUNE TO ASSAULT

In the '80s the players dealt as they pleased with His Hon. The Umps.

Examination of the records reveal they frequently could and did abuse the arbiter badly. At times a pugnacious athlete socked him on the nose just for the fun of it, or because he didn't like the guy's looks.

In early days the Dallas club threatened to quit the league if the league president punished a player for assaulting an umpire. The threat was sufficient.

Who Won? Don't Be Asking

Some of the local sports held a bear fight in the Alamo Wagon Yard in 1880, but the outcome was not registered for posterity. The reporter who usually covered such events in that day said he wasn't going to cover this one. He had covered one earlier, and it had been too much for him.

Johnny Mize holds the major league record for hitting three home runs in a game during a career—he did it five itmes.

Wood Captures 'Big One' Here

Though somewhat obscured by the passage of years and Colonial Country Club's recent $15,000 invitational tournaments, the National Open of 1941 stands as the high-water mark (no pun intended) of Fort Worth's association with big league golf.

The Open of 1941 was the first played south of the Mason-Dixon line and attracted such interest that its attendance was termed the largest in its 46-year history.

Crowds swelled to 10,000 during the event—despite rain and lightning that forced Jimmy Demaret off the course—and Craig Wood, a perennial runnerup, was crowned champion with a four-round total of 284.

* * *

COMPLAINING OF a sore back that grabbed almost as many headlines as Babe Ruth's famous stomach pains, Wood nevertheless matched Colonial's difficult par of 70 on the last two rounds to shade Denny Shute by three strokes.

Colonial officials had fretted that the nation's upper strata pros and amateurs would tear par to shreds, but Wood's winning total was exactly four over regulation. It remained for hulking Clayton Heafner of Charlotte, N. C., to give the course a thorough drubbing seven years later when he dipped eight under for a winning 272 in the third Colonial Invitational Tournament.

* * *

WELL PLEASED with his victory—and score—Wood handed his caddie a check for $200 and the youngster replied with a quip still remembered for its humor.

"Boy, call me a taxi," said the youngster grandly.

Only two players bettered par in the three-day event (36 holes on the final day) and it was Fort Worth's Ben Hogan who provided the tournament's best round. Hogan closed with 70-68 to tie Johnny Bulla for third place at 289 and finish in the money for the 48th consecutive time.

Shute was the other par-breaker, taking a one-under 69 on opening day.

* * *

THE OPEN of 1941 was the last played until 1946 when Texan Lloyd Mangrum put aside his uniform and Purple Hearts of wartime to capture the coveted title. Mangrum was succeeded in 1947 by Lew Worsham and Hogan accomplished his grand slam —Open, PGA and Western—in 1948.

Resumption of the Open in 1946 was paralleled by Colonial's first annual $15,000 Invitational Tournament, a natural development from the classic of 1941.

Colonial limited its field to 36 players—30 pros and six amateurs—and its debut on the big circuit was guaranteed of success when Hogan, the home town idol, scooted in with what was then a record-breaking 278.

Finishing with a 69, Hogan nipped Harry Todd of Dallas by a single stroke.

He did it again in 1947 with a one-under-par 279 that shaded colorful Toney Penna of Cincinnati, again by one stroke. Hogan's string finally was broken in 1948 when Heafner carded 69 or better on each of his four rounds to outdistance runnerup Ben—and the field—by six shots.

A flood casualty this year, Colonial expects to bring the big leaguers back for the fifth time in 1950.

David Nelson, new football coach at Maine, played in the same Michigan backfield with Tom Harmon, Forrest Evashevski and Bob Westphal.

—Star-Telegram Staff Photo.

CITY STARS—Polly Riley, left, and Mrs. Frank Goldthwaite, who are the top women golfers who learned to play on Fort Worth courses.

Fort Worth Center Of Feminine Golf

Earlier this month the 1949 Texas Women's Open golf tournament was played at River Crest Country Club here in Fort Worth. Thirty-three years ago the first Texas women's tournament was held at River Crest.

Which just about describes the leadership Fort Worth has held in women's golf since the first feminine invasion of the links. More specifically, too, it could be said with little deviation from pure truth that River Crest has been the individual club leader in women's golf.

* * *

OF COURSE, now there are women's golf associations at each of Fort Worth's courses and country clubs, the Fort Worth Women's Golf Association, and the Country Club Women's Golf Association, all of which include several hundred women players in the city.

But River Crest has produced two of the state's outstanding feminine players in Mrs. Frank (Aniela) Goldthwaite and Polly Riley, both of whom have been members of the United States Curtis Cup team, Mrs. Goldthwaite twice.

Such outstanding individual performances and the various organizations promoting women's golf did not come about without hard, patient work.

* * *

THE FWWGA, parent organization in the city, was organized in January of 1927 with Mrs. Walter B. Stark as president. Secretary was Lucille Collins. The first FWGGA city tournament was held in 1927 and Mrs. Ernest Hightower was champion.

As a matter of historical interest the first woman golfer on record was Mary, Queen of Scots, who was regarded the equal of any man of her time on the links and who drew criticism for playing "golfe" a few days after the death of her husband.

Pro A. G. Mitchell, who has held forth at River Crest since 1929, was the tutor of Mrs. Goldthwaite and later Miss Riley. Mrs. Goldthwaite was twice state champion, several times winner of the Open and West Texas tournaments, and won the Southern title as notable achievements during her several years of continued competition.

Polly has been a ranking national player the past few years.

Mrs. R. E. Winger is present president of the FWWGA and Mrs. Robert Records is secretary.

Star Soloists Followed The Railroad

When the screech of the locomotive mingled with the sounds of the barnyard, the artistic life of Fort Worth immediately picked up. The railroad came in July, 1876, and that fall kerosene-lighted Evans Hall, the city's first "opera house," over the Evans dry goods establishment at the northwest corner of First and Houston, provided a stage for daring itinerant artists.

It was not until the building of the sumptuous Fort Worth Opera House in 1883, that solo artists began to arrive. Miss Olive Peak recalled that the famous operatic singers Clara Louise Kellogg and Minnie Hauk came in those days, and later Lillian Nordiac and Emma Eames.

Ellen Beach Yaw, with the sensationally high voice, to A above High C, sang in 1908. Oscar Seagle, just beginning to come up as a recitalist, came the same year. Guy Pitner was the accompanist.

Schumann-Heink.

Schumann-Heink made her first appearance in 1913, and returned for four other visits, the last in 1928. John McCormack came five times between 1915 and 1933. Galli-Curci appeared in recital four times between 1915 and 1933. Galobscure Marian Anderson came the first time to Mt. Gilead Baptist Church, in 1931.

Prior to 1939, famous singers presented here included Bonci, Gadski, Tetrazzini, Louise Homer, Alma Gluck, Julia Culp, Mary Garden, Frieda Hempel, Matzenauer, Schipa, Jeritza, Marion Talley, Richard Crooks, John Charles Thomas, Swarthout, Bampton and Jepson.

Since 1939 there have come Grace Moore, Lily Pons, Pinza, Mac Harrell, Giannini, Maynor, Jan Peerce, James Melton, Eleanor Steber, Jeanette MacDonald, Traubel, Marjorie Lawrence, Nelson Eddy, and Jenny Tourel.

Paderewski first played here in 1900, and altogether seven times, the last in 1931. Rachmaninoff came in 1937, and famous pianists previous to 1939 were Godowsky, Bauer, Ganz, Lhevinne, Hofmann, Pachmann, Stravinsky, Schmitz and Iturbi. Since 1939, Brailowsky, Rubinstein, Casadesus, Horowitz, Arrau, Levant, Jones, Kappell and Dohnanyi.

Kreisler played first in 1916, and twice since, Heifetz twice, and, in the earlier bracket, Zimbalist, Ysaye, Maud Powell, Morini, Spalding, Kochanski and Kubelik. Latterly there was Balokovic, Szigeti, Milstein, Menuhin, Stern, Elman, Francescatti and Odnoposoff. Francis Macmillen played eight programs.

The Zoellner Quartet.

Among ensemble groups were the Zoellner Quartet, New York Chamber Music Society, Cherniavsky Trio, Flonzaley Quartet, Hart House Quartet and Kolisch Quartet.

There have been through the years a surprising number of choirs and choruses. Among them were Paulist Choristers, Sistine Chapel Choir, Ukrainian National Chorus, Russian Symphonic Choir, Westminister Choir, St. Olaf Lutheran Choir, Vienna Choir Boys, Don Cossack Chorus, General Platoff Don Cossack Chorus and Trapp Family Singers.

Almost all of the highest rated American and foreign touring organists have been here, including Bonnet, Dupre, Courboin, Ramin, Biggs, Yon, Fox, Weinrich, McCurdy, Christian, Dickinson, Peeters and Hugh Porter.

Galli Curci Opens.

Galli Curci "opened" the First Baptist Auditorium, the one antedating the present building. The Cherniavsky Trio were the earliest in the Paschal High School Auditorium and Heifetz first in Will Rogers Memorial Auditorium.

Probably the most remarkable single concert event ever staged in Texas was the single recital by Caruso, presented in the North Side Coliseum Oct. 19, 1920, by the Harmony Club. It was an absolutely sellout house, an audience of about 8,000, the largest attendance of the tour except Montreal, and the largest receipts, about $29,000. This was said to be the largest fee Caruso ever received for a single appearance.

The Fort Worth Civic Music Association since 1932 has been the chief contractor, having presented from three to seven events for each of its 18 seasons. Its first concert was a recital by Josef Lhevinne.

GERALDINE FARRAR.

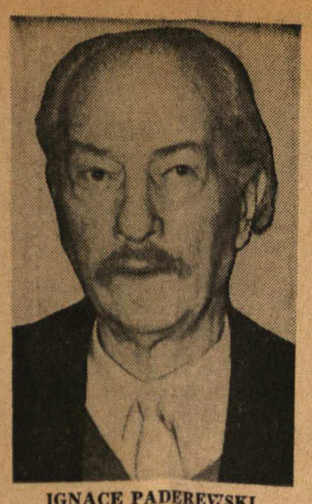
ERNESTINE SCHUMAN-HEINK.

JOHN McCORMACK.

MARY GARDEN.

CLEOFONTE CAMPANINI.

AMELITA GALLI-CURCI.



IGNACE PADEREWSKI.

Some "Greats" of the Music World Who Have Appeared Before Fort Worth Audiences

Euterpean Is Oldest Music Club

Membership in the largest musical organization in the world is enjoyed by hundreds of Fort Worth women, who, through local clubs and the Texas Federation of Music Clubs, are a part of the National Federation of Music Clubs.

A Fort Worth woman, Mrs. John F. Lyons, was largely instrumental in the organization of both the Texas and the national federations. She has been president of both.

EUTERPEAN CLUB.

The veteran among surviving local music clubs is the Euterpean. In 1896 a group of culturally minded Fort Worth women met at the home of Mrs. Bacon Saunders to effect the organization of a study club committed to the pursuance of a course in music put out by a Mr. and Mrs. Derthick of Chicago. The first meeting was held at the home of Mrs. Olive Edrington, where Mrs. D. B. Keeler was elected president.

Two years later, the Derthick course having been completed, the same group became the Euterpean Club, with Mrs. Sam Davidson as president.

The Euterpeans of today honor in special measure the one member of their original list who has been continuously a member. She is Mrs. Leon Gross.

As early as 1899 the club federated with the Texas Federation of Women's Clubs, and in 1919 with the Texas Federation of Music Clubs.

In 1910, the Taylor Juvenile Euterpeans, believed the first juvenile music club in Texas, were organized by Mrs. C. W. Connery, Euterpean president for 12 years.

For seven years, 1920 to 1927, the Euterpeans sponsored a popular priced artist's course, bringing famous artists. In 1923, the Euterpean Chamber Music Society, a forerunner of the last Fort Worth Symphony Orchestra, began work under the direction of Brooks Morris. In 1922 the Twilight Musicale series was started and is still continuing in its 27th year under the management of Mrs. George Conner. The Euterpean Little Symphony was added in 1924 under Miss Blanche Sarles. The club sponsored in 1932 the first concert of the Pro Arte String Quartet, which for 17 seasons brought chamber music to Fort Worth under the sponsorship of the Woman's Club.

Then there was the social service activity, culminating in the annual Christmas party for underprivileged children and families, which for 20 years, to 1943, was guided by Mrs. Helen Shauck Emery.

In 1941 the Student Euterpean Club, made up of high school and college music students, was organized by Mrs. Ellen Jane Lindsay.

During 53 years of activity many significant musical programs have been given. Mention

MRS. LYONS.

MRS. GROSS.

MRS. SAUNDERS.

may be made of "16 Rue Pigalle," an improvisation on the life of Chopin, the work of Margaret Wolcutt Collins and Rebecca W. Smith, presented by the club in 1930, and revived in 1949 during Chopin's centennial year. In 1925 and 1926 the club presented 20-piano concerts under the direction of Carl Venth. The 1949 piano ensemble event was directed by Silvio Scionti.

Mrs. Nelson Scurlock is president of the club, and William Hargrave, choral director.

HARMONY CLUB.

In 1902, a group of neighbors on Wheeler Street (College Avenue) organized the Monday Night Music Club with Mrs. R. B. West as first president. The following year the meetings were moved to the traditional Wednesday afternoons, and the name changed to Harmony Club, as suggested by Mrs. Maud Peters Ducker.

In 1903, Mrs. John F. Lyons moved to the city and the Harmony Club acquired its president for 20 years.

In 1915, Mrs. Lyons was one of the organizers of the Texas Federation of Music Clubs, of which she was the first president. In 1917, she became recording secretary of the National Federation of Music Clubs for a four-year term, and in 1921 was elected president of that influential and far-flung organization.

One of the club's most valuable civic cultural contributions was its presentation, from 1913 to 1925, of many of the most famous concert artists and organizations. Famous names included Gadski, Schumann-Heink, Homer, McCormack, Garden, Galli-Curci, Hempel, Godowsky, Bauer, Lhevinne, Paderewski, Hofmann, Pavlowa, St. Louis Symphony Orchestra, Paul Whiteman, Kreisler and Heifetz.

The climax, probably the high for all time, past and future, in Texas concert annals, was the club's presentation of Enrico Caruso in recital in 1920. The receipts, amounting to $26,000, were the largest ever received by Caruso for a single appearance.

For 11 years its chorus was directed by Carl Venth, internationally known violinist, composer and conductor, who was dean of music for years at Texas Woman's College.

The club's present president is Mrs. Gerald Wren. John Brigham is director.

MUSIC STUDY CLUB.

Feeling the need of an organization among the pupils of her voice studio, Miss Alta Rowan organized the Music Study Club in 1918 at the home of Miss Mary Terrell with eight members. Of the charter members continuously affiliated with the club the only one remaining is Mrs. Anne B. Terrell, the first president.

Since 1922 Mrs. Q'Zella Oliver Jeffus has been official accompanist and since 1940 it has met at her studio. The club's annual sacred concert series was started in 1929 and the following year the spring series.

Since 1933, and still continuing, there has been a string ensemble under the direction of Mrs. J. C. Neel. One of the most useful activities of the club has been outside its own membership, the sponsorship of the Young Artist Club, started by Mrs. Oscar Vogel. This is made up of boys and girls of high school age, and enlists outstanding talent. A valuable organization sponsored by the club in 1942 was the Fine Arts Trio, made up of Orline Woodward, violinist; Rubi Marsh, cellist, and Mrs. Jeffus, pianist.

The club's chorus has been directed for years by William J. Marsh. Mrs. Joseph J. Guest is president.

UNIVERSITY PLACE.

Back in 1925, the TCU hill was getting to be quite a community, and the need was felt for a study club. So there was added to the city's roster of clubs the University Place Study Club, with Mrs. Ray Camp the first president.

But before the year was out the musicians in the club recognized the need for a specialized department and the University Place Music Club followed. Mrs. George T. Cope was the first president.

The music section is still a part of the original club, of which there is now also an art department, originated by Mrs. H. E. Ferree. Mrs. Palmer Hogan is president. The music section joined the Texas Federation of Music Clubs in 1927. Each of the three sections has a membership limited to 35.

The club's large project each season is its Bluebonnet Tea, when it has become the custom to feature the work of the club, local, Texas and American composers. The club has a Music Week project when it promotes a concert by all the musical organizations on the hill, including TCU students. It ends with a sing-song.

CECILIAN.

A club of usefulness and exhibiting the city's highest average of performing ability is the Cecilian Club, established in 1930, with Mrs. Vivian Harder Johnson as president. The club is made up of young women, both professional and amateur, with a membership limit of 30, restricted to performing musicians, and an age limit. It is a unit of the Junior Woman's Club.

Mrs. Morton Gause Ware is president.

WHITLOCK MUSIC.

The E. Clyde Whitlock Music Club, now entering its third season, is an alumnae organization of the Cecilian Club, although others may join. It is a member of the senior Woman's Club meeting twice each month and has a membership limit of 30.

The president is Mrs. Arthur P. Ticknor.

Colleges of the city have their intramural music clubs. At Texas Christian University, Phi Mu Alpha, national honor music fraternity, is represented by Delta Mu Chapter. The girls' organization is Epsilon Epsilon Chapter of Mu Phi Epsilon.

At Texas Wesleyan College the men have a Phi Mu Alpha chapter, designated Gamma Chi. The girls' organization is the Aeolian Club. Each of these presents each season a public program of American music.

Our Lady of Victory College supports as its student music club activity the Albertus Choir of 40 members, directed by William J. Marsh.

At Southwestern Baptist Theological Seminary the Zimrah Club is limited for active membership to students in the School of Sacred Music.

OH, YOU KID—Theda Bara Cleopatra in the early '20s, a those, oh, so funny Mack Sen

Vaudeville Follov

Majestic Sh Mae West, C

On the heels of the melodramas and the minstrel shows after the turn of the century vaudeville appeared on the theatrical horizon. The term vaudeville was used to describe a variety show, filled with unrelated acts—a fast-paced revue.

In 1905 the Greenwall Opera House literally collapsed when "Ben Hur" was produced and the stage fell before the onslaught of the horses and chariots. The stage was never rebuilt and finally torn down. On the site at 7th and Commerce the Byers' Opera House opened in 1906 with "The Land of Nod." It was finally leased to the Majestic for vaudeville and later became the Palace Theater.

Arions Drew Applause 1899 to 1911

One of the most influential musical organizations at the turn of the century in Fort Worth and considered the best male chorus the city ever had, was the Arions, which existed from 1899 to 1911. The invitation to its first concert was printed on white satin in the quartet came on about 1910 at First Presbyterian Church, then at Fourth and Calhoun. Members were Pearl Calhoun, Mrs. T. Holt Hubbard, Hubbard and William A. Jones. The organist, who was with the church for 35 years, was William J. Marsh.

OH, YOU KID—Theda Bara, left, as she appeared as Cleopatra in the early '20s, and Phyllis Haver in one of those, oh, so funny Mack Sennett comedies.

HOME TOWN TALENT FILLED STAGE GAP

In early Fort Worth home town theatrical productions were staged to fill the gaps between rare appearances of road companies which ventured to the frontier, although it was 1921 before the first regular Little Theater was organized.

In June, 1877, a local drama club presented "Streets of New York" at lamp-lighted Evans Hall for the benefit of the Tarrant Rifles, a militia company. Leads were played by Isabella Sutter, Lula and Isabella Beale, W. T. Wilson and B. W. Douglas.

Success of the production prompted permanent organization as The Home Dramatic Club with A. D. Stryker as secretary-treasurer. A room was rented for rehearsals and the company toured Weatherford, Palo Pinto, Graham City, Brownwood, Comanche, Stephenville and the Army posts of Fort Griffin and Fort Belknap —places usually by-passed by road companies.

Like shifting sands, the name of the amateur group was changed. By 1881, it was the Amateur Dramatic Club of Fort Worth, presenting Bulwer-Lytton's serious drama, "The Lady of Lyons," with proceeds going to a public library fund.

The cast included Maj. C. K. Fairfax, Miss Nellie Bennett, Mrs. E. Priest, Robert McCart and Miss Annie Berry.

Later in 1881, the Fort Worth Dramatic Club was organized with Fairfax as president.

For many years the amateur theatrical productions here were by church and club groups or by amateur drama enthusiasts.

Vagabond Players.

But no definite Little Theater movement came until 1921 when the Vagabond Players were formed, presenting their first performance Oct. 12, 1921, in an old barn behind Mrs. Lotta Carter Gardner's residence at 1313 Alston.

Her daughter, Mrs. Rosalind Shelley, directed the first play, "Suppressed Desires" with a cast of Marguerite Kerr, Walker Moore and Mrs. Shelley, then Miss Gardner.

Five plays were presented the first year, five the next and by 1923 the club was out of debt, had moved to a converted bowling alley on W. 4th St. which seated 150, and Hunter Gardner was managing director.

In 1929, a professional director — Cameron King, from the Yale department of drama—took over direction and was succeeded in 1931 by Elbert A. Gruver Jr. of Philadelphia.

Hit by Depression.

By 1933, when Blanchard McKee was producing director, the Little Theater moved to a 700-seat auditorium at 10th and Burnet Sts., formerly St. Paul's Methodist Church. The formal opening was a full dress affair. Marvin Leonard, president, and Rabbi Merfeld, chairman of the committee which acquired the site, welcomed the audience to "Command Performance" with William Henri Gonder, Mary Hartman, Helen Emery, William Duncan Bell, Charles L. Morgan and Mary Helen LeMay.

Financial losses killed the Little Theater which presented "Journey's End" as its final production in 1935. It was revived in 1938 at Mrs. Gardner's home and lapsed in 1942 because of the war. It has not been revived.

Mrs. Gardner, mother of Fort Worth's Little Theater, died Jan. 11, 1949, at the age of 72. Born in Longview, she moved here in 1882 with her parents, Mr. and Mrs. E. H. Carter, studied dramatic arts at the Sargent School in Boston but instead of pursuing a dramatic career, married Hunter Gardner who was associated with her father in the wholesale grocery business.

MRS. LOTTA GARDNER.

CHERRY TEAM

They Hurled Vegetables At Sisters

The Cherry Sisters, a "rube" act, were so bad that the management of the Standard Theater stretched a net on the stage to protect the girls from tomatoes, over-ripe eggs and cabbages hurled by the audience.

The Cherry Sisters were only one of the acts that drew "men only" crowds to the Standard, 12th and Commerce. Alderman John M. Moore built the theater. Frank DeBeque, an ex-jockey, and his wife, Maggie, a former juggler, managed it, together with a beer garden in the rear.

From 1901 to 1914, the Standard was one of the attractions in the remnants of the old "Hell's Half Acre." The building was razed in 1934.

The Standard Theater's band, although representing a variety house of somewhat dubious reputation, gave regular Sunday afternoon concerts in front of the old Worth Hotel, regularly attended by the "best people."

Vaudeville Followed Melodramas and Minstrels

Majestic Shows 3 Decades Ago Had Mae West, Cantor, Houdini and Allen

On the heels of the melodramas and the minstrel shows after the turn of the century vaudeville appeared on the theatrical horizon. The term vaudeville was used to describe a variety show, filled with unrelated acts—a fast-paced revue.

In 1905 the Greenwall Opera House literally collapsed when "Ben Hur" was produced and the stage fell before the onslaught of the horses and chariots. The stage was never rebuilt and finally torn down. On the site at 7th and Commerce the Byers' Opera House opened in 1906 with "The Land of Nod." It was finally leased to the Majestic for vaudeville and later became the Palace Theater.

In 1905 the first Majestic Theater was built by W. J. Bailey on Jennings opposite the back of St. Ignatius Academy. Later the Liberty Garage occupied the site and today a block of one-story business houses are located there. The Young Men's Business League promoted the theater. Opening night prices were $5 a seat and Interstate Amusement Company had charge of the shows. In 1910 the present Majestic Theater was started by A. August, who also owned the A. & L. August Clothing Store.

Until 1919 the old Majestic operated as the Savoy, home of popular stock.

Some of the outstanding shows to come here during the early 1900's included "Buckskin Bill's Wild West" at the Greenwall in 1904, and Al G. Fields' famous minstrels at the Majestic in 1906.

By 1910 vaudeville had become the main theater attraction —there were less and less "legit" stageshows. On Sept. 5, 1910, a 42-weeks vaudeville season opened at the Majestic to a full dress audience. Oct. 11, 1910, another vaudeville house opened—the Princess Theater on Main Street.

In November James Brockman, prolific songwriter, appeared at the Majestic. Among his hit tunes of the day was "It's All Right If You Like It and If You Like It's All Right."

On Aug. 29, 1911, the present Majestic Theater was opened at 10th and Commerce. It took 14 months to build and was the most beautiful playhouse in the South. Prices ranged from $1 for boxes to 10 cents in the gallery. Another theater also opened that year, The New Healy on the east side of Houston between 8th and 9th.

In 1914 Mae West made her first appearance here at the Majestic in "In a Style All Her Own." A newspaper critic wrote that Fort Worth audiences were still too unsophisticated for her broad brand of comedy. The same year the Four Marx Brothers played here in "Home Again" and were a big hit.

A blackfaced singer and comedian named Eddie Cantor got a good review for his performance the week of Jan. 4, 1915, and in February 1915, Martin Johnson appeared onstage with pictures of a tour of the South Seas with Jack London. Houdini, "world famous self liberator," was here in 1916 as were Lew Dockstader, former minstrel king, and soft-shoe dancer Pat Rooney, who in January of this year appeared again at the Majectic in Ed Wynn's show.

Frank Fay, the star of Broadway's "Harvey," appeared here in 1916 in a comedy minstrel, "From Uncle Tom to Vaudeville" and the famous dancer Jack Donahue (recently portrayed by Ray Bolger in the movie, "Look for the Silver Lining") was here in March of the same year. Will Rogers made a Majestic appearance that year too. Also in 1916 the dance team of Eduardo and Elisa Cansino, "dancers to his majesty Alfonso III and the Royal Court of Spain," were at the Majestic. Today they are best known as the parents of Rita Hayworth.

In 1917 star headliners at the Majestic included Fred and Adele Astaire, Texas Guinan, Ben Bernie and Phil Baker. In 1918 appearing here were Eddie Foy, Bert Swor and Olsen and Johnson, billed as "likeable lads loaded with laughs" made their Fort Worth debut. A juggler named Fred Allen was at the foot of a June 23 bill in 1918.

All the great and near great of the "good ole days" of show business played here during vaudeville's heyday. To name just a few, Jack Benny, Hugh Herbert, William Gaxton, Victor Moore in a play, "Change Your Act or Back to the Woods." In 1923 the Weaver Brothers, those intrepid "Arkansas Travelers," made the first of many Fort Worth appearances.

In the later '20's such stars as Ben Turpin, Chick Sales and Francis X. Bushman Jr., new stars of motion pictures which were fast pushing vaudeville into the background, made personal appearances. In 1929, Bob Hope, the Ritz Brothers, Burns and Allen and Edgar Bergen and dummies, all up and coming comedy acts, made Fort Worth appearances.

In 1932 vaudeville died on the Texas circuits as the death knell of the fast-paced variety entertainment was sounded throughout the country. But today a postscript must be added. Recently the Palace Theater in New York, mecca for the hoofers, jugglers and comedians, revived the fading theatrical entertainment and Interstate Theaters brought a highly succesful vaudeville show here in September to the Worth Theater.

Arions Drew Applause 1899 to 1911

One of the most influential musical organizations at the turn of the century in Fort Worth and considered the best male chorus the city ever had, was the Arions, which existed from 1899 to 1911. The invitation to its first concert was printed on white satin in the shape of a magnolia leaf.

Among the singers were L. L. Higby, E. A. Belden, William H. Irwin, Tom Slack, J. E. Fender, R. W. Fender, L. H. Ducker, T. Holt Hubbard and Oscar Seagle.

An Arion program of May 7, 1901, shows the group consisted of 14 men. Six of the members took turns as director.

Two Arions became nationally known. Oscar Seagle was in those days an evangelistic singer of growing reputation. In 1901 he was the singer for a revival at the Taylor Street Presbyterian Church.

Academy of Music.

Arion Kenneth M. Bradley ran his Academy of Music at Third and Houston from 1900 to 1904. His mother, Mrs. Anna Bradley, taught piano at Add-Ran College in Thorp Spring in the 1880s. A recital of the academy in 1901 presented Kate Stripling, Irma Poindexter, Mrs. Leon Gross, T. Holt Hubbard, Annie Millican, Cecil Calhoun and Grace Potter.

Bradley went from Fort Worth to Chicago, where he was the founder of the long influential Bush Conservatory of Music. He was the first educational director of the Juilliard School of Music, New York.

Accompanist Yves Nat returned in 1914 as assisting pianist with Luisa Tetrazzini. He infuriated the madame by taking audience approval away from her. He was induced to locate in the city in 1914 as head of the piano department of Texas Woman's College. Trained in the Paris Conservatoire, he was considered the greatest pianist ever to sojourn in Fort Worth.

An active pianist and organist of the times was Mrs. F. L. Jaccard. Born in Rutland, Vt., she arrived in Fort Worth at midnight Sept. 21, 1891, and was called the next morning to take the organ at St. Paul's Methodist Church, their last Sunday at Ninth and Main.

The Town Basso.

Her brother, T. Holt Hubbard, another Arion, was long the town basso.

While Mrs. Jaccard was at St. Paul's, the choir was taken over in 1904 by Rollin Pease, who had arrived to teach at Fort Worth University. With a bass-baritone voice, he became nationally known as an oratorio singer,

An especially able church quartet came on about 1910 at First Presbyterian Church, then at Fourth and Calhoun. Members were Pearl Calhoun, Mrs. T. Holt Hubbard, Hubbard and William A. Jones. The organist, who was with the church for 35 years, was William J. Marsh.

'...WEST BEGINS'

Casa Manana Gained Fame As Show Spot

BY ELSTON BROOKS.

At 3:30 p. m. on July 18, 1936, President Franklin D. Roosevelt, who was fishing off the coast of Main, touched a button that sent an electrical impulse to Fort Worth and cut a lariat streached across the entrance of the Frontier Centennial grounds.

When the lariat fell Mr. and Mrs. Fort Worth joined hands with Texans all over the state and walked underneath a sign that read "Where the West Begins."

Inside they found themselves on Sunset Trail, main intersection of never-to-be-forgotten summer days and nights.

Biggest attraction was "Casa Manana" where Everett Marshall stood on the world's biggest revolving stage and let 336 rollers turn him towards an audience that was hearing "The Night Is Young and You're So Beautiful" for the first time.

The gigantic show, produced by Billy Rose, John Murray Anderson and others, featured, in addition to Casa Manana, the wild and wooly Last Frontier; Pioneer Palace, where old vaudeville acts lived again over a mirrored bar; mighty "Jumbo"; Sally Rand's fan dances; Paul Whiteman's music; the Borger beauty, Faye Cotton, and other hit tunes such as "Lone Star," "Another Mile," and "A Little Old Cowtown."

The show closed that fall, but popular demand brought it back on June 26, 1937.

At 5 p. m. that day President Roosevelt again pressed a button —this time from aboard the U.S.S. Potomac — and another lariat was severed, making Fort Worth the nation's fun spot for 112 days.

"Melody Lane" was an attraction that year, utilizing the talents of eight famed song composers.

On July 29, 1938, the show was back for a third time, titled "Casa Manana Varieties of 1938." It starred Wayne King, Morton Downey, Edgar Bergen and Charlie McCarthy, and other star-studded acts.

The fourth annual show was presented under the stars on July 21, 1939, and ran for six weeks and four days. Stars that year were Kenny Baker, Abe Lyman, Ray Noble, Martha Raye, Ray Bolger, Frances Langford, Bob Burns and Eddie Cantor.

An ice skating revue was staged, and officials were so heartened by the response they were thinking of plans for a permanent Casa Manana to be presented each summer.

But somehow the revue of 1940 never materialized, the buildings were razed, and on Jan. 15, 1943, the official "ax" was given to the "show of shows."

It was noted, however, that the famed revolving stage was left undisturbed "in case officials care to ever resume operation of Casa Manana."

The Fiddle Was Favorite of Frontiersman

Liszt, Wagner and Verdi Living When Town Took Roots on Trinity

BY E. CLYDE WHITLOCK.

A century in the procession of the ages is as a watch in the night, yet when it represents the entire span of existence of a city, time has moved fast between the establishment of a straggling army post on the lonesome prairie and the building in 100 years of a thoroughly modern metropolis. Cultural advancement has kept pace with physical growth, and music as recreation, entertainment and art has come up from crude beginnings to a position of cultural influence, economic weight and artistic consciousness.

What was happening in the world of music in older and more cultivated regions while Fort Worth was getting founded in 1849 on the bluffs of the Trinity? J. S. Bach had been dead only a century, Haydn 40 years, Beethoven only 22 and Mendelssohn two years, while Chopin had yet four months to live. Liszt and Wagner were vigorous young men, and Verdi had not yet written "Rigoletto" and "Il Trovatore" and "La Traviata." In America the great news was not the production of an opera or the composing of a symphony, but the discovery of gold in California. Yet the Philharmonic Orchestra of New York was already seven years old.

Fiddle the Favorite.

We can conjecture pretty safely as to what was the musical life of Fort Worth in its days of lusty beginnings. The favorite instrument was certainly the fiddle, with support from the guitar and the banjo. The fiddler who had a large repertory of dance tunes and could call a square dance was the musical hero of the region. He was exemplified by Dr. Theodore Feild, one of Fort Worth's earliest men of medicine, father of Mrs. G. V. Morton of the present and one of the best fiddlers in these parts.

Legend has it that Fort Worth's first piano, a six-octave square, was brought by covered wagon from Jefferson, where the steamboats tied up in those days, as far back as 1853, and thereupon music as an art made its timid entrance. In 1856 came another piano, this one for Mrs. John A. Mitchell, the town's first music teacher.

An advertisement on the first page of the weekly Fort Worth Democrat in 1873 told of the Fort Worth Male and Female Seminary, operated by Addison and Randolph Clark, already offering piano instruction by Mrs. Ellison at from $2 to $5 a month. Vocal music was taught free and board was $12 a month. When they began their school in 1869, Fort Worth had 2,500 inhabitants. Addison Clark was pastor of the Christian Church.

MUSICAL LEADERS — Wilbur MacDonald, top, became head of Polytechnic College music department in 1905. Carl Venth, lower, directed music at Texas Woman's College and Fort Worth Symphony Orchestra before World War I.

A benefit entertainment for the Hook and Ladder Company was given May 24, 1873, at the Courthouse, where it was reported that "beauty and gallantry assembled in large numbers." The next week the Fort Worth Cemetery was the beneficiary of a similar event. In November a "Grand Musical Entertainment" celebrated the completion of the Courthouse.

In August a Mr. Dayton located here to organize a brass band. "Nothing gives a town more eclat," and it was assumed that the citizenry would be glad to contribute toward the purchase of instruments. In 1875 the Silver Cornet Band was a reality. In 1878 a German singing society of 45 members appeared in Miller's Music Hall under the direction of Prof. George Otten. By 1880 there was a Negro band.

In the issue of Aug. 23, 1873, Prof. Charles Meyers announced that he was available to teach the pianoforte, and orders could be left at the Paganini Saloon. In 1879 at Rev. John Collier's Fort Worth Male and Female Academy instrumental music was offered for $5 a month.

Tatum's Music School.

The first music school appears to have been Prof. E. D. Tatum's, which opened in 1877.

With the coming of the railroad in 1876 a new era musically was inaugurated, since traveling companies then could get into the city with equipment.

On the second floor above the B. C. Evans dry goods store at 1st and Houston, with entrance on 1st St., was Evans Hall, opened in 1876. It had a flat floor, ordinary chairs, kerosene lamps and a stage of diminutive proportions, but nevertheless it housed the first grand opera to be witnessed in the Panther City. The Tagliapietra Opera Company in 1877 put on "Il Trovatore" and "La Favorita." It was in that hall that there appeared a dramatic piece called "The Phoenix," which contained the famous line, "And the villain still pursued her."

By 1883 the growth of the city justified the erection of the luxurious Fort Worth Opera House, which was taken over in 1889 by Henry Greenwall and universally called thereafter the Greenwall Opera House. It was situated at 3rd and Rusk (Commerce).

The Trail Hands Liked 'Cowtown'

The lonesome bawl of cattle destined for market has been long familiar to Fort Worth, the Southwest's major livestock marketing center.

Nearly 5,000,000 head of livestock pass through the city's marketing and processing facilities every year and employment in the livestock and subsidiary industries is estimated at near 5,000.

Historians report that as early as 1862 there were references to Fort Worth as "Cowtown."

The village of the 1870's had plenty of grass and water and was the last place of major size on the Eastern trail to Kansas markets. The town was a favorite spot for herds and hands to lay over for a while and stores and saloons catered to that trade.

Northern buyers started making Fort Worth their headquarters.

Shortly thereafter the city became a focal point for rail distribution in the state and it became a natural shipping point for cattle from over the state.

Cattlemen and Fort Worth citizens soon decided that the city should be a dressed beef center.

Northern buyers were discriminating against Texas cattle because they had ticks. This would not apply on carcass beef killed below the quarantine line.

Better Local Prices.

Freight rates were too high for cattle on the hoof and cattlemen felt they would get a better price on a local market.

The Continental Meat Company began operating here in 1884. It was located in the southeast section of the city.

This plant soon failed and next was the Fort Worth Dressed Meat and Packing Company established in 1890 with a capital of $500,000.

The company bought the old Continental plant and enlarged it and after a large meat contract was obtained the name was changed to the Texas Dressed Beef and Packing Company with some of the state's largest cattlemen listed as stockholders.

In 1893 it was sold to G. W. Simpson. He signed agreements to pay ranchers 50 cents more per head than the prevailing Kansas City price.

In 1901, efforts were made to interest Swift and Armour in opening larger plants in Fort Worth.

An agreement was reached whereby the big packers would build plants and take over operation of the Stockyards. This called for donation of $50,000 by Fort Worth citizens.

The Stockyards Company was reorganized with J. Ogden Armour as president and E. E. Swift as vice president.

Railroad tracks to the packinghouses were completed in December 1901 and work on the plants started the next month.

Center Since 1903.

It was during 1903, the following year, that both plants opened for business and the city has been a major livestock processing center since that time.

There was agitation for a packinghouse here as early as 1870. The first packinghouse set up was for processing hogs but when the supply failed the packer went broke and the development of beef killing for the English contracts holds up as the first profitable packing venture in the city.

M. G. Ellis, one of the founders of the original Fort Worth stockyards, recalled in 1911 how Col. John R. Hoxie and A. T. Byers came to the farm on what is now the North Side and discussed the need for a packinghouse.

Hoxie bought the original land from Byers and Ellis. Ellis said he sold 150 acres to the firm and put in $30,000 in cash as did Hoxie.

Others listed as taking part in the founding were J. Peter Smith, Eph Daggett, R. E. Maddox and Colonel Burgess.

The stockyards were incorporated in 1890.

Stockyards Divorced.

Control of Swift and Armour of the local stockyards started ending in 1928 when a Supreme Court decision ordered divorcement of stockyards from packinghouse ownership.

Armour sold off its interests soon after the decision and the final swift interests were sold in 1936. United Stockyards Corporation ended with control which it still maintains.

Development of the vast network of highways spreading over the state has changed the livestock situation considerably.

Livestock formerly moved only by railroad cars but the development of powerful and fast trucks has changed the receipts picture until a majority of all receipts here come by truck.

A cattleman loads up a bunch of steers, has them into Fort Worth by morning and sells on the next day's market, getting a quick turnover under the present high speed system.

—Withers-Atkeison Photo Reproduction.

HOW IT USED TO LOOK—T. M. Thannisch's Stocks Yards Club, above, stood at N. Main and Exchange where the Thannisch Block is today.

Scrub Cow Gone With Longhorn

Hacks Peddled Milk From Backyard Dairies

BY ROGER B. LETZ.

The dairy industry in Tarrant County and Texas has made rapid progress during the transition from backyard hand milking of scrub cows in the late Nineteenth Century to the modern, highly scientific and mechanized dairy farm and milk plant operation of the present day.

In 1896 when the Alta Vista Creamery Company, the oldest creamery in Tarrant County and in Texas, was founded by Neil P. Anderson, Fort Worth cotton man, the dairy industry was on a different basis than it is today.

Milk was delivered in hacks and other horse-drawn vehicles in gallon buckets to the Fort Worth housewife and dairymen were delivering their milk to the plants twice a day because of inadequate refrigeration on the farm.

Today Tarrant County dairymen use a machine for milking, put the milk in home refrigerators, and take it easy when trucks from the plants come by and take the milk to their factory where it is tested, pasteurized, standardized, bottled and delivered to the housewife in refrigerated trucks.

Texas has about one and a half million milk cows, more than any other state, and Tarrant County ranks third in number of cows miiked with 20,000 animals.

The Jersey breed ranks first in number in the state with 75 per cent of all cows and about 85 per cent in Tarrant County. Next breeds in order of popularity are the Holstein, Guernsey, Milking Shorthorn, and a few Ayshire and Brown Swiss.

D. T. Simons, veteran Fort Worth dairyman who has sold milk for more than 40 years, recalls when he used to deliver milk to the plants in a wagon twice a day and found it necessary to milk his cows at 1 a. m. to get the milk to the creamery on time for morning deliveries.

Backyard Elimination.

Backyard dairying in the county was slowly eliminated with the advent of a better quality product brought about by better quality refrigeration and pasteurization, a process whereby the milk plants could destroy the harmful bacteria in milk by using heat.

Milk formerly was bought by quantity and not quality. The farmer who brought in the most milk made the most money, regardless of the amount of fat it contained. With the invention of the Babcock test in 1890 and its use in dairies some years later the milk plant operator could determine the quality of the milk by its per cent fat, a test that enabled the purchase of milk by quality.

Fort Worth is one of the five cities in the state on the health department's honor roll, based on high quality, sanitary milk.

There are now 112 registered Jersey breeders in the county.

First Jersey Herd.

One of the first registered Jersey herds to arrive here was in 1895. They were purchased by Anderson and placed on the Alta Vista Farm. Anderson bought the cattle in Europe and when they arrived in New York harbor they were brought to Fort Worth in baggage cars, rather than ordinary cattle cars. The offspring of these cattle were loaned and sold to dairymen in this area to help improve their dairy herds.

The Boswell milk plant at Fort Worth is typical of modern plants throughout the state. L. A. Boswell recalls when it was necessary to clean milk bottles by hand. Now the plant has equipment that makes it unnecessary for human hands to touch the bottles until after they have been filled, sealed, and are ready to put into their case.

Boswell's also maintain a fleet of refrigerated delivery trucks.

Since the end of the war many new dairies have begun operations in the state. The war caused a dispersal of hundreds of herds because of high feed and labor costs and lack of machinery.

Spurred in 1935.

Dairying was stimulated in 1933 when governmental agriculture controls brought about a more general diversification program on the farm. Today the dairy industry is strongest near the large city milk sheds, where population causes a heavy demand for milk and milk products.

The 12,000 dairy farms in the state have products valued at more than $54,000,000, according to 1945 records.

One of the most important developments in the dairy industry is the growth of artificial breeding. This operation makes it possible for a dairyman to breed his cow to bulls of superior type.

Artificial breeding associations were started in the state less than 10 years ago and are now breeding some 15,000 cows per year.

More than 2,000 cows have been bred artificially in Tarrant County since an association was formed in May of 1948. Tarrant was first in number of cows bred in the state as of June 1949.

Breed organizations have played an important part to the development of the industry. Organizations such as the Texas Jersey Cattle Club encourage better breeding and management on dairies throughout the state. D. T. Simons of Fort Worth is executive secretary of the Texas Jersey Cattle Club and field representative of the American Jersey Cattle Club.

Poultry Rise Spurred by World War

Poultrymen in Texas are due a "feather in their cap" for the progress they have made since commercial production of chickens and turkeys was begun after the First World War.

Texas is now the leading turkey state in the nation and ranks among the top three states in chicken production. Its outstanding growth from a below-the-average poultry state to its outstanding position in the poultry world today is attributed to the good poultry climate and the efforts of its agricultural scientists and poultry producers to raise a better chicken and set a better egg.

Before 1920 there was little large-scale poultry production in the state. The industry of that day was all on the farms of the state, and city people depended on their supply of meat and eggs direct from the small farm flocks.

The transportation problem and the lack of knowledge of producing and handling poultry products made it impossible to supply city folks with high quality products.

Hens in the early days laid heavily in the spring and little in the fall. People in towns and cities paid either very low prices for eggs when they were plentiful or prohibitive prices in the fall when they were scarce. Under these conditions both the consumer and the producer suffered.

Farmers and packers marketed poultry meat when the weather was cool so that the birds could reach the consumer in good condition. This meant that the poultry meat supply had to be consumed within a few months. This type marketing was unsuccessful up to the development of refrigeration for eggs and poultry meat took place.

It is now possible to store poultry meat for several months in a modern refrigeration plant and not impair the quality.

Before the chicken was domesticated, cock fighting was an international sport. It is now unlawful in the United States. Among early people chickens were prized as decorative pets and superstitions developed concerning them. The rooster's crow was supposed to summon the sun to rise and the hen was supposed to give advice as to the outcome of wars, love and matrimony.

Stock Show Oldest in Southwest

A few animals shown under the trees on the bank of Marine Creek—that was the beginning of the Southwestern Exposition and Fat Stock Show, oldest and largest stock show in the Southwest.

The drives—which had seen millions of rangy Longhorns go up the trail past Fort Worth to Kansas rail heads—had ended not long before when, in 1896, that first show was held. Awards were boots, saddles, spurs and other articles esteemed by the ranchers.

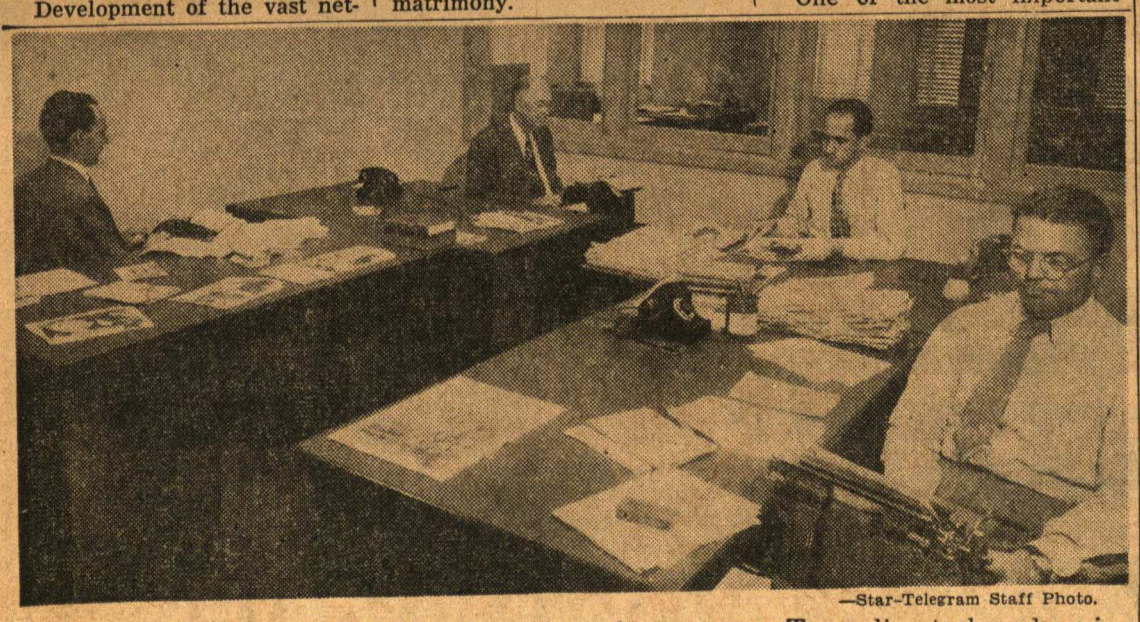
From that beginning, the Stock Show in Fort Worth has grown until, in 1950, cash awards approximating $112,000 will be offered and many hundreds of the finest cattle, sheep, hogs and poultry from many states will be on exhibit. In addition, there will be the horse show, presenting five-gaited, three-gaited, walking, fine harness and road horses, Hackney ponies, Shetlands, Quarter horses, cutting horses and Palominos.

Besides all this, there will be the most exciting rodeo to be seen anywhere in the world—top riders and ropers, wild stock and big prizes combining to produce fast-moving and colorful events which attract spectators from all over the United States.

And instead of the shade of those few trees along a creek bank, the Stock Show now is held in the Will Rogers Memorial Coliseum and its cluster of buildings, representing an outlay of several million dollars—the most beautiful stock show plant, and the completest in facilities, in America.

For many years the Stock Show was held in the North Side Coliseum, but, with war industries occupying the quarters, the exposition was moved to its present location in 1944.

STOCKYARDS FORERUNNER—Before the turn of the century when the elaborate stockyards was built, ranchmen bringing cattle here for sale sometimes tied their animals to the fence at the old Stockyards Hotel.



—Star-Telegram Staff Photo.

RANCH AND FARM STAFF—This group of men covers Texas livestock and agriculture on a state-wide basis for the monthly Ranch and Farm Magazine and for the Morning and Evening Star-Telegram. Left to right, Roger Letz, Frank Reeves, Travis Foster and Bill Durham.

OIL AND GAS

FORT WORTH STAR-TELEGRAM

Sunday, October 30, 1949

Fort Worth and Oil Industry Have Progressed Together

Much of Expansion During Past 32 Years Followed Discovery of Field at Ranger

BY LeROY MENZING.
Star-Telegram Oil Writer.

Oil has been the guiding hand in the steady growth of Fort Worth during the last 32 of its first 100 years.

It was 32 years ago this month that oil was discovered at Ranger, an event which had a great impact on the modern growth of Fort Worth into one of the state's leading oil centers—the gateway to the vast petroleum reserves of West Texas.

Here also are quartered operators in West Central, North and East Texas, and the Panhandle, with some having holdings scattered throughout the Southwest and Mid-Continent fields. In fact, no city in the state can claim as many discoverers of the early day pools of Texas as Fort Worth.

Before the discovery of oil at Ranger left its impact on Fort Worth, it already had become the state's leading inland refining and pipe line city. Built here in 1911 and 1912 were the Gulf Refining Company and Pierce Oil Company plants. Sinclair Refining Company later acquired the Pierce refinery, closing it recently when Fort Worth was made one of the key points on its expanding products line system.

Pipe Line Ferrying.

The Sinclair products line is one of several coming into the city in the oil industry's shift from inland refineries to pipe line ferrying of gasoline to large consuming areas. There are the Texas Company and Humble Oil & Refining Company systems, not to mention the large bulk station of the Cosden Petroleum Corporation, transported here by railway from its refinery at Big Spring.

Out of Fort Worth run Magnolia Petroleum Company products lines into Oklahoma and Dallas.

The Magnolia plant is one of three operating in Fort Worth. The others are the Gulf and the Premier Oil Refining Company plant, purchased shortly before the war from Ohio Oil Company.

These three refineries have a combined payroll of $1,750,000 annually with 600 employes.

$7,000,000 in Wages.

It is only a part of the Fort Worth payroll stemming from the oil industry. A survey of 10 oil companies with offices here reveals that more than 1,800 Fort Worthians receive annually more than $7,000,000. This does not include the numerous independent companies, individual operators, legal advisers, engineers, geologists, contractors and allied industries that go to make up Fort Worth's impressive oil population.

The allied industries include 12 manufacturers whose oil equipment is used throughout the world. Three oil well supply companies have home offices here, adding hundreds of other workers to the pool and more than $1,000,000 in payrolls.

In addition, there are the more than 800 service stations in greater Fort Worth, with the payroll of the approximately 4,800 employes running into millions annually.

Pipe Line Cross Roads.

Then, too, there are the pipe line employes. These workers number in the hundreds. Several hundred thousand barrels of oil daily flow through or near Fort Worth in the crude oil carriers which make the city one of the state's leading pipe line crossroads.

The lines cross in or near this city from West Texas, West Central Texas and North Texas, ferrying what is not needed for processing in the plants here to the Gulf Coast.

Towering as monuments to the oil industry are three of the city's largest buildings. Earnings from oil were responsible for the Petroleum Building, now the Life of America Building, Sinclair and W. T. Waggoner buildings.

Substantiating Fort Worth's boast that it is the home of more early day developers than any other city is a list that includes many of the nation's oil leaders.

Frank Pickrell first focused the discovery spotlight on the city in 1923 with his momentous strike at Big Lake in Reagan County and it since has remained.

Early Discoverers.

Among the Fort Worth discoverers in those early days in West Texas were L. Porter Johnston and George B. McCamey, McCamey pool in Upton County; Luther Turman and J. C. Maxwell, Church Fields, Crane County; W. H. (Bill) Dunning Jr., McElroy pool, Crane and Upton Counties; Fred Hyer et al with the first production in Howard County, Roy A. Westbrook, Stanley A. Thompson and W. L. Stewart with their Hendrick pool opener in Winkler County that set things humming in far West Texas.

Sharing in the Winkler spotlight were Sid W. Richardson with the first well at Keystone, Bill and Ed Hudson with the Emperor pool discovery, V. T. Bolin and the first well at Kermit, and Amon Carter and his Keystone Ellenburger discovery.

There were A. J. Broderick and George Calvert with their early pioneering in Ector County, which led to the discovery of the Harper and Foster pools. Sharing in the early play in the same county was E. A. Landreth with the first producer in the vast Goldsmith pool, a wet gas well, and his discovery of the Johnson pool.

The Ector Strike.

C. J. Davidson, who pioneered in the North Permian Basin counties of Cochran and Yoakum, also has a Ector discovery to his credit, the North Goldsmith pool.

Davidson, teamed with the Honolulu Oil Corporation, opened the first production in Cochran with the Duggan discovery, later linked with the Slaughter pool of Hockley and Terry Counties. His joint venture with Honolulu, which resulted in the Bennett pool, also was the first in Yoakum. This pool later was linked with the Wasson pool, opened to production by Carter in Gaines County.

Earlier, Landreth had given Gaines its first oil production with his No. 1 Kirk.

Later discoveries in West Texas came from the efforts of Ed Hyde in the Dean pool of Cochran and Northwest Grayson pool in Reagan, and Ed Taubert and Jesse McKee in the Abell Ordovician pool of Pecos County.

Roeser and Neely.

Before turning to West Texas, Landreth had been a successful operator in North and West Central Texas. West Central Texas also benefitted from the pioneering of other Fort Worth men, Charles F. Roeser with his development of the Cook pool and Harold G. Neely with the discovery of deep production in Jones County with his uncovering of the Avoca pool.

Fort Worth men also were among the first in East Texas, drilling two of the three initial discoveries which later were linked to form the nation's largest field. Ed W. Bateman drilled the first well at Kilgore, while W. A. Moncrief Sr., and John E. Farrell et al found oil six miles northwest of Longview. Bateman sold his holdings and purchased a ranch in King County, only to have oil discovered there.

Not only have Fort Worth men pioneered in Texas development, but their presence has been felt elsewhere, such as Richardson's three discoveries in Louisiana and one in Mississippi.

Brown County Well Had Oil Show in 1878

Shallow show of oil in Brown County as early as 1878 is reported in Charles A. Warner's "Texas Oil & Gas Since 1543," published by Gulf Publishing Company, Houston.

In that year, Martin Meinsinger dug a well for water at Brownwood. He encountered a sandstone at a shallow depth which resulted in a slight flow of oil, reportedly amounting to 14 to 16 gallons per day.

Spring Pole Used In Angelina Drilling

Among the early-known oil seepages in Texas was Tar Springs in Angelina County. Shortly before the Civil War, Jack Graham dug a pit near the tar spring, and oil rose to the top of the water. Tradition says that in 1859 (the year of the Drake well in Pennsylvania) a test was drilled in the vicinity of Tar Springs by the use of a spring pole but the outcome was disappointing.

IN 1849....

Riches luring men west brought two horsemen to the crown of a hill overlooking Fort Worth. They were mis-mated companions. One was a man of quick, shifty eyes, wearing an out-of-place flowered waistcoat. The other was squat, sunburned; his speech and calloused hands showed he was a man of the soil.

"Good land, good land!" exclaimed the farmer. "A man can get rich here. Cotton, cattle, maybe sheep. This is the country for riches that come from God's earth."

His companion sneered. "Not rich enough, not fast enough. Gold is what I want, like they're getting in California. This ain't the country for gold."

Sure, it was the country for riches from God's earth and it was the soil that gave first wealth to Fort Worth. And then, in 1917, a sudden roar. A great, smelly cloud obscured a wooden derrick on the farm of John McCleskey near Ranger. The gusher spewed oil all over the immediate area, speckling Mrs. McCleskey's prized Leghorns.

Sure, it was the country for gold . . .

. . . Black Gold.

Panhandle Field Future Foreseen Half Century Ago

The greatest gas field in Texas—
One of the biggest oil fields in the state—
The largest known reserve of helium gas—

These are the proud distinctions of the Panhandle—A story that goes back to 1904 and 1905 when Charles N. Gould, in making a study of the water supply conditions for the United States Geological Survey, became convinced that structures should be tested for oil and gas.

The Amarillo Oil Company was organized and, on Dec. 9, 1918, the No. 1 Masterson came in as a 10,000,000 cubic foot gas well. But there was little market for gas in sight.

* * *

Even after the Gulf Oil Corporation's No. 2 S. B. Burnett proved to be a 190-barrel oil well on May 5, 1921, development in the region was slow.

Drilling progressed, however, and the Panhandle's production in 1925 was 1,287,000 barrels of oil. The next year, it jumped to 26,000,000 barrels.

A great rush developed, and with it came growth for Amarillo, Pampa and other cities in the area The most spectacular was Borger, founded on March 8, 1926 by A. P. (Ace) Borger, who had been in the real estate business in Oklahoma, and by John R. Miller, attorney, who became the first mayor.

* * *

From a bare space on the wind-swept plains, 20 miles from a railroad, the new town grew until, in a short time, it had 25,000 inhabitants.

Since those wild early days, natural gasoline and carbon black industries have developed to great proportions in the Panhandle, benefits of which have been felt in Fort Worth.

There are nearly 1,500,000 acres in the field and estimated reserves in excess of 20 trillion cubic feet. This does not include the portions of the vast Hugoton gas field that extends into Texas. This field also lies in Kansas and Oklahoma.

The United States government has helium plants in the Panhandle.

The Panhandle oil field has produced in excess of 500,000,000 barrels of oil.

Get-Rich-Quick Oil Promoters Flourished

BY ROYCE YANCEY.
Star-Telegram Oil Writer.

Although the most colorful in Fort Worth's oil history, the five-year period following the discovery of oil at Ranger on Nov. 21, 1917, brought a flood of promoters and schemers here.

True, not all of them were intent on "fleecing the public," but many did, casting a shadow over the legitimate operator.

Oil stock exchanges flourished at several points in the downtown area, companies were organized, often to drill a single wildcat, and the citizenry rushed out to buy stock.

Hotel Lobby Offices.

Stock exchanges were opened in hotel lobbies, one between Fifth and Sixth on Main; another in the old F&M Bank Building, located at 7th & Main on the present site of the Fort Worth National Bank Building, and an open-air stock emporium at 7th & Taylor, where the Worth Hotel now stands.

Often 20 or more companies occupied stall-like quarters in the same building, like one at 7th & Main, where the Commercial Standard Insurance Building now stands.

One or more individuals would form an oil company, advertise that a wildcat was to be started on a certain date and then pay a printing shop foreman a bonus to rush out a batch of stock. With the gilt-edged securities in hand, the windfall started.

Milling crowds thronged the exchanges and offices of the new oil firm, determined to buy shares and "get rich quick." Liberty Bonds of World War I were ready tender for the securities.

'Save Me 20 Shares!'

Often a customer, half way down a block-long line, could be heard to shout: "Save me 20 shares, I have $300 worth of Liberty Bonds out here."

However, the buying was not confined to Fort Worth residents or even to Texans. With the organization of each new company or an increase in the number of shares, phamplets, numbering into the thousands, were mailed to addresses throughout the nation.

These phamplets and advertisements often carried flowery descriptions of immediate wealth from a wildcat, while others made no claims and pointed out the great risk involved.

One promoter asserted in his ads that his wildcat was to be drilled "midway between the No. 1 Duke, the Desdemona discovery in Comanche County, and a wildcat discovery in Wichita County." Merely a matter of 100 or 150 miles, depending on how badly you wanted to invest in a "sure thing."

The Anguished Wait.

Within a few days, the checks, money orders and cash started pouring in. The stock was mailed out, the cash pocketed and the wildcat started. After weeks of waiting, the stockholders either were informed of the success of the wildcat, or that additional stock would have to be sold to deepen the project.

When a wildcat ended in failure, that usually wiped out the company.

One sharp individual in Fort Worth reportedly made more than $1,000,000 during the five-year period, selling mailing lists to new and old operators.

With waste paper baskets overflowing with discarded envelopes from investors and the oil firm closed for the day, this individual would gain access to the office by bribing the janitor. Only a few seconds were needed to strip the return addresses from the empty envelopes, then he moved on to another office, where the process was repeated.

$1,000 Mailing Lists.

The next morning, he would contact a likely prospect and ask "How would you like to have Joe Doakes' mailing list? I'll sell it for $1,000." It usually was a deal and our little character went merrily on his way.

Destined to be the central figure in Fort Worth's rush-for-oil-riches era was the late Dr. Federick A. Cook, who came here in 1922 from Casper, Wyo.

The claimant to the discovery of the North Pole, one year before Admiral Peary, set up several companies with the aid of a group here, thus paving the way for one of the most sensational mail fraud trials ever presented in federal court.

He was one of 13 defendants convicted of using the mails to defraud investors in the various oil companies promoted by the group.

Five-Week Trial.

Federal Judge Killits of Toledo, Ohio, was sent here to hear the trial, which extended over five weeks and was highlighted by a number of violent disagreements between Judge Killits and former U. S. Senator Joseph Weldon Bailey, defense attorney.

The prosecution, headed by then U. S. District Attorney Henry Zweifel, used 200 witnesses and introduced 900 exhibits. Several officials of the various companies testified that in certain instances dividends paid investors were financed through sale of additional stock. They also admitted that office rent of the companies amounted to more than the income from oil production.

Dr. Cook, sentenced to 14 years and nine months in prison and fined $12,000 on Nov. 21, 1923, was paroled in 1930 and went into retirement.

Encyclopedia Sued.

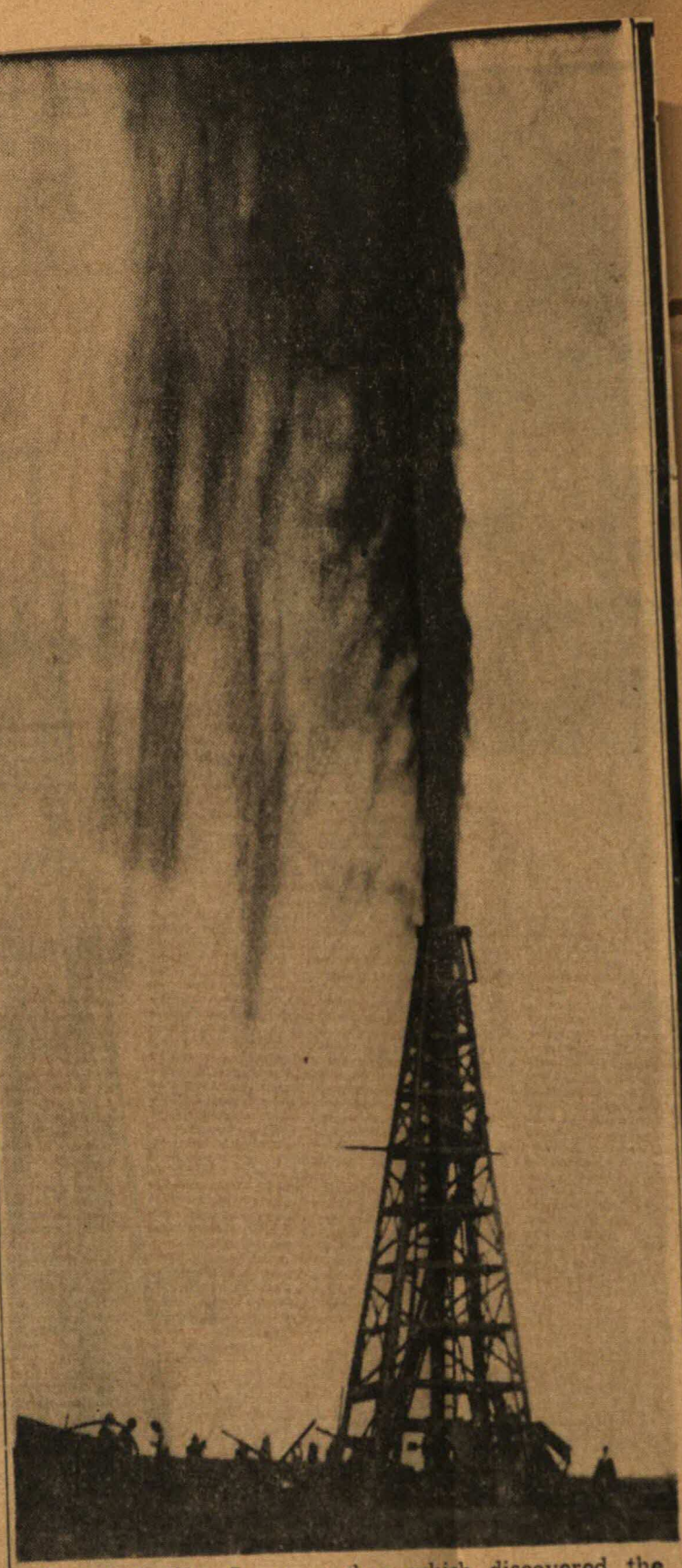
As late as 1937 he was vainly reiterating his claim to the discovery of the North Pole, suing the Encyclopedia Britannica for saying he had been "universally rejected."

With the end of the Cook trial, one of several which marked the period, the oil promoters began fading from the Fort Worth scene. Many, who had been indicted but never tried, feared sharing the fate of Dr. Cook and closed shop.

Thus ended a chapter in Fort Worth's oil history, which is seldom discussed. The stockholders want to forget, although a few out-of-staters still write newspapers here wanting to know what happened to some oil company, out of existence for the past 25 years.

'OK' Appears in 1885

The first and only time the expression "OK" appears in City Council minutes was Aug. 10, 1885, when the minutes read: "Ordered that the number of small bills OK by the superintendent of water works be returned to the secretary of water works for payment."



GUSHER—The Lucas gusher which discovered the Spindletop field near Beaumont in 1901. This photo was snapped shortly after the well blew in.

2 Texas Colleges Bear Name of J. W. Hardin

Two colleges in Texas were renamed in honor of J. W. Hardin and his wife, among the pioneers at Burkburnett.

He gave away millions to half a dozen colleges. Hardin-Simmons was renamed in his honor. Mary Hardin-Baylor was renamed in honor of his wife. Hardin left a $1,000,000 insurance policy to Buckner Orphans' Home.

Rail Board Created in 1890s

BY ERNEST O. THOMPSON.
Texas Railroad Commissioner.

The Texas Railroad Commission was created by Governor James Stephen Hogg during his administration. Governor Hogg said that corporations marching in solid phalanx present a force that must be regulated by the state.

Great abuses had sprung up in Texas in connection with railroad construction and operation. Many promotional deals had been put over. Bonds were not controlled or regulated. Rates were not regulated. Rebating was practiced by the shippers of freight and passes were issued broadcast.

All these things caused Governor Hogg to campaign strongly for regulation of the railroads, and he was successful in having the Railroad Commission of Texas created to hold the scales of justice as regards freight and passenger rates in the State of Texas.

The commission was composed of three members and at first, they were appointed by the governor, but this became a matter of political activity on the part of the railroads; they sought to [illegible] senger rates became an established fact. That duty was placed in the hands of the railroad commission. It has been continuous since that date in the early 90s.

It is interesting that the Interstate Commerce Commission was created the same year as the Texas commission, so the same duty was felt and the same need became apparent in interstate regulation by the Congress as was felt by the State of Texas for intrastate railroad regulation in the State of Texas. This shows that Texas was in the forefront in regulatory thinking even back in the 90s, more than a half century ago and was abreast with the federal thinking along this line.

The First Chairman.

When the commission was created, Hogg called upon John H. Reagan who had been postmaster general of the Confederacy and was, at the time of the creation of the railroad commission, the U. S. senator from Texas, to come back and become its first chairman.

Reagan felt so keenly the opportunity for service that he resigned from the more exalted position of U. S. senator to take the humbler post as chairman of the commission.

Hogg and his associates laid the foundation for the work that has been carried on by his successors in office. The railroad commission not only regulates freight rates and passenger rates, but it also regulates the express company rates and regulates the Pullman Company activities in intrastate business in Texas.

There are 12 employes in the main office of the railroad commission, which is the railroad division.

Later on when truck and bus transportation became an important factor in the transportation for hire in Texas, the Legislature placed the regulation of motor transportation for hire in the hands of the commission, feeling that it was best to have all transportation regulated by one commission.

60 Motor Employes.

Today the commission has 60 employes in the motor transportation division, which includes a director of that division.

Later it became necessary in [illegible] gas rate in that particular city. Then either the city authorities or the utility may appeal to the railroad commission gas utilities division for a hearing and examination of all the facts so that the Railroad Commission of Texas may prescribe a fair and reasonable rate—fair to the users and fair to the utility alike.

Appointed in 1919.

On Feb. 27, 1919, Senate Bill 350, an act to conserve oil and gas resources of Texas, was introduced into the Senate, passed both the House and Senate, and was approved March 31, 1919, and became effective June 18, 1919, empowering the Railroad Commission of Texas, and making it its duty to prevent waste in the production of oil and gas in the State of Texas.

This law was an important and far reaching step toward true conservation of oil and gas in Texas. It is the basis for the majority of present day rules and regulations governing the development and production of oil and gas in the Lone Star State.

On Nov. 10, 1919, the first rules were prescribed by the commission and many of these laws hold good even today—Rule 37 in particular. Rule 37 was a spacing rule which brought about orderly development of oil wells. Today the commission has 207 employes in the oil and gas division and has the state divided into 10 districts for oil and gas supervision with a branch office in each of these.

There are 1,907 oil fields in the state, with a total of 114,915 wells.

The sole purpose of regulation of oil and gas production is to prevent physical waste. This applies to both underground waste in the reservoir and above ground waste as far as the flaring of gas from oil wells. There is no waste of gas in Texas from gas wells. If a gas well has no market for the gas, it must be closed in until a market is provided.

Casing-Head Gas.

In connection with the production of oil, there is produced some gas that comes up with the oil. This is known as oil well or casing-head gas.

For many years the commission [illegible] coming when flare gas will be a thing of the past. This is because a market has been found for natural gas through pipelines to the north, east and west. These pipelines have made a market and have therefore made gas valuable, and since gas has become valuable, it has become legally feasible and possible for the commission to prevent the waste gas wherever in a given field the quantity of flare gas was great enough to make it economically feasible and reasonable to require that the gas be collected and used for some beneficial purpose.

At the moment the commission has some six cases in court seeking to make companies cease and desist from wasting oil well flare gas. The authority for this action was established in the case of Shell vs. The Commission, commonly known as the Seeligson case. In this case the railroad commission, after several hearings, finally issued an order on the Seeligson Field, calling upon the operators in that field to cease and desist from wasteful flaring into the air of some 37,000,000 cubic feet daily of flare gas—gas produced with oil and then wastefully burned into the air.

Supreme Court Appeal.

The operators in that field went to court and obtained an injunction against the commission enforcing the order which would have shut down the field until the flaring of gas had been stopped and means provided for the utilization of the gas for some beneficial use. The commission appealed the case to the Texas Supreme Court, which held that it was within the powers of the commission and was the duty of the commission to prevent the flaring of gas in any given oil field whenever and wherever the quantity of gas in that particular field was great enough to make it economically feasible and reasonable to so require.

This was a great step forward in conservation of gas in Texas.

The commission has since won several cases based upon the authority established in the Shell vs. Commission (Seeligson Case). It is commonly known that 6,000 cubic feet of gas is equal in heat content (B. T. U.s—British Ther- [illegible]

There are 3,414 diferent oil producing companies operating in Texas under the regulations of the commission insofar as their drilling and producing operations are concerned. Of this number, only about 20 are major companies. The independent oil producer is greatly in the majority in Texas. The little man is able to operate in Texas just as well as the majors.

It was due to strict proration and conservation by the commission for 10 years before Pearl Harbor that enabled Texas to furnish 80 per cent of the war oil.

General Marshall said in his report of the war, "No plane failed to fly, no ship failed to sail and no truck was ever delayed for want of oil."

It is a proud heritage that Texas was able to furnish 80 per cent of this oil. This was done completely by Texas in spite of threats and attempts at federal oil control.

There are 188,300 persons directly employed in the oil business in Texas, and 348,760 additional persons derive part of their income from oil through rents and royalties, bringing the total to 537,000 people who live entirely or in part from their income from oil.

Estimators of the population say that there are an average of 3.82 persons per family. It will thus be seen that 2,000,000 persons in Texas live wholly or in part on income directly from oil. The daily income from oil, figuring present production of 2,000,000 barrels a day at $2.65 a barrel is in excess of $5,000,000 per day.

Last year, 1948, the total amount paid for rents and royalties in Texas was $248,000,000; direct wages were $480,000,000. That makes a total of $728,000,000 paid out by Texas oil business directly to Texas people last year.

Magnolia Has Sold Here Since 1911

The progress Magnolia Petroleum Company and the entire oil industry has made parallels the development of Fort Worth.

The company, which came out of the oil development at Corsicana in the 90's, established its first marketing facilities in Fort Worth in the last half of 1911.

Those were the days of the horse-drawn tank wagons and can wagons when gasoline, which only a few years ago before had been discarded as a useless by-product was rapidly replacing kerosene as the principal production of petroleum.

As sales in North and West Texas increased, Magnolia established its Northwestern district Jan. 1, 1914, with headquarters in Fort Worth. This district extended from Fort Worth to El Paso, New Mexico to Oklahoma. Since its organization 35 years ago, the Fort Worth district always has been one of the Magnolia marketing division's largest and most active.

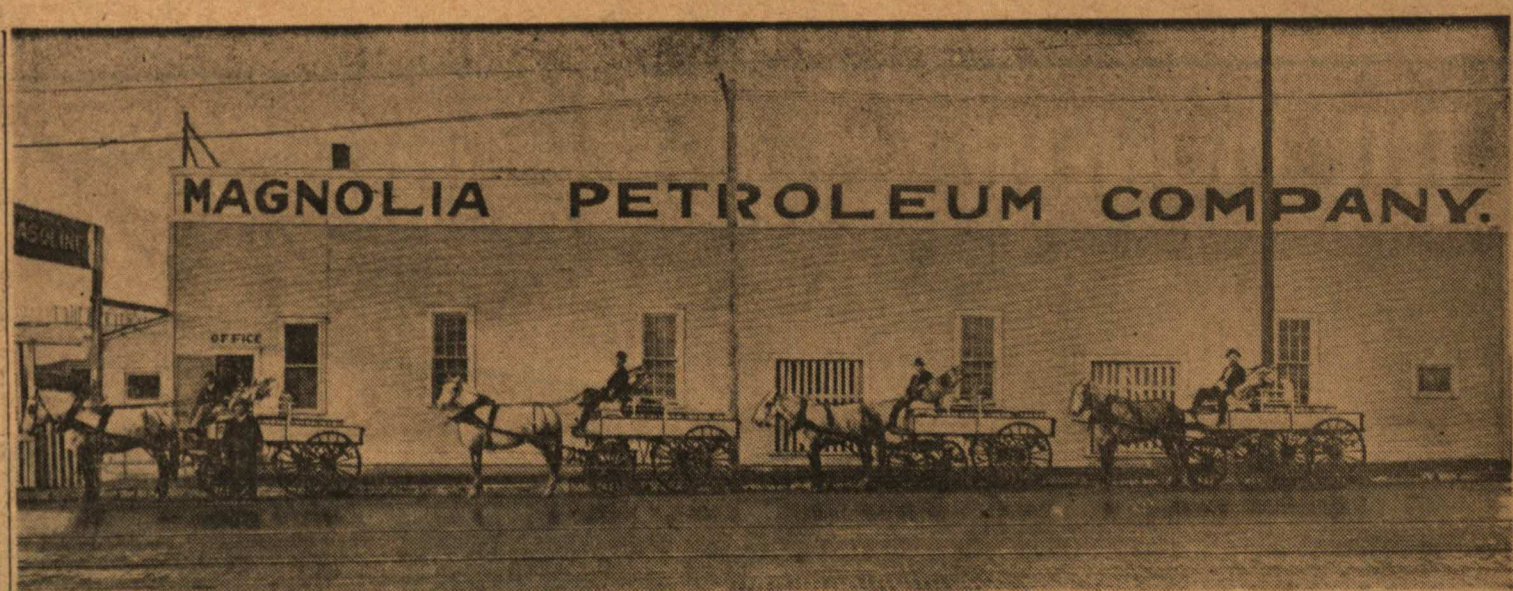
When Electra came in in 1911, Magnolia, to meet rising demand, laid a 220-mile pipe line from Corsicana to the field. Completed in April 1912, the line runs through Fort Worth, where one of the pump stations is located. It also proved of great value later when the line was extended from Fort Worth to Healdton, Okla., to connect with the company's pipe line system in Oklahoma in 1914 and again when oil was discovered at the Burkburnett townsite field and not far from Electra in 1918.

Fort Worth also has been an important terminal for two of the company's products lines. A line for refined petroleum products was built from the Fort Worth refinery to Dallas in 1930 and in 1941 a second line was constructed from Fort Worth to Oklahoma City.

The increased production in North Texas and Oklahoma fields made it possible for Magnolia to begin planning for a refinery here. In 1916 a small plant was built northeast of the city. Shortly thereafter another refinery was purchased here from the White Eagle Oil Corporation but it was not operated long and was shut down and dismantled.

Of the 12,500 persons now on the Magnolia payroll, more than 400 are located in Fort Worth.

When Magnolia established its first district marketing office in Fort Worth 35 years ago, it was one of four district offices in Texas.



OLD DOBBIN METHOD—Kerosene still was in great demand as a product of petroleum and horsepower really meant old Dobbin when this photograph was made back in 1912 at the Magnolia Petroleum Company bulk plant on North Main St. The plant still is being operated.

Rail Board Created in 1890s

BY ERNEST O. THOMPSON.
Texas Railroad Commissioner.

The Texas Railroad Commission was created by Governor James Stephen Hogg during his administration. Governor Hogg said that corporations marching in solid phalanx present a force that must be regulated by the state.

Great abuses had sprung up in Texas in connection with railroad construction and operation. Many promotional deals had been put over. Bonds were not controlled or regulated. Rates were not regulated. Rebating was practiced by the shippers of freight and passes were issued broadcast.

All these things caused Governor Hogg to campaign strongly for regulation of the railroads, and he was successful in having the Railroad Commission of Texas created to hold the scales of justice as regards freight and passenger rates in the State of Texas.

The commission was composed of three members and at first, they were appointed by the governor, but this became a matter of political activity on the part of the railroads; they sought to have the office of Railroad Commissioner made an elective office.

Ever since that time it has been an elective office.

Hogg vs. Clark.

One of the great campaigns in the history of Texas was the race for governor between Hogg and Clark, and the campaign issue was the Texas Railroad Commission. The campaign cry for the Hogg supporters was "Hogg and the Commish." The campaign cry of the Clark supporters was "Turn Texas Loose."

Hogg defeated Clark and regulation of freight rates and passenger rates became an established fact. That duty was placed in the hands of the railroad commission. It has been continuous since that date in the early 90s.

It is interesting that the Interstate Commerce Commission was created the same year as the Texas commission, so the same duty was felt and the same need became apparent in interstate regulation by the Congress as was felt by the State of Texas for intrastate railroad regulation in the State of Texas. This shows that Texas was in the forefront in regulatory thinking even back in the 90s, more than a half century ago and was abreast with the federal thinking along this line.

The First Chairman.

When the commission was created, Hogg called upon John H. Reagan who had been postmaster general of the Confederacy and was, at the time of the creation of the railroad commission, the U. S. senator from Texas, to come back and become its first chairman.

Reagan felt so keenly the opportunity for service that he resigned from the more exalted position of U. S. senator to take the humbler post as chairman of the commission.

Hogg and his associates laid the foundation for the work that has been carried on by his successors in office. The railroad commission not only regulates freight rates and passenger rates, but it also regulates the express company rates and regulates the Pullman Company activities in intrastate business in Texas.

There are 12 employes in the main office of the railroad commission, which is the railroad division.

Later on when truck and bus transportation became an important factor in the transportation for hire in Texas, the Legislature placed the regulation of motor transportation for hire in the hands of the commission, feeling that it was best to have all transportation regulated by one commission.

60 Motor Employes.

Today the commission has 60 employes in the motor transportation division, which includes a director of that division.

Later, it became necessary in the eyes of the Legislature that gas utilities should be regulated in the interest of fair and reasonable rates to be charged to the users in Texas for natural gas, based upon the investment in facilities used and useful in performing the services of transporting and delivering gas to the burner tip of the natural gas users in the State of Texas. The natural gas division of the commission has 20 employes.

The jurisdiction of the commission in gas utilities matters comes into place whenever a city and a utility can not agree upon a fair gas rate in that particular city. Then either the city authorities or the utility may appeal to the railroad commission gas utilities division for a hearing and examination of all the facts so that the Railroad Commission of Texas may prescribe a fair and reasonable rate—fair to the users and fair to the utility alike.

Appointed in 1919.

On Feb. 27, 1919, Senate Bill 350, an act to conserve oil and gas resources of Texas, was introduced into the Senate, passed both the House and Senate, and was approved March 31, 1919, and became effective June 18, 1919, empowering the Railroad Commission of Texas, and making it its duty to prevent waste in the production of oil and gas in the State of Texas.

This law was an important and far reaching step toward true conservation of oil and gas in Texas. It is the basis for the majority of present day rules and regulations governing the development and production of oil and gas in the Lone Star State.

On Nov. 10, 1919, the first rules were prescribed by the commission and many of these laws hold good even today—Rule 37 in particular. Rule 37 was a spacing rule which brought about orderly development of oil wells. Today the commission has 207 employes in the oil and gas division and has the state divided into 10 districts for oil and gas supervision with a branch office in each of these.

There are 1,907 oil fields in the state, with a total of 114,915 wells.

The sole purpose of regulation of oil and gas production is to prevent physical waste. This applies to both underground waste in the reservoir and above ground waste as far as the flaring of gas from oil wells. There is no waste of gas in Texas from gas wells. If a gas well has no market for the gas, it must be closed in until a market is provided.

Casing-Head Gas.

In connection with the production of oil, there is produced some gas that comes up with the oil. This is known as oil well or casing-head gas.

For many years the commission has been trying zealously to prevent the waste of this gas into the air and has been highly successful in this endeavor. To date, only about 14 per cent of the gas produced with oil in the state is wasted. We are constantly reducing waste.

Within the past few years, at the insistent urge of the commission, and almost under threat of shutdowns, the oil industry has spent in the nature of $200,000,000 building facilities to save and conserve for utilization of oil well flare gas formerly burned into the air. The time seems to be coming when flare gas will be a thing of the past. This is because a market has been found for natural gas through pipelines to the north, east and west. These pipelines have made a market and have therefore made gas valuable, and since gas has become valuable, it has become legally feasible and possible for the commission to prevent the waste gas wherever in a given field the quantity of flare gas was great enough to make it economically feasible and reasonable to require that the gas be collected and used for some beneficial purpose.

At the moment the commission has some six cases in court seeking to make companies cease and desist from wasting oil well flare gas. The authority for this action was established in the case of Shell vs. The Commission, commonly known as the Seeligson case. In this case the railroad commission, after several hearings, finally issued an order on the Seeligson Field, calling upon the operators in that field to cease and desist from wasteful flaring into the air of some 27,000,000 cubic feet daily of flare gas—gas produced with oil and then wastefully burned into the air.

Supreme Court Appeal.

The operators in that field went to court and obtained an injunction against the commission enforcing the order which would have shut down the field until the flaring of gas had been stopped and means provided for the utilization of the gas for some beneficial use. The commission appealed the case to the Texas Supreme Court, which held that it was within the powers of the commission and was the duty of the commission to prevent the flaring of gas in any given oil field whenever and wherever the quantity of gas in that particular field was great enough to make it economically feasible and reasonable to so require.

This was a great step forward in conservation of gas in Texas.

The commission has since won several cases based upon the authority established in the Shell vs. Commission (Seeligson Case). It is commonly known that 6,000 cubic feet of gas is equal in heat content (B. T. U.s—British Thermal Units) to one barrel of oil. A barrel of oil sells for $2.65. Thus it can be seen that gas is valuable. The time will come soon in Texas when gas will sell for at least 10 cents a thousand cubic feet at the well.

The total amount of oil reserves in Texas is in the nature of 15 billion barrels and the total gas reserve is around 96 trillion cubic feet. It will be seen that the heat energy in the gas is equal to that of the oil in reserve in Texas. I think the gas of Texas is worth as much as her oil.

3,414 Companies.

There are 3,414 diferent oil producing companies operating in Texas under the regulations of the commission insofar as their drilling and producing operations are concerned. Of this number, only about 20 are major companies. The independent oil producer is greatly in the majority in Texas. The little man is able to operate in Texas just as well as the majors.

It was due to strict proration and conservation by the commission for 10 years before Pearl Harbor that enabled Texas to furnish 80 per cent of the war oil.

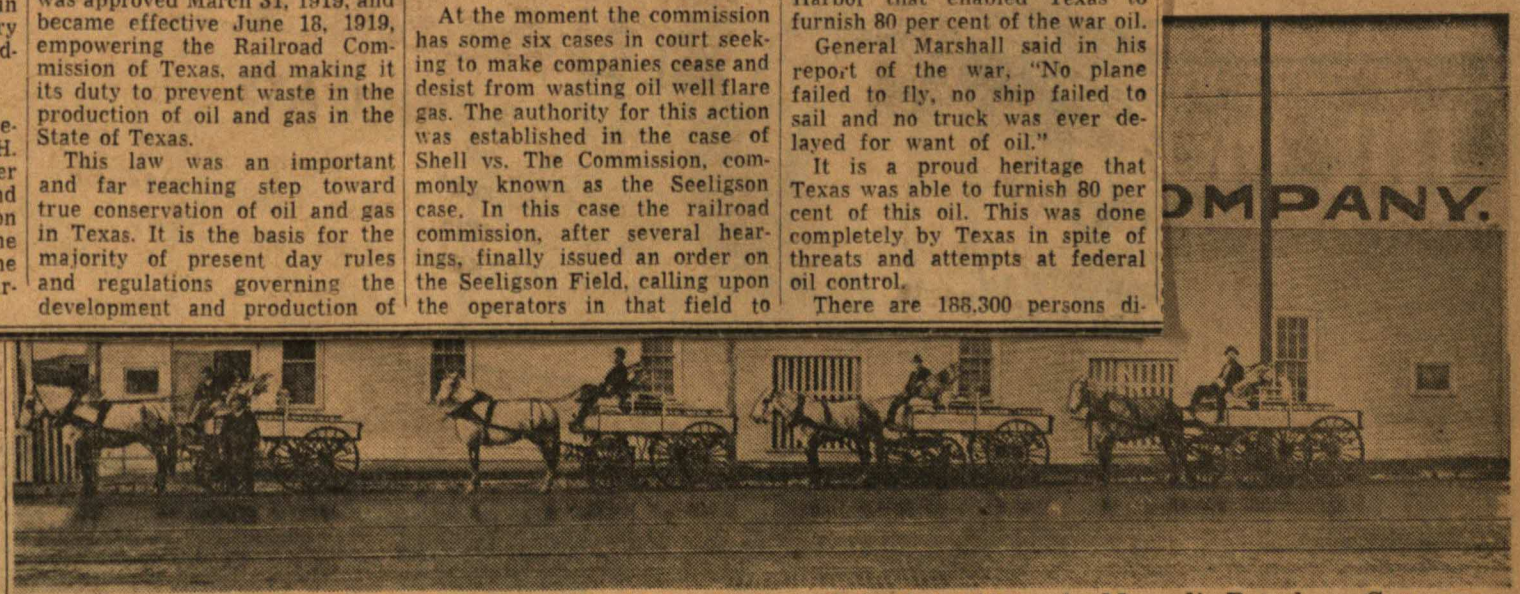
General Marshall said in his report of the war, "No plane failed to fly, no ship failed to sail and no truck was ever delayed for want of oil."

It is a proud heritage that Texas was able to furnish 80 per cent of this oil. This was done completely by Texas in spite of threats and attempts at federal oil control.

There are 188,300 persons directly employed in the oil business in Texas, and 348,760 additional persons derive part of their income from oil through rents and royalties, bringing the total to 537,000 people who live entirely or in part from their income from oil.

Estimators of the population say that there are an average of 3.82 persons per family. It will thus be seen that 2,000,000 persons in Texas live wholly or in part on income directly from oil. The daily income from oil, figuring present production of 2,000,000 barrels a day at $2.65 a barrel is in excess of $5,000,000 per day.

Last year, 1948, the total amount paid for rents and royalties in Texas was $248,000,000; direct wages were $480,000,000. That makes a total of $728,000,000 paid out by Texas oil business directly to Texas people last year.



OLD DOBBIN METHOD—Kerosene still was in great demand as a product of petroleum and horsepower really meant old Dobbin when this photograph was made back in 1912 at the Magnolia Petroleum Company bulk plant on North Main St. The plant still is being operated.

development of Fort Worth.

The company, which came out of the oil development at Corsicana in the 90's, established its first marketing facilities in Fort Worth in the last half of 1911.

Those were the days of the horse-drawn tank wagons and can wagons when gasoline, which only a few years ago before had been discarded as a useless by-product was rapidly replacing kerosene as the principal production of petroleum.

As sales in North and West Texas increased, Magnolia established its Northwestern district Jan. 1, 1914, with headquarters in Fort Worth. This district extended from Fort Worth to El Paso, New Mexico to Oklahoma. Since its organization 35 years ago, the Fort Worth district always has been one of the Magnolia marketing division's largest and most active.

When Electra came in in 1911, Magnolia, to meet rising demand, laid a 220-mile pipe line from Corsicana to the field. Completed in April 1912, the line runs through Fort Worth, where one of the pump stations is located. It also proved of great value later when the line was extended from Fort Worth to Healdton, Okla., to connect with the company's pipe line system in Oklahoma in 1914 and again when oil was discovered at the Burkburnett townsite field and not far from Electra in 1918.

Fort Worth also has been an important terminal for two of the company's products lines. A line for refined petroleum products was built from the Fort Worth refinery to Dallas in 1930 and in 1941 a second line was constructed from Fort Worth to Oklahoma City.

The increased production in North Texas and Oklahoma fields made it possible for Magnolia to begin planning for a refinery here. In 1916 a small plant was built northeast of the city. Shortly thereafter another refinery was purchased here from the White Eagle Oil Corporation but it was not operated long and was shut down and dismantled.

Of the 12,500 persons now on the Magnolia payroll, more than 400 are located in Fort Worth.

When Magnolia established its first district marketing office in Fort Worth 35 years ago, it was one of four district offices in Texas.

Renowned Spindletop Hit Peak in 1902

Nacogdoches Had Oil Boom in 1866; Corsicana Followed With 1895 Strike

Nacogdoches, Corsicana and Spindletop are three of the most important names in Texas oil history.

While there had been scattered showings of oil and gas in Texas, the first real oil well was drilled near Oil Spring in Nacogdoches County in 1859. However, it was not until 1866 that Texas had its first oil boom, which also was at Nacogdoches.

In 1859, Lynis T. Barrett obtained a lease but, with the outbreak of the Civil War, he joined the Confederate Army. Immediately after the war ended, he renewed his activities.

After encountering several oil showings, the well, at 106 feet, began to make 10 barrels of oil per day. But the production of the Pennsylvanian fields soon caused Nacogdoches to stop.

Completion of a well for 250 barrels of oil per day at 70 feet, only a few hundred feet from Oil Spring, in 1866 set off the first boom.

The Petroleum Prospecting Company drilled 30 producing wells in the field prior to 1890, laid a pipe line, the first in Texas, 14½ miles long, and erected two iron tanks, which might be called the first "steel" storage in the state.

Decline After 1890.

After 1890, activities dwindled there.

The finding of oil in water wells led to the next big oil rush, which was at Corsicana. Ralph Beaton and H. H. Damon formed a partnership with John Davidson, a driller, to drill the first oil well there, only 200 feet south of one of the water wells which had shown oil.

At 1,040 feet, the well began producing 2½ barrels of oil per day, on Oct. 15, 1895. By the end of 1906, Corsicana had five producing wells and the year's output was 1,450 barrels. The year before, Texas' production had totaled only 50 barrels.

Corsicana's yield in 1897 was 66,000 barrels. Some of the wells were drilled by the new method—rotary, which was to prove a decisive factor in the opening of Spindletop.

Used in Making Gas.

The only market for the Corsicana oil was as a fuel for drilling more wells and for shipment to Dallas and Austin to be used in making gas.

Mayor James E. Whitesell interested J. S. Cullinan of Pennsylvania to come to Corsicana.

The possibilities at Corsicana so impressed Cullinan that he made a contract with owners of producing wells to take 150,000 barrels at 50 cents per barrel, conditioned on his installing a pipe line system, storage tanks and a refinery.

This resulted in the building of the first refinery there, which began operations on Christmas Day 1898 and which was the forerunner of the Magnolia Petroleum Company.

Corsicana was the scene of many firsts in oil history.

It was the location of the first successful refinery in the entire South.

Cotton Belt Engine.

The first oil-burning equipment which was used in a Cotton Belt passenger engine between Corsicana and Hillsboro came out of the town as well as the use of oil for street maintenance.

Measured by the vast consequences upon the way of life of the people of Texas and the effects upon the nation and the world, the most important event in Texas since the Battle of San Jacinto was the discovery of oil at Spindletop on Jan. 10, 1901.

For Spindletop, where the Lucas gusher blew in to startle the world, was the beginning of the modern oil industry.

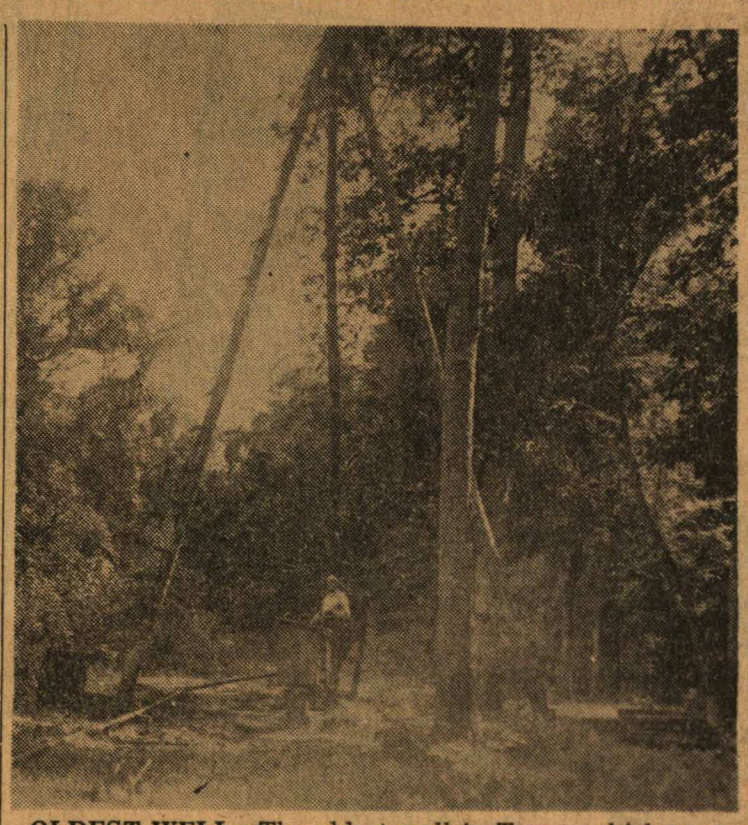
Spindletop was a stone tossed into a pool and its widening ripples were Ranger, Burkburnett, Big Lake, Luling, Mexia, East Texas, and many other fields that were discovered later.

Spindletop Backers.

The credit for Spindletop is shared by Anthony F. Lucas, who promoted and drilled the first well, by J. M. Guffey and J. H. Galey of Pittsburgh, financial backers of Lucas and Patillo Higgins of Beaumont, who first interested Lucas in Spindletop.

The discovery produced 800,000 barrels of oil the first nine days it ran wild. A year later, there were 138 producing wells at Spindletop. Out of the development there, came the Gulf Companies, the Texas Company, Humble Oil & Refining Company, Houston Oil Company and a numberless host of others.

After the peak of 1902, Spindletop entered into a decline that continued year after year until July 7, 1926, when Miles Frank Yount, head of the Yount-Lee Oil Company of Beaumont, made a second discovery there. The second boom, while lacking much of the color of its predecessor, possessed all of its vigor and tremendous production.



OLDEST WELL—The oldest well in Texas, which was drilled 15 miles from Nacogdoches in Nacogdoches County when oil sold at 20 cents per barrel.

Electra Got First Oil Back in 1904

A ranchman seeking water for his cattle was the discoverer of Electra, the first major oil field in North-Central Texas.

The cattleman was the late W. T. Waggoner—but nothing came of his discovery for years. It took an "April Fool" well to bring the field to the forefront.

In 1904, Waggoner drilled a well for water on the Electra townsite. Water was struck, all right, but it was too smelly and discolored for the animals to drink. Tradition says that when a foreman reported to the rancher, "You've hit oil," he growled, "To thunder with the oil! I want water for my cows."

Two more tries in the vicinity struck water but that same black scum would rise to its surface. Farmers and stockmen were permitted to come and help themselves and they skimmed off the oil for use as stock-dip and as "kindling" to start a fire in the cookstove.

250,000 Acres Leased.

In 1909, Waggoner leased 250,000 acres of his ranch land in Wichita and Wilbarger Counties to the Producers Oil Company. Several tests failed to find oil in commercial quantities; then one well was surrounded with a barbed-wire fence and guards were posted, "for the safety of the public," it was announced. There were rumors, however, that oil had flowed.

Over at Petrolia in Clay County was the pioneer pool of North Texas. Citizens organized the Clay County Oil and Gas Company (later, the Clayco Company), which obtained a lease on the Woodruff-Putnam farm, adjacent to the Electra townsite. A test was started but progress was slow, due to lack of efficient machinery and delay in securing parts for repairs. It is said that the well would have been given up had it not been for the favorable rumors about the Producers' well with the barbed-wire enclosure.

On the night of March 31, 1911, the crew on the Woodruff-Putnam well heard a rumbling and then came a rush of oil. After a creek had been dammed up in order to save the crude, one of the workers hurried over to notify A. F. Dennison, the foreman. By this time it was April 1 and Dennison suspected that the matter was an "April fool" joke, but he dressed, drove over to the lease in his buggy and found a well making 1,500 barrels a day.

Oil at Shallow Depth.

This well started a big rush. Actually, the guarded well of the Producers was an oil well but the mystery with which it had been surrounded prevented its revealing to the world that Electra was an oil field.

Since it was a company organized at Petrolia which drilled that April 1 well, it would be appropriate to set down the circumstances which led up to the fateful event.

In 1902, a well being drilled for water on the Lochridge farm near Petrolia encountered a small amount of oil at 150 feet. As a result, several other wells were drilled and they too struck oil but it was not until 1904 that marketing of the petroleum began. This marked the discovery of oil in the North-North Central Texas area.

By the end of 1904, Petrolia had 80 wells and the year's output was 65,455 barrels, worth 47½ cents a barrel. Depth was around 300 feet and initial production varied from three to 40 barrels. Next year's output was more than 100,000 barrels.

Another distinction for Petrolia is that the field was the real beginning of the gas industry. In 1907, the Navarro Refining Company completed a gasser at 1,500 feet and additional gassers gave basis for the belief that there was a considerable supply which could be sold in nearby towns.

Natural Gas to Fort Worth.

Soon, the fuel was being piped to Petrolia and Wichita Falls. The Lone Star Gas Company was organized in 1909 and, next year, Fort Worth, Dallas and several smaller cities were receiving natural gas.

Later, Petrolia was to become famous for helium, the non-inflammable gas used in dirigibles. The United States Government began studies in 1918 which led to the construction of two plants in Fort Worth and one in Petrolia for extracting the helium.

After the Clayco well at Electra came in, a two-inch line was laid on top of the ground to the Fort Worth and Denver City Railroad. Soon, other wells were drilled and the refinery at Corsicana began receiving Electra crude by the trainload.

Production was found in four sands, ranging from 580 to 1,900 feet, the Pierce-Fordyce Association laid a pipeline to its Fort Worth refinery and the Texas Company built a line to Dallas. By the end of 1911, Electra was producing over 12,000 barrels a day from 101 wells.

Series of Discoveries.

Then followed a series of discoveries, some of these being Sunshine Hill, South Field (where a boom town for a time threatened to rival Electra but vanished), Waggoner Pasture, Culbertson, Iowa Park, KMA and Burkburnett (the first "Burk" pool).

YOUNG COUNTY HAD GAS IN 70'S

First commercial discovery of natural gas in Texas occurred near Graham in Young County in either 1871 or 1872. It was drilled by G. A. Graham and his brother, R. G. Graham.

Gas was found in porous brown sand from 131 to 136 feet, with an increase from 371 to 379 feet.

Oil Traces Found in Tarrant County in 1887

History records oil shows in water wells drilled in Tarrant County as early as 1887, but it was 31 years later—1918—that the first exploration was undertaken.

This was after the discovery of oil at Ranger in 1917, which made Fort Worth oil-conscious and turned the spotlight of the nation on this area.

The initial effort was near old Polytechnic College. It was started by Harry Byrnes as the No. 1 Birchell, located in the A. Thompson survey. Pioneer Oil & Gas Company and Humble Oil & Refining Company later had a hand in the operation which was abandoned at 4,470 feet on Nov. 1, 1918. Scout reports of the endeavor record a show of oil at 3,000 feet.

This wildcat is one of 24 which have been drilled in Tarrant. The deepest and latest activity has been in the Birdville area, where a couple of Ellenburger failures were drilled. Another fruitless try for Ellenburger production also was made in northeastern Tarrant.

Abandoned in 1944.

Early in 1944, Martin, Moore & Brewster, Fort Worth attorneys, abandoned their No. 1 R. B. England, R. Baker survey, abstract 108, at 8,458 feet without shows.

Late in 1943, C. Andrade III, Dallas, had halted operations at No. 1 R. B. Sharpless, S. H. Thompson survey, abstract 1504, at 8,484 feet, in the Ellenburger. Incidentally, this is the deepest test ever drilled in the county. It was junked after failing to find anything of consequence in the Ellenburger.

The northeastern Tarrant failure was the Bruce Sullivan, Fort Worth, No. 1 J. J. and W. C. Putman, M. Gilbert survey, abstract 565, plugged at 7,837 feet, on Feb. 24, 1941.

The greater part of the wildcats in the county were drilled to depths of less than 1,000 feet.

800-Foot Dry Hole.

Earliest of these operations was in 1921, when the Worth Tarrant Oil Company drilled a 800-foot dry hole as its No. 1 W. H. L. Moore, L. W. Anderson survey. It was plugged on Nov. 19.

Two of the shallow tests were abandoned in 1923 after having been started in 1922. Plugged on Jan. 15, 1923, was the Erie Oil & Gas Company No. 1 Cartwright, Francisco Cuella survey, certificate 1-640, abandoned at 560 feet. The other was the Artz Oil Development Syndicate No. 1 G. H. Sieber, R. Randall survey, certificate 3-708, quit at 510 feet on Feb. 12.

Other shallow failures were:

Welsh & Proffett and Lewis Oil Corporation No. 1 J. H. Coffee, William Davidson survey, abstract 1-885, abandoned at 230 feet after having been started as a 4,000-foot wildcat. It was plugged on June 11, 1933.

A. W. Phillips et al No. 1 J. H. Wright, W. G. Logan survey, abandoned at 320 feet, Dec. 21, 1929.

Lewis Oil Corporation.

James W. McCamey et al and Lewis Oil Corporation No. 1 Z. Boaz, Joel Fish survey, abstract 1208, plugged Feb. 12, 1934, at 465 feet after having been started as a 5,000-foot cable tool wildcat on Dec. 17, 1932.

Texwa Oil Company No. 1 Charles Maloney, H. R. Ryan survey, No. 11, abandoned at 500 feet on April 19, 1930.

J. M. Hickey No. 1 J. B. Baltzelle, William Scott survey, abandoned at 810 feet, Feb. 24, 1941.

Johnson & Mannan No. 1 Roy Cannon, V. J. Hutton survey, plugged at 869 feet, May 2, 1937.

Failures from 1,000 to 2,000 feet follow:

E. R. Hoffpanier et al No. 1 Joe Hendrick, B. Medlin survey, dry at 1,595 feet on July 10, 1938.

Zenith Oil Company No. 1 Browder, J. Wilcox survey, abstract 1704, plugged at 1,170 feet, Oct. 31, 1925.

Hoffpanier No. 1 Dr. W. H. Davis, Hiram Blackwell survey, abstract 3-1197, dry in the Glen Rose at 1,893 feet on May 25, 1936.

Operations from 2,000 to 3,500 feet:

Hoffpanier et al No. 2 Dr W. H. Davis, Hiram Blackwell survey, failure at 2,140 feet on Aug. 10, 1937.

Bear Oil Company No. 1 Bogart, N. B. Looney survey, spudded May 15, 1919, and plugged May 3, 1920, at 2,210 feet.

Tarrant Oil & Gas Association No. 1 J. S. Todd, J. M. Millsap survey, plugged at 3,200 feet on Nov. 19, 1921. It was only 750 feet east of the Trinity River.

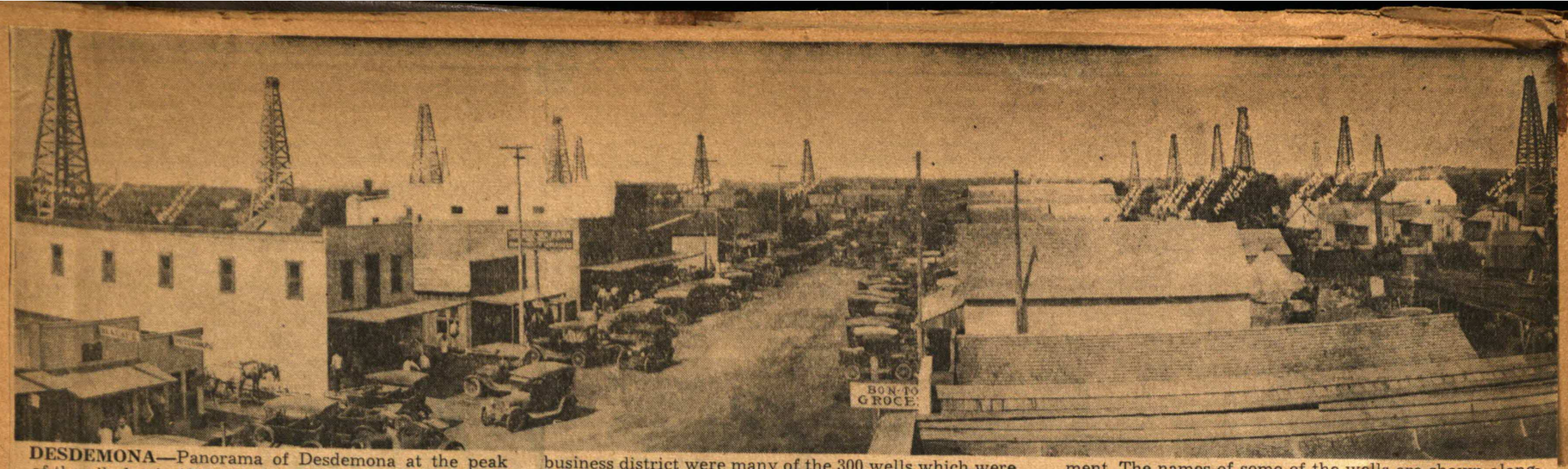
Grapevine Producing Company No. 1 Corbin, T. Mahan survey, abandoned at 3,505 feet, April 26, 1920.

Failures from 4,000 to 4,600 feet:

Souse et al No. 1 Mrs. A. Henderson, R. P. Morgan survey, dry at 4,165 feet on Aug. 1, 1923.

P. L. Tippet & Son No. 1 Joe Day, N. Ashton survey, plugged at 4,600 feet on June 17, 1924.

Fort Worth Oil & Gas Company No. 1 J. W. Wray, block 56, Shelby County School Land, southern Tarrant County, abandoned on May 1, 1923, at 4,630 feet.



DESDEMONA—Panorama of Desdemona at the peak of the oil play in 1919. Standing among the stores in the business district were many of the 300 wells which were being drilled at the time, with 750 more awaiting equipment. The names of some of the wells are shown alongside the derricks in the photo.

Hogtown Natives Considered Prospector 'Teched'

Duke Well Blew In Sept. 2, 1918, to Focus Eyes of Nation on Desdemona

BY BOYCE HOUSE.

Desdemona, Hogtown and Hog Creek were words that were known all over the United States and were synonymous with oil gushers 30 years ago.

Fort Worth, by virtue of the discovery of the Ranger and Burkburnett fields, already had become the chief oil center of Texas when the Desdemona strike was made.

The development there brought many more investors from all parts of the nation to Fort Worth, the gateway to the three spectacular booms, all going full blast at the same time.

There were 50 inhabitants of Desdemona and the hamlet boasted a blacksmith shop, three stores and a barber shop in 1918. Hog Creek flowed past, the name being derived from the fact that abundant mast along the banks of the stream attracted hogs. So when the settlement came into being, its was called Hogtown.

Started as Hogtown.

But civic pride grew and it was felt that a more dignified name would be in order. A young lawyer who came down from Eastland now and then to try a case before the justice of the peace suggested that the community be renamed Desdemona, in honor of the justice's pretty daughter. Officially, the village became Desdemona but many of the old-timers of that section continued to call it Hogtown.

An Englishman who purchased a farm did very little farming but he walked around over the country a lot, examining rocks, and one day he said he believed there might be oil. But the natives considered him a crank and, when he moved away, they forgot him.

All except one man—F. M. Daniel, a merchant. He gave the matter considerable thought and decided he would like to see a test made. So he got up a subscription, and a water-well outfit drilled on the farm of Walter Carruth, the barber. A showing of oil and gas was encountered at less than 1,000 feet but the money gave out.

Carruth used to take visitors to the abandoned well, lower a bottle on a string and when it came up, there was oil in the bottle. He talked so much about the petroleum possibilities along the creek that he came to be known as "Hog Creek" Carruth.

Discovery Burned.

Tom Dees of Midlothian, who was in the lumber business, took a flier in oil, made some money and he was induced to visit Hog Creek. Carruth brought up oil in the bottle and the upshot was that Dees obtained a large block and made plans to drill a test. Back in Midlothian, business men and farmers came into his office and wanted to invest with him so he formed the Hog Creek Oil Company and sold stock at $100 a share.

As drilling was in progress, Dees gave R. O. Harvey of Wichita Falls some acreage and helped him to obtain more—and a wildcat was started on the Joe Duke farm.

While all of these things were happening, the McCleskey well had come in at Ranger and a great boom had started at that town, 18 miles north of Desdemona. This brings us down to the night of Sept. 2, 1918. Lights were gleaming in the few scattered houses in Desdemona when there came a roar, followed immediately by a column of flame so bright that one could have read a newspaper on the town's main street, a mile and a half away. But no one took time for that; instead, they hastened to see what had happened — and what had happened was that the Duke well had hit oil and had instantly caught on fire. For two days, the flames raged — 20,000 barrels of oil going up in smoke during that period—then the fire was extinguished. Pictures of that flaming gusher hit front pages all over the land and Desdemona's boom began.

Opened Home to Arrivals.

Dr. S. E. Snodgrass was a pioneer physician and, there being no hotel, he and Mrs. Snodgrass threw their large home open to the first arrivals who otherwise would have had to sleep under the trees in a chill rain. Pallets were placed all over the floors and 30 guests were accommodated; their offers to pay were hospitably declined.

Soon shacks and tents arose and, at the peak, 16,000 men were in and around Desdemona. The town itself was found to be above an oil pool so derricks sprouted all over the place.

Conservation was unheard of, so the derricks were thick — one four-acre tract had five producers. The wells were flowed wide open. Warren Wagner, who had been the drilling contractor on the Ranger discovery well, was understood to have over 2,000,000 barrels in storage ($4,500,000 worth of oil), awaiting the laying of more pipelines. When the Magnolia Petroleum Company's Terrell came in, a hundred teams of horses and a regiment of men swung into action to dig pits. The well produced $491,000 worth of oil in 50 days.

If a well was yielding gas but no oil, the gas was allowed to escape into the air in the hope that the well would "blow itself in" as an oiler.

Flowed Into Road.

Oil overflowed into a road, forming a lake in which cars bogged down. Three hundred wells were drilling at one time, with 750 others reported held up for equipment. A huge gasser, out of control, caused all drilling to stop and farmhouse cookstove fires were put out for a radius of almost a mile till the well was capped.

Jake Hamon, Oklahoma oil and rail magnate, built a railroad from Breckenridge through Ranger to Dublin. A rival to Desdemona was created near by: the place was called Jakehamon and a big sale of lots was held. Jakehamon was made the rail stop and, when a train approached Desdemona, the car doors were locked but the passengers swarmed through windows and dropped to the ground. So Desdemona had to be made a stop, too.

Joe Duke, on whose land the discovery well had been drilled, did not permit the rich royalties to halt his work around the farm; he continued to haul hay and repair fences.

$10,250 for $100.

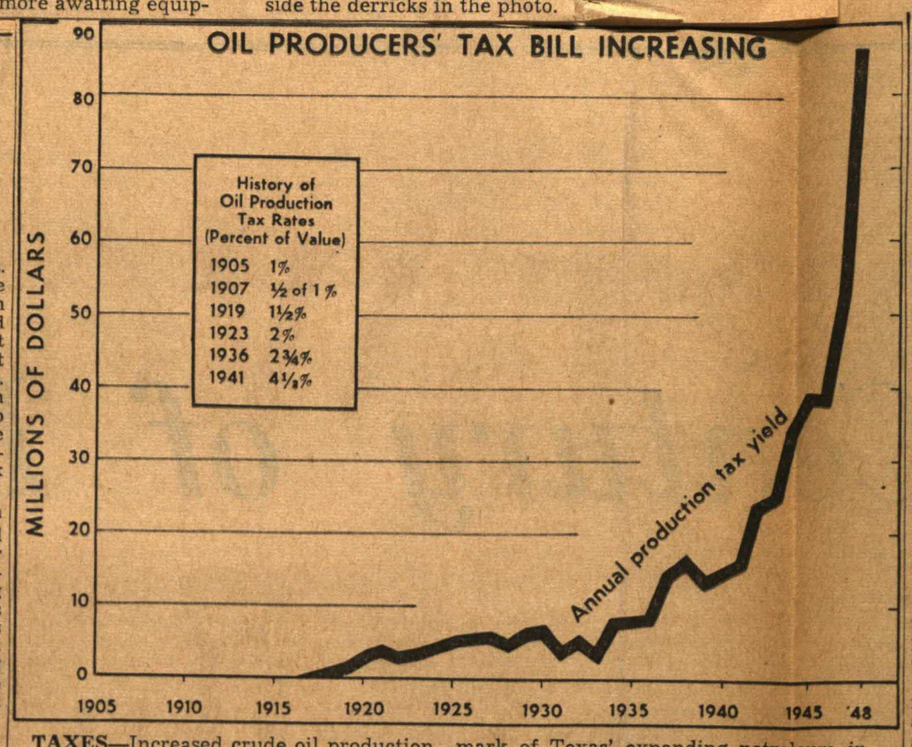
The Hog Creek Oil Company, which Tom Dees had formed, sold out and the stockholders received $10,250 for each $100 invested—one of the greatest payoffs in the history of oil.

Desdemona was the "inspiration" of many promotional companies and millions upon millions of dollars' worth of stock was sold all over the United States. Many of these companies were headed by men inexperienced in oil and many others were headed by unscrupulous men. A few hit oil; many more did not. The first oil promotion of Dr. Frederick A. Cook was based on holdings in the Desdemona area. Cook, who claimed to have discovered the North Pole, later launched company after company and his stock selling led to a prison cell.

In the space of two years from the time the Duke gusher had ushered in the boom with roar and flames, the drama of Desdemona had run its course. The big wells became pumpers; dry holes defined the field and the crowds departed. Today, the town is not much bigger than it was, long ago, when the Englishman, who looked at rocks, said there might be oil around there.

But Fort Worth remembers Hogtown and Hog Creek because the wild activity there produced lasting effects here — helping to strengthen this city's position as one of the centers of the Southwest oil empire.

FIRST WELL—R. O. Harvey's gusher on the Joe Duke farm, which discovered the Desdemona pool, afire shortly after it blew in.



TAXES—Increased crude oil production—mark of Texas' expanding petroleum industry—has been the state's biggest revenue raiser in recent years. This chart depicts the history of the production tax on crude oil.

State and Local Governments Prospered With Oil's Coming

The state and local governments of Texas have prospered hand-in-hand with the development of the oil and gas industry, a history of the 44-year-old production tax system shows.

From the first levy on oil production, in 1905, which raised $101,403, the tax bill on petroleum operators for production alone has now reached a rate of more than $98,000,000 a year. The cumulative tax total is nearly $610,000,000.

Consequently, there has been a gradual shift of the burden of state government costs onto the oil and gas producers until more than half of all the state's business and property taxes come from petroleum.

Recent studies show that taxes on oil and gas operators put 47 cents of every dollar in the state's general fund, the state's major spending account from which school, rural roads, college and other appropriations are made.

The development of the production tax on oil and gas in Texas has no parallel in any other industry or retail business in the state, outside of the levies on sulphur production and carbon black manufacture.

Like all other business men in the state, oil and gas operators have, from the beginning, paid city, county, state, school and special district ad valorem taxes on their buildings, machinery and other property, plus taxes on value of oil still below their leases. The industry's ad valorem tax bill in 1947 was approximately $56,000,000.

Since 1905 the legislature has changed the oil production tax rate, which started at 1 per cent of value until it has now reached 4⅛ per cent of value.

The tax rate on natural gas production, first levied in 1931, has been hiked from 2 per cent of value until it is now 5.2 per cent of value.

In 1905 the state had a deficit caused by appropriations in excess of revenue. Governor S. W. T. Lanham asked for all possible economy and an equitable system of taxation. The result was an omnibus tax bill which hit railroads, utilities and the oil producers.

In a called session of 1907, the governor asked that the legislature "enact adequate laws to secure equality and uniformity in taxation." The state's deficit had been wiped out by the revenue laws of 1905, and this session offered relief to the tax payers. In the senate debate on tax legislation, it was pointed out that the oil business was marked by substantial losses and hazards and that the development of the industry had increased land and property values, thus providing sources of more ad valorem revenue. In this era production slumped from a high of 28,000,000 barrels annual output to about 9,000,000 in 1910.

During the period from 1910 to 1919, however, new discoveries in West Central and North Central Texas, coupled with World War I's demands, boosted production.

In 1919, Governor W. P. Hobby asked for higher taxes on oil, other minerals, electric and water companies, soft drinks, express companies, packing houses, interurban lines and all corporations.

The legislature raised the tax on oil production to one and one-half per cent of value where it remained until the stormy tax sessions of 1923. Governor Pat Neff then repeatedly vetoed appropriations, which were above expected revenues, and called the legislature back into special session. The oil production tax was increased to two per cent and at the same time a tax was levied on sulphur production and the gasoline tax was levied for the first time.

This rate, based on value, remained in effect until 1933 when the price of crude oil dropped to 10 cents per barrel in the chaotic East Texas field. At that time, a floor was placed in the law so that the state would receive at least two cents per barrel tax in the event the price of oil fell below $1 a barrel. The law was also rewritten so that the purchaser of the crude oil would remit the tax to the state after deducting the tax from his settlements with the producers and the royalty owners.

When the constitutional amendment, providing for old age assistance, was adopted in 1936, several special sessions were called by Governor James V. Allred to raise additional revenue to provide the state's share of the payments. In October an omnibus bill was passed which increased the gross production tax on crude oil to two and three-quarters per cent.

Another omnibus tax bill, the currently effective House Bill 8, was passed in 1941 during Governor W. Lee O'Daniel's administration to raise additional revenues. This brought the rate up to 4.125 per cent of value on oil when above $1 per barrel and 4.125 cents per barrel when the oil is sold below $1 a barrel and 5.2 per cent of value on natural gas.

This high rate hit on the eve of World War II when production of oil soared to unprecedented heights. Production for the war and the strong postwar demand rose to a peak in 1948 with total tax collections from Texas oil and gas operators gaining from $18,000,0000 in 1941 to $46,000,000 for the fiscal year ending Aug. 31, 1946.

The total tax bill continued to grow with increased production until 1948's oil, gas and pipeline tax almost touched $95,000,000 in 1948 and approximated $98,000,000 for fiscal 1949.

The building of more pipelines has increased both the volume and the value of Texas natural gas sold with a resulting steady growth in the amount of revenues from this source. Since the 5.2 per cent of value rate was set on natural gas in 1941, the annual revenue rose from about $2,400,000 in 1942 to $8,800,000 in 1949, an increase of 266 per cent. The income was rapidly accelerated in 1948 over 1947 when natural gas tax revenues increased 52 per cent.

The softened demand for Texas oil caused production allowable cuts from the highs of the final months of 1948 until September 1949. This resulted in decreased revenues for the state treasury. Since the legislature did not trim its spending program to parallel the cuts in revenues suffered by Texas operators, the state faces 1950 with a tax session of the legislature in prospect.

Spending programs which have been borne largely in other states by various income gross receipts and sales taxes, have been carried, in the main, by Texas' oil and industry.

ge keeps your hour

BRECKENRIDGE—"World's greatest oil field, home of the million dollar wells," was the slogan of Breckenridge during its boom days. Many of these wells are shown in this photo, a general view of the town, which became a city overnight when it proved to be in the middle of a rich oil pool.

Four Railroads Raced to Stephens County

Breckenridge Had Oil First, but Rush Did Not Come Until Ranger Strike

Four railroads raced to see which would be first to reach Breckenridge, then the largest city in the United States without railroad outlets. This is but one of many exciting events which splash the action-crowded history of the Stephens County capital.

Breckenridge, along with Ranger, Burkburnett, Desdemona and other oil cities which boomed three decades ago, helped to make Fort Worth, as the gateway to the fields, a great oil center.

The rush at Breckenridge did not start until the frenzy at Ranger had been in full flower for some time—but oil was struck at Breckenridge ahead of the discovery at Ranger. The Texas Company's No. B-1 J. W. Parks, seven miles southeast of Breckenridge, hit oil on Oct. 30, 1916, almost a full year before the McCleskey well at Ranger, 32 miles southeast, came in.

Small Producer.

However, the Parks was a small producer—75 barrels a day, and Breckenridge was hard to get to, not being on a railroad and, of course, then there were no paved roads. A few more wells were completed in the Parks area. But activities really did not become accelerated until after big wells at Ranger, Desdemona and Burkburnett had focused the eyes of the nation on Texas oil fields.

Breckenridge had a population of 700 and there was $80,000 in bank deposits before the discovery of oil. The first white child born in the county was Breckenridge Stephens Walker.

As a young man, he drove a mail hack between Breckenridge and Eastland. The freight came in by wagon from Albany or Ranger. Then Breck Walker became a merchant and banker and when oil began to transform the town into a city, Walker and his friend, C. M. Caldwell, an attorney, became partners.

They drilled numerous wells—they brought in four producers in one day. The two men built the waterworks, put up substantial business buildings, established the daily newspaper, gave liberally to the construction of churches and were leaders in every civic move.

Paid $480,000 for Lease.

At a Breckenridge homecoming in 1939, E. A. Landreth, now of Fort Worth, one of the most successful operators in the Breckenridge field, was reminiscing with a group that included Caldwell (now living in Abilene), Landreth told of buying a lease. Caldwell had paid $130 for the lease and sold it to Landreth for $480,000. However, the tract paid out in three months.

In a year's time, property values in the town jumped from $1,000,000 to 30 times that amount while much of the county's land over which cattle had grazed for years acquired fabulous values per acre after such geysers of oil as the Carey and the Stoker came in. These wells were rated at from 10,000 to 12,000 barrels a day.

There were half a dozen seething towns that had sprung up as various pools were found. Among these were Gunsight, Necessity, Leeray, Caddo and Frankell. Necessity boasted, "From 200 to 2,000 in two weeks."

Perhaps most picturesque of these towns was Leeray, named for R. Q. Lee, later a member of Congress, and his associate, Walter Ray. Lee was building a railroad from Cisco to Breckenridge and, on the line dividing Eastland and Stephens Counties, the town was created. The county line ran down the middle of the main street and the problem of law enforcement was simplified when both counties named the same man as deputy sheriff. Five thousand persons swarmed into Leeray. When the oil play was over, the buildings were moved away and today the site of Leeray is covered with grass, cactus and mesquite.

20,000 Population.

Breckenridge's population was estimated at 20,000 and its citizens were so anxious to obtain a railroad that they subscribed $500,000. Four lines began a race to be the first to reach the oil-rich metropolis. Probably no such contest has been witnessed, before or since, in the history of railroads.

One of the lines was being built by Jake Hamon, Oklahoma oil man, north from Dublin. It was necessary to cross the T&P in order to reach Breckenridge and Ranger was the logical place. Those in charge of the construction thought there might be complications so they quietly assembled a great array of men, teams and graders and then proceeded to the point selected for the crossing. They blocked the T&P and worked feverishly under the light of lanterns and torches. It was the first to reach the city.

The boom ended when the gushers inevitably subsided and when oil became $1 a barrel instead of $3.50. The bank of which Breck Walker was the head had a considerable amount of uncollectible paper when the rush was over. The directors paid this off. Walker wrote a check for several hundred thousand dollars and, under his signature, he wrote, "The value of a good name." That might well have served for the epitaph of Breck Walker, who died some years ago—and, for that matter, it could serve as the epitaph of all the courageous, rugged, honest, "word-as-good-as-their-bond" West Texans of the pioneer days.

After the boom, Breckenridge settled down to steady, sane, sustained oil activities and, more than a quarter of a century afterward, it is one of the most substantial and prosperous cities of West Texas—and still an important oil center.

RANGER LURED PAGE 1 NAMES

All roads led to Ranger, figuratively speaking, during its oil boom days.

Tex Rickard, the boxing promoter, drilled a number of wells. Rex Beach went there to gather material for a novel, "Flowing Gold." The late President William H. Taft was a visitor, on a lecture tour.

Carlock Fathered Production Rules

Basis for the present-day rules and regulations governing the production of oil and gas in Texas is contained in a bill introduced by Senator R. L. Carlock of Fort Worth, on Feb. 27, 1919.

The bill passed both houses, was approved March 31, 1919 and became effective June 18, 1919.

Under the measure, George C. Butte, professor at the University of Texas, became the first chief supervisor for the Railroad Commission.

PALO PINTO HAD GAS WELL IN 1880

Some of the earliest gas wells in Texas were drilled in Palo Pinto County. Oil Historian Charles A. Warner records this was around 1880. One of the wells, located near Gordon, found a flow of gas sufficient to keep a constant light burning from a burner attached to a gas pipe inserted in a beer keg over the well.

Another well, known as the Dalton test, was located five miles north of Palo Pinto. It had a good flow of gas at 384 feet, which was accidentally ignited, sending a blaze 40 feet into the air.

Famed Ranger Boom of 1917 Set Off The Era of Skyscrapers for Fort Worth

No single event, especially oilwise, had a greater effect on the modern growth of Fort Worth than the discovery of oil at Ranger in October 1917.

Fort Worth, though actually 90 miles east of Ranger, was the gateway. Many companies and individuals made it their base of operations to avoid the discomforts of boom towns.

The Westbrook Hotel was the center of this activity; all the chairs were removed from the lobby and, even then, the throngs congested the sidewalk.

The "golden goddess," as a statue in the lobby was called, witnessed many transactions involving millions of dollars. Oil exchanges were opened in Fort Worth.

Farmers and ranchers, enriched by oil, moved here. Skyscrapers, mansions and other structures arose.

Fort Worth ranked seventh among the cities of the United States in new construction though the population a short time before had not been greatly above 100,000.

5,000 New Citizens Monthly.

The city found itself gaining 5,000 inhabitants a month. Refineries were built and Fort Worth became one of the pipe line centers of Texas. Thus it was that this city came to be a great hub of the oil industry.

W. K. Gordon, who died here early this year, started it all. He was superintendent of the Texas and Pacific Coal Company (later Texas Pacific Coal and Oil Company) at Thurber, 16 miles east of Ranger.

He became convinced there was oil in the region at a time when the vast area known as West Texas had almost no production and the nearest of these pools was a long way off. His first efforts were in the vicinity of Strawn, where gas and oil were found at shallow depths.

West Texas was experiencing a most prolonged and severe siege of dry weather, the worst that even the oldest settlers could remember. Ranger was hard hit and the citizens knew that something had to be done. So a committee called on Gordon. The spokesmen, John M. Gholson and Cull Moorman, offered 30,000 acres of leases centering around Ranger if Gordon would drill.

The offer was accepted and a well was started on the Nannie Walker farm. It came in as a gasser—but there was no market for gas.

Meanwhile, another test was under way on the John McCleskey farm. When the depth at which oil was hoped for had been reached and there was no sign of production, there came a message from the company's main office, "Think we have made mistake; had better quit."

Oil Finally Found.

But Gordon won permission to continue—though, to save expense, no casing was run. Frank Champion, driller on the well, lives in Ranger now. He says that he did not expect oil to be struck. But one afternoon, there was a roar and oil shot two-thirds of the way up the derrick. Hasty steps were taken to bring the producer under control and ravines dammed up for storage.

Then Champion walked into Ranger, a mile away, to report over long distance to the contractor. At sight of his oil-spattered clothes, natives fired questions at him. A veteran of many fields, the driller calmly replied, "The McCleskey is a well."

And with those words on that October day of 1917, the boom was set off.

Executives of major companies and "shoe-stringers" vied for leases. The Nannie Walker, virtually forgotten because it was only a gasser, blew in as an oiler. Producer after producer was drilled. Billy Sunday, foremost evangelist of the day, came in order that he might see if the excitement was as great as he had heard.

Wells were drilled on the Merriman Baptist Church grounds but the congregation refused $100,000 for a lease on the cemetery "because we do not want the graves of the pioneers disturbed" and when Will Ferrell wrote a poem about "the cemetery that is not for sale," its fame spread over the nation.

World-Wide Impact.

John McCleskey, on whose farm the first producer had been put down, was a thrifty, hard-working farmer and new riches did not change his habits. He built a large brick hotel, helping to mix the mortar himself. The McCleskey became the scene of frenzied trading; in its lobby, packed with babbling fortune-seekers, innumerable deals involving many dollars were made.

But McCleskey did not live to see all this. He had a fondness for peaches and, as he was recovering from typhoid fever, he ate some of his favorite fruit and had a fatal relapse.

The Ranger field had world-wide impact. It was discovered while the United States and its Allies were waging the first World War. Due to Russia's collapse and the destruction of oil fields, the Allies were threatened with a critical shortage of petroleum, which was vital of course for ships, planes, tanks, trucks and locomotives. And then came the news that a 2,000-barrel well had been completed in a vast and virgin territory in Texas. Thus assurance was given of an abundant supply of crude and, as Lord Curzon said afterward, "The Allies floated to victory on a sea of oil."

It was after the Armistice that Ranger really hit its stride.

The field spread 10 miles west, to Eastland, the county seat, and it was changed from a village to a seething town of 10,000.

Joseph M. Weaver of the States Oil Corporation, with headquarters in Eastland, was a real oil pioneer. He had assembled a large block and had made a location for a test before the McCleskey came in. His well was drilled and hit—a different turn of the wheel and it would have been the discovery well of Eastland County. The States became one of the most active companies in the county, requiring 600 horses to haul its timber, tanks and other materials.

Building Permits.

In a single week, Eastland's building permits were $420,000. That same week, Dallas' permits amounted to $136,000 and Houston's were $53,000.

Cisco, 10 miles west of Eastland, was a substantial town before the oil discovery. Already having attractive schools, churches, hotels and residences, Cisco gained many citizens who were enriched by oil. Its business district was not muddy, as were those in the actual oil towns; in fact, it was Cisco's boast that even its alleys were paved.

Under the leadership of J. M. Williamson, long the mayor, and R. Q. Lee, later a member of Congress, Cisco assured an adequate water supply by building the world's largest hollow type re-enforced concrete dam, at a cost of $1,200,000.

Nor was all the activity confined to the Ranger-Eastland-Cisco district. In the southern part of the county, a field was uncovered at Desdemona and it was transformed into a city almost overnight. And to the north, in adjoining Stephens County, Breckenridge became the center of a great rush.

One hundred and twenty-five miles north of Ranger, oil was struck in the edge of Burkburnett and a great townsite drilling campaign developed. This, it should be emphasized, was an entirely different field; of course; and had no connection with Ranger. Both however witnessed intensive drilling, leasing and promotional activity.

JESS WILLARD AND DAY OIL PARTNERS

Jess Willard, while world's heavyweight champion, formed a partnership with Frank Day, a young banker at Eastland, during the early days of the oil play in Eastland County, which sprang from the discovery at Ranger.

They drilled a number of wells.

John Ringling, the circus king, built a railroad through Eastland.

C. U. Connellee, who had surveyed the town, built the Connellee, the biggest theater between Fort Worth and El Paso.

THE SPANIARDS USED TEXAS OIL

The first known instance of the use of oil by the white man in North America was in Texas in 1543 by Spanish explorers.

Survivors of the De Soto expedition, seeking to reach Mexico, were advancing slowly along the Texas coast in rudely-made boats when they were forced ashore by a storm at a point thought to have been near Sabine Pass. During the enforced delay, the Spaniards made use of a pitch-like substance to repair the bottoms of their boats. This substance was the residue of oil which had seeped to the surface.

3 BROTHERS

The Hamills Brought in Lucas Gusher

The late James G. Hamill of Fort Worth, and his two brothers, Al W. Hamill of Tulsa, and Curt G. Hamill of San Antonio, were the drilling contractors on the discovery well at Spindletop, which was the Lucas Gusher.

The three brothers, drilling contractors at Corsicana, were paid $2 per foot for a 1,200-foot test. Cable, or standard tools, as they were then known, had failed to pound their way through the quicksand.

This time, the task was tackled by a new method—rotary. Perhaps the fishtail bit attached to the end of the drill pipe would be able to turn and twist its way through.

The crew consisted of the Hamill brothers, Henry McLeod and Peck Byrd. Equipment consisted of a 25-horsepower boiler two circulating pumps, American Well Works rotary and draw works and an Oil Well Supply engine.

As fuel, slabs of wood were used, so water-soaked they would hardly burn.

Took Spotlight in E. Texas

Giant Field's Development Sparked by Fort Worth Men

BY JOHN S. SPARKS JR.
Star-Telegram Oil Writer.

Fort Worth stole the spotlight in the discovery of the East Texas oil field. Two out of the three discoveries were drilled by Fort Worth operators, while a third Fort Worth man had a prominent part in the drilling of the initial discovery.

J. S. Winans of Fort Worth, a drilling contractor in the early days of oil development along the Luling-Mexia fault line play in South Central Texas, loaned to C. M. (Dad) Joiner the rig for the No. 3 Daisy Bradford, the discovery well in Rusk County, which set off the East Texas play.

When the Joiner producer was completed on Oct. 5, 1930, it was considered just another Woodbine sand oil discovery. The Woodbine at that time was the target for all East Texas wildcatters since the prolific production was from that sand in the Mexia, Worsham and Powell fields along the Mexia-Luling fault.

A group of Fort Worth men, headed by Ed W. Bateman and including O. P. (Jack) Douglass and Kirk Corzelius, provided the explosion which in reality "blew the lid" off the discovery of the East Texas field as the field is known today.

Twelve miles north of the Joiner discovery but in Rusk County, 3½ miles southwest of Kilgore. Bateman and his associates took an almost solid block of 1,500 acres. The Fort Worth men got the block for drilling a well. There were a few tracts within the block which could not be consolidated with the block.

The block was geologized by P. S. Groginski, another Fort Worth man, who became interested with Bateman in the block.

Drilling of the plug from the No. 1 Lou Della Crim was begun on the night of Dec. 27 and completed on Dec. 28, 1930, a Sunday morning. The Woodbine sand pay had been topped at 3,639 feet. Total depth was 3,652 feet, still in the sand.

Under agitation by swabbing, the well blew itself in with a heavy flow of gas. The master gate was closed to prevent a blowout and the well turned into the tanks.

The well filled two 1,000-barrel tanks in slightly over two hours, flowing at the rate of 900 barrels of oil an hour. The well was estimated good for 22,000 barrels daily.

Despite the fact that hundreds of wells had been drilled around the Joiner well between Overton and Henderson, the oil industry still could not estimate the size of the East Texas field after the completion of the Bateman well.

Longview in Gregg County wanted some of Kilgore's prosperity and offered $10,000 for the first oil well in its territory. B. A. Skipper had assembled a block of 6,000 acres and sought a well on it.

The block was offered to W. A. Moncrief Sr. and J. E. Farrell of Fort Worth, who decided to take a gamble on the block. The acreage was acquired and they were joined by E. A. Showers, W. S. Noble and R. S. Baker.

An unidivided half interest in the block was sold to the Arkansas Fuel Oil Company. Location for the well which proved to be the third discovery in the East Texas field, was decided in a strange manner. Moncrief met F. K. Lathrop in Longview. His land, 40 acres, was approximately in the center of the block.

"If you'll put the well down on my land," said Lathrop, "I'll give you men one-fourth of my royalty." That decided it. The wildcat was located on the Lathrop land.

The well was completed in January 1931, approximately 14 miles north of the Bateman well, giving a spread of almost 30 miles to the big field.

Not long after the completion of the well, Moncrief and Farrell and associates sold their interest to the Yount-Lee Oil Company for $1,250,000 cash and $2,000,000 to be made out of oil.

Bateman later sold his bock to the Humble Oil & Refining Company for $2,100,000. Out of the proceeds, he purchased a ranch in King County, where he could forget the cares of the oil business. But it was not to be. Humble leased the Bateman ranch in King and brought in another big pool which produces from two pays in the Strawn sand of the Pennsylvania and on which the company has completed more than 50 wells.

Oil Found in Pecos Lubricated Windmills

Minor seepage of oil had been known in Pecos County for many years, with showings of oil and gas encountered in shallow wells near Toyah Lake in 1901. However, it was not until 1903 that J. D. Leatherman drilled a small oil well 15 miles northwest of Toyah. The oil, found at 170 feet, was used to lubricate windmills.

Oil Discoveries In Permian Basin Boomed City

Numerous oil discoveries in the Permian Basin of West Texas and New Mexico have been important factors in the ever-increasing growth of Fort Worth as one of the leading oil centers of Texas and the Southwest.

The first commercial production in the Permian Basin was uncovered in the Westbrook pool of Mitchell County in 1920. However, it was not until subsequent discoveries, such as Big Lake, Yates, Hendrick and other pools, that the Permian Basin came into the limelight as the nation's largest reservoir.

The first oil in Mitchell was found in the Underwriters Producing & Refining Company No. 1 Abrams (TXL), which produced some oil from 442 to 462 feet. This led to other tests, one of which, the Underwriters No. 2 Morrison began producing 15 barrels of oil per day at 2,425 feet on Jan. 9, 1921.

No. 1 Abrams Deepened.

This well soon declined to five barrels daily, and the No. 1 Abrams was deepened to the same pay and was good for 10 barrels a day. Some of the wells in the deeper pay still are profitable producers.

However, the impetus that really set the development in West Texas in motion did not come until May 28, 1923, when the first well at big Lake in Reagan County blew in. It also was this well on school land which started the flow of riches from oil revenue to the University of Texas.

After World War I when Capt. Rupert P. Ricker returned to the Reagan County ranch on which he had grown up, Ranger was in full tide in West Central Texas and oil talk was general over Texas.

So he obtained 674 sections—431,360 acres—of university land in Reagan, Upton, Crockett and Irion Counties.

Had to Raise $43,136.

Ricker obligated himself to pay the university 10 cents per acre rental on the lease and soon found himself faced with the problem of raising $43,136.

He chanced to meet Frank T. Pickrell on the streets of Fort Worth. "Howdy, Captain," Pickrell called, for they had served in the same outfit in France, Pickrell having been a sergeant. With him now was his friend Haymon Krupp, successful El Paso business man. He and Krupp had decided to get into the oil business and were looking around for a likely proposition.

As a result of the chance meeting here, Ricker transferred his lease to them for no more than enough to repay him for his actual expense.

With the 431,360 acres in leases on which they paid the required dime an acre, Pickrell and Krupp formed the Texon Oil & Land Company, to which was allotted 200,000 acres. The remainder was allowed to expire through non-payment of rental.

Driller Is Hired.

Carl G. Cromwell, then living in Cisco, was employed to drill a well on the land, the contract calling for 4,000 feet.

Drilling started Aug. 17, 1921.

Two Catholic women were considering investing in the undertaking and they discussed the matter with their priest. He suggested that they invoke the aid of Santa Rita, "the saint of the impossible." So they handed Pickrell an envelope containing a rose and had him promise to climb to the top of the derrick, sprinkle the petals and say, "I christen thee Santa Rita."

Pickrell carried out his promise, and the well became known as the "Santa Rita."

It was on the morning of May 28, 1923, nearly two years since work on the well had begun that it blew in, making 100 barrels of oil per day. Later, it made 200 barrels per day on the pump from the 3,000-foot level.

The Santa Rita, dedicated to the saint of the impossible, had achieved the impossible. Pickrell and Krupp had to drill several other wells, however, before they struck a big flow; in fact, it was not until the ninth well that they had a really impressive producer; a 1,500 barreler.

Big Lake in 1928.

It was not until 1928 that Ellenburger production, the first in West Texas, was found at Big Lake.

The story of the Hendrick pool in Winkler County properly begins with Roy A. Westbrook of Fort Worth.

Westbrook took a lease on 32,000 acres of the Hendrick ranch for 10 cents per acre and obligated himself to drill a wildcat. He interested two other Fort Worth men, Stanley A. Thompson and W. L. (Roy) Stewart in the project.

The wildcat was contracted to George McCamey of Fort Worth, who sub-leased to the Eastland Oil Company. Oscar Yates of Fort Worth had charge of the drilling.

Oil was struck, after a pocket had been encountered earlier, in November 1926. The well flowed by heads, making 125 barrels per day.

Old Marland Co.

Acreage was sold to the old Marland Oil Company, Humble Oil & Refining Company; and the well, including 500 acres, was sold to the Southern Crude Oil Purchasing Company (later acquired by Stanolind Oil & Gas Company) for $510.000—half in cash, half in oil.

After these transactions, the Westbrook Oil Corporation still had 17,000 acres, which the Southern Crude took over on a 50-50 basis.

The discovery later was deepened to 3,049 feet and the output increased to 400 barrels per day.

The Hendrick pool never got off the Hendrick Ranch, with more than 600 producers drilled. Some of the earlier wells flowed at the rate of 40,000 barrels per day and one well was rated as capable of making 80,000 barrels a day.

One of the prize discoveries of all in West Texas was the Yates pool of Pecos County, discovered on the ranch of Ira G. Yates.

For Half Interest.

A deal was worked out between Transcontinental Oil Company and Mid-Kansas Oil & Gas Company (later taken over by Ohio Oil Company) whereby the latter was to drill a wildcat on the Yates land for a half interest in the lease of 8,000 acres.

Only 23 days were required to drill the well—from Oct. 5 to Oct. 28, 1926.

The well produced 135 barrels per hour from the top of the Big Lake lime at 997 feet. When deepened to 1,005 feet, the well increased to 390 barrels per hour, and, still later, when drilled to 1,500 feet, its output was 2,950 barrels an hour. The rated flow 70,824 barrels per day.

On Dec. 1, 1927, little more than a year after the discovery, there were 69 wells in the pool, capable of producing an average of 365 barrels per well per hour.

Transcontinental's No. 30-A Yates, produced 8,528.40 barrels per hour on Sept. 23, 1929, or a rate of 204,682 barrels per day. The depth was 1,070 feet.

Wildcat on Baker.

While all this was going on, Upton County was obtaining its first production on the Baker Ranch. It was Aug. 1, 1925, that George P. McCamey and J. Porter Johnston of Fort Worth, started a wildcat on the ranch.

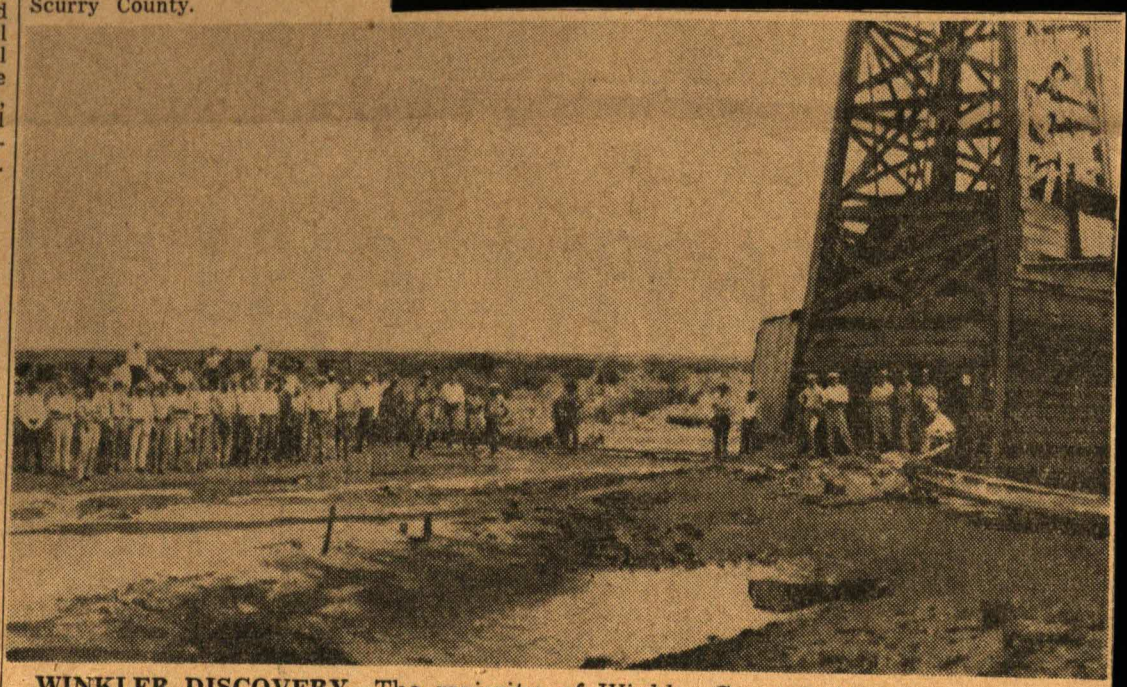
The lease cost them nothing. It had been donated by Marland and Dixie on condition a wildcat would be drilled.

Production of 60 barrels a day was encountered at 2,350 feet.

McCamey put in a long distance call to Fort Worth and learned his wife had gone to the hospital. He deserted his new well to drive to Fort Worth. Stopping in San Angelo long enough to call the hospital, he was told, "It's a boy."

So McCamey discovered an oil field and became a father on the same day.

Field after field soon came into existence in West Texas. Today, they still are being uncovered, such as the Pennsylvanian production on the east side of the Permian Basin in Scurry County.



WINKLER DISCOVERY—The majority of Winkler County's 81 citizens were on hand when Roy A. Westbrook et al of Fort Worth completed the first well in that county on July 22, 1926.

Gulf Opened Hand-Pump Station Here in 1909

Gulf Oil Corporation has been identified with the growth of Fort Worth for nearly one half of its first 100 years.

It began operating here on May 1, 1905, only a few years after its beginning at Spindletop, where it, like many other majors, had its inception.

In fact, James M. Guffey and John H. Galey, organizers of the J. M. Guffey Petroleum Company, predecessor of Gulf Oil Corporation, aided in the financing of the Lucas Gusher, which started it all at Spindletop when it blew in on Jan. 10, 1901, as the first great oil well in the world. It produced 800,000 barrels of oil in the first nine days it ran wild.

Expanding as the result of its holdings at Spindletop, Gulf came to Fort Worth when it was a city of less than 30,000 population, few paved streets, mostly in the business district, and practically all transportation horse and mule drawn.

Hackett & Graham.

It was to supply a demand for kerosene that Gulf appointed as jobber Hackett & Graham, who rented a small warehouse and received kerosene and gasoline in drums and lubricating oil in wooden barrels from the Gulf refinery at Port Arthur, first to be constructed on the Gulf Coast and the second in Texas. The first had been built at Corsicana.

It was incorporated as the Gulf Refining Company and together, with the J. M. Guffey Petroleum Company, was the nucleus of the present-day Gulf companies.

The first service station opened here by Gulf was around 1909 and consisted of a hand operated pump at the curb on Throckmorton Street, at the northeast corner of Fifth Street where Monnig's now is located.

Vacated Tabernacle.

The Tabernacle there had been abandoned and it was converted into a service station and later used as a garage. With the rapid increase in the population to more than 73,000 by 1910 and the large increase in number of automobiles, curb service for gasoline and oil was inadequate and Gulf installed its first drive-in station at the corner of Magnolia and Jennings, which still is operating.

The demand for petroleum products increased to such an extent that Gulf built a refinery here. It was constructed during 1911 and 1912 and began operating in December 1912.

This plant was built the same year as the Pierce Oil Company's refinery, later owned by Sinclair Refining Company and now shut down.

To supply the refinery Gulf started construction in December

In October 1921, Gulf offices were moved to Wichita Falls, but due to the importance of Fort Worth as an oil center and the development in West Texas, these offices were returned to Fort Worth in September 1922. Space was obtained in the W. T. Waggoner Building, with Walter Pyron as vice president in charge of these offices until Jan. 1, 1924, when transferred to Houston. He was succeeded by F. J. Adams, general agent, who still holds this position.

Mitchell County Find.

With the discovery of oil in Mitchell County in November 1920, the eyes of the oil industry and particularly Gulf turned westward. There, Gulf acquired a commanding position in leases for future drilling.

Gulf had the distinction of discovering the first oil in the Texas Panhandle at its No. 2 Burnett, Carson County.

Gulf's first production in West Texas was in Crockett County in May 1926, followed in the same year by Yates, Hendrick and McElroy pools.

In 1927, due to enlarged operations and personnel, Gulf moved to the newly constructed Petroleum Building, now the Life of America Building.

The production of oil in the Fort Worth district had increased consistently since the establishment of the office here. It is the largest producer in West Texas, accumulative production amounting to 400,000,000 barrels or 9 per cent of the total yield.

Production is coming from 3,400 wells.

JAMES W. SWAYNE.

Fort Worth Judge Had Big Part in Play at Spindletop

Pioneers at Spindletop, birthplace of the modern petroleum industry and a numberless host of present-day oil companies, were numerous. Among them was James W. Swayne, who later became a district judge in Fort Worth.

Swayne shared in the glory at Spindletop as a partner with former Gov. James Stephen Hogg in the Hogg-Swayne Syndicate, which held one of the most productive and closely-drilled leases there.

A part of the Hogg-Swayne Syndicate holdings, its pipe line project and a refinery site at Port Arthur, went into the Texas Fuel Company, forerunner of the Texas Company.

The Lucas Gusher.

The morning after the bringing in of the Lucas gusher, Joseph S. Cullinan, then an oil operator at Corsicana, showed up in time for breakfast at the home of Anthony F. Lucas, discoverer of the Spindletop field.

Soon afterward, Cullinan organized an oil storage and pipe line company under the name of the Texas Fuel Company. Capital stock was $50,000. However, none was issued unitl Jan. 2, 1902, when directors met to complete reorganization.

Cullinan subscribed to one-half of the capital stock—$25,000—while the Hogg-Swayne Syndicate conveyed its pipe line project and a refinery site for the other half.

Texaco Takes Over.

Next came the organization of the Texas Company on April 7, 1902. Capital stock of $3,000,000 was subscribed and Texaco took over the properties and obligations of the Texas Fuel Company.

At the time, Texas Fuel was paying only 3 to 5 cents per barrel.

Swayne returned to Fort Worth, his home before the oil play. He had been a volunteer fire fighter here in 1882. Hogg went to West Columbia and purchased the Varner plantation.

Swayne was elected judge of the 17th District Court here in 1909 and served through 1916, not choosing to seek re-election.

Back in Oil Game.

He returned to the oil business and later became interested in the Virginia Oil & Refining Company, organized by G. B. Turner. As in the later oil ventures, Swayne failed in efforts to return to elective offices.

At the time of his death in the early thirties he was chairman of the Texas Industrial Board, having been an appointee of Gov. Jim Ferguson.

Swayne's Fort Worth friends recall him as good-natured, fine old man, who liked to spin yarns of the early days at Spindletop.

ware Company sales manager; Ed P. Byars of the Fort Worth Freight Bureau; I. S. McConnell, Armour & Company traffic manager; J. A. Byron, former agent of the Fort Worth and Denver City Railway, now retired; Olin Davis, of King Candy Company; B. N. Honea, of the Star-Telegram, and R. A. Wilson, of Potts-Wilson Company.

The club, a member of the Associated Traffic Clubs of America and the Associated Traffic Clubs Foundation, sponsors two partial scholarships each year to the school of transportation at Texas Christian University.

Robert M. Duke, of Nash Hardware Company, is now president of the club, which at present has a membership of more than 200.

Winkler County, where some of West Texas' earliest oil production was found, was named for C. M. Winkler, statesman, soldier and jurist.

Oil Discoveries In Permian Basin Boomed City

Numerous oil discoveries in the Permian Basin of West Texas and New Mexico have been important factors in the ever-increasing growth of Fort Worth as one of the leading oil centers of Texas and the Southwest.

The first commercial production in the Permian Basin was uncovered in the Westbrook pool of Mitchell County in 1920. However, it was not until subsequent discoveries, such as Big Lake, Yates, Hendrick and other pools, that the Permian Basin came into the limelight as the nation's largest reservoir.

The first oil in Mitchell was found in the Underwriters Producing & Refining Company No. 1 Abrams (TXL), which produced some oil from 442 to 462 feet. This led to other tests, one of which, the Underwriters No. 2 Morrison began producing 15 barrels of oil per day at 2,425 feet on Jan. 9, 1921.

No. 1 Abrams Deepened.

This well soon declined to five barrels daily, and the No. 1 Abrams was deepened to the same pay and was good for 10 barrels a day. Some of the wells in the deeper pay still are profitable producers.

However, the impetus that really set the development in West Texas in motion did not come until May 28, 1923, when the first well at big Lake in Reagan County blew in. It also was this well on school land which started the flow of riches from oil revenue to the University of Texas.

After World War I when Capt. Rupert P. Ricker returned to the Reagan County ranch on which he had grown up, Ranger was in full tide in West Central Texas and oil talk was general over Texas.

So he obtained 674 sections—431,360 acres—of university land in Reagan, Upton, Crockett and Irion Counties.

Had to Raise $43,136.

Ricker obligated himself to pay the university 10 cents per acre rental on the lease and soon found himself faced with the problem of raising $43,136.

He chanced to meet Frank [illegible] in making 100 barrels of oil per day. Later, it made 200 barrels per day on the pump from the 3,000-foot level.

The Santa Rita, dedicated to the saint of the impossible, had achieved the impossible. Pickrell and Krupp had to drill several other wells, however, before they struck a big flow; in fact, it was not until the ninth well that they had a really impressive producer; a 1,500 barreler.

Big Lake in 1928.

It was not until 1928 that Ellenburger production, the first in West Texas, was found at Big Lake.

The story of the Hendrick pool in Winkler County properly begins with Roy A. Westbrook of Fort Worth.

Westbrook took a lease on 32,000 acres of the Hendrick ranch for 10 cents per acre and obligated himself to drill a wildcat. He interested two other Fort Worth men, Stanley A. Thompson and W. L. (Roy) Stewart in the project.

The wildcat was contracted to George McCamey of Fort Worth, who sub-leased to the Eastland Oil Company. Oscar Yates of Fort Worth had charge of the drilling.

Oil was struck, after a pocket had been encountered earlier, in November 1926. The well flowed by heads, making 125 barrels per day.

Old Marland Co.

Acreage was sold to the old Marland Oil Company, Humble Oil & Refining Company; and the well, including 500 acres, was sold to the Southern Crude Oil Purchasing Company (later acquired by Stanolind Oil & Gas Company) for $510,000—half in cash, half in oil.

After these transactions, the Westbrook Oil Corporation still had 17,000 acres, which the Southern Crude took over on a 50-50 basis.

The discovery later was deepened to 3,049 feet and the output increased to 400 barrels per day.

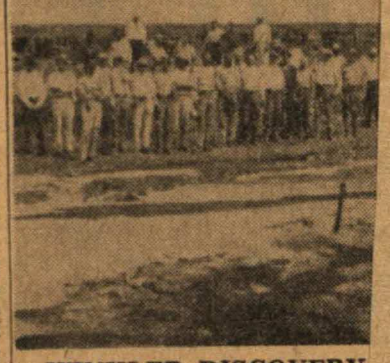
The Hendrick pool never got off the Hendrick Ranch, with more than 600 producers drilled. Some of the earlier wells flowed at the rate of 40,000 barrels per day and one well was rated as capable of making 80,000 barrels a day.

One of the prize discoveries of all in West Texas was the Yates pool of Pecos County, discovered on the ranch of Ira G. Yates.

For Half Interest.

A deal was worked out between Transcontinental Oil Company and Mid-Kansas Oil & Gas Company (later taken over by Ohio Oil Company) whereby the latter was to drill a wildcat on the Yates land for a half interest in the lease of 8,000 acres.

Only 23 days were required to drill the well from Oct. 5 into existence in West Texas. Today, they still are being uncovered, such as the Pennsylvanian production on the east side of the Permian Basin in Scurry County.



WINKLER DISCOVERY- hand when Roy A. Westb county on July 22, 1926.

Gulf Opened Hand-Pump Station Here in 1909

Gulf Oil Corporation has been identified with the growth of Fort Worth for nearly one half of its first 100 years.

It began operating here on May 1, 1905, only a few years after its beginning at Spindletop, where it, like many other majors, had its inception.

In fact, James M. Guffey and John H. Galey, organizers of the J. M. Guffey Petroleum Company, predecessor of Gulf Oil Corporation, aided in the financing of the Lucas Gusher, which started it all at Spindletop when it blew in on Jan. 10, 1901, as the first great oil well in the world. It produced 800,000 barrels of oil in the first nine days it ran wild.

Expanding as the result of its holdings at Spindletop, Gulf came to Fort Worth when it was a city of less than 30,000 population, few paved streets, mostly in the business district, and practically all transportation horse and mule drawn.

Hackett & Graham.

It was to supply a demand for kerosene that Gulf appointed as jobber Hackett & Graham, who rented a small warehouse and received kerosene and gasoline in drums and lubricating oil in wooden barrels from the Gulf refinery at Port Arthur, first to be constructed on the Gulf Coast and the second in Texas. The first had been built at Corsicana.

It was incorporated as the Gulf Refining Company and together, with the J. M. Guffey Petroleum Company, was the nucleus of the present-day Gulf companies.

The first service station opened here by Gulf was around 1909 and consisted of a hand operated pump at the curb on Throckmorton Street, at the northeast corner of Fifth Street where Monnig's now is located.

Vacated Tabernacle.

The Tabernacle there had been abandoned and it was converted into a service station and later used as a garage. With the rapid increase in the population to more than 73,000 by 1910 and the large increase in number of automobiles, curb service for gasoline and oil was inadequate and Gulf installed its first drive-in station at the corner of Magnolia and Jennings, which still is operating.

The demand for petroleum products increased to such an extent that Gulf built a refinery here. It was constructed during 1911 and 1912 and began operating in December 1912.

This plant was built the same year as the Pierce Oil Company's refinery, later owned by Sinclair Refining Company and now shut down.

To supply the refinery Gulf started construction in December 1911 on 126 miles of six-inch pipe line from Saltillo in Hopkins County to Fort Worth. This line tapped the main pipe line from Oklahoma to Port Arthur and had a capacity of 5,200 barrels daily until 1912 when it was increased to 7,500 barrels daily.

North Texas Discovery.

Meanwhile Gulf, through its predecessor, J. M. Guffey Petroleum Company, first discovered commercial oil production in North Texas in December 1910, on the Dunn lease in the Petrolia field, Clay County, with an 800-barrel well.

First production at Petrolia had been found in March 1902, in a well drilled for water and, although some development continued in this year it was primarily a gas field until the discovery by Gulf.

Gulf also was active in the other early oil development in North Texas and also had a hand at Ranger.

Since Gulf was early in the Ranger field and Fort Worth was the state's oil center, the Gulf Production Company and Gulf Pipe Line Company, as they were named, moved their offices from Wichita Falls to Fort Worth in 1918. Space was occupied in the Burkburnett Building.

Oil From 112 Wells.

This office handled North Texas, West Central Texas and Mexia. At that time Gulf was producing oil from 112 wells in this district with a daily average production of 1,832 barrels and was drilling 61 wells.

To use the oil produced at Ranger, Gulf built 84 miles of eight-inch line to Fort Worth. It had a capacity of 23,000 barrels and the crude not used here, was transported to Saltillo through the line which previously had furnished the refinery with Oklahoma oil.

Early in 1919, Gulf built 115 miles of six-inch line with a capacity of 9,400 barrels daily from Burkburnett to Fort Worth, and North Texas oil as well as some from Oklahoma, near the Red River, has supplied the refinery since.

In October 1921, Gulf offices were moved to Wichita Falls, but due to the importance of Fort Worth as an oil center and the development in West Texas, these offices were returned to Fort Worth in September 1922. Space was obtained in the W. T. Waggoner Building, with Walter Pyron as vice president in charge of these offices until Jan. 1, 1924, when transferred to Houston. He was succeeded by F. J. Adams, general agent, who still holds this position.

Mitchell County Find.

With the discovery of oil in Mitchell County in November 1920, the eyes of the oil industry and particularly Gulf turned westward. There, Gulf acquired a commanding position in leases for future drilling.

Gulf had the distinction of discovering the first oil in the Texas Panhandle at its No. 2 Burnett, Carson County.

Gulf's first production in West Texas was in Crockett County in May 1926, followed in the same year by Yates, Hendrick and McElroy pools.

In 1927, due to enlarged operations and personnel, Gulf moved to the newly constructed Petroleum Building, now the Life of America Building.

The production of oil in the Fort Worth district had increased consistently since the establishment of the office here. It is the largest producer in West Texas, accumulative production amounting to 400,000,000 barrels or 9 per cent of the total yield.

Production is coming from 3,400 wells.

JAMES W. SWAYNE.

Fort Worth Judge Had Big Part in Play at Spindletop

Pioneers at Spindletop, birthplace of the modern petroleum industry and a numberless host of present-day oil companies, were numerous. Among them was James W. Swayne, who later became a district judge in Fort Worth.

Swayne shared in the glory at Spindletop as a partner with former Gov. James Stephen Hogg in the Hogg-Swayne Syndicate, which held one of the most productive and closely-drilled leases there.

A part of the Hogg-Swayne Syndicate holdings, its pipe line project and a refinery site at Port Arthur, went into the Texas Fuel Company, forerunner of the Texas Company.

The Lucas Gusher.

The morning after the bringing in of the Lucas gusher, Joseph S. Cullinan, then an oil operator at Corsicana, showed up in time for breakfast at the home of Anthony F. Lucas, discoverer of the Spindletop field.

Soon afterward, Cullinan organized an oil storage and pipe line company under the name of the Texas Fuel Company. Capital stock was $50,000. However, none was issued unitl Jan. 2, 1902, when directors met to complete reorganization.

Cullinan subscribed to one-half of the capital stock—$25,000—while the Hogg-Swayne Syndicate conveyed its pipe line project and a refinery site for the other half.

Texaco Takes Over.

Next came the organization of the Texas Company on April 7, 1902. Capital stock of $3,000,000 was subscribed and Texaco took over the properties and obligations of the Texas Fuel Company.

At the time, Texas Fuel was paying only 3 to 5 cents per barrel for Spindletop crude, which had flooded the market.

First officers of Texaco were Cullinan, president; Arnold Schlaet, first vice president; Rod Oliver, second vice president; Fred W. Freeman, secretary; E. J. Marshall, treasurer, and T. J. Douglas, assistant treasurer.

Swayne and Hogg became associated soon after the latter left the governor's office. Hogg was interested in purchasing the Varner plantation at West Columbia in Brazoria County, where oil later was found.

A syndicate was formed with other associates to purchase the land for $30,000. After an inspection trip early in 1901, the party returned to Houston where they learned of the discovery of oil at Spindletop.

Tract of 20 Acres.

They rushed to Beaumont, took the $30,000 intended for the Brazoria purchase and obtained a tract of approximately 20 acres in what proved to be the southeast part of the pool.

The Swayne-Hogg Syndicate did little drilling on the tract, selling it off in small lots and drillsites. One of the drillsites, a plot only two by two feet brought the highest price probably ever paid for Texas real estate—$10,000.

As the Spindletop play quieted, Swayne returned to Fort Worth, his home before the oil play. He had been a volunteer fire fighter here in 1882. Hogg went to West Columbia and purchased the Varner plantation.

Swayne was elected judge of the 17th District Court here in 1909 and served through 1916, not choosing to seek re-election.

Back in Oil Game.

He returned to the oil business and later became interested in the Virginia Oil & Refining Company, organized by G. B. Turner. As in the later oil ventures, Swayne failed in efforts to return to elective offices.

At the time of his death in the early thirties he was chairman of the Texas Industrial Board, having been an appointee of Gov. Jim Ferguson.

Swayne's Fort Worth friends recall him as good-natured, fine old man, who liked to spin yarns of the early days at Spindletop.

Traffic Club Of Ft. Worth Born in 1914

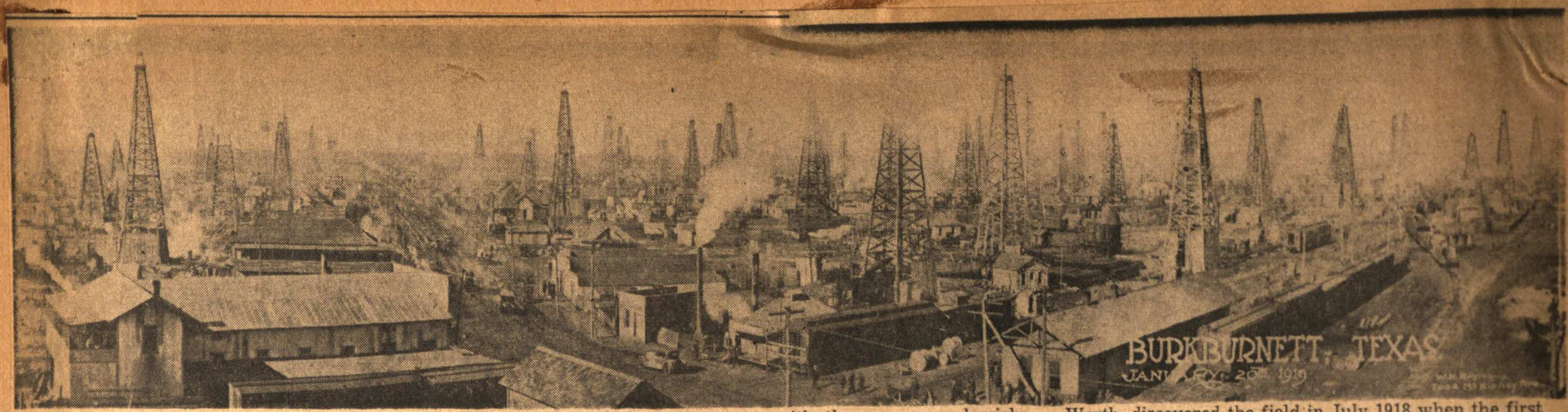
Aimed toward establishing a closer relationship between carriers and shippers of both freight and passenger traffic, the Fort Worth Traffic Club was organized in 1914.

Among the founders of the club were J. M. Andrews of Armour & Company, the first president; R. L. Carnrike, now president of Binyon-O'Keefe Company; E. C. Price, Nash Hardware Company sales manager; Ed P. Byars of the Fort Worth Freight Bureau; I. S. McConnell, Armour & Company traffic manager; J. A. Byron, former agent of the Fort Worth and Denver City Railway, now retired; Olin Davis, of King Candy Company; B. N. Honea, of the Star-Telegram, and R. A. Wilson, of Potts-Wilson Company.

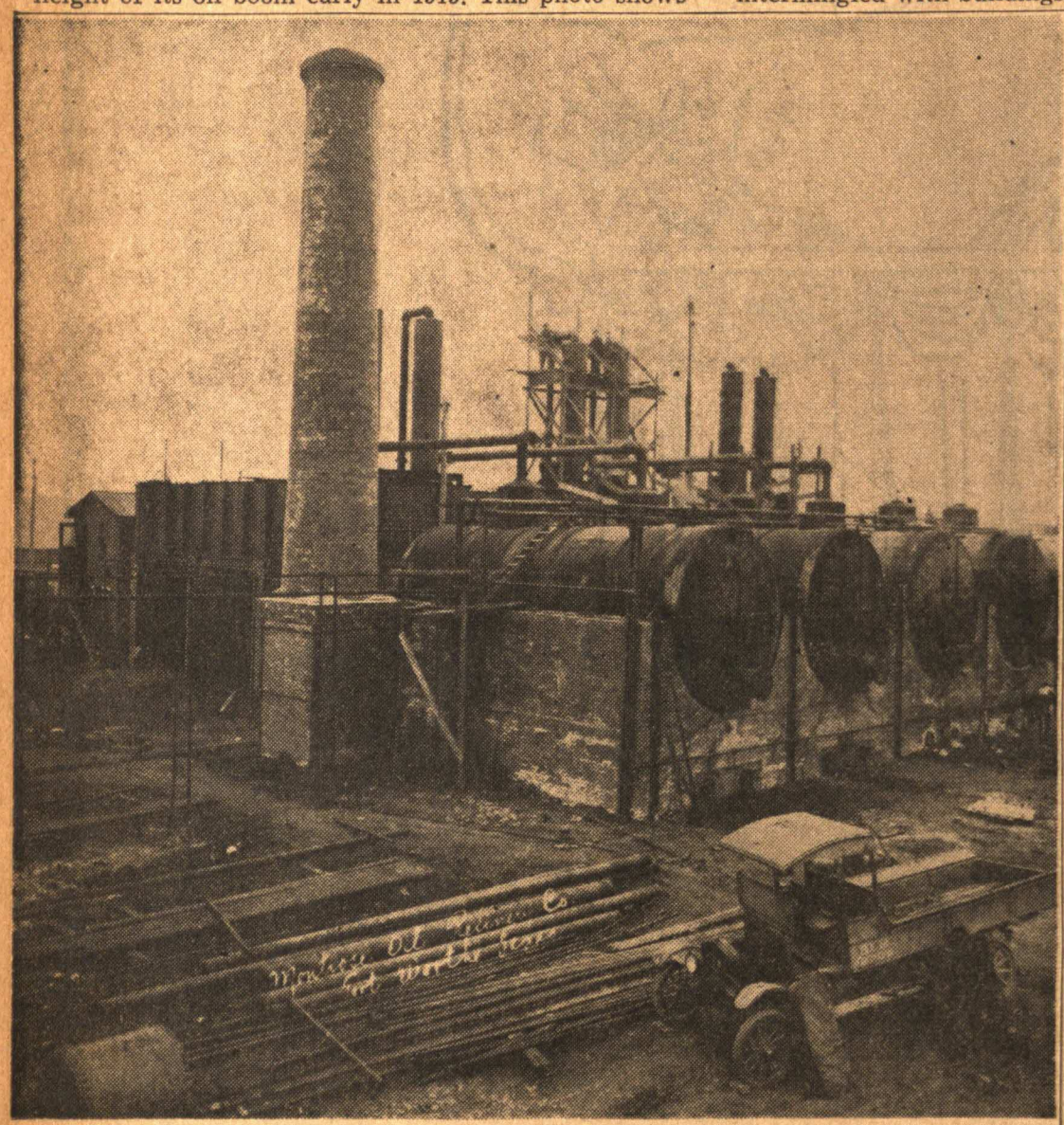
The club, a member of the Associated Traffic Clubs of America and the Associated Traffic Clubs Foundation, sponsors two partial scholarships each year to the school of transportation at Texas Christian University.

Robert M. Duke, of Nash Hardware Company, is now president of the club, which at present has a membership of more than 200.

Winkler County, where some of West Texas' earliest oil production was found, was named for C. M. Winkler, statesman, soldier and jurist.



BURKBURNETT—General view of Burkburnett at the height of its oil boom early in 1919. This photo shows part of the main street, with the numerous derricks intermingled with buildings. S. L. Fowler, now of Fort Worth, discovered the field in July 1918 when the first well was completed for 3,000 barrels per day.



EARLY DAY REFINERY—One of the first refineries to be constructed in Fort Worth was this one of the Montrose Oil Refining Company near Hodge Station, north of the city.

Burkburnett Discovery Followed Ranger in Making Ft. Worth a Gateway

Burkburnett, size of the producing area considered, was probably the most intensive oil rush that Texas ever has witnessed and, on almost any basis, the boom was one of the greatest in the history of petroleum.

"Burk" was of tremendous importance to the development of Fort Worth. The Ranger area, discovered in the fall of 1917, had set Fort Worth up as an oil center; and Burkburnett, discovered in the summer of 1918, accentuated its position.

It was in 1907 that Burkburnett was founded, coincident with the arrival of the railroad. The town was named for the cattle king, Burk Burnett, whose ranch house formerly had been located near by until a move westward.

The town had a preliminary taste of oil excitement when on Christmas Day 1911, a location was made on the farm of Chris Schmoker, a native of Switzerland. The wildcat, three miles west and a little south of the town, struck oil — 50 barrels a day, and a small pool was developed. By 1918, Burkburnett had around 1,500 inhabitants.

Fowler Started Boom.

West Texas was experiencing the most prolonged drouth it had ever known and S. L. Fowler, now of Fort Worth, wanted to move. First, though, he would have to sell his farm, which came up to the northern edge of the town. But his wife believed there might be oil under their land and she decline to agree to sell unless a test was made.

So Fowler got up a small company. Friends put up various amounts for stock; in all, $12,000 was pledged, the chief subscribers being Fowler, who invested $1,000, and Walter D. Cline, a young operator, who had an idle rig and agreed to drill the well.

And then there really happened an incident which has been related in connection with several other fields. When the first load of timber was being hauled in, the wagon bogged in sand, 50 yards short of the location. Fowler said, "Oh, well, unload 'er here" — and so that spot was where the well was drilled.

It didn't look as though the actual location would make much difference anyway because the prospect of a producer appeared slim. To the east of the farm was a dry hole; to the west, another; and, to the south, below town, was a third. Not a single scout visited the lease while drilling was in progress.

Storage Filled.

Early on the morning of July 26, 1918, Fowler was awakened by "Red" McDowell, a member of the drilling crew, who ran into the yard and shouted that, during the night, oil had been struck, 1,200 barrels of storage had been filled "and now she's running down the cotton rows." It was a 3,000-barrel well and oil was bringing $2.25 a barrel.

Burkburnett's leading citizen was J. G. Hardin, who had settled there in 1880, long before there was a town. He became postmaster, ran a general store, was a successful wheat grower and gradually added to his holdings until he had 1,400 acres and was rated as worth several hundred thousand dollars.

After the Fowler well had come in, Cline hastened to Hardin with an offer of $100,000 for a lease on his land. The operator acknowledged that he did not have the cash but Hardin accepted the offer and gave him 24 hours in which to raise the money. Cline and a new partner, who didn't have capital either, hurried to Wichita Falls and before the day was over had sold a half interest in the lease for $100,000. In a few months, the company sold out for $3,500,000. The Fowler Farm Oil Company sold out, too—the price being $1,800,000.

But before these transactions were consummated, Burkburnett was witnessing a wild townsite drilling campaign as the Fowler well had practically "proved up" the town itself.

200 Wells In Town.

By the end of three months, there were almost 200 wells drilling in the town — in back yards, between buildings, (some structures were torn away to make room), beside the depot and along the railroad track. A bank, capitalized at $25,000, was receiving $10,000 a month from a well at the rear of its building.

Cots were placed in alleys; a circus tent was used as a "hotel." There was lots of mud, of course — no boom is complete without that — and men carried women across Burkburnett's muddy main street.

Wichita Falls, 16 miles away, tripled its population of 15,000; had under way a building program amounting to $2,000,000 and put a baseball team in the Texas League along with Dallas, Fort Worth, Houston and other older cities.

Oil exchanges sprang up in Burkburnett, Wichita Falls and Fort Worth; and stocks were bought and sold, sometimes amid great excitement. Promoters had a field day. Many millions of dollars worth of stock was sold by mail, telegraph and telephone all over the United States.

55,000 Barrels Per Day.

A windstorm knocked over dozens of derricks but, miraculously, no one was hurt. There were boiler explosions and wells caught fire—yet Burkburnett was not swept away. Production reached 55,000 barrels a day and the population increased to 15,000. Then came the inevitable dry holes and the falling off of flush production, so the throngs thinned out.

And then the northwest extension was made. The Burk-Waggoner well opening up the new area was followed by other big wells, one of which marked a further extension of a mile and a half. A new boom burst forth and reached greater heights than the first one. Fifty-one producers were completed in one week; 60 acres sold for $3,000,000; and shack towns sprang up.

The first was Newtown, in the vicinity of the Burk-Waggoner well. Men who wanted space for stores and offices could not buy lots but had to lease them at a dollar a month per front foot which brought the landowner nearly $15,000 a month. Just for hauling the mail from Burkburnett to Newtown, a man received $500 a week. He had a thousand "customers" and he charged them 50 cents a week.

In quick succession came Bradley's Corner, Bridgetown, Morgan City, Springtown and Stringtown.

Rooms in Wichita Falls were so scarce that some oil men would board a Pullman leaving Wichita Falls at night and make the round trip to Fort Worth, getting back to Wichita Falls next morning.

The field spread till Red River, separating Oklahoma and Texas, was reached. Both states claimed title. Drilling started in the river itself and 200 Oklahomans swarmed in but Rangers ejected them. Eventually, the question went to the United States Supreme Court.

Fort Worth was the base for much of the operations at Burkburnett and, due in large measure to the oil development then in swing at Burkburnett and Ranger, this city had a construction program in progress totaling $22,000,000.

Fowler built a beautiful home on a hilltop, a few miles west of Fort Worth.

Railroads Used Fort Worth Gas

For 47 years a Fort Worth plant made gas which lighted railway cars.

Situated at Lancaster and Adams, the Pintsch gas works made gas by spraying low gravity oil on bricks heated to 1,800 degrees. The gas was kept in tanks under each rail car.

The plant, closed in 1931, supplied all nine railroads entering Fort Worth.

British Navy Drew Attention in Democrat

Indicative of the comparatively broad scope of newspaper editing here in 1876, the Daily Fort Worth Standard published a lengthy story about the British navy's first steel corvettes, destined to replace ironclads, for use as cruisers in China waters.

FIRST WELL—This plaque marks the first oil well in West Texas, the Texas Company No. 1-A J. E. Wild in Shackelford County, drilled in 1913.

Humble Oil's Production Leads Nation

Business dealings and friendships formed during 1901, when Spindletop transformed Beaumont overnight from a slumbering village of 1,500 into a roaring boomtown, paved the way for the organization of the Humble Oil & Refining Company, which today produces more oil than any other company in the nation.

From different sections of the nation, different walks of life and different trades or professions came these men:

W. S. Farish, a young lawyer from Mississippi who went to Beaumont on a business trip and stayed to become one of the nation's top oil men; R. L. Blaffer, son of a New Orlean's coal merchant; W. W. Fondren, who started to work in an Arkansas saw mill at 13 to support his widowed mother; R. S., Frank and Florence Sterling, sons and daughter of a prominent Chambers County physician and merchant; H. C. Wiess, young Princeton University graduate who was taking over management of his father's lumber and oil business; and L. A. Carlton and E. E. Townes, Beaumont law partners.

Production Pooled.

All of these individuals were operating independently when in 1915 and 1916 they experienced difficulty in selling crude oil for a reasonable return. To guarantee a steady supply of crude for Eastern refineries, the group agreed to pool their production, thus forming the Humble Company.

One of the consolidating companies was the Humble Oil Company and thus evolved the corporation title of Humble Oil & Refining Company.

All properties of the individual interests were pooled on March 1, 1917, but it was not until June 21 of that year that the group was chartered as a corporation. Involving more than $8,000,000 in properties and 25 individuals, the company operated four months on nothing more than oral promises. There was no written agreement.

Though the new company was successful and expanded rapidly, acquiring some of the richest oil properties in the nation, there arose a need for additional capital during the early days of World War I.

Standard Oil Capital.

Standard Oil Company (New Jersey) became interested in Humble, and in February 1919 an agreement was reached whereby Jersey Standard purchased an interest in Humble, thus supplying the needed capital for additional exploration. Humble since has operated as an affiliate of Jersey Standard.

Soon afterward, Humble started construction of a refinery at Baytown, 30 miles southeast of Houston on the banks of the Houston Ship Channel. This plant since has been expanded to become one of the largest in the world, capable of running more than 250,000 barrels of crude oil daily.

Later, another refinery was constructed at San Antonio.

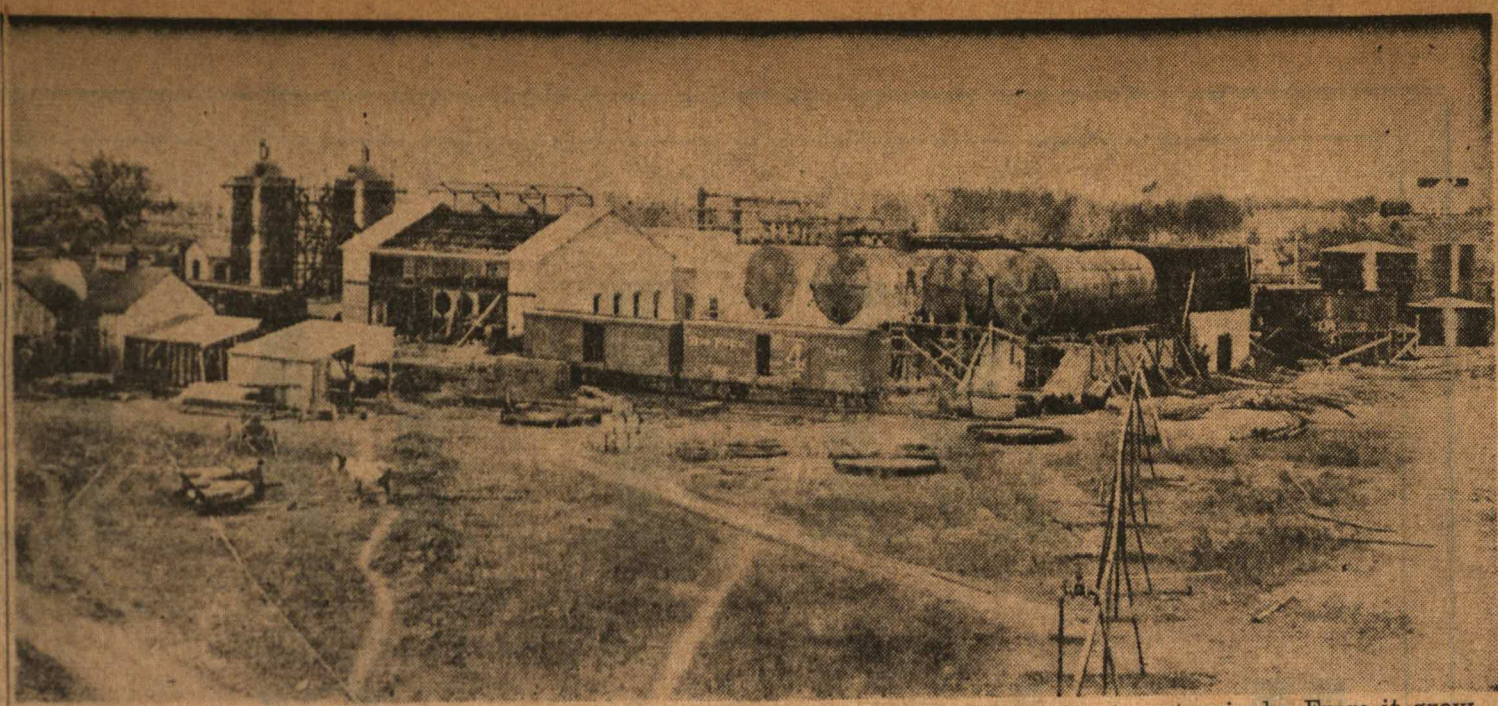
Although, its activities are centered primarily in Texas' oil producing areas, Humble also has production in New Mexico, Louisiana, Mississippi and Florida, and last year launched drilling operations in California.

Holdings at Ranger.

Shortly after Jersey Standard bought an interest in Humble, the latter firm acquired holdings in the then-flush Ranger pool, paving the way for expansion into West Central and North Texas oil development.

Humble also was one of several firms which pioneered in the search for and development of oil production in the prolific Permian Basin of West Texas and New Mexico. Today, the company owns more than 8,000 oil producers and has an interest in several hundred other wells. Its production employes now number in excess of 3,000. More than 17,000 are employed in the entire organization.

Humble Pipe Line Company, largest of its kind in the nation, gathers crude over thousands of miles and transports it to the Baytown and San Antonio refineries and to tidewater terminals for shipment to other parts of the nation.



FIRST REFINERY—The J. S. Cullinan refinery at Corsicana, 50 years ago. The stills at this plant were first fired Christmas Day, 1898. It became the first refinery in the Southwest to operate extensively. From it grew the present Magnolia Petroleum Company, which has a large refinery in Fort Worth.

PLAQUE MARKS CORSICANA WELL

A memorial plaque, mounted on a miniature derrick, marks the discovery well at Corsicana.

Donated by the Texas Mid-Continent Oil & Gas Association, the plaque reads:

"Birthplace of the Texas oil industry:

"First important oil field in Texas opened here."

Ranch at San Antonio Produced Oil in 1889

Texas first broke into the national statistical tables for oil and gas in 1889, the production being from wells on the Dullnig ranch, near San Antonio. In 1886, while drilling for water, George Dullnig hit oil at 235 feet and two other wells and a gas well were drilled. The gas was used at the ranch house and the oil was sold in San Antonio at 20 cents a gallon by the barrel and, in smaller quantities, at 35 cents a gallon.

The output of Texas in 1889 was 48 barrels.

1878 Brownwood Oil

In 1878, Martin Meinsinger was drilling for water at Brownwood in Brown County and struck a flow of oil, 14 to 16 gallons a day.

As early as 1907, some oil production was uncovered at Jacksboro in Jack County.

FIRE ENGINE NO. 1

The 'Panther' Impresses 1876 Editor

The Daily Fort Worth Standard printed the following story on Nov. 11, 1876, about the trial of the city's first fire engine:

The trial of the steam fire engine "Panther" took place in front of the Standard office this morning. In four minutes after fire was applied to the furnace, the whistle blew, indicating that she had steam; in 5½ minutes water appeared through a hundred feet of hose; in 5¾ minutes a stream was thrown 100 feet; in 25 seconds after, the stream reached 200 feet.

The engine was then taken across the river and through 1,000 feet of hose and at a perpendicular of 110 feet throw one and two streams with as much force and power and with the same ease as when stationed 100 feet away.

Some idea may be gained of the immense solidity of the stream when we inform our readers that a man on a two-story building slid down on it without interrupting its course. Seriously, the machine was subjected to the severest tests and performed splendidly, although the wind was very unfavorable."

Everman Had Air Field During First World War

Everman, like many another town, got its name from a railway official.

Known as Enon until the International-Great Northern Railway came along in 1903, the little farming community was named for John W. Everman, who was assistant general manager of the Texas & Pacific Railway, which at that time was owned by the Gould interests as was the I-GN. The Fort Worth-Cleburne interurban line was opened in 1913 with Everman as a stop. The line has long since been abandoned.

Everman gained more than passing notice in World War I when an Army flying field was located there. Only cement blocks remain as a reminder today

Everman was incorporated in 1945.

Wolves, Owls on North Side Kept Newcomer Awake in '86

Many North Side "firsts" are among the recollections of Roy W. Haywood, whose parents, Mr. and Mrs. E. B. Haywood in 1886 bought a 5-acre tract just north of the present M. G. Ellis School.

There were only 10 other dwellings north of the Trinity in that year.

Haywood declares he will never forget the first night he spent in North Fort Worth. Owl hoots and howls of wolves "made a lasting impression" and disturbed his slumbers.

Wild game then was plentiful on the North Side and ducks, in migration, stopped at a small lake where Central Ave. and N. Main now cross.

The southeast corner of 20th St. and Main was known as "The Bird Roost" as thousands of birds flocked there at sundown. Coons, squirrels, rabbits and 'possums abounded where Marine Park is now located.

"Firsts" recalled by Haywood include:

Grocery—established in 1889 by G. W. Hewitt on northeast corner of Main and Central.

Meat market—just south of Swift & Company, owned by Charlie Dooms.

Drug store—corner of Central and N. Main, J. W. Moore, owner.

Lumber yard—at 20th and Grove, operated by William Cameron and Company.

Dry-goods store—N. Main and Central, owned by Mrs. S. D. Shannon.

Hardware store—N. Main and Central, owned by Nash and Hodgson with J. W. Strain as manager.

Furniture store—1424 N. Main, owned by James Nash.

Artesian bath house—operated by Will R. Haymaker near the old Rosen suspension bridge, just west of the confluence of the Trinity forks.

Haywood recalls the first North Side physician was Dr. B. A. Gresham, who had both office and residence at Jones and E. Central.

When the Haywoods moved to North Fort Worth a one-room frame schoolhouse was located where the present M. G. Ellis school stands and Miss Carrie Campbell, the first teacher, taught 20 pupils. The one-room building was later sold to J. A. Mulholland and moved to 1309 N. Commerce and converted into a home. It still stands there.

Cisterns in 1877 Were First Public Supply

Citizens Bought Water Off Wagon From Peddlers at 'Two Bits' a Barrel

A large wagon rolled through the dust of Main Street, loaded with tarred barrels from which water sloshed to the ground, leaving large rain-drop patterns on the street.

"How much you getting for your water?" called a man from a store door

The sweat-caked wagoneer, who had just driven from the clear springs near Birdville, called back:

"Same as always, two bits for two barrels."

He was a water peddler, a lucrative business in early day Fort Worth. Householders either bought their water from the peddler or hauled it from the Clear Fork or used private wells and cisterns.

Supply Precarious.

The water supply was precarious. And the quality doubtful. For the only treatment of the water was a natural settling of the solids Although some of the more cautious citizens boiled their water.

After the first city government came into being in 1873, several sporadic attempts were made by private concerns to supply water on a business basis.

Such as the Fort Worth Water Works Company whose directors, G. W. Newman and G. Van Winkle, asked City Council April 12, 1873, for exclusive water rights to lay water pipes in the city streets. And M. V. Wright and J. F Keller who asked June 13, 1876, for similar rights.

But early city administrations, without funds for a public water system, consistently avoided positive action in the establishment either of public or private water supplies.

Talks Abandoned.

By May 1877 the burning public question was water — whether there should be a city water works or whether artesian wells should be drilled. The council flirted with the Holly Pump Company, Lockport, N. Y., and then without explanation abandoned the talks.

But the year 1877 brought the city's first public water supply—a series of cisterns dug to supply water for fire fighting.

On March 6, 1877, W. J. Allen received a $1,025 city contract to dig cisterns on the square, at Rusk (Commerce) and Second, and near the depot Allen was elected to City Council in April, and D. O'Flaherty completed the cisterns.

The first abundant supply of water came with the first artesian well, drilled by J. J Peters. Some accounts say his first well was completed in 1876, others say May 1878.

The first well was near Florence and May Sts. and the second on Peach near Hampton.

Much Well-Digging.

Peters' discovery signaled the beginning of a large-scale well digging, and by 1882 the city had at least 200 artesian wells.

City Council after City Council poked inquiringly at the feasibility of a water system, and backed off each time. Each council appointed a water committee and that was the last ever heard during that administration.

Not until May 3, 1881, did City Council take its real action toward providing a water system. Jesse Jones, L. A Trimble and E. M. Orrick were named as a committee to study the question.

On the basis of the committee's report, City Council on June 15, 1881, authorized a $60,000 bond issue for a city water works.

And once more the dream faded.

But within a year, Capt. B. B. Paddock began making the dream a reality. He obtained a charter for a company composed of himself, M. B. Loyd, Jesse Zane Cetti, John D. Templeton and W. D. Wilson to build a water plant.

Franchise Transferred.

Their franchise soon was transferred to Morgan Jones, E. P. Cowan and Henry McLaughlin who began building the city's first water plant at the juncture of the Clear and West Forks.

Strikes at the factory supplying some of the material delayed completion of the plant until April 24, 1883.

Less than a year was the Water Works Company in business as a purely private enterprise.

For on July 22, 1884, City Council bought one-half of the water works stock from J. S. Drake of Rock Island, Ill., who sold Fort Worth $100,000 worth of stock for $32,500.

When Drake made his offer, the city was broke. But Mayor John Peter Smith was not one to let a bargain get away. Enthusiastically, the council agreed to issue bonds within 60 days. Which was fine with Drake. His only stipulation was that they be 20-year bonds at 7 per cent annual interest and that the city could not retire them at the city's option prior to maturity.

Unhappy in Business.

Within a few months, the city became unhappy with the joint public-private business and on Oct. 7, 1884, ordered the mayor to learn the cost of the remaining stock.

On Dec. 28, 1884, E. P. Cowan offered to sell the remaining one-half interest in the company—together with all franchises, plumbing stocks, accounts, and all stocks and fixtures—for $28,000. His offer was accepted immediately.

On March 28, 1885, $30,000 in city bonds valued at 95 cents on the dollar were turned over to Cowan and the city for the first time owned a water works.

As a result of their efforts, Ordinance 370 regulating the water works adopted June 16, 1885.

The first water superintendent was A. W. Scoble who was elected by the Board of Aldermen June 17, 1885, and served until Sept. 1, 1885.

Superintendents Listed.

Water superintendents since that time have been J. H. Kerr, Sept. 1-Nov. 9, 1885; Robert De Haven, Dec. 3, 1885-May 15, 1888; M. H. Milburn, May 15, 1888-April 26, 1892; Scoble, April 26, 1892-April 10, 1894; F. W. Chiles, April 10, 1894-April 9, 1895; Scoble, April 9, 1895-April 11, 1911; D. G. Griffin, April 11, 1911-April 15, 1913; H. O. Gossett, April 15, 1913-April 1915. After Gossett, city water commissioners headed the department. L. A. Quigley was appointed superintendent April 15, 1925, when the city manager form of government was adopted, and served until his death Oct. 30, 1942. Uel Stephens has been superintendent since Dec. 30, 1942.

The first large expansion of the water system came May 9, 1890, with the award of a $35,000 contract to Philbin and Jackson, Nashville, to extend the water mains.

By 1891, the water supply again had become inadequate and public pressure demanded that action be taken. A site for a new water plant—the one now in use—was purchased from William Capps and Robert McCart for $20,000, with enough land thrown in for Forest Park.

Holly Plant Started.

On Dec. 22, 1891, McArthur Brothers, Chicago, was awarded the contract for building the first of the present facility named Holly Plant for the Holly Pump Company which furnished the pumps. The total cost was $687,000.

The Holly Plant was completed in 1892 under the direction of Maj. John B. Hawley, former city engineer.

To augment the supply of river water, 13 artesian wells were drilled at the Holly Plant and the old water plant near what is now the Paddock Viaduct remained in use for many years. The city still pumps water to fire hydrants from the original plant site.

Summer water shortages, familiar in recent summers, began appearing in the 1890s. Mayor B. B. Paddock referred several times in his annual messages to the shortages, and on Aug. 4, 1896, City Council directed police to report anyone wasting water or allowing a hose to run all night. Similarly, all street sprinkling and lawn watering was suspended Sept. 1, 1910, because a drouth was overtaxing the water plant.

By 1903, the artesian wells at the water plant had ceased to flow and the Clear Fork supply was inadequate. Daniel W. Mead, Chicago consulting engineer drilled a central shaft 12 feet in diameter and 184 feet deep with tunnels to tap the 13 artesian wells. But it, too, dried up by 1905 when the Powell field, a cluster of artesian wells, was drilled south of the Texas & Pacific tracks and west of University Dr.

The Powell field was depleted in 1914.

In 1911, a committee of engineers, J. D. Trammel, Maj. J. B. Hawley and Dean T. U. Taylor recommended construction of a dam on the West Ford to impound a reservoir. In 1911, too, a filtration plant was built and water was treated for the first time.

Soon, the reservoir was under construction and on Dec. 6, 1913, it officially was named Lake Worth. The lake was filled for the first time on Aug. 19, 1914. The first conduit to the Holly Plant was built and the first lake water entered the treatment plant in May 1916.

Supplementing Lake Worth, Bridgeport Lake was in service April 6, 1932, and Eagle Mountain Lake Feb. 28, 1934.

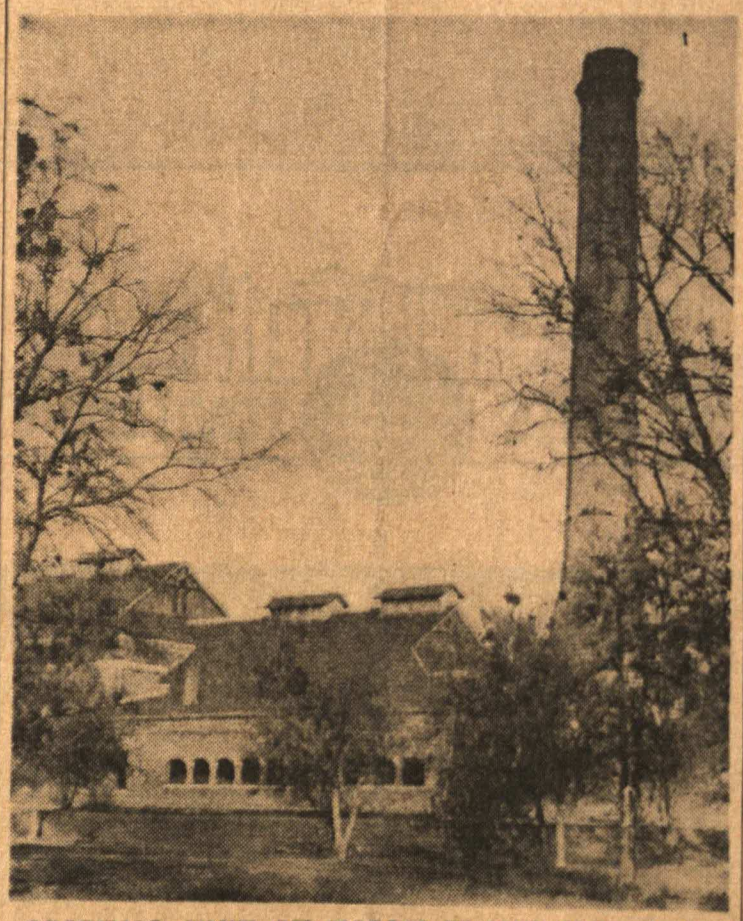
Growth of the city called for construction of the first booster stations—South, West and East Sides—in 1923.

When the first public plant was completed in 1883, it had a daily pumping capacity of 4,000,000 gallons and six miles of pipe. Today, Fort Worth has 716 miles of mains and a daily pumping capacity of 88,000,000 gallons.

Completion of the current $19,155,000 expansion program in 1953 will provide a daily capacity of 120,000,000 gallons and bring the mileage of mains to 879.

The program will more than double the present estimated $14,618,680 value of the water department's physical plant.

WATER SYSTEM—MID '90s—Robert Johnson hauled water to "Irish Town"—the general vicinity east of the Santa Fe depot—in this water wagon around 1895.



ORIGINAL UNIT OF HOLLY PLANT—This photograph shows the Holly Water Plant as it looked a few years after it was completed in 1892.

1886 Electrician

G. G. Hill was appointed April 24, 1886, as the first city electrician immediately after Ordinance 391 creating the post was passed.

TRANSPORTATION

FORT WORTH STAR-TELEGRAM

Sunday, October 30, 1949

'Iron Horse' Skyrockets Hamlet On the Trinity Into a Metropolis

Railroads raised Fort Worth from a village to a metropolis.

A rich future began to unfold when the Texas and Pacific Railway's wood-burning Engine No. 20, with four flatcars and a caboose, puffed in on temporary tracks at 11:23 a. m., July 19, 1876.

Fort Worth went wild with joy. A 20-year-old dream had come true. For it was on Nov. 13, 1858, that the frontier town at a mass meeting in the county courthouse adopted resolutions asking the Houston and Texas Central and the Southern Pacific to come to Fort Worth.

Capt. E. M. Daggett was chairman and Capt. J. C. Terrell was secretary of that first railroad meeting. They, and other citizens, never swerved from their goal of making Fort Worth a railroad junction point.

It wasn't accident that brought the T&P here. Nor was it luck. The citizens wanted the railroad and worked to get it. Some gave land. Some gave money. Others—men, women and even children—donated physical labor.

First railroad hopes were raised in 1872, when Col. Thomas A. Scott, organizer and owner of the T&P, visited Fort Worth. Scott was wooing Congress for financial aid such as had been granted the Union Pacific Railroad in the North.

Fort Worth would be on the T&P route, Colonel Scott promised. His companion, Col. John W. Forney, editor of the Philadelphia Chronicle, wrote glowing dispatches of Fort Worth's future.

West from Marshall.

Scott soon began to build the T&P westward from Marshall. Unsuccessful in Congress, he went to Europe to raise more capital. His journey stirred a boom in Fort Worth. Population, 300 in 1872, soared to 3,000 in a year. Rents climbed. Overnight fortunes were made in real estate.

The T&P had reached Eagle Ford, six miles west of Dallas, when the blow fell.

On "Black Friday," Sept. 18, 1873, the Wall Street banking firm of Jay Cooke & Company failed. Cooke was the government's main financial agent and treasury prop. The panic was on. Scott's European capitalists backed out.

Fort Worth's population fell as rapidly as it had increased, with word that the railroad would stop at Eagle Ford. Investments were wiped out. The fortune-hunters streamed back to Dallas. Fort Worth became a ghost town—but it wouldn't give up.

Cooke Set Off Panic.

The panic of 1873, started by Jay Cooke's collapse, halted other ambitious railroad projects. Bills were before the Legislature that year to incorporate the Fort Worth, Cleburne & Waco and the Beaumont, Corsicana and Fort Worth lines.

Also blocked from building into Fort Worth, when Cooke's stunning failure froze the money market, were the Missouri-Kansas-Texas, the Houston & Texas Central, the Fort Worth & Denver City, the Memphis, El Paso and Pacific, known as the "Trans-Continental;" the Red River & Rio Grande and the Fort Worth & New Orleans lines.

Fort Worth's men and women went to work on the problem. It wasn't hopeless. The Legislature had voted the T&P a land grant of 16 sections per mile, provided the tracks reached Fort Worth by Jan. 1, 1873.

Maj. K. M. Van Zandt, E. M. Daggett, Thomas J. Jennings and H. G. Hendricks had donated 320 acres of land on the south side for a depot, roundhouse and yards, under the same conditions.

Deadline Extended.

As each succeeding Legislature met, it extended the deadline for a year. The Fort Worth donors did likewise. The extensions continued until the Constitutional Convention of 1875 made the time limit "the date of adjournment of the first legislature held under the new state constitution."

Fort Worth acted rapidly. In 1875, citizens organized the Tarrant County Railway Construction Company and told the T&P they would build roadbed, culverts and bridges from Eagle Ford to Fort Worth. The T&P agreed to lay ties and tracks.

Maj. Van Zandt was president; John S. Hirschfield, vice president; Jesse Zane-Cetti, secretary and W. A. Huffman, treasurer.

Stock was bought by residents who promised to pay in money, labor, material, supplies or anything else of market value. A contract was given to Riche Brothers & Tierney.

Extension Opposed.

The "deadline Legislature convened on the second Tuesday of January 1876. Again the T&P asked for a time extension. Opposition to the request was strong. Fort Worth, too, demanded action.

Encouraged by Fort Worth's determination to have a railroad and eager to retain the rich land grants, the T&P reorganized, gave mortgages of $8,000 a mile and revamped its financial structure.

It took over the construction company contract and set out to reach Fort Worth before the Legislature adjourned.

So began the dramatic race against time.

By July 7, the tracks began to creep forward and the work train whistle "roused the natives of Johnson Station." Gen. John C. Brown, T&P vice president; Maj. W. D. Washburn, chief engineer, and Morgan Jones, contractor, began a day and night vigil.

A Mile a Day.

Tracks were laid at the rate of a mile a day. The company purchased 20 locomotives and 400 cars. "As soon as the track is laid the cars will begin delivering timber and lumber for the most extensive cattle yards in the state," the Fort Worth Democrat reported.

Meanwhile, in Austin, the Legislature finished work and strained to go home. The Senate sent an adjournment resolution to the House for approval.

Adjournment meant the T&P would lose the land grant and Fort Worth the railroad. Vote after vote was taken. The go-home bloc needed but one vote to win. Tarrant County's representative, Nicholas Henry Darnell, was ill. For 15 days, until the railroad reached Fort Worth, he was carried into the House on a cot to vote "nay" on adjournment.

Graders sweated, track layers kept at their heels, mule-skinners swore and the railroad forged ahead. The tracks crossed Farmer E. J. Tandy's fields, four miles east of town, on July 15.

Right Over Bridge.

At Sycamore Creek, the feverish contractors decided it would take too long to build a trestle. The bridge over the creek was strengthened. Ties and rails were laid directly on it. Once across, grading and leveling were halted. The tracks were laid on the dirt county road which paralleled the railroad right of way.

The ties were weighted at each end with stones. "It was as crooked as the proverbial ram's horn but it bore the rails," Editor B. B. Paddock wrote in the Democrat the next day.

And in Austin, Darnell and some loyal friends doggedly continued to stave off adjournment.

"I quit my job at the suggestion of my employer and went to help," John Raines, a young clerk, recalled later. "All the firms released their workers to help. Everyone was afraid of the time limit. We knew if Fort Worth failed to get the railroad, Dallas would get the cattle business."

On July 15, the laborers began to work nights, too. They took an hour off for supper, worked until midnight, rested until dawn, then started out again. To help things along, City Council met and extended the city limits a quarter of a mile east.

Women Lend Hand.

Fort Worth women organized sandwich squads, bringing hampers of food morning, afternoon and night. The rough workmen cheered and called them "angels."

As the tracks neared the depot site at E. Lancaster and Main, a duck pond impeded work. Draining and filling would take time, so the tracks were curved around the pond.

On July 18, the city began filling up with visitors from miles around. The railroad was due the next day!

And it arrived on schedule. Chugging and puffing, crawling forward slowly to keep from jumping the shaky track, Engine No. 20, the T&P work train, came in at 11:23 the next morning.

She weaved and rocked, but advanced steadily through the lines of frenzied settlers, cowboys, business men, housewives and children. Thousands dressed in Sunday finery strained to get a look at the "contraption." The 12-piece Fort Worth Cornet Band tootled manfully.

Then, the bobbing engine "uttered its shrill scream within the corporate limits, arousing 'the panther from his lair,' startling the birds from their nests in affright, and carrying joy to many anxious hearts who have waited long and patiently for the sound that then for the first time reverberated through the hills and valleys around the beautiful city of Fort Worth."

That's how Paddock reported the arrival. Not only the birds were startled. Cowboys' ponies stampeded up Main St., not stopping until they reached the courthouse.

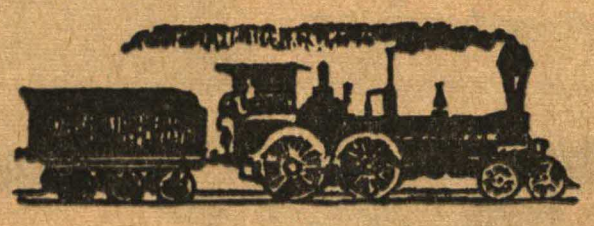
Strong men paled and women drew back in alarm when Engineer James Kelly opened the steam valve. He came in carefully—at some places, joints between the rails were an inch wide. Many spectators expected the locomotive to blow up.

Conductor W. R. Bell and Brakeman L. S. Thorne reassured the throng. Paddock climbed aboard and yanked the whistle cord. Maj. J. J. Jafvis and P. J. Bowdry clanged anvils borrowed from W. H. Williams' blacksmith shop.

The celebration lasted all night. Contractors paid off the laborers. Most of them thronged to the saloons to celebrate. "Our police officers should exercise discretion and leniency to the hands paid off," Editor Paddock counseled. "D.D.'s (drunk and disorderly) must be treated with leniency for a few days."

In Austin, the Legislature voted to adjourn but Fort Worth didn't care.

AT LAST.



THE DAY HAS COME.

HOPE ENDS IN FRUITION.

Yesterday morning at twenty-three minutes past eleven. Engine No. 20 of the Texas & Pacific railroad, Kelly engineer and Beale conductor, uttered its shrill scream within the corporate limits, arousing the "panter" from his lair, startling the birds from their nests in affright, and carrying joy to many anxious hearts who have waited

THE RAIROAD ARRIVES.

. . . headline in Fort Worth Democrat of July 20, 1876.

L. S. THORNE.

. . . Brakeman on Old 'No. 20.'

IN 1849....

A jerk-line outfit clanked out of Fort Worth, headed for the Jefferson wharves. Piled high with hides, four springless wagons were coupled into a train. And pulled by 10 unwilling mules goaded onward by the blasphemy of a leather-faced mule-skinner who rode the wheel mule.

Through the skinner's hand passed the jerk-line, one rein which was anchored to the brake handle and extended to the left bit ring of the left mule in the front span. The rein touched the bit of no other animal. One steady pull directed the lead mule to the left and the others followed; two short jerks, to the right.

On the wagon sat the lasher whose job was to swing a long rawhide whip and help cuss.

For 27 years the mule-skinner and his counterpart, the bullwhacker who freighted with oxen, were eastward transportation for Fort Worth. Until the first train belched across the prairie to the dust-whipped cowtown on the Trinity and revolutionized transportation.

Fiery Editor Promoted The FW&RG

Woven into the history of the Frisco Railway is the story of another Fort Worth-owned line—the Fort Worth & Rio Grande, planned and promoted by Capt. B. B. Paddock.

A venture into the railroad business was a natural step for the fiery, energetic editor. His "tarantula map" in the Democrat had kept alive through dark days the dream of making Fort Worth a key railroad terminal point. He had been in the forefront of every campaign to bring railroads here, starting with the T&P in 1876.

26 Secure Charter.

Twenty-six Fort Worth men under Paddock's direction obtained a charter in 1881 to build the Fort Worth & Rio Grande. The board consisted of Joseph H. Brown, William H. Boaz, Sidney Martin, S. W. Lomax, T. A. Tidball, Will F. Lake, John Peter Smith, L. N. Brunswig and W. H. Davis.

Capital was slow in appearing, however, and no action was taken until 1885. In that year a new charter was obtained and $40,000 was raised here by public subscription.

With Brownwood, 142 miles away, as the objective, work on the FW&RG began on Nov. 23, 1886. The tracks reached Granbury in 1889, Stephenville in October 1890, Dublin the next month and Brownwood on July 16, 1891.

The Fort Worth & Rio Grande was purchased by the Frisco Railway and Menard became the terminus. In acquiring the FW&RG, the Frisco inherited a local line that helped make it a community institution here. Later, control of the FW&RG passed to the Santa Fe.

Frisco Century Old.

The Frisco itself is as old as Fort Worth.

Chartered by the Missouri Legislature in 1849 as the Pacific Railroad of Missouri, it operated under various titles until 1876 when it became the St. Louis and San Francisco Railway Company, better known as the Frisco.

The Frisco came to Texas in 1901 on tracks laid from Sapulpa, Indian Territory, to Denison. Two years later, the Texas line was lengthened to Carrollton, and through a link with the Cotton Belt, the Frisco entered Fort Worth.

One of the most energetic railroad boosters of Fort Worth attractions to industry, the Frisco's industrial development department has in co-operation with civic leaders, brought many plants and factories to the Bailey Industrial District and other industrial areas along its tracks.

'Cotton Belt' Welcomed Here in 1887

Busting-at-the-seams Fort Worth needed lumber in 1887. The Texas & St. Louis Railroad needed customers for the lumber mills on its route.

It was inevitable that the two would get together. The railroad, now the "Cotton Belt," or St. Louis Southwestern Lines, entered Fort Worth the next year.

The Cotton Belt was organized in December 1861 as the Tyler Tap Railroad Company. The incorporation papers gave the road's program as construction of a wooden rail, narrow guage line from Tyler to a point on the T&P or Great Northern not more than 40 miles from Tyler.

The road tar outstripped the original design. The Cotton Belt now covers more than 1,600 miles, serving Texas, Louisiana, Arkansas, Southeast Missouri, the St. Louis and Memphis gateways.

The Cotton Belt had a hand in promoting Fort Worth's prosperity by opening, more than 30 years ago, the industrial district in the N. Commerce and N. Houston districts. Recently, it opened a tract near Hodge for general industrial development.

The first natural gasoline plant of the state of Texas was located in Electra.

Stage Coach Fare To Dallas--$2.50

Stage coach fare from Dallas to Fort Worth was $2.50 on May 31, 1873, when Col. J. M. Hartsfield, Confederate veteran, arrived here. The trip took eight hours.

Hartsfield was Tarrant County district clerk from 1878 to 1882. During his term, he became the first district clerk in the state to send a typewritten manuscript to the Texas Supreme Court, and was complimented by the judges on the innovation.

Later, he was clerk of the Second Court of Civil Appeals and bailiff of both the United States District Court here and the Fifth Circuit Court of Appeals.

Fort Griffin Freight

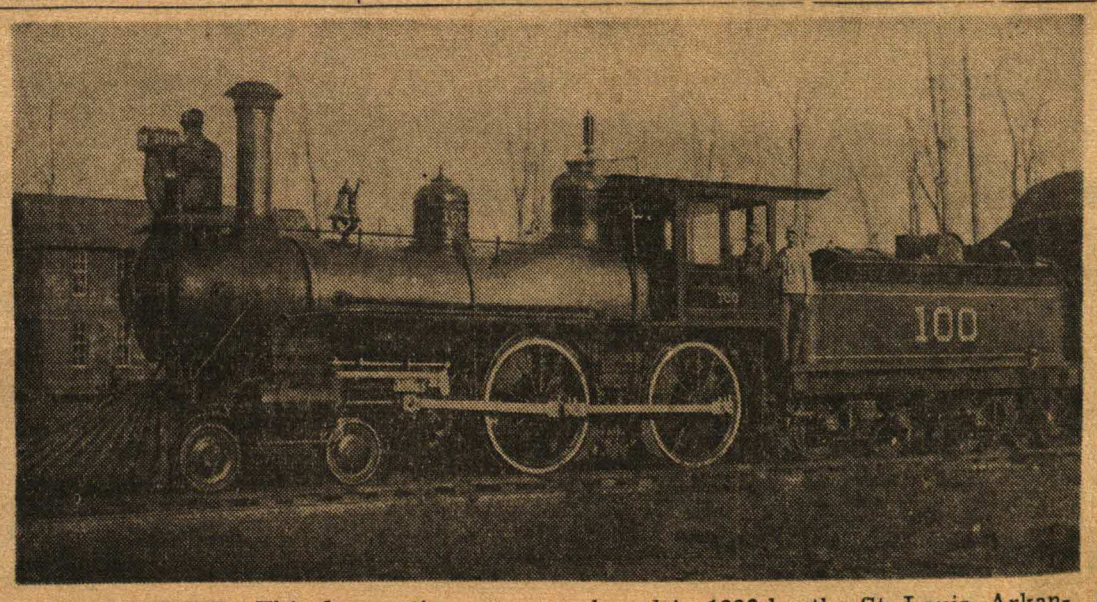
Freight from this place to Fort Griffin is now being carried at the low price of 85 cents per cwt. Consequently, a number of freighters have quit work and turned their stock on the range. —Fort Worth Democrat, May 4, 1877.

Cash on Barrelhead Prodded Railroads

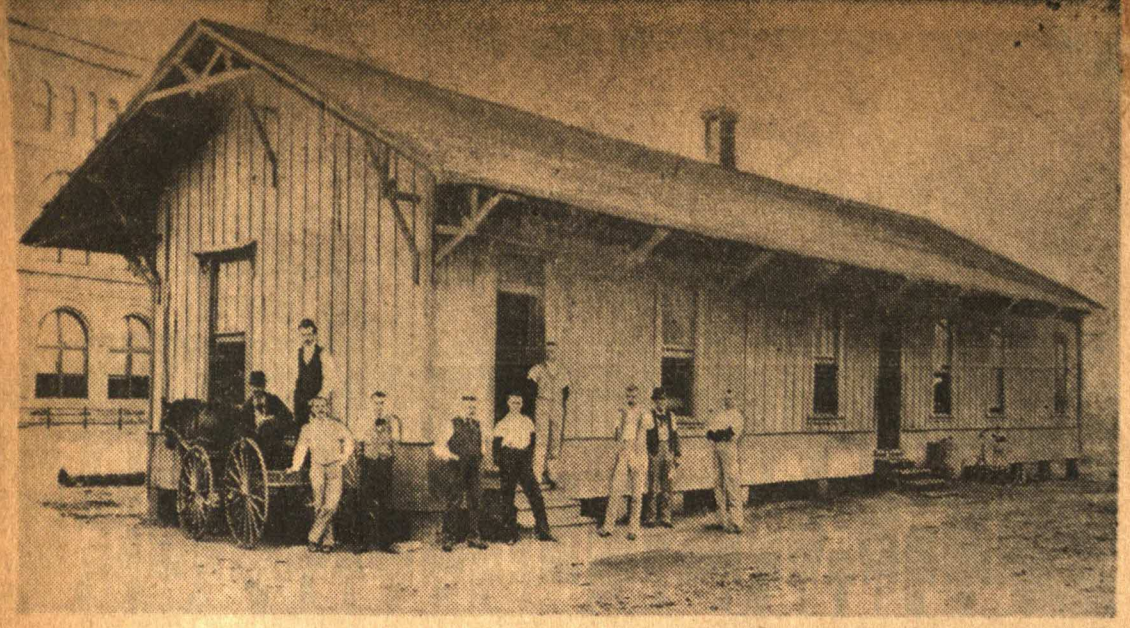
Fort Worth is the Southwest's railroad center today because previous generations of residents raised cash bonuses to encourage the railroads to build here.

The following is a list of the bonuses paid during the main years of railroad expansion. It does not include hundreds of acres of land given for right of way, depots and yards to the Texas & Pacific and other roads:

1873—Fort Worth & Denver City	$12,000
1880—Santa Fe	$75,000
1885—Fort Worth & New Orleans	$75,000
1886—Santa Fe	$45,000
1886—Fort Worth & Rio Grande	$40,000
1887—St. Louis, Arkansas & Texas	$65,000
1888—Fort Worth & New Orleans	$25,000
1889—Fort Worth & Albuquerque	$40,000



WOODBURNER—This locomotive was purchased in 1886 by the St. Louis, Arkansas & Texas Railway, a predecessor company of the Cotton Belt.



T&P FREIGHT STATION—Photographed in early 1890s with, left to right, Jack Hassett, Ben Booze, George Littlefair, Dan Harrington, Walter Angell, L. D. Belden of 4828 Dexter who furnished the picture, Leonard Chevenell, Frank Sory, and G. C. Matthews.

Fort Worth Beat Dallas to Punch In Linking City to Gulf by Santa Fe

Railroad-conscious Fort Worthers knew a good thing when they saw one.

They perked up with interest when Galveston capitalists obtained a charter for the Gulf, Colorado & Santa Fe Railroad on May 28, 1873.

The line had all the appearances of becoming a major trunk route. There was just one serious flaw. The organizers planned to build in a northwest direction, from Galveston to Santa Fe. Fort Worth would not be on the route.

Fort Worth set out to persuade the Santa Fe to come here. Cleburne citizens also went to work, and in Dallas, a movement was started to beat Fort Worth to the punch.

Early in 1880, a Santa Fe representative called on Capt. B. B. Paddock, ditor of the Democrat. He told Paddock the Santa Fe would build into Fort Worth or Dallas, choosing the city that signed a contract first to give the railroad necessary right of way and a $75,000 bonus.

Off to Dallas.

His propositior outlined, he left for Dallas to make the same offer there.

Paddock conferred with John Peter Smith, Maj K. M. Van Zandt and other civic leaders. They agreed to raise the money, somehow. Paddock left the next morning for Dallas.

The editor walked into the hotel and accosted the Santa Fe man at breakfast in the dining room. Paddock pulled out an agreement and said: "We've signed up. You do the same."

The Santa Fe man protested he had not yet approached the Dallas business men.

"You told us the first city to sign up gets the railroad. We did it," Paddock remonstrated.

The Railroad Signs.

Paddock held the ace, and the Santa Fe man knew it. He signed. Later, however, when a furor arose in Dallas over Fort Worth's bold raid, the Santa Fe agreed to extend its tracks to that city, too.

Back home, Paddock called a mass meeting at Evans Hall. The doors were closed and kept closed until the $75,000 and necessary land were pledged. That was in September 1880 and on Dec. 2, 1881, the first Santa Fe train came into Fort Worth on the newly-constructed tracks from Cleburne, giving Fort Worth the first direct connection with the Gulf.

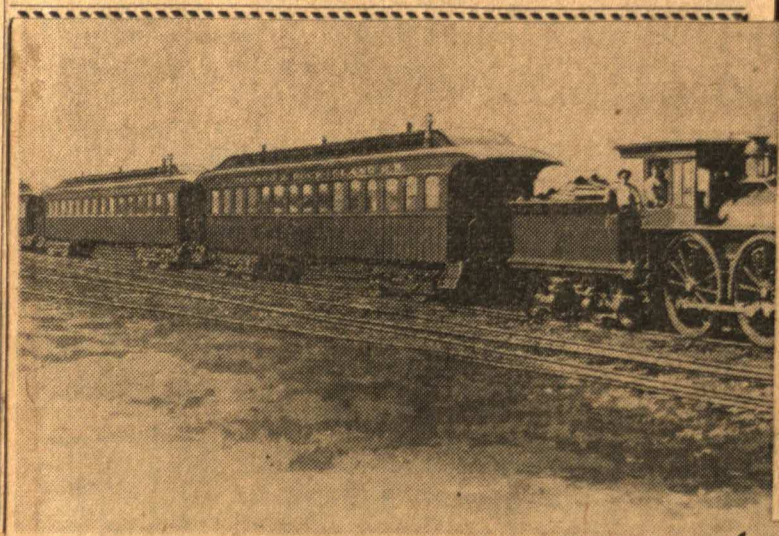
Suffering from financial aches in 1886, the Gulf, Colorado & Santa Fe was bought by the Atcheson, Topeka & Santa Fe. Fort Worth citizens subscribed another $45,000 that year to help the Santa Fe build a line between Fort Worth and Gainesville, completed in January 1887.

New Union Station.

In 1931, the Santa Fe and Southern Pacific railroads decided to build a new union station, sought by Fort Worth citizens since 1915. The new station was just south of the old one on Jones St., and with a new freight house to replace the old Santa Fe freight depot at 1415 Jones, cost $1,500,000.

The Santa Fe in the past year established the Santa Fe Trail Transportation Company shops and headquarters here. The company expedites delivery of less than carload railway freight with 20 schedules in and out of the city each day

A 220-acre site on the South Side also has been acquired by the Santa Fe for industrial development, and several new firms have been established there. GC&SF general offices are in Galveston but operating and traffic division headquarters are in Fort Worth.



1893 Gave Ft. Worth Rock Island

The "Fort Worth touch" has been present in top management echelons of the Rock Island Lines, 8,000-mile, 14-state railroad, from the day it reached Texas.

When the Chicago, Rock Island & Gulf Railway was incorporated with the Texas Railway Company in 1892, the president, M. A. Low, was the only top official not from Fort Worth.

S. B. Hovey, vice president and general superintendent; F. E. Dietrick, secretary-treasurer; M. V. Harris, auditor and car accountant; J. C. McCable, general freight agent and C. B. Sloat, general passenger and ticket agent, were Fort Worth men.

And Rock Island's president today, J. D. Farrington, was a railroad man in Fort Worth for several years before he took over the top job in 1936.

The Rock Island, built in 1852 as a 40-mile road from Chicago to Joliet, Ill., reached Fort Worth Saturday night, July 29, 1893. The train was "dead-headed" from Bowie so that it would be ready to leave for Chicago Sunday morning.

The first Rock Island depot was a little frame shack in the fork of the tracks at E. 4th St. M. J. Dowlin was ticket agent. The conductor of the first train was Jim Mack. Harry Clark was engineer. He died in the cab of his engine in the Fort Worth yards several years later.

Rock Island used the frame depot only a few weeks. Trains then were routed into the old Union Passenger Station.

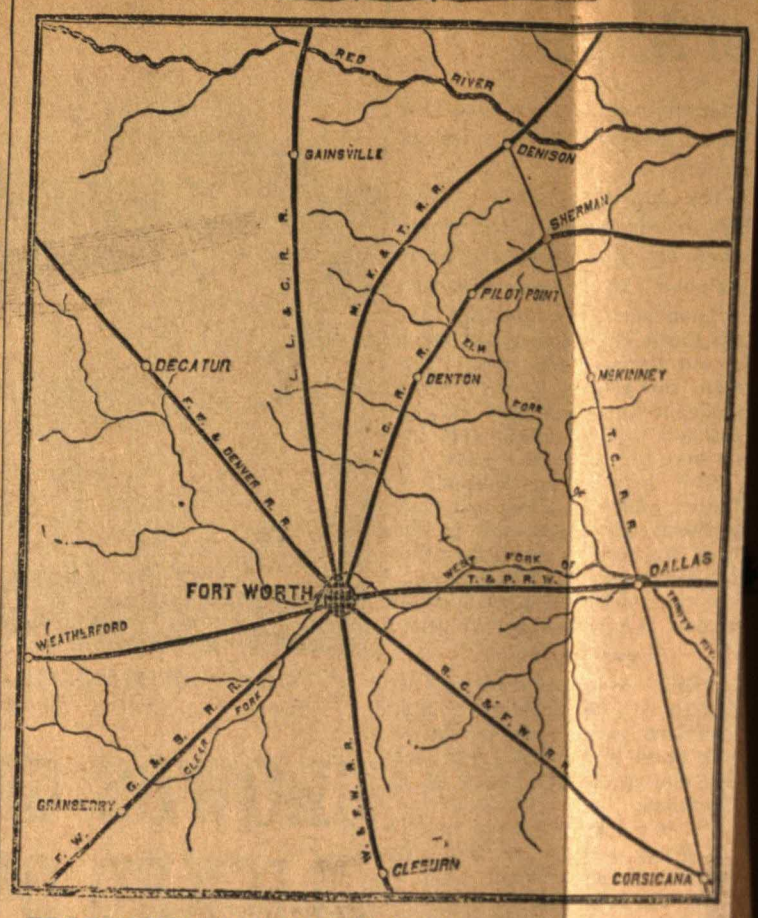
The railroad moved Texas headquarters from Bowie to Fort Worth in 1893. The staff consisted of O. B. Byers, freight agent; M. J. Dowlin, cashier and ticket clerk; W. W. Hovey, freight house and baggage operator, and W. B. Tanner, telegraph operator.

Expansion through Texas was begun in a few years. The 28-mile line between Bridgeport and Jacksboro was built in 1898 and extended to Bridgeport's coal mines in 1901, when the rails also were pushed westward from Jacksboro to Graham.

In 1902 the Chicago, Rock Island & Mexico Railway Company built a line across the Panhandle from Texoma to Bravo. The line along the Trinity River between Fort Worth and Dallas was constructed the next year.

Other West Texas lines were built into the Rock Island system by the Choctaw, Oklahoma & Texas, incorporated June 21, 1901.

Rock Island offices here have included the top floor of the Dundee Building, 7th and Houston; the Winfield Scott Building, 9th and Houston, the Texas State Bank Building and the Majestic Building on Commerce. General offices now are in the T&P Building.



PROPHESY OF GREATNESS—Long before the first railroad reached Fort Worth, Capt. B. B. Paddock, editor of the Democrat, was printing his now famous Tarantula map which showed that nine railroads eventually would radiate from Fort Worth. This is a reproduction of the first appearance of the map, in the Democrat of July 26, 1873. Today, Fort Worth has nine trunkline roads.

'Tarantula' Map, Met By Jeers, Proved True

Rival cities laughed when the bustling Fort Worth Weekly Democrat appeared in 1876 with a map showing eight railroad lines entering Fort Worth from all directions.

Many Texas papers called it "Captain Paddock's tarantula map." Only one road—the T&P—touched Fort Worth then, and out of town jeers greeted B. B. Paddock's heated assurances that the others would be constructed—some day.

The fighting editor lived long enough to see the map become reality. Fort Worth now is a terminal point for nine trunk line railroads.

After the T&P's arrival on July 19, 1876, the Missouri-Kansas-Texas speeded work and arrived in September 1881 on the rails of the T&P's Transcontinental Division.

The Gulf, Colorado & Santa Fe arrived Dec. 2, 1881.

The Fort Worth & Denver City, almost entirely a Fort Worth enterprise, started service here in 1882.

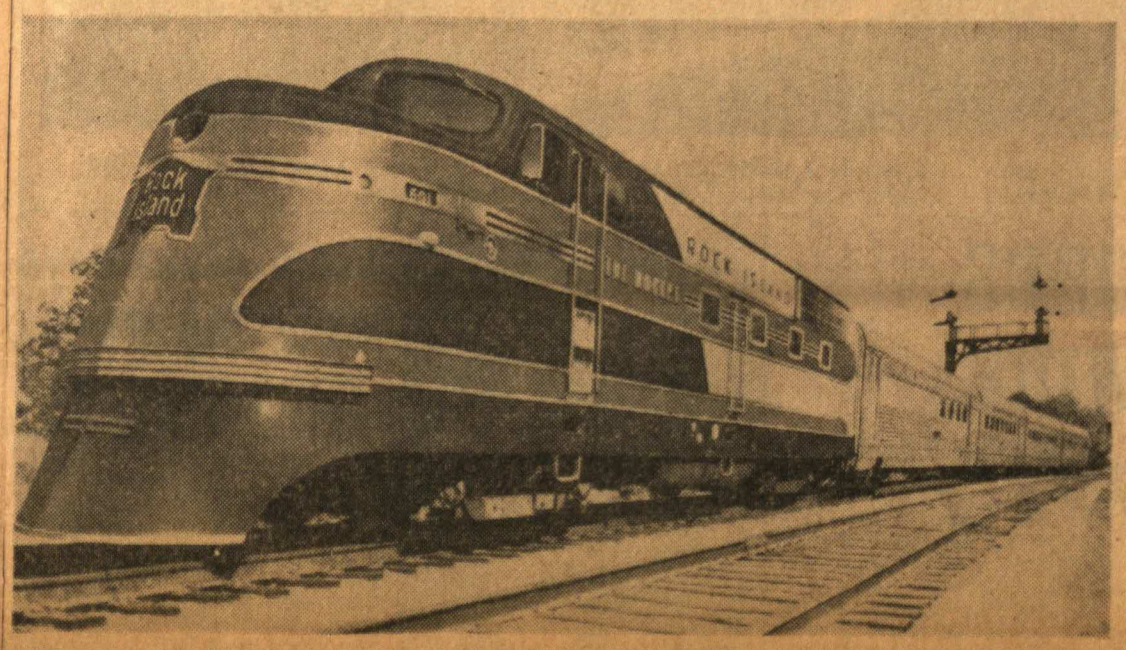
The Fort Worth & New Orleans, organized in September 1885, had built tracks as far as Waxahachie when it was bought in January 1887 by the Southern Pacific Lines and connected with the Houston & Texas Central.

The Cotton Belt, then known as the St. Louis, Arkansas & Texas, came here in 1888.

The Gay Nineties were made gayer with the advent of the Rock Island Lines.

The Frisco railroad took over the Fort Worth & Rio Grande, a road organized and headed by Captain Paddock himself. Work on the FW&RG started in November 1886 and the tracks reached Brownwood July 16, 1891.

The Missouri Pacific, International-Great Northern line completed a direct line between Fort Worth and Houston in 1902.



FIRST AND LATEST—Original Rock Island Rocket of 1852, above, and the Rocket of today, below. The Rock Island entered Fort Worth in 1893.

Freighting in 1877 Boomed to Griffin

An indication of business expansion here in 1877 is found in an interview in the Democrat with a freighter of six years experience.

He was quoted as saying there was "almost an unbroken line of teams from here to Fort Griffin" and that he had "never seen the like of wagon freight being shipped West."

T&P FREIGHT STATION—Photographed in early 1890s with, left to right, Jack Hassett, Ben Booze, George Littlefair, Dan Harrington, Walter Angell, L. D. Belden of 4828 Dexter who furnished the picture, Leonard Chevenell, Frank Sory, and G. C. Matthews.

Fort Worth Beat Dallas to Punch In Linking City to Gulf by Santa Fe

Railroad-conscious Fort Worthers knew a good thing when they saw one.

They perked up with interest when Galveston capitalists obtained a charter for the Gulf, Colorado & Santa Fe Railroad on May 28, 1873.

The line had all the appearances of becoming a major trunk route. There was just one serious flaw. The organizers planned to build in a northwest direction, from Galveston to Santa Fe. Fort Worth would not be on the route.

Fort Worth set out to persuade the Santa Fe to come here. Cleburne citizens also went to work, and in Dallas, a movement was started to beat Fort Worth to the punch.

Early in 1880, a Santa Fe representative called on Capt. B. B. Paddock, ditor of the Democrat. He told Paddock the Santa Fe would build into Fort Worth or Dallas, choosing the city that signed a contract first to give the railroad necessary right of way and a $75,000 bonus.

Off to Dallas.

His proposition outlined, he left for Dallas to make the same offer there.

Paddock conferred with John Peter Smith, Maj K. M. Van Zandt and other civic leaders. They agreed to raise the money, somehow. Paddock left the next morning for Dallas.

The editor walked into the hotel and accosted the Santa Fe man at breakfast in the dining room. Paddock pulled out an agreement and said: "We've signed up. You do the same."

The Santa Fe man protested he had not yet approached the Dallas business men.

"You told us the first city to sign up gets the railroad. We did it," Paddock remonstrated.

The Railroad Signs.

Paddock held the ace, and the Santa Fe man knew it. He signed. Later, however, when a furor arose in Dallas over Fort Worth's bold raid, the Santa Fe agreed to extend its tracks to that city, too.

Back home, Paddock called a mass meeting at Evans Hall. The doors were closed and kept closed until the $75,000 and necessary land were pledged. That was in September 1880 and on Dec. 2, 1881, the first Santa Fe train came into Fort Worth on the newly-constructed tracks from Cleburne, giving Fort Worth the first direct connection with the Gulf.

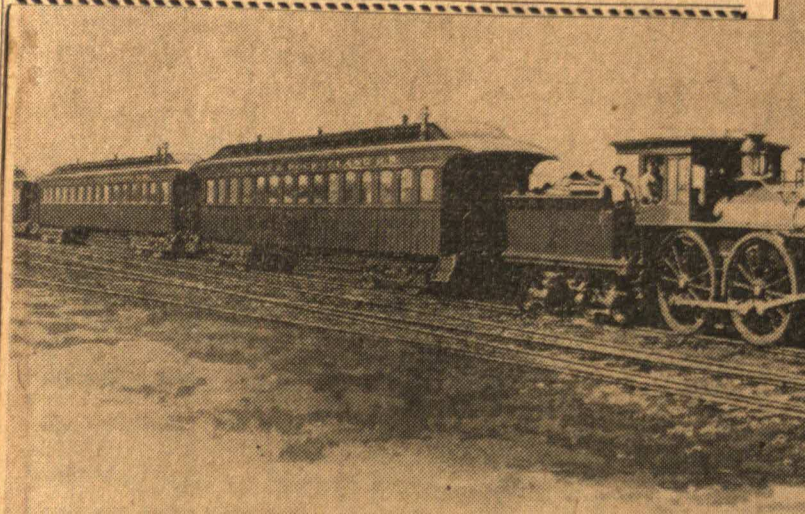
Suffering from financial aches in 1886, the Gulf, Colorado & Santa Fe was bought by the Atcheson, Topeka & Santa Fe. Fort Worth citizens subscribed another $45,000 that year to help the Santa Fe build a line between Fort Worth and Gainesville, completed in January 1887.

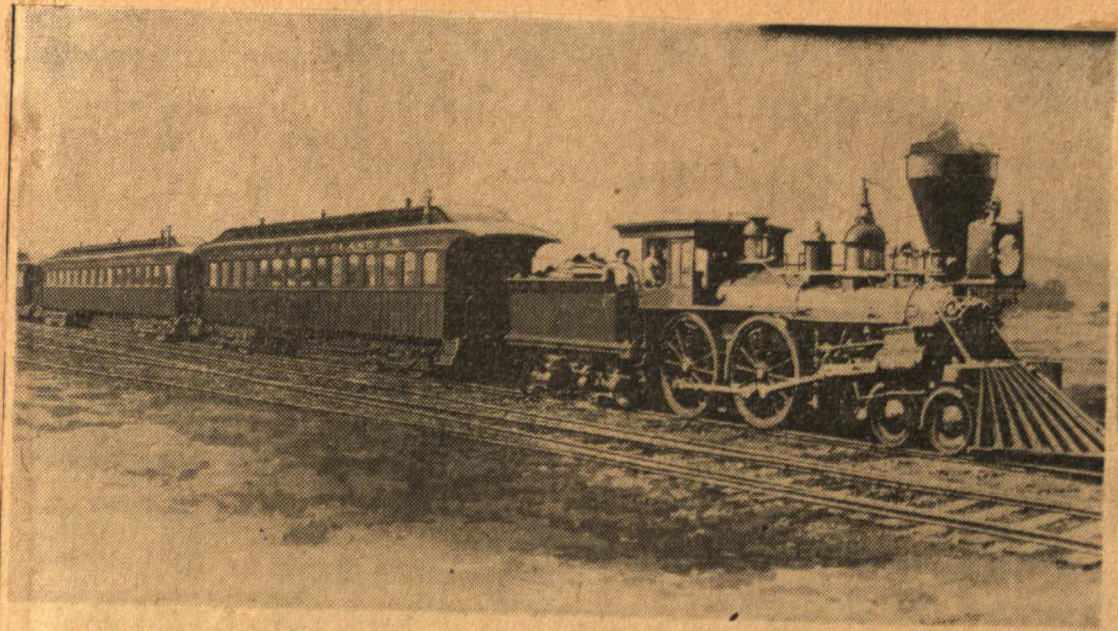
New Union Station.

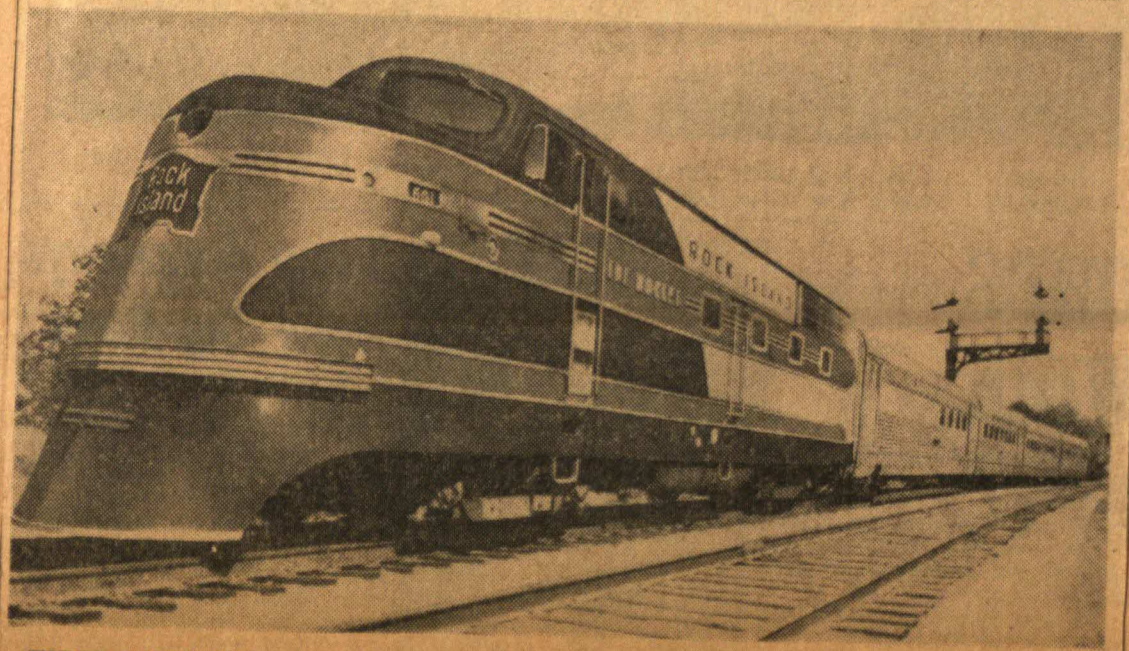
In 1931, the Santa Fe and Southern Pacific railroads decided to build a new union station, sought by Fort Worth citizens since 1915. The new station was just south of the old one on Jones St., and with a new freight house to replace the old Santa Fe freight depot at 1415 Jones, cost $1,500,000.

The Santa Fe in the past year established the Santa Fe Trail Transportation Company shops and headquarters here. The company expedites delivery of less than carload railway freight with 20 schedules in and out of the city each day

A 220-acre site on the South Side also has been acquired by the Santa Fe for industrial development, and several new firms have been established there. GC&SF general offices are in Galveston but operating and traffic division headquarters are in Fort Worth.







FIRST AND LATEST—Original Rock Island Rocket of 1852, above, and the Rocket of today, below. The Rock Island entered Fort Worth in 1893.

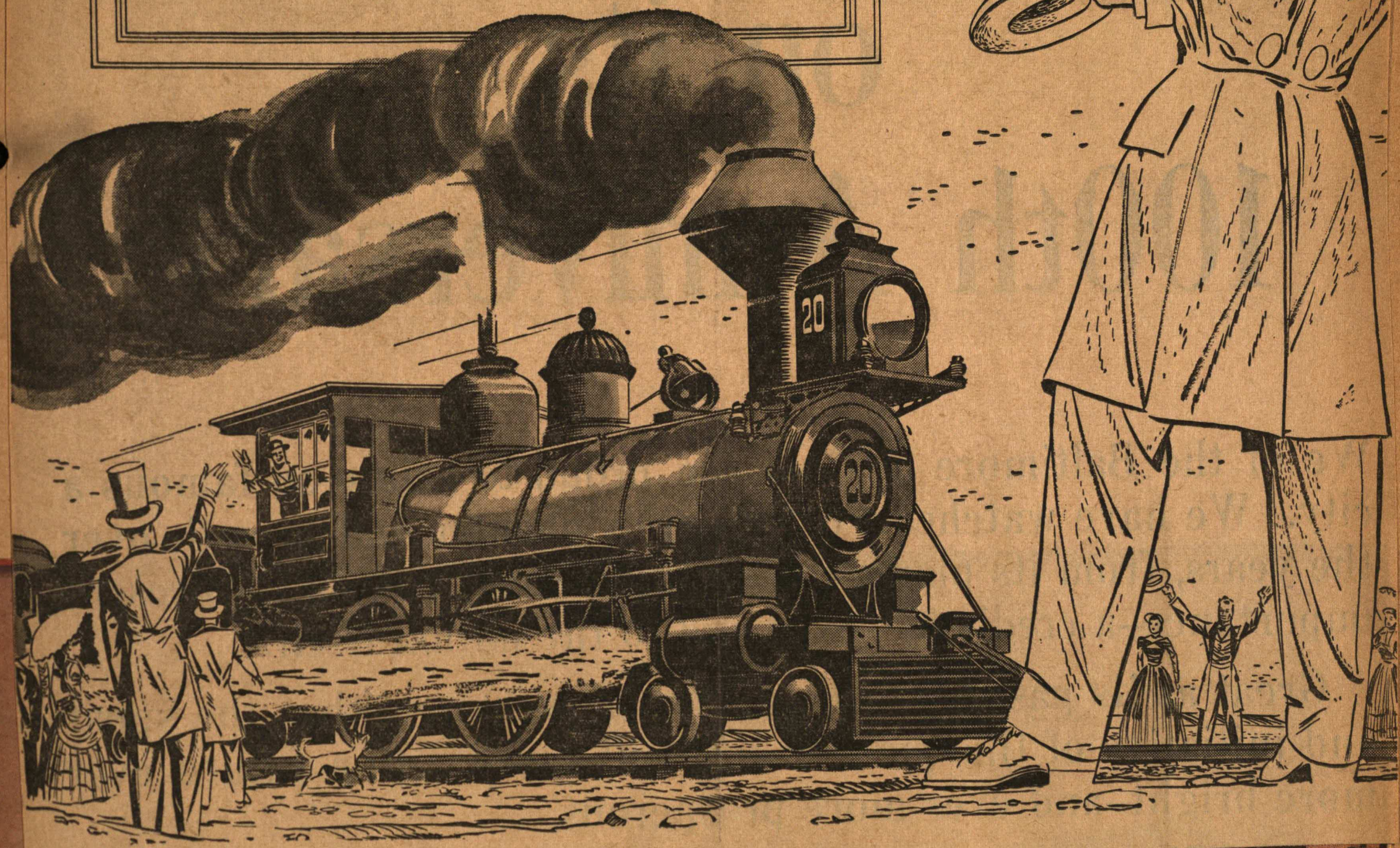
Freighting in 1877 Boomed to Griffin

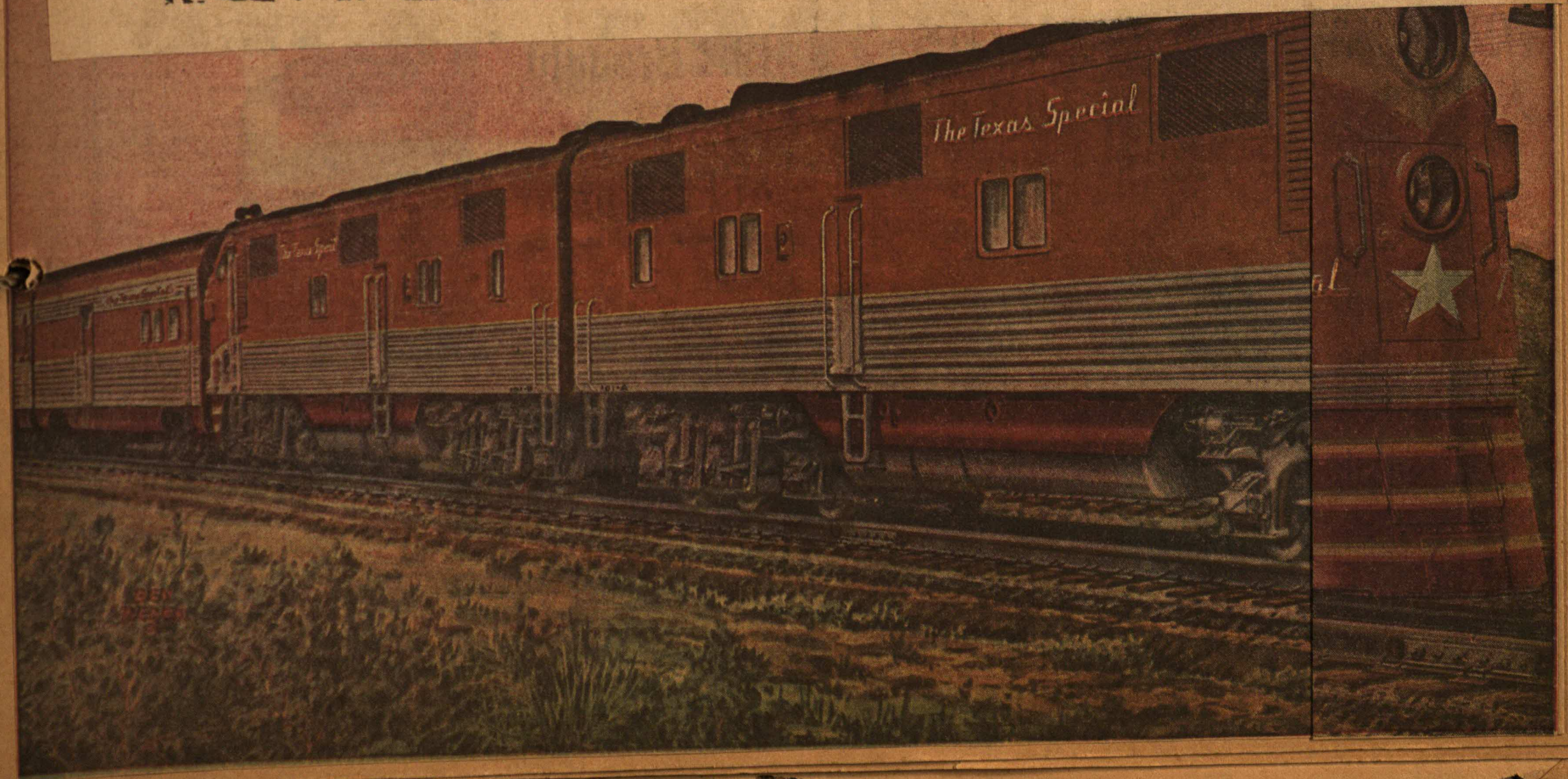
An indication of business expansion here in 1877 is found in an interview in the Democrat with a freighter of six years experience.

He was quoted as saying there was "almost an unbroken line of teams from here to Fort Griffin" and that he had "never seen the like of wagon freight being shipped West."

The Smoke that Showed

..the way the wind would blow





The Texas Special
101-A
The Texas Special
MKT

FORT WORTH IN 1881—It looks like this to the artist who produced the sketch for the Texas & Pacific Railway's timetable. There is a passenger train on the left and a freight train on the right. The little town was sparsely populated.

CROWDS GAPED AS WORDS CLICKED OVER FIRST WIRE

Excited crowds gathered on Main St. at dawn, Sept. 12, 1874. If all went well, a scientific miracle was due to link Fort Worth with the rest of the world by wire.

At 7:30 a. m., as the spectators buzzed with anticipation, 22-year-old Max Elser sat down at the key of his telegraph instrument. It had been set up in the window of the Lawrence, Cetti and Brewer real estate office, in the new Terrell Building, on Main between 1st and 2nd.

Elser tinkered with the key and conferred with his partner, C. L. Frost. They agreed all was ready. Elser began clicking a message from Fort Worth Mayor W. P. Burts to Mayor W. L. Cabell of Dallas:

"Today another link has been completed which joins us to your growing and prosperous city. May it increase your happiness as it has ours—and may the prosperity of both be advanced thereby."

Immediate Reply.

Elser looked at a wall clock, added his initials and the time, 7:45 a. m. Immediately, Mayor Cabell wired back:

"Dallas responds to your greeting most heartily and extends to her sister city, Fort Worth, its congratulations in at last being able to tell of her glories in electric words, and trusts that the near future will bind us with iron hands as well as by the great electric tongue of thought."

As the message came in, the crowd's excitement gave way. Until that morning, the most thrilling event for Fort Worth's 1,000 residents, had been the arrival of the Dallas stage at 4 p. m. each day—and that was nothing compared to the birth of a telegraph system!

Spectators Fired Pistols.

Men fired their pistols into the air. Some youngsters had dragged an anvil from a blacksmith shop, and they pounded it with iron bars. Capt. B. B. Paddock, editor of the Democrat, clasped his head and groaned that the noise reminded him of the Civil War battles of Vicksburg and Port Hudson.

Elser had come to Fort Worth from Bennington, N. Y., only two years before. With Frost, he had built the telegraph line, as a private venture, from Fort Worth to Eagle Ford, six miles west of Dallas.

Eagle Ford then was the western terminus of the Texas & Pacific Railway and the Texas & Pacific Telegraph Company lines, which kept pace with the rails as they penetrated westward from Marshall beginning in 1856.

Along Wagon Road.

The Elser-Frost line was constructed along the wagon road on the present route of the Fort Worth-Dallas pike. The partners charged 50 cents for sending a 10-word message to Dallas, and $3 for a 10-word message to New York.

Telegraph headquarters remained in the real estate office until the fall of 1875, when they were moved to the Sandidge Building, Main and 3rd, which also housed Postmaster J. P. Alexander's postoffice.

Elser built a telegraph line to Cleburne in 1879, and to Denton in 1881. In that year, Western Union obtained control of the T&P telegraph line and the independent Elser-Frost line.

The young operator busied himself profitably. In the next three years, he built lines from Fort Worth to El Paso and from Shreveport to New Orleans for the T&P, through East Texas for the Katy Railroad and from Fort Worth to Wichita Falls for the Fort Worth & Denver City.

Also Became Merchant.

Elser also became a merchant, operating a large general store at 311-313 Houston. Later, he struck oil near Cisco. He died here in 1934.

Competing at intervals with Western Union for Fort Worth's telegraph business were four other companies. They were the Overland Telephone and Telegraph Company, the State Telegraph Company, which became the Texas State Telegraph Company; the Baltimore & Ohio Telegraph Company, and the Postal Telegraph and Cable Company of Texas.

The latter firm later was known as the Mackay Company of Texas, and in 1911, as the Postal-Telegraph-Cable Company, opened an office at 108 W. 6th.

Short-Lived Firm.

In 1904, Fort Worth was the headquarters of a short-lived firm, the American De Forrest Telegraph Company, managed by Col. F. G. McPeak. Western Union, however, got the lion's share of business and prospered.

After buying out the T&P and Elser-Foster lines, Western Union moved to 2nd St., between Main and Houston, in 1883. Wires from Fort Worth to Austin and San Antonio were built in 1887.

Western Union moved to larger offices at 501 Main, in 1907, and to 701 Main in 1918. The firm moved into its present three-story headquarters at Main and 3rd in 1931.

T. A. Darling, Western Union superintendent here prior to 1914, still lives in California, where he retired on a pension. His successor, A. C. Farmer, who retired Sept. 1, 1943, died in December 1946. G. N. Westerfield has been superintendent since 1943.

Three old-timers are still employed by Western Union here. A. K. Kantrovich, who started in 1905, is now testing and regulating chief. A. W. Sullivan, a former Morse operator who went to work in 1907, is now office manager. J. E. Latham, city plant foreman, has been with WU since 1906.

A son and daughter of the founders of Fort Worth's first telegraph line still reside here. Mrs. H. H. Hardy, Max Elser's daughter, lives at 1501 College Ave. C. L. Frost's son, Norman, lives at 1022 S. Lake.

Cross Donated Land

Z. T. Cross donated the land on which White's Chapel Methodist Church, now Oak Hill Methodist Church, was erected. The church was organized in 1873.

MAX ELSER.
. . . first telegrapher.

Team Runaways Made Big News

Runaways were common on Main Street in the late '70s, common enough to exasperate editors who were doing their utmost to lead Fort Worth into developing into a city.

There was an ordinance, largely ignored, which forbade men to leave their teams unhitched in city streets. Several times a week, the newspapers would report that a team, left in the middle of Main Street, had taken off down the street like fire horses.

The editors of the Daily Fort Worth Standard also were indignant about the hitching of horses to awning supports in front of stores. "The horses get right in the middle of the sidewalk," said the Standard.

RR in 1885 Gave Link With the SP

The Southern Pacific's link with Fort Worth was based on a home-owned railroad.

Chartering of the Fort Worth & New Orleans Railway in 1885 crystallized plans to build a 40-mile railroad from here to Waxahachie, where it would connect with the Waxahachie Tap Railway.

The Waxahachie Tap, in turn, connected with Texas' second oldest railroad, the Houston & Texas Central, at Garrett, 12 miles east of Waxahachie.

Capital for the Fort Worth & New Orleans was raised largely in Fort Worth. The promoters, in addition, were given a $75,000 bonus. Construction started in September 1885, and within a few months the line to Waxahachie was complete.

In 1886, the Fort Worth & New Orleans was leased by the Houston & Texas Central, and the next January was bought by the Southern Pacific. It has been operated since then as part of the Houston & Texas Central.

Through the original Fort Worth & New Orleans, the city now is served by the west's largest railroad system. Southern Pacific lines extend 14,000 miles through Texas, Louisiana, New Mexico, Arizona, California, Oregon, Nevada, Utah and the west coast of Mexico.

Storm Wrecked Church

All denominations in Keller were left without a place of worship when the Union Church Building was destroyed by a storm in 1912. The union building was located on the present site of the Keller Presbyterian Church.

Worshippers Met 'Under the Trees'

Outdoor meetings under the trees on the southeast corner of the 4200 block of Avenue J. led to the organization of the College Heights Community Church in 1922.

Rev. Robert L. Myers held services and Mr. and Mrs. C. M. Herring, 4128 E. Rosedale, taught Sunday School "under the trees" until a one-room church was built at 4111 Avenue J. The church is now the College Heights Methodist Church.

Unity in Euless

For 10 years, from 1876 to 1886, Euless Presbyterians and Methodists worshipped together in the Presbyterian church. The Methodist church was built in 1886 on land donated by John Huffman.

Indian Drive Opened by Byrne Killing

Murder of a Fort Worth railroad official by Indians in 1880 caused U. S. troops to embark on the large-scale campaign that finally pushed the tribes out of West Texas and New Mexico.

The slain man was Gen. J. J. Byrne, a Texas & Pacific Railway surveyor. He won his rank in the Civil War, when he was the youngest brigadier general in the Union Army.

Traveling in Hack.

Byrne and a driver were traveling in a hack from Fort Quitman to Van Horn, then in El Paso County, when they were attacked by 12 Indians on Aug. 10, 1880.

Their sole weapon was the driver's rifle, which he gave to Byrne while he whipped his horses in an attempt to outrace the Indians back to Fort Quitman.

Byrne was struck by four enemy bullets before the hack outdistanced the horsemen. He telegraphed John Morris, a friend in Fort Worth, to come to Quitman, giving Fort Worth its first news of the attack and creating a sensation here.

When it was learned that the Indians were part of a war party led by Chief Victoria of New Mexico territory, 1,500 U. S. troops started out on a retaliation campaign.

Settled After War.

Byrne settled here after the Civil War and became one of the city's most popular residents, although he had fought on the enemy's side. President Andrew

Yuma Stage Put the City On Main Line

Second only to the coming of the railroad in importance to frontier Fort Worth, the inauguration of the stage and mail line from here to Fort Yuma, Ariz., in 1878 made Fort Worth the eastern terminus of the world's longest stage route.

The event called for a great celebration, including the city's first real parade—a quarter-mile procession of stage coaches and hacks to be used on the 1,560-mile line which was owned by the stagecoach king, Col. J. D. Chidester, in partnership with Maj. John D. Adams.

Taken from the Fort Worth Democrat of Sunday, June 16, 1878, the above headline shows the importance that was attached to the ceremony attendant upon the opening of the stage line. The story of the parade and a banquet occupied nearly two full columns.

"The procession left the El Paso Hotel at 5:30 last evening," said the Democrat, "headed by Capt. J. P. Alexander (postmaster), marshal of the day, behind a handsome team of spirited black horses. Following immediately was the Fort Worth Brass Band in their band wagon. Then came the first stage coach with six fine, handsome looking horses driven by the old veteran stage king himself, Col. J. D. Chidester, following which came coach after coach filled with guests consisting of the

FORT WORTH IN 1881—It looks like this to the artist who produced the sketch for the Texas & Pacific Railway's timetable. There is a passenger train on the left and a freight train on the right. The little town was sparsely populated.

CROWDS GAPED AS WORDS CLICKED OVER FIRST WIRE

Excited crowds gathered on Main St. at dawn, Sept. 12, 1874. If all went well, a scientific miracle was due to link Fort Worth with the rest of the world by wire.

At 7:30 a. m., as the spectators buzzed with anticipation, 22-year-old Max Elser sat down at the key of his telegraph instrument. It had been set up in the window of the Lawrence, Cetti and Brewer real estate office, in the new Terrell Building, on Main between 1st and 2nd.

Elser tinkered with the key and conferred with his partner, C. L. Frost. They agreed all was ready. Elser began clicking a message from Fort Worth Mayor W. P. Burts to Mayor W. L. Cabell of Dallas:

"Today another link has been completed which joins us to your growing and prosperous city. May it increase your happiness as it has ours—and may the prosperity of both be advanced thereby."

Immediate Reply.

Elser looked at a wall clock, added his initials and the time, 7:45 a. m. Immediately, Mayor Cabell wired back:

"Dallas responds to your greeting most heartily and extends to her sister city, Fort Worth, its congratulations in at last being able to tell of her glories in electric words, and trusts that the near future will bind us with iron hands as well as by the great electric tongue of thought."

As the message came in, the crowd's excitement gave way. Until that morning, the most thrilling event for Fort Worth's 1,000 residents, had been the arrival of the Dallas stage at 4 p. m. each day—and that was nothing compared to the birth of a telegraph system!

Spectators Fired Pistols.

Men fired their pistols into the air. Some youngsters had dragged an anvil from a blacksmith shop, and they pounded it with iron bars. Capt. B. B. Paddock, editor of the Democrat, clasped his head and groaned that the noise reminded him of the Civil War battles of Vicksburg and Port Hudson.

Elser had come to Fort Worth from Bennington, N. Y., only two years before. With Frost, he had built the telegraph line, as a private venture, from Fort Worth to Eagle Ford, six miles west of Dallas.

Eagle Ford then was the western terminus of the Texas & Pacific Railway and the Texas & Pacific Telegraph Company lines, which kept pace with the rails as they penetrated westward from Marshall beginning in 1856.

Along Wagon Road.

The Elser-Frost line was constructed along the wagon road on the present route of the Fort Worth-Dallas pike. The partners charged 50 cents for sending a 10-word message to Dallas, and $3 for a 10-word message to New York.

Telegraph headquarters remained in the real estate office until the fall of 1875, when they were moved to the Sandidge Building, Main and 3rd, which also housed Postmaster J. P. Alexander's postoffice.

Elser built a telegraph line to Cleburne in 1879, and to Denton in 1881. In that year, Western Union obtained control of the T&P telegraph line and the independent Elser-Frost line.

The young operator busied himself profitably. In the next three years, he built lines from Fort Worth to El Paso and from Shreveport to New Orleans for the T&P, through East Texas for the Katy Railroad and from Fort Worth to Wichita Falls for the Fort Worth & Denver City.

Also Became Merchant.

Elser also became a merchant, operating a large general store at 311-313 Houston. Later, he struck oil near Cisco. He died here in 1934.

Competing at intervals with Western Union for Fort Worth's telegraph business were four other companies. They were the Overland Telephone and Telegraph Company, the State Telegraph Company, which became the Texas State Telegraph Company; the Baltimore & Ohio Telegraph Company, and the Postal Telegraph and Cable Company of Texas.

The latter firm later was known as the Mackay Company of Texas, and in 1911, as the Postal-Telegraph-Cable Company, opened an office at 108 W. 6th.

Short-Lived Firm.

In 1904, Fort Worth was the headquarters of a short-lived firm, the American De Forrest Telegraph Company, managed by Col. F. G. McPeak. Western Union, however, got the lion's share of business and prospered.

After buying out the T&P and Elser-Foster lines, Western Union moved to 2nd St., between Main and Houston, in 1883. Wires from Fort Worth to Austin and San Antonio were built in 1887.

Western Union moved to larger offices at 501 Main, in 1907, and to 701 Main in 1918. The firm moved into its present three-story headquarters at Main and 3rd in 1931.

T. A. Darling, Western Union superintendent here prior to 1914, still lives in California, where he retired on a pension. His successor, A. C. Farmer, who retired Sept. 1, 1943, died in December 1946. G. N. Westerfield has been superintendent since 1943.

Three old-timers are still employed by Western Union here. A. K. Kantrovich, who started in 1905, is now testing and regulating chief. A. W. Sullivan, a former Morse operator who went to work in 1907, is now office manager. J. E. Latham, city plant foreman, has been with WU since 1906.

A son and daughter of the founders of Fort Worth's first telegraph line still reside here. Mrs. H. H. Hardy, Max Elser's daughter, lives at 1501 College Ave. C. L. Frost's son, Norman, lives at 1022 S. Lake.

Cross Donated Land

Z. T. Cross donated the land on which White's Chapel Methodist Church, now Oak Hill Methodist Church, was erected. The church was organized in 1873.

MAX ELSER.
. . . first telegrapher.

Team Runaways Made Big News

Runaways were common on Main Street in the late '70s, common enough to exasperate editors who were doing their utmost to lead Fort Worth into developing into a city.

There was an ordinance, largely ignored, which forbade men to leave their teams unhitched in city streets. Several times a week, the newspapers would report that a team, left in the middle of Main Street, had taken off down the street like fire horses.

The editors of the Daily Fort Worth Standard also were indignant about the hitching of horses to awning supports in front of stores. "The horses get right in the middle of the sidewalk," said the Standard.

RR in 1885 Gave Link With the SP

The Southern Pacific's link with Fort Worth was based on a home-owned railroad.

Chartering of the Fort Worth & New Orleans Railway in 1885 crystallized plans to build a 40-mile railroad from here to Waxahachie, where it would connect with the Waxahachie Tap Railway.

The Waxahachie Tap, in turn, connected with Texas' second oldest railroad, the Houston & Texas Central, at Garrett, 12 miles east of Waxahachie.

Capital for the Fort Worth & New Orleans was raised largely in Fort Worth. The promoters, in addition, were given a $75,000 bonus. Construction started in September 1885, and within a few months the line to Waxahachie was complete.

In 1886, the Fort Worth & New Orleans was leased by the Houston & Texas Central, and the next January was bought by the Southern Pacific. It has been operated since then as part of the Houston & Texas Central.

Through the original Fort Worth & New Orleans, the city now is served by the west's largest railroad system. Southern Pacific lines extend 14,000 miles through Texas, Louisiana, New Mexico, Arizona, California, Oregon, Nevada, Utah and the west coast of Mexico.

Storm Wrecked Church

All denominations in Keller were left without a place of worship when the Union Church Building was destroyed by a storm in 1912. The union building was located on the present site of the Keller Presbyterian Church.

Worshippers Met 'Under the Trees'

Outdoor meetings under the trees on the southeast corner of the 4200 block of Avenue J. led to the organization of the College Heights Community Church in 1922.

Rev. Robert L. Myers held services and Mr. and Mrs. C. M. Herring, 4128 E. Rosedale, taught Sunday School "under the trees" until a one-room church was built at 4111 Avenue J. The church is now the College Heights Methodist Church.

Unity in Euless

For 10 years, from 1876 to 1886, Euless Presbyterians and Methodists worshipped together in the Presbyterian church. The Methodist church was built in 1886 on land donated by John Huffman.

Indian Drive Opened by Byrne Killing

Murder of a Fort Worth railroad official by Indians in 1880 caused U. S. troops to embark on the large-scale campaign that finally pushed the tribes out of West Texas and New Mexico.

The slain man was Gen. J. J. Byrne, a Texas & Pacific Railway surveyor. He won his rank in the Civil War, when he was the youngest brigadier general in the Union Army.

Traveling in Hack.

Byrne and a driver were traveling in a hack from Fort Quitman to Van Horn, then in El Paso County, when they were attacked by 12 Indians on Aug. 10, 1880.

Their sole weapon was the driver's rifle, which he gave to Byrne while he whipped his horses in an attempt to outrace the Indians back to Fort Quitman.

Byrne was struck by four enemy bullets before the hack outdistanced the horsemen. He telegraphed John Morris, a friend in Fort Worth, to come to Quitman, giving Fort Worth its first news of the attack and creating a sensation here.

When it was learned that the Indians were part of a war party led by Chief Victoria of New Mexico territory, 1,500 U. S. troops started out on a retaliation campaign.

Settled After War.

Byrne settled here after the Civil War and became one of the city's most popular residents, although he had fought on the enemy's side. President Andrew

Yuma Stage Put the City On Main Line

Second only to the coming of the railroad in importance to frontier Fort Worth, the inauguration of the stage and mail line from here to Fort Yuma, Ariz., in 1878 made Fort Worth the eastern terminus of the world's longest stage route.

The event called for a great celebration, including the city's first real parade—a quarter-mile procession of stage coaches and hacks to be used on the 1,560-mile line which was owned by the stagecoach king, Col. J. D. Chidester, in partnership with Maj. John D. Adams.

Taken from the Fort Worth Democrat of Sunday, June 16, 1878, the above headline shows the importance that was attached to the ceremony attendant upon the opening of the stage line. The story of the parade and a banquet occupied nearly two full columns.

"The procession left the El Paso Hotel at 5:30 last evening," said the Democrat, "headed by Capt. J. P. Alexander (postmaster), marshal of the day, behind a handsome team of spirited black horses. Following immediately was the Fort Worth Brass Band in their band wagon. Then came the first stage coach with six fine, handsome looking horses driven by the old veteran stage king himself, Col. J. D. Chidester, following which came coach after coach filled with guests, consisting of the members of the city council, bankers, businessmen, members of the press, Texas & Pacific and railway employes."

Among the toasts at the banquet, voiced by Robert McCart, was one to "the Texas Press, the least appreciated, most abused and most potent agent of our material, mental and moral progress." Capt. B. B. Paddock, Democrat editor, responded.

Moelk, a local photogrpher, took pictures of the parade and sent them to Frank Leslie's illustrated weekly, and to the Graphic, a pictorial journal of the period.

Writer Studied Here

Rev. Jacob S. Payton, Washington correspondent of the Christian Advocate, national Methodist weekly newspaper, is a graduate of the old Fort Worth University.

MOPAC RR, CITY WERE LINKED EARLY

Through connecting rail links, Fort Worth has been on what now is the Missouri Pacific line since July 19, 1876, when the first T&P train arrived here.

The Missouri Pacific's history began when Secretary of War Jefferson Davis, before the Civil War, ordered routes for three lines surveyed from the Mississippi Valley to the West Coast.

The lines were the Missouri Pacific, the Texas Pacific (later the T&P) and the Southern Pacific.

Fulton to Laredo.

In 1870 the International Railroad, an ancestor of the Missouri Pacific, was chartered in Texas to build a line from Fulton, Ark., to Laredo. Work was started at Hearne and the line connected with the Houston & Great Northern Railroad at Palestine.

By Jan. 1, 1873, the International extended for 177 miles, from Hearne to the T&P Longview junction. Fort Worth could make connections with the I-GN from the day the T&P's "Old No. 20" chugged in here to open the railroad era.

Fort Worth to Houston.

It was not until 1902 that the International - Great Northern built the direct line from Fort Worth to Houston. The next year, with purchase of the Houston, Oaklawn & Magnolia Park Railway, the I-GN linked the Houston ship channel and Fort Worth.

All I-GN capital stock was bought in 1924 by the New Orleans, Texas and Mexican Railway. A few months later, the Missouri Pacific purchased controlling interest in the stock, and the lines now are operated as part of the Missouri Pacific system.

TRACTION COMPANY PERSONNEL—Photographed in April 1896 at car barn just north of courthouse, are, seated, left to right, George Herndon, Tom Greer, Harris Andrews, Granger Blewett, Superintendent George B. Hendricks, a Mr. Dooly, next man unidentified, Charlie Newby, J. Riley Jones. Middle row, Forest Hill, a Mr. Draper, Assistant Superintendent Wll Renfro, Division Superintendent Pete Mackey, Power House Engineer Sherman Horn, Jim Carroll. Top row, Jim P. Smith, George Wells, Jim Horn, Joe Draper, Oscar Hall, Shelt Lee, Pete Gerard, next man unidentified, Jim Dooly, Will Blevins. No children identified. Photo from J. W. Dennis, Olton.

Indian Skeletons Unearthed in 1901

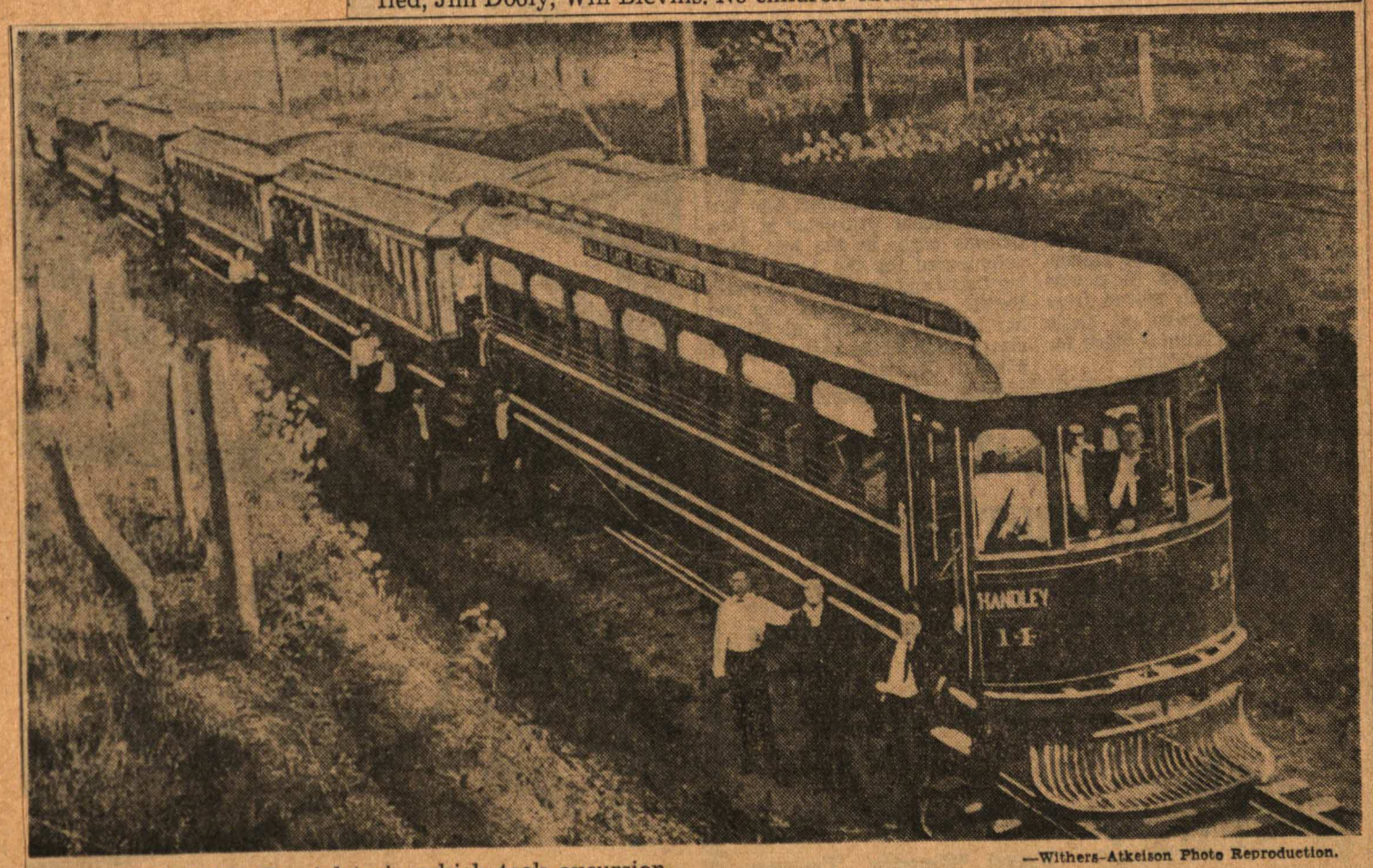
An Indian graveyard was discovered in 1901 on the property of D. Conner Williams, Lexington and Malcolm (now W. Bluff).

According to a story in the Fort Worth Register, still preserved by Williams' children, Deputy District Clerk R. L. Williams and Mrs. W. B. Milner Sr., 3224 Willing, three skeletons were found in the uncovered graves.

The excavators also found arrow points, a package of vermilion, a stone pipe, a 16-inch long knife blade, a quantity of small white beads and a mirror set in an iron frame.

From Here to India

"Christ in Gethsemane," a memorial window in St. Paul's Methodist Episcopal Church, which was dissolved in 1930, is now in a Methodist church at Sironcha, Central Province, India.



—Withers-Atkeison Photo Reproduction.

INTERURBANS—Special train which took excursionists to Lake Erie, near Handley, a favorite play area, early in this century.

Kennedale Honors Name of Postmaster

O. S. Kennedy was the "father" of Kennedale. He operated the first store and was postmaster there. He gave the land on which the townsite was laid out. That was about 1883.

Kennedy later drilled a well, water from which had mineral properties said to be beneficial for certain ailments. The community was twice visited by tornadoes, in 1916, when the loss was high and in 1926 when only minor damage was done.

Sergeant Started It

Closing of Barron Field Marked Start of Airport

WILLIAM G. FULLER. —"Father of Airport."

So you want to know how Fort Worth happened to acquire an airport . . .

The big, blond fellow — who left the six-foot mark far behind when he shot upward—turns in his chair and faces you squarely:

"Somebody was stealing the Air Corps out of house and home at old Barron Field, near Everman, that's what! I was only a sergeant then—and Maj. Harvey Burwell at Kelly Field sent me up here to padlock the place."

The narrator is William G. Fuller, now chief of airport management and operations in the Civil Aeronautics Administration headquarters in Washington—but the "father" of Fort Worth's airport and its manager 17 years.

Upset the Mayor.

"Bill," as his thousands of Fort Worth friends remember him, chuckled at the recollection of the upset his Barron Field closing caused the late Mayor H. C. Meacham.

"I told him he'd have to talk to Major Burwell at San Antonio," Fuller related, "and a few days later, I was called into the major's office—and there sat Mayor Meacham, too. Well, the mayor said he wanted Major Burwell to send me up there to have charge of Fort Worth's new airport, where the Army would land its planes on the new experimental airmail route it was trying out. That was in 1925. I told him I couldn't afford it—that I had a house provided me, and a lot of other things in San Antonio, and I had a wife and two kids to consider.

"Mayor Meacham wouldn't take 'no'—he said the city would build a house for me at the airport—it was just a cow pasture then . . . And they'd drill a well.

Finally Consented.

"I finally consented. My wife and the children visited relatives in Dallas while the little 20-by-20 house was going up at the Fort Worth airport. I helped finish drilling the well myself. Of course, we didn't even have a hangar at the start. The Army kept me there two years—then I got out of service and the city hired me as airport manager."

Fuller has a nostalgiv smile, thinking back on those days. Great names later in aviation were merely barnstorming "hedgehoppers" then, stopping to take a few passengers joyriding, pick up enough dollars to get them on to the next city with an airport.

Fuller's two children, Bill Jr. and Evelyn, grew up on the airport, both learned to fly while in their 'teens. Young Bill went on to become an Air Force B-29 pilot, lost his life last February when his plane crashed on a mountainside in the Philippines after refueling the B-50 bomber Lucky Lady II, on its round-the-world non-stop flight which ended March 2 in Fort Worth.

While Fuller and his wife are living in Washington, the daughter is occupying her parents' picturesque home, "Vagabond Mill," on a White Settlement Rd. hillside overlooking Carswell Air Base.

Fuller, who got into aviation in 1915 as a worker for the Wright Corporation, "adopted" Texas when the Air Corps assigned him here in 1916. After he resigned from the Fort Worth airport managership in 1942, he became assistant to the president of Globe Aircraft Corporation and left that firm in 1945 to accept the CAA appointment in Washington.

Military Hops First In Texas

Now an important hub of Air Force activities, with headquarters of the 8th Air Force and the sprawling Convair plant ranged alongside its Carswell Air Base, Fort Worth paid little attention on March 2, 1910, when Capt. Benjamin D. Foulois flew the United States' first military plane at San Antonio.

The "Division of Aeronautics" of the Army Signal Corps had been created on Aug. 1, 1907, with Captain Foulois and two enlisted men assigned to study the flying machine and the possibility of adapting it to military purposes.

Two years later, in 1909, the War Department contracted to buy one of the Wright Brothers' flying machines. Captain Foulois returned from the International Aeronautics Congress in Paris, was schooled briefly by the Wrights in the operation of their machine, then was sent to San Antonio to assemble and fly the one purchased.

Foulois in Retirement.

Foulois, now a major general living in retirement at Ventnor, N. J., by 1915 had organized the first Army air squadron.

When Fort Worth learned that the First Air Squadron was planning a flight from Fort Sill, Okla., to San Antonio, it quickly requested that a stop be made here.

The six planes, powered by single 90-horsepower engines, flew to Wichita Falls the first night, then on Nov. 20, 1915, made the 113-mile flight from Wichita Falls to Fort Worth in two hours —a distance commercial airliners travel now in slightly more than 30 minutes.

Fort Worth turned out a crowd of 3,000 to watch the small craft land in "Ryan's Pasture," as the area now traversed by Elizabeth Boulevard was known then. The plane piloted by Foulois bent an axle in landing but he was unhurt.

40-Foot Wing Span.

Wing span of the biplanes of that first military squadron was 40 feet and the fuselage, 26 feet from nose to tail—almost small enough to fit into one of the bomb bays of the huge B-36 bombers now made in Convair's Fort Worth plant, with their wing spread of 230 feet and fuselage 163 feet in length.

Dallas threatened to protest to Washington if Foulois didn't stop there, so Foulois took his squadron on to Dallas two days later, then flew to Waco. The longest non-stop lap of the trip was from Waco to Austin, 170 airline miles, and the entire journey from Fort Sill to San Antonio required five days.

The King Brothers Built Plane in Dad's Barn

Postwar Barnstormers of 1920s Stirred Public With Flying Circuses

Risking their lives—and sometimes losing them — in flimsy crates of canvas-covered spruce, the men who wrote the first chapter in Fort Worth's dramatic aviation history were the barnstormers, a jaunty, daring lot whose names are now bywords of flying.

That first flight of the French aeronaut Roland Garros at the old West Side race track in 1911 so stirred the imagination of Fort Worth youths that two of the most daring, Frank and Robert King, began constructing a plane in the barn of their father, Frank King Sr. Alarmed at the riskiness of the contraption, the father ordered a factory-made plane shipped from New York.

All went well as the King boys assembled this first Fort Worth-assembled plane except that they had "left over" a bronze shaft which didn't seem to fit in anywhere. They wrote to the factory. Back came a letter apologizing for the extra part. It belonged to a motor boat and got into the Fort Worth order by mistake.

The King brothers actually learned to skid the plane around from pasture to pasture at the southern edge of the city but eventually abandoned the idea.

Flying Circuses.

Visiting flying circuses kept up Fort Worth's interest in the novel sport until World War I brought three military fields here, and in the early 1920s following that war barnstormers came and went, collecting a few dollars for taking up passengers "joyriding" and stunting.

In 1923, the City Council leased a pasture on the old Nine Mile Bridge Road near Lake Worth as the Fort Worth flying field for such events.

The scene shifted in 1924 to a cow pasture five miles north of the city, where Roy (Dutch) Bartgis and Henry Woods began barnstorming flights, lashing their planes at night to the barbed wire fence. Army planes began using the same field that year for trial mail flights and in 1925, the city acquired it as an airport site.

Bartgis and Woods were forerunners of the barnstorming trade that included Herb Kinderd, Luke Christopher, Howard Woodall, Tom Cook, Sam Coffman, Al Henley, Frank Armstrong, Lee Miles, Les Mauldin, Joe Hart, E. M. Gholdston—and such later famous names as Reg Robbins, Jim Kelly, Jimmy Mattern and Ormer Locklear.

'Demon of the Sky.'

Locklear went on from Fort Worth pasture-hopping to a job as stunt flier for Hollywood motion pictures. It was while filming "Demon of the Sky" on Aug. 2, 1920, with fireworks simulating a flaming plane crashing in combat, that make-believe became reality. Locklear failed to "pull out" of the dive and he and his companion were killed. Fort Worth turned out in a funeral tribute to him.

Determined to break the endurance flight record set by the Army plane Question Mark two youthful barnstormers, Robbins and Kelly, went aloft in May, 1929, in a second-hand Ryan monoplane and managed to stay up 172 hours 32 minutes one second, for a new record.

Will Rogers wisecracked in his newspaper column about the "two young Texas fliers who've been flying all spring and don't seem to know how to land," and Fort Worth business men made up a $15,000 purse for them. Kelly was killed a year later in a crash near Alvord. Robbins attempted a non-stop Seattle-Tokyo flight with H. S. Jones which failed because of poor weather and finally settled down as a business man.

Mattern Global Tries.

Mattern was in the spotlight twice in the 1930s, with his two attempts to circle the globe by plane.

Such men as these convinced Fort Worth that "the air age is here." In 1928, the Chamber of Commerce aviation director, D. W. Carlton, organized an aerocade of 14 planes which carried a group of business men on a 900-mile swing to West Texas cities. The event was repeated the next year with 20 planes and 73 passengers, who visited South Texas, the Rio Grande Valley and Monterrey, Mexico.

The only mishap of either trip was that en route to Monterrey in 1929, the plane carrying Jack Hott, then chamber manager, and his pilot, Bert Pidcoke, was damaged in a forced landing in a remote mountain section of Northern Mexico and the pair "walked back" into Monterrey on mules.

CAA Plays Vital Air Role Here

Control over 7,500 miles of invisible skyways in the Southwest is maintained by the Fort Worth regional office of the Civil Aeronautics Administration.

Planes take off from airports and land under instructions of CAA-operated control towers—22 of them in the principal cities of the five states in the region.

Pilots are guided in darkness by 300 CAA-installed and maintained revolving light beacons on the principal air routes, supplemented by 52 low-frequency radio ranges, 77 very high frequency radio ranges, 17 radio homing beacons and 55 communication stations, with 15 more of the latter scheduled to be commissioned soon.

A Glide Path.

Radio instrument landing systems provide a glide path on which planes can come in safely at 12 airports of the region during foggy or rainy weather.

All of these activities, as well as the inspection of aircraft, licensing of pilots and planning and building of airports, are carried on by 575 employes of the Fort Worth regional office, which now has an annual payroll of $2,420,000. Large quantities of supplies purchased by the CAA to maintain airways make it one of the largest less-than-carload shippers in the city.

Most of these CAA activities have been developed since L. C. Elliott, tall, quiet-spoken East Texan from Greenville, took over the Fort Worth regional office in 1934 as regional administrator.

Facilities Offered.

The beginning was small indeed. In 1927 the City Council offered the Department of Commerce facilities of the new Fort Worth "flying field" as an inducement to have Fort Worth designated as regional headquarters for aviation service. The offer was accepted and the Bureau of Lighthouses, assigned to establish cross-country beacons to guide night flying, assigned men here as it began establishing the lighted airway from Fort Worth to Kansas City.

When the government-owned helium plant on the Blue Mound Road was vacated in 1929 and helium production was shifted to Amarillo, the Department of Commerce took over the plant to house its "Airways Division," as the CAA was then called. George Carter Miller opened the new regional headquarters as engineer in charge, supervising airways activities in seven states. Regional boundaries were narrowed in 1938, leaving Texas, Louisiana, Arkansas, Oklahoma and New Mexico in the Fort Worth division.

Control Centers.

Air traffic control centers, established in 1939, are now operated in Fort Worth, El Paso, Albuquerque, New Orleans and San Antonio. Control towers are manned in Austin, Albuquerque, El Paso, Amarillo, Houston, New Orleans' Moisant terminal and also its municipal airport; Fort Worth, Dallas, Tulsa, Oklahoma City, Midland, Brownsville, Abilene, Big Spring, Corpus Christi, Little Rock, Shreveport, Wichita Falls and two at San Antonio. Aviation safety district offices are operated in 14 cities. Besides instrument landing systems maintained at 12 airports in the region, overseas airways communication stations are operated by the Fort Worth office in New Orleans and at Balboa, in the Panama Canal Zone.

Altogether, the CAA has the job of regulating 1,105 airports in the five-state southwestern region.

Under the $1,000,000,000 national airport aid program started in 1946, 67 locally sponsored airports have been completed in the region and 35 are now under construction.

Elliott's regional staff now includes Col. Jack B. Jaynes Jr. as deputy regional administrator; W. M. Berry as assistant regional administrator; S. S. Tucker as chief of the business administrative division; A. C. Blomgren as airways operations division chief; C. G. O'Fiel in charge of the airways facilities division; S. E. Travis Jr. as director of the airports division; C. W. Von Rosenberg as chief of the aircraft division; M. L. Cunningham as chief of the safety operation division; P. H. Boatman in charge of plans and evaluation, and W. A. Crawford as regional counsel.

1919 Airlines 'Went Bust' In Fort Worth

One of the first—if not THE first — airlines in the United States had a brief existence in Fort Worth in 1919 and is now forgotten by practically everyone except Russell H. Pearson, Fort Worth insurance man and World War I flier who originated the line.

"We were ahead of our time several years and people weren't ready for that sort of thing," Pearson says of the venture now.

Pearson and two fellow fliers, K. C. Braymen and D. H. McClure, organized the Fort Worth Aerial Transportation Company early in 1919, soon after their discharge from the Air Corps as lieutenants, and set up offices in the Fort Worth Club Building.

13 Curtis JN-4s.

The new concern bought 13 "Canucks," as the Curtis JN-4s built for the Canadians were called in World War I. Pearson was president; Braymen, vice president; the late M. P. Colvin, trustee; and McClure served as flight manager.

The company's first flight took off from River Crest Country Club and the firm made a specialty of delivering gift packages of candy for a Fort Worth candy manufacturer, as an advertising stunt, to the mayors of cities like Mineral Wells, Cleburne, Breckenridge, Cisco and Ranger.

Dorsey Askew, later one of the first pilots to fly the mail; Dub Childress, another who subsequently became widely known; and Eric Williams, killed a few years later in New Orleans in a crash, were pilots for the new line. They made numerous trips from Fort Worth to new oil fields west of the city, flying oil men to visit their properties.

Predictions Startle.

Pearson, then 23, recalls now that in a luncheon club speech in 1919 he caused much raising of eyebrows by predicting that "within a few years, we'll have planes flying as fast as 150 miles an hour, carrying passengers who sleep on the planes just as they do now in Pullmans."

Interest lagged, passengers failed to materialize in sufficient numbers. Upkeep on the planes was too high for the company's income.

Despite reorganization in June 1919 as the "National Airplane Corporation," the company's expected stock subscription failed to go over and Pearson found ruefully that perhaps the first airline in the nation had "gone bust."

At least one accomplishment

zle 90-horsepower engines, flew to Wichita Falls the first night,

Barnstormers Settled Down And Made Flying a Business

Barnstormers who learned to fly for the excitement and sport have stayed in Fort Worth to make aviation a business.

Bellwether of the oldtimers in aviation along "the line" at Fort Worth's municipal airport is Ed Ritchey, peppery, pint-sized pilot with a bushy haircut who insists modestly that "I never won any races and never flew across any oceans."

Nevertheless, Ritchey has made his Ritchey Flying Service known across the nation, barnstorming, instructing students, doing charter work in the United States and Mexico—and always operating out of Fort Worth.

Ritchey learned to fly in 1927 as an Air Force cadet at Kelly and Brooks Fields, and from such instructors as "Skeet" Perkins, now a senior pilot of American Airlines; Andy Burke and Henry Woods. He obtained his transport license in 1929 in the old Texas Air Transport school in Fort Worth and began making charter flights with a six-passenger Lockheed Vega, then one of the fastest planes in the business.

Married Protege.

Ritchey, now the veteran flier and operator who says "it looks like I go on forever" married Camella Collins, one of his flying students, and their country home now, three miles east of the city airport, has its own hangar and airstrip and Ritchey "commutes" to and from his office in the No. 1 hangar at Municipal Airport.

Another veteran of the business is Roy Taylor, head of Southwest Aircraft, Inc., operating hangar service, aircraft sales and flight instruction on the southern side of the airport.

Taylor, who has more than 14,800 hours in the air to his credit, most of it in small planes, worked at Love Field in 1922 to learn to fly and to learn aircraft mechanics, flying in a Curtiss JN4-D then known as an "OX-5" or observation ship. He obtained a license in 1926 and by 1928 had become proficient enough that Capt. William P. Irwin tried to enlist him to go on the historic Dole flight attempt to Hawaii which ended in Irwin's death.

In Tulsa in 1930.

Taylor worked in Tulsa as a mechanic for Spartan Aircraft in 1930, and at the invitation of Tom Hardin, then operations manager for Texas Air Transport and Southern Air Transport, came to Fort Worth. With his brother, Marion, he operated the Taylor Brothers Flying Service in Kilgore from 1932 until 1938, when he returned to Fort Worth to become Aeronca distributor in the northern half of Texas.

Big, blond Taylor, recalls that he sold 102 planes off the floor of first airplane "showrooms" in Texas. Through dealers in Texas and Mexico he delivered 500 new plans in 1946, as the postwar enthusiasm for private flying reached a high pitch. Taylor estimates that he has taught more than 700 persons to fly.

Two other operators at Municipal Airport, Reed Pigman and Les Bowman, were in the thick of wartime training work there. Pigman, operating American Fliers, trained approximately 3,000 men during the war in multi-engine and instrument flying, most of them for work as airline copilots. His school, one of the few of its kind in the world, now has a staff of 15 instructors and 25 planes and the roster normally is representative of the United Nations, with students ranging from Alaskan "bush" pilots to Chinese, Colombians, Venezuelans and Cubans.

Eagle Mountain Air Base Born During World War II

Eagle Mountain Air Base, created by the Navy Department in World War II as the first inland glider training base in the nation, earned the "eagle" part of its name during the war and in Fort Worth's Centennial year remains an important reserve military facility.

The 3,200-acre reservation on the northeastern shore of Eagle Mountain Lake, 18 miles north of the city, was acquired in 1942 and a force of 1,000 to 1,500 workmen quickly put up the 27 buildings and laid three runways, each 5,000 feet in length. The development program cost in excess of $6,500,000.

Lt. Col. Harold Lee of the Marine Corps took over as commanding officer in October 1942, and early in 1943 the training of Marine Glider Group 71 began. An $800,000 subsidiary field at Rhome was established, meanwhile.

Williamson Commands.

When the glider group moved out, the Navy conducted pilot training there for a few months, then in 1944 brought Col. Ward Dickey and his crack dive-bomber pilots of Marine Air Group 33 back from Guadalcanal combat to polish their training with lessons learned from actual combat and teach the group to fight as a "team." Lt. Col. S. R. Williamson, now retired and living as a civilian on a ranch near Fort Worth, took over as base commander at that time.

The flying boat anchorage and dock on the Eagle Mountain shore was visited by even the Navy's giant flying boat Mars, in March 1945.

Colonel Dickey and his colorful "hell-divers" of Group 33 went back to combat in the Pacific. Colonel Dickey was killed near the end of the war in a crash on Okinawa. Echoes of roaring power dives and close formation maneuvers died away in the hills bordering Eagle Mountain.

Back to Salt Water.

Marine Air Group 53, a night-fighter outfit, trained at the base for a few months in 1946, then the Marine Corps decided the Flying Leathernecks needed to "get back to salt water" and sent them to the windswept sand dunes near Cape Hatteras at Cherry Point, N. C.

The Texas National Guard leased the property from the Navy Department in 1946 and since that time has maintained an ordnance materiel depot there with Lt. Col. J. F. Burton Lyons as resident officer in charge. Air National Guardsmen use the base for week-end training flights.

Several buildings were taken over in July 1949, by the Marine Aircraft Corporation, a newly-formed firm which moved from New York to conduct at Eagle Mountain experimental work for the Navy and Air Force.

TRAINED FLIERS

Airwomen Did Share During War

Fort Worth's women pilots, not to be outdone by men since the early days of flying in the city, have a growing roster in aviation.

Two of the earliest private pilot licenses granted in the city went to Mrs. Mary Owens Prade, who still keeps up flying time to preserve her license validity, and Mrs. Edwyna McConnell Thro, now living in San Francisco.

Both women began flying in 1929 and in 1930, while Mrs. Thro was secretary to William G. Fuller, then Fort Worth airport manager, the two women pilots trained until they were ready for their "checkout" flights to obtain transport pilot licenses.

Ship is Wrecked.

Flying a Gypsy Moth with folding wings, which Lady Mary Heath, British woman aeronaut had brought to Fort Worth, Edwyna McConnell started down the runway. Another plane taking off taxied into her ship and wrecked it. Her friendly rival, then Mary Owens, took off and successfuly passed the test. Edwyna made the check flight the next day.

"That's one of the few times I managed to get ahead of Edwyna," Mrs. Prade said and laughed. She served as an instructor in the civilian pilot training program during the war at fields in Memphis, Fort Smith, Houston, Dallas and Fort Worth, and has had more than 8,000 hours in the air.

Mrs. Camella Collins Ritchey, wife of Ed Ritchey, pioneer aviation operator at Fort Worth's airport, learned to fly in 1930 before she and Ritchey were married. She was a student in his school. She became an expert at parachute packing and during the war trained hundreds of parachute riggers in classes taught at the airport here. Since the birth of a baby four years ago, Mrs. Ritchey discontinued flying until October this year.

Haddaway and Whyte.

Spectators at the National Air Races in Cleveland have come to know well the names of such Fort Worth women pilots as Mrs. Edna Gardner Whyte and Mrs. Abbie Dill Haddaway, contestants in the Bendix Trophy transconticental race and the Halle Trophy closed course race.

Mrs. Whyte started flying in 1927, holds 24 racing and competitive flying event trophies and for 16 of her 22 years as a flier has been an instructor. She was a government instructor at New Orleans early in the war, then volunteered for the Army Nursing Corps and served in the South Pacific and Philippines. She and her husband, George M. Whyte, also a pilot, make their home at 809 Ash Crescent.

A COW PASTURE WAS FIRST AIRPORT

It has been a long hop in expense and worry for Fort Worth from the cactus-studded, barbed-wire enclosed pasture it acquired in 1925 as an "airport" to the $11,000,000 Greater Fort Worth International Airport with its two-mile-long runways taking shape in the city's Centennial year.

There were skeptical eyebrows lifted on Aug. 27, 1925, when Sgt. William G. Fuller and Col. Harvey Burwell of the Army Air Corps came up from San Antonio, looked over the cow pasture lying between the Decatur Highway and Marine Creek, and persuaded the City Council to buy 100 acres, at a price of around $100 an acre.

Sergeant Fuller was sent here to have charge of the field and the Air Corps, as the Air Force was then called, began flying one plane a week from San Antonio to Fort Worth, St. Louis and Chicago, testing the feasibility of regular plane service.

In April 1926 the city took control of the field when the Air Corps experiment was abandoned, and Fuller left the Army to become Fort Worth's first airport manager.

House and Water Tower.

The equipment at that time consisted only of a small frame house for Fuller's family use, and a water tower.

A few months later, National Air Transport extended its daytime air mail route here from Chicago, changing later to a night schedule. There still wasn't a hangar on the field and the NAT plane took off and landed on the prairie.

Formal opening of the field as a city airport was celebrated on July 16, 1927, and more planes than the city had ever seen except during World War I were there. There were 46 Army planes and 20 commercial planes making exhibition flights during the day.

Three months later, on Sept. 27, 1927, Col. Charles Lindbergh, air hero of the moment for his New York to Paris flight, landed at the city's airport on a nation-wide tour.

Fort Worth Gets Staff.

The City Council also voted in 1927 to offer facilities of the municipal field to the Department of Commerce in setting up regional headquarters for its newly created flight service. That offer was accepted and the small staff assigned to Fort Worth that was the beginning of the regional office of the present Civil Aeronautics Administration, now regulating airways in six Southwestern states.

Fort Worth's first permanent airport building, the first unit of a hangar, was constructed in 1927, and in 1928, National Air Transport began passenger service.

Pickup in 1929.

Air travel really picked up in 1929 and in that year, the city's airport recorded 4,511 flights, carrying 5,446 passengers.

The city voted $500,000 in airport bonds on July 21, 1931.

By 1932, the city found itself compelled to increase the original 100 acres to 360. In 1934, it effected leasing arrangements permitting American Airways, forerunner of the present American Airlines, to construct a building. The city's own airport administration building costing $150,000 was started in 1935 and on June 19, 1937, it was dedicated officially, with a banquet celebrating the fact that Fort Worth was the first city in the nation which had taken the initiative to purchase and operate its own airport.

World War I Gave Order Of Daedalions

Warplane pilots of World War I have perpetuated in Fort Worth a chapter or "associate flight" of the Order of Daedalians, one of the most exclusive military-fraternal orders in the United States.

Membership is limited to those who actually were pilots in those days when merely flying airplanes was regarded as extremely dangerous and they were being tried in combat for the first time. The order has been given perpetuity by making membership hereditary for male descendants of original members.

The order took its name from Daedalus, the character in Greek mythology credited with being the first man to fly, and made its first tenet to place nation above self.

Lt. Gen. Harold L. George was elected first wing commander of the Daedalians and Brig. Gen. William W. Welsh, now retired, who served in Fort Worth during World War II on the staff of Lt. Gen. Barton K. Yount at the Flying Training Command, is now wing secretary-treasurer in the order's Washington headquarters.

Joe D. Johnson, Fort Worth attorney, was elected flight captain when the Fort Worth associate flight of Daedalians was organized in 1941, and the roster includes such Fort Worth business men as Harry E. Brants, C. F. Clark, James A. Healey, C. E. Hyde, Charles C. Johnson Jr., Kenneth F. Jones, Charles L. Morgan, Charles F. A. McCluer, Russell H. Pearson, Joseph R. Pelich, H. B. Ransom, Watt W. Reynolds, T. W. Rhoads, H. V. Shank, C. E. Shankle, Beverly V. Thompson and H. C. Vandervoort Sr.

Athol Bears Name Of RR Mechanic

A master mechanic for the Texas & Pacific Railway told the citizens of Athol in 1885 that if they would rename the community for him, he would assure them that a depot would be built.

The citizens carried out their part of the deal and Keller did likewise.

Before enjoying the name of Athol the community in the north part of the county was called Double Springs, for a couple of springs near-by.

Greater Port Keeps Apace City's Climb

Grown to one of the major aircraft and aviation centers of the world, Fort Worth in its Centennial year has work well under way on its Greater International Airport, a $12,000,000 layout being constructed 17 miles east of the city.

Early in World War II, the Navy leased facilities of the city's old municipal airport five miles north of the business district and at the war's end turned the field back very much the worse for wear.

Crowded air traffic conditions developing during the war made it apparent that the old airport would be no longer adequate

The big government-built factory by the Lake Worth shore began turning out bombers of Consolidated Vultee Aircraft Corporation during the war and the two-mile-long runways of the field beside it, now known as Carswell Air Force Base, quickly was teeming with air traffic.

Postwar establishment of 8th Air Force headquarters at Carswell and the beginning of training with the huge B-36 bombers being turned out by the Convair plant across the field had a direct and complicating effect on the municipal airport traffic pattern.

Nearness of the two fields made it inevitable that commercial planes eastbound, leveling down for landing at the municipal airport, or passenger liners taking off westward, were placed directly in the path of military ships taking off and landing at Carswell.

Increasing size of commercial liners, too, with the increased length of runways needed for operation, caused airlines to transfer flights of these larger ships out of Fort Worth's cramped field in the 1940s.

As early as September 1941, conferences began between Fort Worth and Dallas citizens, the City of Arlington, air line representatives and the Civil Aeronautics Administration regarding the construction of a major airport at the site then designated as "Midway," which Arlington had acquired.

Development Sought.

Early in the war, the Air Traffic Control Board representing the CAA, Army and Navy recommended development of this midway site as a part of the national defense program and the CAA completed lighting and runways used by the Navy as a training field for the remainder of the war.

Fort Worth voted $2,500,000 in aviation improvement bonds in 1945, then in 1946 followed the advice of airport consulting engineers and acquired a 2,400-acre site south of the city, near Everman, for upward of $500,000

Aircraft developments, meanwhile, permitting larger ships to take off and land in shorter distance, and evidence that the Arlington site could be developed more economically than that near Everman caused Fort Worth to revert to the original program of developing a major air terminal at the location approximately midway between Fort Worth and Dallas.

The City Council instructed the city manager to file plans with the CAA in October 1947, for this $11,000,000 project, of which half the cost would be borne by the federal government under the National Airport Program.

Deeded to Fort Worth.

Arlington and the Midway Airport Corporation formed by American and Delta Air Lines and Braniff Airways deeded the 1,471-acre site to the City of Fort Worth. The CAA approved development plans soon afterward.

Ground-breaking ceremonies at the new project were held on Nov. 22, 1948 and the task of grading, leveling and preparing drainage moved ahead swiftly in 1949.

The next phase of work will see paving of parallel north-south runways 6,700 feet long and parallel northwest-southeast runways, one 6,600 feet and the other 9,000 feet in length, as well as erection of lighting facilities.

Formation of a corporation to operate the airport was authorized by the Texas Legislature in its 1949 spring session, clearing the way for construction of an administration building, hangars and shops.

Highway 183 eastward from the Fort Worth business district direct to the new airport location was completed during the war.

In 1949, Fort Worth, in conjunction with the State Highway Department, got work started also on an expressway from the city's western edge to its eastern edge, expecting to extend this expressway eastward to the southern side of the new airport as a part of the State Highway Department program to extend it on to Dallas. Along this expressway there will be no stops or signal lights.

WORLD SPOTLIGHT ON CITY AVIATION

Fort Worth has seen miracles happen to itself in a hundred years, but few have come with the almost magical suddenness of its transformation from an oil, cattle and agricultural center to one of the world's focal points of aircraft manufacture and aviation.

The building of Carswell Air Base, originally called Tarrant Field, was a startling phase of this.

In June, 1941, President Roosevelt allotted $1,750,000 for construction of an air field bordering what was then designated as the "Lake Worth Bomber Plant"—later leased to Consolidated Vultee Aircraft Corporation by the government.

Pearl Harbor Dec. 7.

Grading work on the runways began on December 1, 1941. The Japanese attack on Pearl Harbor on Dec. 7, of course, quickened the tempo of plans all along the line.

In January, 1942, the Air Force chose Tarrant Field as a base for its heavy bomber school. Work began in Feoruary. The 1,100-acre property buzzed as hundreds of workers swarmed on the project.

On Aug. 21, 1942, the 1.100-acre field was officially activated as an Air Force base and in October, the first B-24 bombers arrived. During its wartime tenure, that school trained more than 4,000 pilots to handle B-24s and B-32s.

Almost unnoticed at the time, the name "Tarrant Field," adopted from Tarrant County—which itself was a namesake of Gen. E. H. Tarrant — was sidetracked in 1943 and the post began to be called officially Fort Worth Army Air Field.

Griffiss Air Base.

The latter name stuck until November, 1947, when an official naming board in Air Force headquarters in Washington decided to change the name to Griffiss Air Base, honoring the late Lt. Col. Townsend Griffiss of Buffalo, N. Y., killed during the war. A few weeks later, however, that name was transferred to an Air Force depot at Troy N Y.

Fort Worth citizens petitioned Air Force headquarters through Congressman Wingate Lucas and the field was officially christened on Feb. 28, 1948, as Carswell Air Force Base, honoring the late Maj. Horace S. Carswell Jr Fort Worth native who was cited twice by Gen. Claire Chennault for the Medal of Honor, the last time when his plane crashed in China as he attempted to land the damaged ship to save an injured crew member.

Transition training in B-32 "Dominator" bombers began at the field early in 1945, and in April that year the last of the B-24 students was graduated.

After V-J Day in August, 1945, the B-32 training program was cut back and in the following November, the Air Force Training Command turned the field over to the 2nd Air Force for training its 17th Bombardment Wing.

Bikini in 1946.

After the Bikini atomic tests in July, 1946, the 58th Bombardment Wing was sent to take over the field and the 17th Wing was transferred out.

In November, 1946, the 58th Wing was used as the cadre to reactivate the 8th Air Force as the nation's postwar giobal air arm.

Carswell's main north-south runways, meanwhile, were extended to two miles in length to handle the massive B-36s, largest bombers in the world, which began coming off the Convair assembly line in June. 1948.

Carswell's name was datelined around the world by press and radio on March 2, 1949, when the B-50 bomber "Lucky Lady II" completed its historic, non-stop flight around the world which began 94 hours earlier at the same field.

8th Air Force Soars Back to War Strength

BY ROBERT WEAR.

Fort Worth, as home of the 8th Air Force headquarters, has been a focal point of military aviation since World War II ended.

Fort Worth has watched the 8th grow from practically zero in 1946 to a global air arm of the nation, dispatching more than 500 missions overseas, assisting in two atomic bomb tests, sending three flights around the world—one of them nonstop.

Maj. Gen. Roger Ramey, the 8th's commander, calls it now "a going concern as a mobile striking force."

Almost Wartime Strength.

From a nucleus of 3,000 airmen and officers the 8th has been built back up to a fighting force of almost wartime strength in 1949 with 19,000 airmen and 3,000 officers. Its Fort Worth headquarters at Carswell administers bases and wings at Tucson, Ariz., Roswell, N. M., El Paso, Austin and Savannah, Ga.

Building back into fighting trim gradually, the 8th sent individual or small flights of planes out in the spring of 1947, increasing these in a few months to squadrons and groups flying to Japan, Alaska, Hawaii, the Philippines, the Caribbean and Panama, Europe and Saudi Arabia.

Gen. Carl Spaatz, then chief of the Air Force, had given the "new" 8th one principal admonition: "Be ready to fly anywhere in the world at any time." Ramey trained his men to do just that. He sent an entire squadron on a one-stop flight from Tokyo to Washington in July 1947 to prove it.

In Atomic Tests.

Early in 1948 he was called back to the Pacific with selected crews to assist in new atomic experiments at Eniwetok Atoll. Two planes of the 43rd Wing based at Tucson successfully flew around the world a few months later. In rotation the 8th's groups began spending 30 to 90 days of training in Europe, and that program is being continued.

Transition to new, postwar types of planes presented additional problems, the greatest of which was the Fort Worth-made B-36, largest bomber in the world. Ramey's 7th Wing in Fort Worth was the first equipped with these.

The 43rd Wing at Tucson, which now has a group training in England, startled Fort Worth and the rest of the world last March 2 with the nonstop global flight of the B-50 bomber, Lucky Lady II. The 43rd and 2nd Wings have virtually completed their transition from B-29 to the more up-to-date B-50 planes. The 509th is now making the changeover. The 27th Wing at Austin likewise is modernizing by changing from F-82 Twin Mustang fighters, with their piston engines, to swift jet-powered F-84s.

In 1911 Citizens Hailed Strange Speck in Sky

Daredevil Cal Rodgers First to Fly Into Ft. Worth; Prairie Throng Waited

Aviation interest got off to a rapid start in Fort Worth after the first 15-minute exhibition flight in February 1911 by the French aeronaut, Roland Garros.

In August, that year, the city's Southwestern Aeronautical Association headed by R. E. L. Costan learned that Cal Rodgers was attempting to fly from east to west across the country, making the first transcontinental flight in short hops.

Garros' flight had boomed the association's membership and it quickly made a determined and successful effort to have Rodgers stop in the city.

The August day he was scheduled to arrive, a crowd gathered in Ryan's pasture, in the area now traversed by Elizabeth Boulevard and settled with numerous homes.

A telephone message from Gainesville reported that Rodgers had left that city to fly non-stop to Fort Worth.

The crowd waited impatiently, conjecturing that he had been forced down or had crashed and been killed. After many persons tired of waiting and left, those remaining raised a cheer when they glimpsed a speck approaching from the northeast.

Rodgers circled the city and landed in the Ryan pasture, welcomed as the first person to fly into the city. Capt. James Gallagher and his round-the-world fliers of the B-50 bomber Lucky Lady II hardly received a greater welcome for their historic feat in 1949.

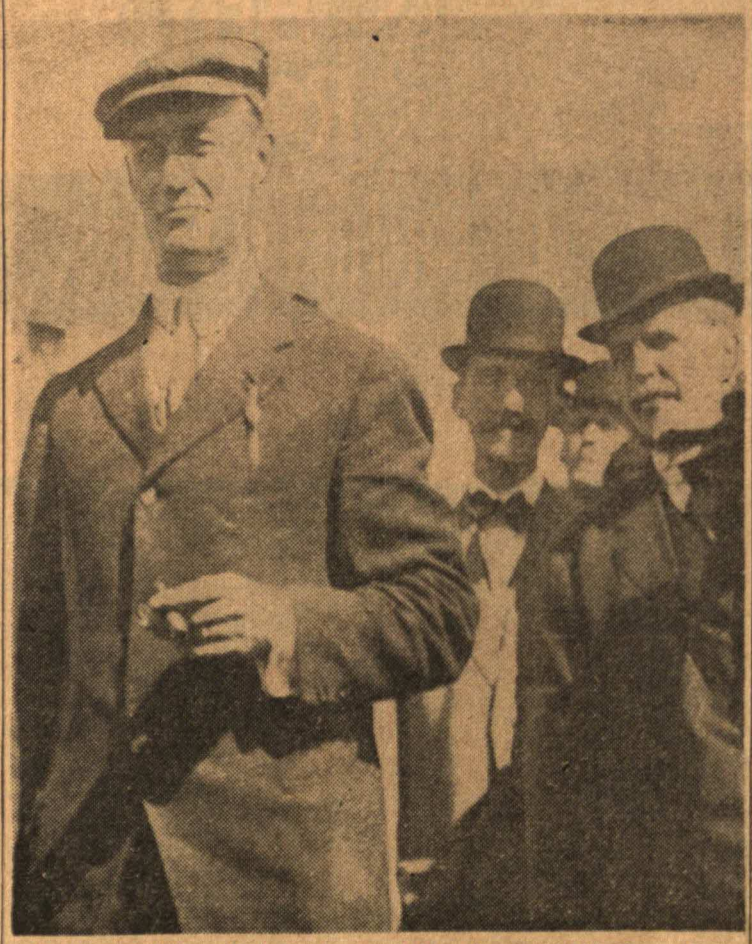
The pilot was banqueted that night and took off the next day, reaching California after numerous other stops. He was killed as he attempted to touch the wing of his plane in the Pacific Ocean. He had dipped the wing in the Atlantic as he left the East Coast.

Two months later, R. R. Fowler figured in the city's first airplane accident when his plane was damaged in a forced landing on the Hildreth Ranch, 14 miles west of the city, while he was making a transcontinental flight from California to New York.

Fowler's mother and a corps of mechanics with spare parts were on a special train following him into Fort Worth. As the train drew near the city, they lost sight of Fowler's plane.

Hours passed and Fowler did not arrive. A searching party was organized. Costan and members of the aeronautical association went out in an automobile, hardly more dependable then than an airplane.

FAMED DANCER—Vernon Castle, who was killed at Benbrook field during World War I.



DAREDEVIL—Cal Rodgers, left, who in 1911 flew the first plane into Fort Worth and was killed at the end of his transcontinental flight when he crashed into the Pacific. In the center is H. A. Judd and on the right is John C. Ryan.

Fields Set Up By Canada; Castle Killed

Fort Worth became the first real air center of Texas in 1916, when the Canadian government recognized the advantages of its excellent flying weather and established three air training fields near the city.

Planes in that early stage of development required almost perfect weather and as many emergency landings fields easily available as possible.

In the fall of 1916, training for the Royal Canadian Air Force began at the three fields at Hicks, Everman and Benbrook by instructors of the Royal Air Force, or the "Royal Flying Corps" as it was called at that time.

Many American youths had enlisted with the Canadians and came here for training with their northern neighbors.

Acrobatic or "aerobatic" flying for combat maneuvers was being tried out on a large scale for the first time in this training and crashes were frequent. At least 106 deaths were recorded by these three Fort Worth training fields.

Perhaps the most notable fatality was Vernon Castle, famous with his wife and dancing partner, Irene, before World War I began.

Captain Castle, an instructor at Carruthers Field at Benbrook, was coming in for a landing with a cadet he had been instructing when he was forced to pull his ship into a sudden climb to avoid a collision with another plane taking off. The engine stalled and his plane fell 40 feet to the ground. Castle was killed but his cadet companion escaped. His beautiful and equally famous wife was waiting dinner for him at the Westbrook Hotel when told of his death.

In February, 1918, Fort Worth saw the most elaborate military funeral in its history given for Castle. The body was taken slowly along Main Street on an artillery caisson to a waiting train at the old T. & P. Station.

FINANCIER'S SON KILLED.

Capt. Thomas Fortune Ryan, son of Thomas Ryan, one of the nation's foremost financiers, also met death in a crash while he was commanding the first wing at Taliaferro Field, the wartime name given the airdrome at Hicks. Capt. Robert Isett, post adjutant at Barron Field, at Everman, was another fatality.

Residents of Fort Worth in those days recall many such heartbreaking events.

The United States took over the fields after its entry in the war in 1917 and the Canadians remained as instructors.

Flying facilities at Everman and Benbrook were abandoned after World War I, but Hicks Field was used again, early in World War II, as a primary training field and still is in use as a private flying field. Thousands of surplus World War II aircraft were stored there for a time.

1911 Brought First Flight At Ft. Worth

Fort Worth little dreamed in 1911, when it had its eyes opened for the first time to aviation, that 38 years later its Centennial year would find the city one of the major aviation centers of the world, with aircraft and aeronautics as its major industry.

That first flight, in the horse-and-buggy days of 1911 when automobiles were still rarities, was a memorable event in the young city beside the Trinity.

Several prominent citizens had attended the International Air Meet at Belmont Park, N. Y., and returned with incredible stories to their Fort Worth friends of seeing a man actually leave the ground "in a flying machine," and land safely without killing himself.

Organization in 1909.

R. E. L. Costan, B. G. Leak, J. H Price, H. H. Martin and others organized in 1909 the Southwestern Aeronautical Association, to study aviation as a hobby, but its activities did not progress beyond the talking stage for two years.

Wilbur and Orville Wright made the first heavier-than-air flight at Kitty Hawk, N. C., on Dec. 17, 1903, but the brothers avoided publicity and bottled up their invention for six years while they improved the machine, perfected patents and dickered with Washington officials and European governments for sale of their invention.

Glenn Curtiss in America and such pioneers as Santos-Dumont, Louis Bleriot and others in France quickly began overtaking the Wrights and by 1911, exhibition flying was an exciting fad in metropolitan centers.

Coast-to-Coast.

Fort Worth's Southwestern Aeronautical Association determined not to be left behind, when it heard that the International Fliers were making a tour across the nation.

Costan said the idea was suggested by Amon Carter Costan met the fliers in Dallas, persuaded them to come to Fort Worth and agreed to pay them $5,000 for an exhibition flight. Costan, Carter and others raised the money through contributions.

The train bringing the flying troupe arrived the morning of Jan. 8, 1911. City officials met the French aeronauts — Roland Garros, Rene Simon, Edmond Audemars and Rene Barrier

Thousands gathered at the old Driving Club, a small race track north of the present Montgomery Ward & Co. plant. The enthusiasts waited all day, hoping to see one of the fliers take off, but Garros and his fellow airmen were waiting warily for the wind to subside and weather conditions to improve.

Costan and others of the aeronautical association did not want to disappoint the crowd and late in the afternoon, over the protests of his three comrades, Garros climbed into the mosquito-like Demoiselle monoplane. While four mechanics held it, another turned the propeller to start the engine. The little plane bounded down the race course and the crowd cheered. Then it gasped. Garros appeared to be heading straight for the fence. The little plane lifted just at the right moment. Fort Worth had seen a man fly!

The planes were stowed on the train and the International Fliers departed. Fort Worth had its one and only look at Garros, Simon, Audemars and Barrier. All were killed a few years later, fighting for France against Germany.

AIRLINE PIONEERS ARRIVED IN 1927

Compared to the four-engined transports that now put Fort Worth only a matter of a few hours from the principal cities of the world, those first flimsy contraptions of canvas and spruce stays that initiated air travel for Fort Worth in 1927 appear foolhardy indeed, in retrospect.

Mrs. William G. Fuller, now living in Washington, D. C., wife of the city's first airport manager, was the first air passenger out of the city. In 1927, she climbed into a National Air Transport plane flying the mail and rode to Oklahoma City.

A year later, Mrs. Temple Bowen bought ticket No. 1 on the new Texas Air Transport line which her husband began operating out of Fort Worth to Dallas, Houston, Galveston, Austin, Waco, San Antonio and Laredo.

Bowen's TAT took over the permit Seth Barwise had obtained in August 1927 for such a service in the name of Texas Airways Corporation, a venture for which Fort Worth business men pledged more than $57,000. Barwise also obtained a mail contract, which TAT put into effect. Fort Worth celebrated the first plane's departure.

Barrett Takes Over.

A. P. Barrett and associates took over the line in November 1928 and extended service westward from Fort Worth to El Paso. Tom Hardin, now of Waco and a brigadier general in the Air Force in World War II, was made vice president and general manager of the line, with a young air transport enthusiast named C. R. Smith as secretary-treasurer.

In 1929, when TAT was merged into Southern Air Transport, Smith went along with the organization. He stayed with it, too, when another reorganization in 1930 created American Airways and coast-to-coast service was started.

Smith's climb upward had begun by 1934 when American Airlines was organized from the foundation of TAT, SAT and AA and in 1945, he became chairman of the board of the American Airlines System, with flights ranging to Europe and Mexico. He took time out during World War II to serve as a major general of Air Transport Command.

Granddaddy of all air lines in the Southwest, though, is the present Delta Airlines, originally formed in 1923 as a crop-dusting concern in Louisiana and Mississippi, with C. E. Woolman as field manager.

Then known as Delta Air Service, the firm started service into Fort Worth in 1929 with six-passenger planes, flying to Jackson, Miss., Birmingham and Atlanta. It extended service in 1934 to Charleston, S. C., after it was reorganized under the present name. The original firm had sold its equipment in 1930 to American Airways and Woolman went to South America, operating the first passenger service on the west coast of that continent for several years. Fort Worth was made western terminus of Delta Airlines in 1938 and fast service was built up from Fort Worth to Atlanta, then in 1946 the line was extended to Miami.

Braniff a Pioneer.

Another pioneer in the field was T. E. Braniff, who with his brother Paul established the Tulsa-Oklahoma City Airline in 1928 with a small cabin plane. That line merged in 1929 with Universal Aviation Corporation and in 1930, Braniff Airways was incorporated. It extended service to Fort Worth and Dallas in 1934, by 1935 expanding through Texas to Waco, Austin, San Antonio, Houston, Corpus Christi and Brownsville and northwestward to Amarillo. Its schedules spread to Chicago and Mexico City by 1939, and by 1949, to South America.

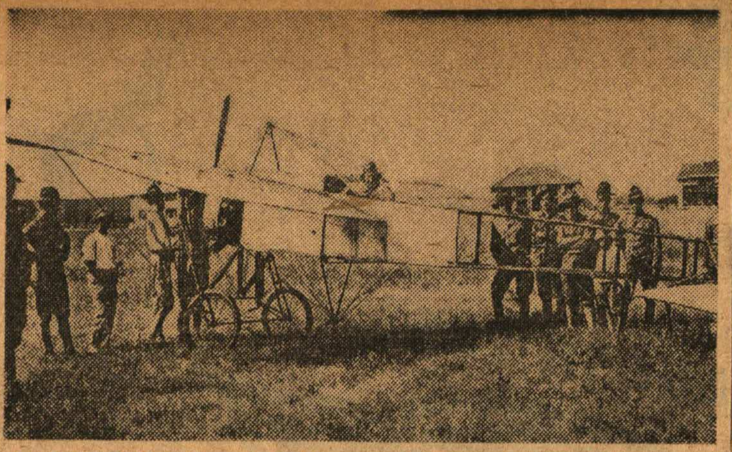
Postwar spread of air traffic to smaller cities resulted in the formation in 1947 of Pioneer Airlines, headed by Robert J. Smith, Air Force colonel who had been an official of Braniff Airways before the war.

Pioneer began service Feb. 15, 1947, between Houston, Bryan, Temple, Waco, Dallas and Fort Worth, with West Texas service to Mineral Wells, Abilene, Big Spring, Midland-Odessa, Lubbock, Plainview and Amarillo. Later in 1947 this was extended to San Angelo and in 1948, the line entered New Mexico with stops in Las Vegas, Santa Fe and Albuquerque.

Coleman Is Added.

Infant on the "feeder" lines is Trans-Texas Airlines, which began service in October 1947 between Houston, Fort Worth, Brownwood and San Angelo, branched onward in 1948 to Fort Stockton, Marfa and Alpine, and in 1949, added Coleman as a stop.

Within 20 years, these lines have made air travel as commonplace as riding in a stagecoach in 1849, when Fort Worth first became a name on the map of the United States.



NOT LIKE B-36—Soldiers at Benbrook Field during World War I shown with plane based there.

Home of Colossal B-36s

10-Year-Old Air Industry Has $100,000,000 Output

Aircraft manufacturing, pouring more than $100,000,000 yearly into Fort Worth's economy in 1949, had its beginning in the city less than 10 years ago.

Most spectacular development of the period was the building of the government plant leased to Consolidated Vultee Aircraft Corporation for manufacturing B-24 Liberator bombers—now an installation representing an investment of more than $50,000,000 in buildings and equipment.

Rain poured in a heavy torrent that afternoon of April 18, 1941, as Maj. Gen. Harry C. Brant grasped a silver spade and spoke into a microphone to tell the crowd of officials and citizens, "We're starting to dig Hitler's grave this afternoon." Navy Capt. Alva Bernhard waved an arm at the cattle pasture beside the Lake Worth shore and remarked, propetically, "Take a good look around—this place won't look the same a year from now."

Giant B-36 bombers, largest in the world, are rolling in increasing numbers off the Convair assembly line now. Designed to deliver an atomic bomb anywhere on earth an enemy might require it, at least 249 of the superbombers are to be built in the Fort Worth plant. Visitors come from Europe, South America and the Orient to see this Convair operation, with the longest continuous airplane assembly line in the world.

Site Picked Jan. 3, 1941.

Maj. Reuben H. Fleet, then president of Consolidated Vultee, advised civic officials in 1940 that a site in this area was sought for an aircraft plant, because of the favorable climate and Fort Worth's situation outside the 200-mile coastal strip regarded as a danger zone. Fort Worth promptly besieged Washington officials with briefs and data.

The War Department chose the Fort Worth site on Jan. 3, 1941, and the first construction appropriation was made soon afterward by President Roosevelt. The plant was completed in April 1942, two months ahead of schedule.

Lord Halifax, then British ambassador to the United States, called it "nothing short of a miracle" as he watched the first B-24 bomber roll off the assembly line at the plant in April 1942—100 days ahead of schedule. The last B-24 was off the line on Nov. 27, 1944—and in the interim the plant had produced more than 3,000 Liberators and B-87 Express Liberator transports.

Concentrated on B-32.

From that time until the end of the war the plant concentrated on B-32 production, then swung into "tooling up" operations for the gigantic task of manufacturing the world's largest bomber, the B-36. At the peak of production, the plant employed 35,000 workers, and still has a force in excess of 14,000.

Convair's predecessor in Fort Worth in the manufacturing line was Globe Aircraft, formed in 1939 by John Kennedy to build small personal planes. Early in the war, this firm obtained contracts to build Beechcraft twin-engine AT-10 trainer planes, 600 of which were produced by July 30, 1944, completing the $25,000,000 order. Until the end of the war, the plant was occupied with work on nose assemblies for C-46 transports and other assemblies for C-82 transports.

This firm brought out a postwar, all-metal personal monoplane, the Swift, but became involved in bankruptcy proceedings in 1947 and its assets were purchased by Texas Engineering & Manufacturing Company, which is continuing manufacture of the Swift at Grand Prairie.

Grand Prairie Plant.

Ground was broken Sept. 28, 1940, for a huge aircraft plant at Grand Prairie, leased by the

Navy t
tion C
of P-5
and AT
This p
of mor
turned
late in
contrac
and pa
North
Prairie
TEMCO
taking
time pl
ports a
work,
Globe
In A
division
poratio
industri

shifting 1,300 workers and their families and 24,000,000 pounds of machinery from Stratford, Conn., to the Grand Prairie plant.

Chance Vought's first Texas-made F6U-1 "Pirate" jet fighter for the Navy was branded with the company "CV" in April 1949 and the plane was trucked to Fort Worth and given its first test flight from Carswell Air Base on June 29, 1949. The company also is engaged in producing F7-U jet fighters of advanced design, intended for Navy carrier operation.

CEMETERY FIELD

The Aero Club Of 1908 Had Canvas Glider

Few people in Fort Worth had seen an airplane when the city's first flying club was organized.

The Aero Club, founded in 1908 with 13 members, hoped to buy or build an airplane. Lack of finances stymied the plan. The club, did, however, have a canvas glider. Greenwood Cemetery was used as the landing field.

D. S. Landis, longtime Weather Bureau forecaster here, was president of the Aero Club. Clifford Beckham, attorney, was vice president. Howard Martin was secretary. An enthusiastic member was R. L. Costan, a diamond cutter who later invented several airplane motor gadgets.

The Aero Club went out of existence after a year.

Beau Was Ardent But Ada Held Out

The story of Aunt Ada Castleberry and the disappointed swain has become a legend in Miss Ethel Mills' family.

Aunt Ada lived with her brother, County Commissioner Zack Castleberry, for whom Castleberry Community was named. As a charter member of the old Fourth St. Methodist Church, she was determined to marry only "a red-headed Methodist minister."

Consequently, she said "no" to the proposals of a suitor who was neither red-headed nor a minister. He took her for a buggy ride on White Settlement Rd. one day, proposed again, and was rejected as usual.

"If you don't say yes," said the desperate young man, "I'll back Dobbin into the Trinity River with this buggy."

"Well, just back him off," Aunt Ada retorted.

Her spunky reply startled the young man, and he drove her home. Later, at the age of 52, Aunt Ada did marry her Methodist minister. She accepted him even though his hair was black, not red, says Miss Mills.

Pastor Taught School, First in Handley

Handley's first school teacher was Rev. J. J. Cannafax, who also became first pastor of the Handley Methodist Church, organized in November, 1877.

Services were held until 1882 in Rev. Mr. Cannafax's schoolhouse, located in what now is the 1100 block of Forest Ave.

Street R R Builder Defied T & P, Law

As dauntless and stubborn as the men who pushed railroads through the wilderness were the builders of Fort Worth's street railways.

In the 1890s, W. A. Huffman controlled the Fort Worth Street Railway Company and wanted to extend his line along S. Main St. The Texas & Pacific Railroad objected because the street car tracks would have crossed the railroad and obtained an injunction against Huffman.

Figuratively, Huffman thumbed his nose at railroad and judge. On a dark night, he led a crew of men with steel tracks on their shoulders to the crossing and laid his rails across the T&P tracks.

He was fined $50 for contempt of court and ordered to remove the rails.

First Mail Car

The first regular railway mail car serving Fort Worth was placed in operation between Dallas and Fort Worth on Oct. 20, 1876, superseding a service previously rendered by the stage company agent.

5 Box Cars Used By T&P as Depot For 4-Year Period

The T&P Railway's depot here, for a four-year period, consisted of five box cars parked along the tracks. They served as waiting room, ticket office, telegraph office, and baggage room, Edward A. Brown Sr., 3421 McLean, recalls.

The box cars were drafted because the terminal had burned down and was not replaced until 1899 by the red station which was razed when the present station was occupied in 1931.

Train 'On Time'

The train arrived at its usual time yesterday—12 hours behind time.—Daily Fort Worth Standard, March 5, 1877.

No. 1 Financial Agent

The city's first financial agent was E. S. Jemison & Company, N. Y., to whom City Council turned over $98,000 in street and sewer bonds Sept. 30, 1884, with instructions to sell at not less than par.

Plumbing Sold

Plumbing equipment acquired when the privately-owned Fort Worth Water Works were bought by the city were sold by City Council to L. Higby for $529.58 and W. A. Huffman Implement Company for $1,153.82.

AIRLINE PIONEERS ARRIVED IN 1927

Compared to the four-engined transports that now put Fort Worth only a matter of a few hours from the principal cities of the world, those first flimsy contraptions of canvas and spruce stays that initiated air travel for Fort Worth in 1927 appear foolhardy indeed, in retrospect.

Mrs. William G. Fuller, now living in Washington, D. C., wife of the city's first airport manager, was the first air passenger out of the city. In 1927, she climbed into a National Air Transport plane flying the mail and rode to Oklahoma City.

A year later, Mrs. Temple Bowen bought ticket No. 1 on the new Texas Air Transport line which her husband began operating out of Fort Worth to Dallas, Houston, Galveston, Austin, Waco, San Antonio and Laredo.

Bowen's TAT took over the permit Seth Barwise had obtained in August 1927 for such a service in the name of Texas Airways Corporation, a venture for which Fort Worth business men pledged more than $57,000. Barwise also obtained a mail contract, which TAT put into effect. Fort Worth celebrated the first plane's departure.

Barrett Takes Over.

A. P. Barrett and associates took over the line in November 1928 and extended service westward from Fort Worth to El Paso. Tom Hardin, now of Waco and a brigadier general in the Air Force in World War II, was made vice president and general manager of the line, with a young air transport enthusiast named C. R. Smith as secretary-treasurer.

In 1929, when TAT was merged into Southern Air Transport, Smith went along with the organization. He stayed with it, too, when another reorganization in 1930 created American Airways and coast-to-coast service was started.

Smith's climb upward had begun by 1934 when American Airlines was organized from the foundation of TAT, SAT and AA and in 1945, he became chairman of the board of the American Airlines System, with flights ranging to Europe and Mexico. He took time out during World War II to serve as a major general of Air Transport Command.

Granddaddy of all air lines in the Southwest, though, is the present Delta Airlines, originally formed in 1923 as a crop-dusting concern in Louisiana and Mississippi, with C. E. Woolman as field manager.

Then known as Delta Air Service, the firm started service into Fort Worth in 1929 with six-passenger planes, flying to Jackson, Miss., Birmingham and Atlanta. It extended service in 1934 to Charleston, S. C., after it was reorganized under the present name. The original firm had sold its equipment in 1930 to American Airways and Woolman went to South America, operating the first passenger service on the west coast of that continent for several years. Fort Worth was made western terminus of Delta Airlines in 1938 and fast service was built up from Fort Worth to Atlanta, then in 1946 the line was extended to Miami.

Braniff a Pioneer.

Another pioneer in the field was T. E. Braniff, who with his brother Paul established the Tulsa-Oklahoma City Airline in 1928 with a small cabin plane. That line merged in 1929 with Universal Aviation Corporation and in 1930, Braniff Airways was incorporated. It extended service to Fort Worth and Dallas in 1934, by 1935 expanding through Texas to Waco, Austin, San Antonio, Houston, Corpus Christi and Brownsville and northwestward to Amarillo. Its schedules spread to Chicago and Mexico City by 1939, and by 1949, to South America.

Postwar spread of air traffic to smaller cities resulted in the formation in 1947 of Pioneer Airlines, headed by Robert J. Smith, Air Force colonel who had been an official of Braniff Airways before the war.

Pioneer began service Feb. 15, 1947, between Houston, Bryan, Temple, Waco, Dallas and Fort Worth, with West Texas service to Mineral Wells, Abilene, Big Spring, Midland-Odessa, Lubbock, Plainview and Amarillo. Later in 1947 this was extended to San Angelo and in 1948, the line entered New Mexico with stops in Las Vegas, Santa Fe and Albuquerque.

Coleman Is Added.

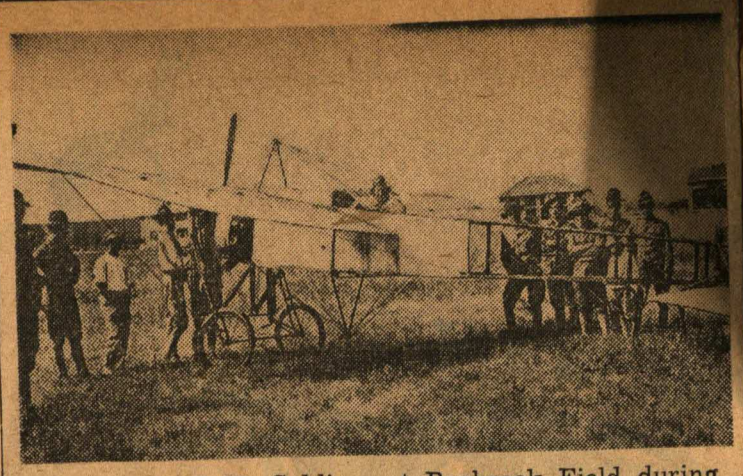
Infant on the "feeder" lines is Trans-Texas Airlines, which began service in October 1947 between Houston, Fort Worth, Brownwood and San Angelo, branched onward in 1948 to Fort Stockton, Marfa and Alpine, and in 1949, added Coleman as a stop.

Within 20 years, these lines have made air travel as commonplace as riding in a stagecoach in 1849, when Fort Worth first became a name on the map of the United States.

Pastor Taught School, First in Handley

Handley's first school teacher was Rev. J. J. Cannafax, who also became first pastor of the Handley Methodist Church, organized in November, 1877.

Services were held until 1882 in Rev. Mr. Cannafax's schoolhouse, located in what now is the 1100 block of Forest Ave.



NOT LIKE B-36—Soldiers at Benbrook Field during World War I shown with plane based there.

Home of Colossal B-36s

10-Year-Old Air Industry Has $100,000,000 Output

Aircraft manufacturing, pouring more than $100,000,000 yearly into Fort Worth's economy in 1949, had its beginning in the city less than 10 years ago.

Most spectacular development of the period was the building of the government plant leased to Consolidated Vultee Aircraft Corporation for manufacturing B-24 Liberator bombers—now an installation representing an investment of more than $50,000,000 in buildings and equipment.

Rain poured in a heavy torrent that afternoon of April 18, 1941, as Maj. Gen. Harry C. Brant grasped a silver spade and spoke into a microphone to tell the crowd of officials and citizens, "We're starting to dig Hitler's grave this afternoon." Navy Capt. Alva Bernhard waved an arm at the cattle pasture beside the Lake Worth shore and remarked, propetically, "Take a good look around—this place won't look the same a year from now."

Giant B-36 bombers, largest in the world, are rolling in increasing numbers off the Convair assembly line now. Designed to deliver an atomic bomb anywhere on earth an enemy might require it, at least 249 of the superbombers are to be built in the Fort Worth plant. Visitors come from Europe, South America and the Orient to see this Convair operation, with the longest continuous airplane assembly line in the world.

Site Picked Jan. 3, 1941.

Maj. Reuben H. Fleet, then president of Consolidated Vultee, advised civic officials in 1940 that a site in this area was sought for an aircraft plant, because of the favorable climate and Fort Worth's situation outside the 200-mile coastal strip regarded as a danger zone. Fort Worth promptly besieged Washington officials with briefs and data.

The War Department chose the Fort Worth site on Jan. 3, 1941, and the first construction appropriation was made soon afterward by President Roosevelt. The plant was completed in April 1942, two months ahead of schedule.

Lord Halifax, then British ambassador to the United States, called it "nothing short of a miracle" as he watched the first B-24 bomber roll off the assembly line at the plant in April 1942—100 days ahead of schedule. The last B-24 was off the line on Nov. 27, 1944—and in the interim the plant had produced more than 3,000 Liberators and B-87 Express Liberator transports.

Concentrated on B-32.

From that time until the end of the war the plant concentrated on B-32 production, then swung into "tooling up" operations for the gigantic task of manufacturing the world's largest bomber, the B-36. At the peak of production, the plant employed 35,000 workers, and still has a force in excess of 14,000.

Convair's predecessor in Fort Worth in the manufacturing line was Globe Aircraft, formed in 1939 by John Kennedy to build small personal planes. Early in the war, this firm obtained contracts to build Beechcraft twin-engine AT-10 trainer planes, 600 of which were produced by July 30, 1944, completing the $25,000,000 order. Until the end of the war, the plant was occupied with work on nose assemblies for C-46 transports and other assemblies for C-82 transports.

This firm brought out a postwar, all-metal personal monoplane, the Swift, but became involved in bankruptcy proceedings in 1947 and its assets were purchased by Texas Engineering & Manufacturing Company, which is continuing manufacture of the Swift at Grand Prairie.

Grand Prairie Plant.

Ground was broken Sept. 28, 1940, for a huge aircraft plant at Grand Prairie, leased by the Navy to North American Aviation Corporation for manufacture of P-51 Mustang fighter planes and AT-6 "Texan" trainer planes. This plant also built up a force of more than 30,000 workers and turned out thousands of planes, late in the war turning to subcontract manufacture of B-24s and parts work for B-29s.

North American ceased Grand Prairie operations in 1945 and TEMCO leased part of the plant, taking over conversion of wartime planes into peacetime transports and other aircraft parts work, before it acquired the Globe "Swift" in 1947.

In April 1948 Chance Vought division of United Aircraft Corporation began one of the largest industrial movements in history, shifting 1,300 workers and their families and 24,000,000 pounds of machinery from Stratford, Conn., to the Grand Prairie plant.

Chance Vought's first Texas-made F6U-1 "Pirate" jet fighter for the Navy was branded with the company "CV" in April 1949 and the plane was trucked to Fort Worth and given its first test flight from Carswell Air Base on June 29, 1949. The company also is engaged in producing F7-U jet fighters of advanced design, intended for Navy carrier operation.

Street R R Builder Defied T & P, Law

As dauntless and stubborn as the men who pushed railroads through the wilderness were the builders of Fort Worth's street railways.

In the 1890s, W. A. Huffman controlled the Fort Worth Street Railway Company and wanted to extend his line along S. Main St. The Texas & Pacific Railroad objected because the street car tracks would have crossed the railroad and obtained an injunction against Huffman.

Figuratively, Huffman thumbed his nose at railroad and judge. On a dark night, he led a crew of men with steel tracks on their shoulders to the crossing and laid his rails across the T&P tracks.

He was fined $50 for contempt of court and ordered to remove the rails.

First Mail Car

The first regular railway mail car serving Fort Worth was placed in operation between Dallas and Fort Worth on Oct. 20, 1876, superseding a service previously rendered by the stage company agent.

5 Box Cars Used By T&P as Depot For 4-Year Period

The T&P Railway's depot here, for a four-year period, consisted of five box cars parked along the tracks. They served as waiting room, ticket office, telegraph office, and baggage room, Edward A. Brown Sr., 3421 McLean, recalls.

The box cars were drafted because the terminal had burned down and was not replaced until 1899 by the red station which was razed when the present station was occupied in 1931.

Train 'On Time'

The train arrived at its usual time yesterday—12 hours behind time.—Daily Fort Worth Standard, March 5, 1877.

No. 1 Financial Agent

The city's first financial agent was E. S. Jemison & Company, N. Y., to whom City Council turned over $98,000 in street and sewer bonds Sept. 30, 1884, with instructions to sell at not less than par.

Plumbing Sold

Plumbing equipment acquired when the privately-owned Fort Worth Water Works were bought by the city were sold by City Council to L. Higby for $529.58 and W. A. Huffman Implement Company for $1,153.82.

CEMETERY FIELD

The Aero Club Of 1908 Had Canvas Glider

Few people in Fort Worth had seen an airplane when the city's first flying club was organized.

The Aero Club, founded in 1908 with 13 members, hoped to buy or build an airplane. Lack of finances stymied the plan. The club, did, however, have a canvas glider. Greenwood Cemetery was used as the landing field.

D. S. Landis, longtime Weather Bureau forecaster here, was president of the Aero Club. Clifford Beckham, attorney, was vice president. Howard Martin was secretary. An enthusiastic member was R. L. Costan, a diamond cutter who later invented several airplane motor gadgets.

The Aero Club went out of existence after a year.

Beau Was Ardent But Ada Held Out

The story of Aunt Ada Castleberry and the disappointed swain has become a legend in Miss Ethel Mills' family.

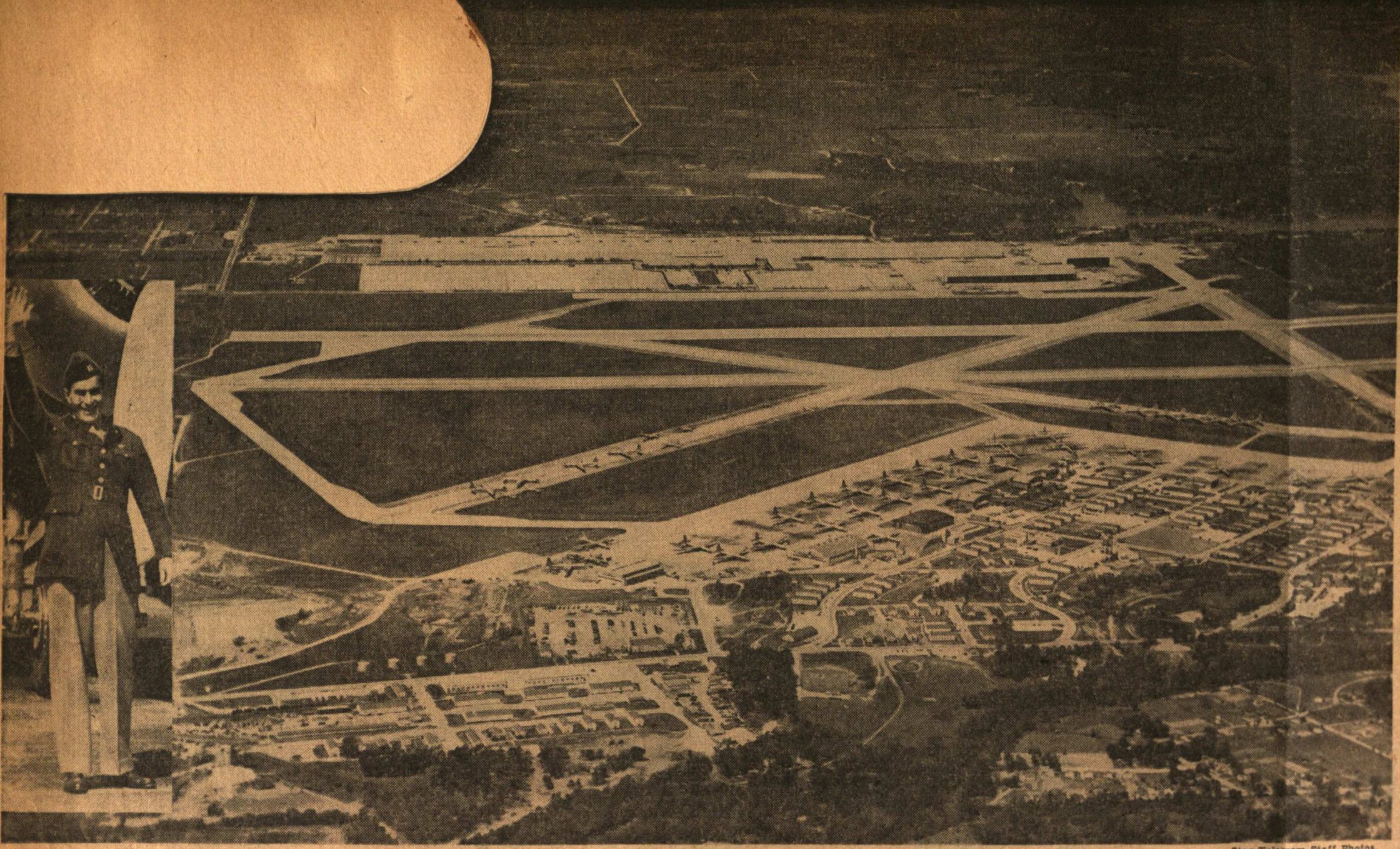
Aunt Ada lived with her brother, County Commissioner Zack Castleberry, for whom Castleberry Community was named. As a charter member of the old Fourth St. Methodist Church, she was determined to marry only "a red-headed Methodist minister."

Consequently, she said "no" to the proposals of a suitor who was neither red-headed nor a minister. He took her for a buggy ride on White Settlement Rd. one day, proposed again, and was rejected as usual.

"If you don't say yes," said the desperate young man, "I'll back Dobbin into the Trinity River with this buggy."

"Well, just back him off," Aunt Ada retorted.

Her spunky reply startled the young man, and he drove her home. Later, at the age of 52, Aunt Ada did marry her Methodist minister. She accepted him even though his hair was black, not red, says Miss Mills.

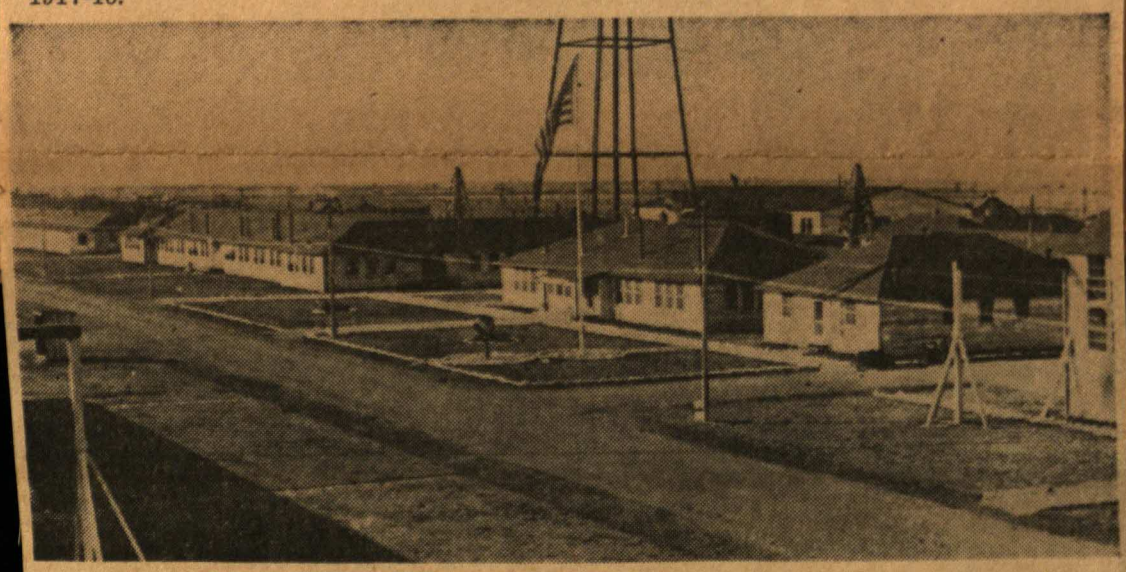


—Star-Telegram Staff Photos.

GLOBAL BOMBERS' HOME—Carswell Air Force Base, with dozens of world-ranging B-36s parked along its ramp and on its taxiways, is shown in this recent aerial photograph. Headquarters buildings, barracks and hangars of the 8th Air Force and its 7th Bombardment Wing are in the foreground. In the background is the Convair plant where the largest bombers in the world are made. Inset, Capt. James G. Gallagher, who commanded the B-50 bomber Lucky Lady II on the historic non-stop flight around the world which began last Feb. 26 at Carswell and ended there March 2.

FIRST MILITARY FLIERS—Members of the 1st Aero Squadron commanded by Maj. Benjamin D. Foulois, third from left (now a major general, retired), landing here in 1915 on a flight from Fort Sill, Okla., to San Antonio.

EARLY WARBIRDS—Curtiss planes used to train American airmen soon after World War I are shown on the flight line of one of the three fields, Barron, Taliaferro and Carruthers, where military flying activity centered in the Fort Worth area in 1917-18.



HICKS FIELD IN 1917—Some of the fliers who became U. S. Army fliers in the first World War were trained at Hick's Field, shown above, which served again in the second World War as a training field.

STREET CARS WERE POWERED BY MULES

On Christmas Day, 1876, a street car about the size of the Toonerville Trolley and pulled by a mule little larger than a jackrabbit rolled along Main Street, inaugurating a city transportation system that has served Fort Worth for 73 years.

The line was owned by the Fort Worth Street Railway Company which had been incorporated Jan. 8, 1874, by K. M. Van Zandt, W. H. Lawrence, John Peter Smith, George F. Newman, W. A. Huffman and Zane Cetti with a capital of $50,000.

City Council gave the company exclusive operating privileges on July 7, 1874, in a franchise which forms the base of today's Fort Worth Transit Company, a direct descendant of the original company.

Two years and more elapsed between organization of the company and its initial operation because there was no place for would-be-riders to go until the railroad came here in 1876 and built a depot.

After construction began in October 1876, ill fortune almost befell the line. Contractors for the line were Crosby and Hart and a third partner, who went to St. Louis to buy rail and cars, found other things to spend the money. But Crosby and Hart finished the line under another contract.

The mile-long line ran from the courthouse to the depot along a Main Street that was seasonally dusty and muddy. Sometimes the mule bolted.

Superintendent Dan Cary reported in 1878 that two cars were used, making 160 daily round trips, carrying about 440 riders a day and making a net annual profit of approximately $7,200.

3 Drivers, Hostler.

Besides Cary, the personnel included three drivers and a hostler. The stable was in about the 1200 block of Main.

The Fort Worth Street Railway Company enjoyed a monopoly until Dec. 7, 1881, when the Prairie City Street Railway Company was granted a franchise and began operating from Main on Seventh to Taylor, down Taylor and across the T&P reservation to Hemphill.

Third line established here was the Rosedale Street Railway Company which received a franchise for S. Main operations on April 4, 1884.

From then on, street railway companies began operating in large number, including the North Side, West Fort Worth, Park Street, Fort Worth and Arlington Heights, Hyde Park, Riverside, Polytechnic, Glenwood and Polytechnic street railway companies and the Citizens Railway and Light Company.

In all, the city has had about 20 street railway companies operating under 101 charters.

Showers of Sparks.

The various companies began electrifying in 1889, replacing the mule and horse-drawn cars. Electric street cars were about as crude as the mule-drawn. Riders often were shocked by the poorly insulated cars.

Motormen stood on an open platform, roasting in summer, freezing in winter. Motormen on the Arlington Heights line could hear wolves howl at night as they bounced across the prairie going to Lake Como.

Lake Como, Lake Erie and the Pavilion at the foot of Samuels Ave. were built by the railway companies to attract business.

The multiplicity of city lines failed to serve Fort Worth satisfactorily, for Mayor B. B. Paddock said in his annual message of April 12, 1898:

"If ever a city was cursed by the criminal negligence and wanton indifference of some of those to whom valuable franchises have been given for the construction of street railways and other electric equipment, that city is Fort Worth.

'Menace to Lives.'

"Corporations to whom valuable concessions have been made seem wholly indifferent to the rights of the public. By reason of the defective construction and negligence in the maintenance of their property it is a source of constant menace to the lives, limbs and property of the people who have favored them.

"They are deaf to every appeal, callous to every remonstrance, and unmindful of every obligation assumed when the franchise was granted. This abuse is so flagrant, so notorious and so well known that it is unnecessary to be more specific."

On the same day, the council directed the city attorney to sue for forfeiture of the franchises of City Railway Company, Fort Worth and Arlington Heights, and Glenwood and Polytechnic College street railway companies.

Bit by bit, the Fort Worth Street Railway Company bought out competitors, gaining a monopoly.

Acquired by Syndicate.

In 1901, the Bishop and Sherwin Syndicate bought the Fort Worth company and changed its name to the Northern Texas Traction Company. As NTTC, the company inaugurated interurban service between Fort Worth and Dallas, in 1902, running its noisy Red Limiteds until Dec. 24, 1934.

Buses began replacing street cars when the first bus line, to Oakhurst, was placed in operation in 1926. The last street car was taken out of service and the town was served entirely by buses in June 1939.

In 1932, the Northern Texas Traction Company went into receivership, emerging in 1938 as the Fort Worth Transit Company.

The company now operates 245 buses over 177 miles of route, carrying an average of 116,000 passengers daily, compared with the 440 who rode the mile long route from depot to courthouse in 1878.

MULE-DRAWN STREET CAR—This old-timer was photographed in 1881 at intersection of Main and 13 Sts. at Boaz & Battle Cotton Yard. Car was about seven feet long with seats running lengthwise. Photo from collection of David Boaz, 505 Louisiana.

Flying Band Remembers Days When 'Jennies' Blazed the Trail

Switch off! And stout arms in khaki "pulled through" the propeller.

Then—the helmeted pilot in goggles stuck his head above the cockpit, waved an arm and shouted, "Contact!"

The figure in khaki gripped one blade of the prop, gave it a desperate downward yank and fell backward out of the way as the "OX" engine sputtered, he unc[illegible] biplane shivered and moved slowly toward the runway. Snorting noisily, the "Jenny," as the JN-4 was called in those World War I days, charged bumpily down the field and wobbled uncertainly into the air.

A handful of men living in Fort Worth, all now middle-aged, have vivid recollections of those excursions skyward, in training for combat in Europe which few Americans ever got to see.

World War I Club.

Banded together in the Fort Worth World War I Fliers Club and in the Fort Worth Associate Flight of the Order of Daedalians, those oldtimers from the "Jenny" flying days get together at rare intervals to talk about those planes of 30 years ago in terms that are another language to present-day fliers.

In fact, recollection fades so rapidly that last Nov. 11, on the last get-together of the World War I Fliers Club, quite an argument developed between such members as H. B. Ransom, automobile dealer, and Charles C. Johnson Jr., advertising executive, regarding the number of versions of the "Jenny" which were used.

Russell H. Pearson, now an insurance man, holds the post of commander of this club for an indefinite term, while Joe D. Johnson, attorney and ranchman, is adjutant of the Fort Worth associate flight of the Daedalians.

'Switch Off!'

Charles Johnson, who was kept as an instructor at Kelly Field, San Antonio, after he got his own wings, winces as he recalls that in the beginning, the Jenny pilot would call out "Switch off!" to the ground crewman turning the prop, then "switch on" as the ignition contact was made to start the engine.

"The two phrases sounded so much alike that the 'switch on' had to be changed to 'contact,' after several men were killed as a result of misunderstanding," he explained.

Johnson said his own flight instructor put the Jenny through only a quarter-turn in trying to explain how to bring a ship out of a spin.

"When I really got into a spin it was just luck that I brought the Jenny out of it after spiraling down 2,000 or 3,000 feet," Johnson recalled.

Stinson Discovery.

Eddie Stinson, pioneer pilot who also was an instructor during World War I, accidentally discovered at Newport News, Va., in the winter of 1916, that if the pilot put the plane's controls in neutral, then pulled back on the "stick," a spinning plane might be brought back to normal flight.

Of 12,000 American pilots trained by the end of World War I, less than 700 ever got to Europe, and there they had to learn to use DeHaviland-4 planes, used both for observation and bombing, and Spad and Nieuport fighters. Few American-made planes with the new Liberty engines got into conflict until the last few weeks of the war.

CHARLES C. JOHNSON JR.
. . . In 'Jenny' Days!

Such Fort Worth fliers as Robert Slaughter, W. T. Ponder, Malcolm J. Buchanan and William H. Moore were among the few who got to France and became members of the 1st Aero Squadron based at Issoudun and Chateaureaux. Slaughter, now an oil operator, spends much time on his ranch near Phoenix, Ariz.

In World War II.

Buchanan served again in World War II with the 13th Fighter Command in the Southwest Pacific and is still in the Air Force, stationed at Hamilton Air Base, Cal. Moore is an official of the Civil Aeronautics Administration in Washington. Ponder died several years ago.

Roll call at the Armistice Day reunion dinners of the World War I Fliers Club will include such men as Frank Bartelt, Harry Brants, Pete Clark, Kenneth Davis, J. E. Fitzpatrick, Harry B. Friedman, C. E. Hyde, Jack B. Jaynes Jr., Joe D. Johnson, Kenneth H. Jones, Charles C. Johnson, Clifford Mooers, K. R. March, Charles L. Morgan, Charles F. A. McCluer, Tom Mastin, Russell Pearson, Joseph R. Pelich, Frank F. Roberts, T. W. Rhoads, H. B. Ransom, Watt Reynolds, Jack Rattikin, H. V. Shank, Floyd H. Scott, E. F. (Ned) Springer, Col. C. E. Shankle, H. C. Vandervoort, Beverly V. Thompson and Herbert C. Wade.

COMMERCE
FORT WORTH STAR-TELEGRAM
Sunday, October 30, 1949

W. M. MASSIE.

R. C. MARTIN.

R. E. HARDING.

Four With 219 Years in Banking Recount Their Early Experiences

Four Fort Worth bank officials whose combined experience in the banking field total 219 years have many a story to tell about the more than a half century of the city's business and civic life they have observed.

Among the rarest of these recollections of the trio—R. E. Harding, president of the Fort Worth National Bank; Dan E. Lydick, president of the Union Bank & Trust Co.; W. M. Massie, vice president of the Fort Worth National, and R. C. Martin, vice president and cashier of the First National Bank—are experiences in the early days of their careers.

For example, Harding still recalls vividly the time he sprayed 2nd and Main with silver dollars. Working as a bank messenger, young Harding was walking to the express office with a sack containing 500 silver dollars on his shoulder. Just as he reached the intersection the sack came untied and dollars clattered to the sidewalk and rolled into the street, paved at that time with wooden blocks.

Harding picked up dollars as fast as he could but they were scattered and he soon had a lot of helpers. People began bringing dollars to him by the handfuls. Finally no more were in sight and the youthful messenger retraced his steps to the bank, more than a little concerned about how the money would check up. But when the coins were counted there wasn't one missing. Relieved, Harding tightened the sack cord and resumed his trip to the express office.

Massie, who worked for the old Merchants National Bank for three years before starting with the Fort Worth National on Sept. 8, 1890, as a collector, is the dean of Fort Worth bankers. His pay was $20 a month, but "that wasn't bad money at all in those days," he reminded.

Only 14 years old when he got his first job in a bank, Massie recalled that he and other boys his age helped their families as providers by fattening calves given them when the trail herds came through town on the way to market.

Although Fort Worth had wide open saloons and gambling houses at the time and gunplay was not uncommon, bank messengers felt no hesitancy in carrying large sums of money along the streets between banks and express office.

Massie remembered with a chuckle when, as a young man, he was sent to the Federal Reserve Bank in Dallas to bring back $25,000 in currency and cash. Returning by interurban, a pale-faced, shifty-eyed man got on and sat down beside Massie and his precious satchel of money. Making conversation, Massie remarked about the hot weather. The man said even the hot wind felt good to him.

"Been in the hospital?" Massie asked.

"Nope, just got out of the penitentiary," was the reply. Massie was greatly relieved when he and the ex-convict finally parted company and the money was safely delivered to the bank.

Martin still thinks he might have grown taller except for the heavy loads of silver and gold coins he carried as a messenger for the First National more than 50 years ago. He had to reinforce his pants pockets and sew them with extra heavy thread to keep from losing silver coins. The gold he carried in his collection folder. Martin weighed only about 105 pounds as a lad and the messenger service was heavy duty work for him.

One of Martin's favorite pastimes was watching baseball games on the old field just west of Jennings on the site now occupied in part by the Frisco freight depot. Some of the boys discovered they could get an unobstructed and free view of the games by climbing on top of boxcars on the nearby railroad siding.

Martin remembers one day he and others were perched on several cars watching an exhibition game in which Billy Sunday, who later became the noted evangelist, was playing. A switch engine suddenly hooked on and pulled the cars a mile to the west before stopping so the lads could climb down in safety.

DAN E. LYDICK.

Lydick sold newspapers on downtown streets before he went to work for the Farmers and Mechanics National Bank as a 17-year-old runner. He recalled the time George W. Fritz, now in private business here and then a fellow bank employe of Lydick, spilled $1,000 in silver dollars at 6th and Main and recovered all of them after a crowd that gathered helped him pick them up. Lydick's pay was $25 a month, he said, and he still remembers fondly the 10-cent breakfast of pork chop and hot cakes he could get at Bill and Joe's Chop House.

Still fresh in Martin's memory is the reprimand given him by the late W. E. Connell, then president of First National, for "trying to save the bank some money." It was in 1917 and Martin had been with the bank 20 years. The bank had $2,000,000 in negotiable bonds ready to send to the Federal Reserve Bank in Dallas to exchange for bonds of different denomination. It would have taken about $10 in postage and registration, under limited postal guarantees of those days, to have sent the bonds by mail, so Martin decided to take them over on the interurban, which was only about $1.50 roundtrip. Martin made the trip without mishap but drew the wrath of Connell for his efforts.

"Don't ever do that again, young man—that's a good way to get hurt," Connell told him. Martin went to work for the bank when the late Capt. Martin B. Loyd still was active as its first president and has a number of highly-prized mementos of those days, checks and other items, including a nickel whetstone he still uses.

One of Harding's favorite stories is one passed along by the late Maj. K. M. Van Zandt, who preceded Harding as president of the bank. It seems that a man named G. P. Farmer, Fort Worth's first resident, residing on a farm southeast of town, paid a doctor bill with a $20 goldpiece. The doctor in turn paid a merchant he owed money, the merchant used it to pay a bill and so it went until late in the day when Farmer was handed the same $20 in gold for hay he had sold. The goldpiece had paid about $200 in debts and ended up in the hands of the same man who started it on the circuit.

The route of the goldpiece was carefully traced and the story often repeated as an example of the need for a centralizing influence for finances and credits, Harding said.

Road Agent Loses Out Over Woman

As train robbers, Jesse James and Sam Bass were pikers compared with Capt. Dick Bunch who headquartered in Fort Worth faro rooms in the '80s.

Bunch lived a double life. No one even remotely suspected the debonair gambler as being the "lone highwayman" who robbed mail and express cars.

Until he made the mistake of taking a woman as his partner desperado.

Newspaper Account.

Describing Bunch as one of the "nerviest men who ever pulled a gun," the Fort Worth Register said of him on March 3, 1897:

"During his time here along in the eighties, he apparently made no effort at reserve, but instead mixed rather freely with the sporting fraternity and his actions were especially noticeable because of his cool, off-hand manner and his success as a conversationalist."

James and Bass always held up trains with their gangs, some covering passengers and crews while others grabbed the cash boxes.

Not for Bunch. His modus operandi was to board a train at an out of the way station and knock on the door of the express car. When the messenger inquired who was there, Bunch replied with the name of the station agent or a well-known route supervisor.

The Night Conceals.

Opening the door, the messenger would find a gun barrel in his midriff. Disarming the messenger, Bunch would take what he wanted, pull the stop cord near the next way station, leave the train and vanish into the darkness.

Once he held up a Texas & Pacific train at Benbrook late at night. While a posse with bloodhounds tried to track him down, Bunch was playing faro at the White Elephant.

In between adventures his fancy was taken by a young woman and he made her an accomplice. Soon the long highwayman struck again—a train near El Paso.

Police Alerted.

Alert officers remember a young woman had boarded the train near the robbery scene, bound for New Orleans. When she arrived in New Orleans, police were waiting. On her they found $1,600 taken in the robbery.

Through her they identified Capt. Dick Bunch, whose legal name was Eugene F. Bunch, as the highwayman. He was killed in an escapade in Mississippi about 1894.

President Wasn't on Drunk, But Sick, Said Fort Worth Kin

A Fort Worth woman lived in the White House for two years during President Andrew Johnson's administration, and watched history being made.

She was Mrs. Winfield Scott Tipton, whose home at 3800 Mattison Ave. was one of the first three houses built in Arlington Heights in 1907.

Mrs. Tipton, as 16-year-old Sara Stover, was given a home in the White House by her aunt, Mrs. Mary Johnson Stover, President Johnson's youngest sister.

Johnson became president after Lincoln's assassination in 1865. The rumor that he was drunk when inaugurated was branded false by Mrs. Tipton. She said Johnson was ill with typhoid fever, and had been dosed with medicines and wine by his doctor.

Johnson Impeached.

Johnson was the only United States president ever impeached. The Senate, however, defeated by one vote the resolution to remove him from office.

Mrs. Tipton declared in later years that Johnson blamed his difficulties on Rep. Thaddeus Stevens of Pennsylvania and Senator Charles Sumner of Massachusetts.

Both were bitter enemies of the defeated Confederacy, and were furious when Johnson opposed Negro suffrage and vetoed some of the harder reconstruction laws for the South.

A Woman Hanged.

Johnson's ousting of Secretary of War Stanton, his undercover foe, and his refusal to pardon Mrs. Surratt, hanged for complicity in the John Wilkes Booth plot that led to Lincoln's assassination, also made him unpopular in Congress, Mrs. Tipton said.

Mrs. Tipton's husband died in 1941 at the age of 94. He came from Tennessee in 1877 with his wife and opened a store in Handley because he thought that town would outstrip Fort Worth. Later, he became a Stephens County rancher and a clerk in the railway mail service.

MRS. W. S. TIPTON.
. . lived in White House.

Eugene Tipotn, a son of the couple, retired here three years ago as acting superintendent of the 11th Division, Railway Mail Service, and now lives in Breckenridge.

Co-Op Club Has 55 Members

The slogan of the Fort Worth Co-Operative Club, organized in May 1948, is "Make Life Worth While" and service to youth is the organization's principal objective.

The club meets each Friday noon in the Blackstone Hotel and has a membership of 55. Officers are Sherman Johnston, president; Harry Nickelson, first vice president; J. H. Miller Jr., second vice president; Carl D. West, third vice president; Elton G. Vann, secretary-treasurer; and Max Goldstein, sergeant at arms.

The first Co-Operative Club in the nation was organized on April 11, 1912, in Kansas City, Mo. Total national membership is now 9,000. Each club plans its own activities for helping underprivileged boys and girls and for conducting civic improvement campaigns.

She Camped in 1870s On Electric Bldg. Site

When Mrs. M. C. Morrison, 1206 Samuels Ave., arrived here with her family in the 1870s, they camped the first night at W. 7th and Lamar, on the Eelectric Building site.

"Many other families were camped there until they could find homes. We left the next day and settled in Springtown," Mrs. Morrison says.

Pioneers Had Battle Over Curbing Hogs

It wasn't that a hog was an ordinary animal.

It was that—well, gosh darn it, a hog was money in a man's pocket. And you could hurt a man's feelings mighty easy by even suggesting his hogs, or his neighbors' hogs, shouldn't ought to run loose around the growing, bustling town that was Fort Worth in the late 1870s.

Sure, there were hogs all over the place. Had to chase 'em out of the courthouse to hold court. Had to shoo 'em off the tracks so's the mule car could get by.

The newspapers constantly editorialized about the situation and wanted the hogs kept in their place—preferably a stout pen.

But there were some reactionaries in town and they wouldn't think of it.

Come citizens with a sense for the niceties dared propose an ordinance prohibiting the running at large of hogs within the city. But City Council indignantly overruled the proposal on June 14, 1873.

Five years and hundreds of hogs later, the citizenry was called upon to decide this momentous question at a referendum. On May 21, 1878, they voted 377 to 324 in favor of the so-called hog law.

It pertained to all animals in general, but to hogs in particular. Ordinance 162 effectuated the hog law, providing for the appointment of a poundkeeper. J. P. Alford was appointed.

He was authorized to impound all animals runing loose.

But everybody in town had authority to drive loose hogs to the pound.

And that's how the Fort Worth pound got its start.

City Building Code Was Sought in 1879

The first attempt at a city building code came Dec. 26, 1879, when City Council adopted an ordinance regulating the construction of theatres and other public halls.

The first building code as such was adopted Nov. 19, 1912, and Charles F. Allen was appointed as the first building inspector.

Socialists Protested

Protests of the Socialists Party of the City of Fort Worth, claiming discrimination in not being allowed to use the streets of the city for public speaking was presented and on motion of Commissioner Jamieson the protest was ordered received and filed. —City Commission minutes June 27, 1916.

RANCH AND FARM
FORT WORTH STAR-TELEGRAM
Sunday, October 30, 1949

TRAIL DRIVE!—This map from the Trail Drivers Association of Texas shows the cattle trails from Texas to Kansas markets and to Colorado and Wyoming ranges. It shows the Eastern Trail passed through Fort Worth and tied into the Chisholm Trail at the Red River, thence to Abilene, Kan. The Western Trail took herds to Dodge City for sale, while the Potter and Bacon Trail snaked through the Panhandle to Wyoming ranges where the cattle were fattened. From San Angelo, the Goodnight and Loving Trail looped through New Mexico to Pueblo, Colo.

Cattle Drivers Blast Ott-Told Story

Eastern Trail, Not Chisholm, Ran Through Fort Worth to Railheads

This was in the early 1900's and the men who settled this area cottoned and corned their land to death.

The 1930's saw the sandylands of the Cross Timbers just about to play out as far as fertility was concerned.

But peanuts replaced cotton, some of the land went back to pasture and other laid idle.

Technicians of the U. S. Soil Conservation Service, working

industry was a scant 20 years old, although the herds were getting big and marketing them from isolated Texas was a discouraging problem.

But Fort Worth had yet to hear the bawling of steers and to see the clouds of dust kicked up by trampling hooves. Because it was to be another 20 years before the country north of the Red River would receive Texas trail cattle. And before Fort Worth would enter its ascendency as a cattle center.

Nevertheless, the stranger was a pathfinder on the Trail to Empire.

CATTLE INDUSTRY STARTED WITH THE TEXAS LONGHORN

BY FRANK REEVES.

It was the Longhorn that first drew the spotlight of attention to the cattle industry in Texas. Just when the first arrived no one can accurately say. Historians say the first Spanish Longhorns were brought to Mexico by Governor General Villalobos in 1521. They were shipped from Santa Domingo.

Coronado and other early-day Texas explorers brought cattle with them when they crossed the Rio Grande. The cattle that came with the founding of the chain of Catholic missions across Texas are generally thought of as the beginning of the cattle industry in what is now Texas.

No. 1 Industry.

Ranching was the first major industry to be established in Texas, and its importance throughout the years has never lessened. Due to the large numbers of cattle maintained on Texas ranges year in and year out, Texas is frequently referred to as the nursery of the beef cattle industry. The future of the beef cattle industry in the economic life of Texas seems very secure.

Wasteful ranching practices marked early-day ranching. At one time cattle were slaughtered in Texas merely for their hide and tallow. These hide and tallow plants were located along the coast for boat shipment East.

The second chapter in the history of Texas cattle begins with the close of the Civil War. It was an eventful and colorful period. Action took place on the fringe of civilization and it was a battle of the survival of the fittest. Stakes were big and often the players were reckless.

Close of War.

When the war between the states closed there was a scarcity of money and a big surplus of cattle. There was no market in Texas for cattle, but the North and East could use them. The problem of how to get the cattle from the ranges of Texas to the consuming centers in the North and East was a challenge to the ranchers.

The answer was the starting of the trail driving period; an adventurous and romantic era. It is estimated that around 250,000 cattle were trailed North from 1866 to 1870. The year 1871 is considered the peak year when a total of more than 600,000 cattle went up the trail. Then the decline in trail movements set in and by 1885 the trail herds had practically faded from the cattle picture. However, there were some trail herds moved around 1890.

Writers and early-day historians are not in complete accord as to the exact locations or even the names of some of the trail routes. Fort Worth is generally recognized as an outfitting point on the eastern trail and Abilene and old Fort Griffin were points on the western trail. Abilene, Kan., was the focal point for many of the herds that went up both trails. Many of the herds continued their journey beyond Abilene, Kan., and did not stop until they were near the Canadian border.

Water Holes Important.

Since the cattle on the trail had to depend on natural water holes for drinking purposes and the grass for food on the ranges over which they traveled, a scarcity of either might cause a trail boss to change his route from the one he followed the year before when range conditions were different.

Two things happened in 1868 that were destined to have a tremendous bearing on the fu-

tion of better breeding stock features the third chapter in the Texas livestock industry. Some large cattle ranches had been established in South Texas before the Civil War, but the spread of establishing big ranch properties in West Texas did not make much headway until in the early 80's.

The XIT ranch that had 3,000,000 acres was the biggest of them all. This tract was given for the building of the State Capitol at Austin. Eventually it was broken up and made into several big ranch properties. The XIT Ranch was located in nine counties along the Texas-New Mexico line. It extended south from the Oklahoma line for a distance of almost 200 miles.

The King Ranch in South Texas and the Matador Ranch with headquarters at Matador and Channing, are the two biggest ranches in Texas. Each has about 1,000,000 acres. English capital owns the Matador property.

A surprisingly large number of ranch properties are known by their brands instead of the name of the owner. There are many colorful stories about the naming of many of these ranches. The late S. B. Burnett is supposed to have selected 6666 as his brand after he had been lucky in a poker game and won with four sixes.

The SMS Ranch with headquarters at Stamford is sometimes called the Swenson ranch but more often the SMS. This was the initials of the founder of the ranch, S. M. Swenson. The S in both instances as used in the brand is made backward. It is said this was done in order to make it more difficult to change the brand. Legend has it that Swenson started his land holdings in Texas by purchasing land script from soldiers of the Texas Revolution. They were paid for their military services by script entitling them to land.

Other well known ranches now in operation that are generally known from their brand include the following: The Spade Ranch with headquarters near Colorado City; Pitchfork near Guthrie; Triangle near Iowa Park; X Ranch near Kent; the TO Ranch in New Mexico and the Bell Ranch in New Mexico; Mill Iron Ranch near Wellington.

The LED was a portion of the XIT and was in the South Plains area. It was sold in sizeable blocks several years ago. The Rocking Chair was another foreign owned ranch in the Wellington section. The T-Diamond Ranch in the Anson country was the brand that Larry Chittenden, the poet, had and was purchased by the late John Bryan of Abilene. The Three D Ranch with headquarters at Vernon and owned by the W. T. Waggoner Estate dates back to early days.

Business in 1896 Founded on Beans

Dried beans and peas have been so profitable that Potts-Wilson Company is ranked as one of the town's old businesses.

Established as dealers and shippers of beans and peas in 1896, the company was known as Fort Worther Brokerage Company until the founder, M. W. Potts Sr., changed the name to Potts Brokerage Company in 1911.

The present name was adopted in 1939.

TICK MILESTONE

1897 Dipping Combatted Texas Fever

Experiments proving that dipping could cleanse cattle of ticks causing Texas fever were conducted at the Fort Worth Stock Yards in 1897.

The first public experiment occurred Aug. 10, 1897, under Dr. Victor A. Norgaard, bureau of animal industry, Washington, D. C. Reported the Register:

"Prominent cattlemen from different parts of the state were present, all of whom are very much interested in the experiment as they fully understand that if successful a vast sum will be added to the value of Texas cattle every year as they can then be taken with safety to the northern pastures and feed pens."

The experiments were continued until stock men and officials from several states gathered to witness the dipping. Present on Sept. 27, 1897, were Live Stock Sanitary Boards of Texas, Kansas, Illinois, Missouri, Nebraska, Oklahoma (sic) and Colorado.

Out of their meeting here grew the Interstate Association of Live Stock Boards, organized Sept. 28, 1897.

RANCH AND FARM
FORT WORTH STAR-TELEGRAM
Sunday, October 30, 1949

TRAIL DRIVE!—This map from the Trail Drivers Association of Texas shows the cattle trails from Texas to Kansas markets and to Colorado and Wyoming ranges. It shows the Eastern Trail passed through Fort Worth and tied into the Chisholm Trail at the Red River, thence to Abilene, Kan. The Western Trail took herds to Dodge City for sale, while the Potter and Bacon Trail snaked through the Panhandle to Wyoming ranges where the cattle were fattened. From San Angelo, the Goodnight and Loving Trail looped through New Mexico to Pueblo, Colo.

Cattle Drivers Blast Oft-Told Story

Eastern Trail, Not Chisholm, Ran Through Fort Worth to Railheads

There's been talk for years of the cattle trails which ran through Texas during the days when cattle were driven north to railheads and markets.

A trail which always comes in for consideration at such times is the Chisholm Trail, which many authorities have said ran through Texas.

But the Old Trail Drivers Association, an organization composed of old cowhands who made the drives north, takes a definite stand on the trail situation.

According to the Old Trail Drivers and their association's official records, the Chisholm Trail never did run through Texas.

The old cattle trail commonly called the Chisholm Trail was in reality the Eastern Trail, one of two major cattle trails which ran through the state to join the Chisholm Trail in Oklahoma.

At their convention in 1931, the Trail Drivers adopted this resolution:

"Whereas: Since there are conflicting ideas about the location of the Chisholm Trail, and

"Whereas, there is now a movement to mark cattle trails through Texas, therefore be it

"Resolved: That it is the understanding of this association at its 17th annual reunion, arrived at the research of its president, George W. Saunders, and many of the oldest members who drove the trail, that the Chisholm Trail proper started at Red River Station and extended north to Abilene, Kan., and be it further

"Resolved: That the herds originating at all points in Texas drove north over the western or eastern Texas-Kansas Cattle Trails, the eastern branch of which met the Chisholm Trail at Red River Station, and be it further

"Resolved: That this association and its president do not wish to impose their will on any individual or county in marking of trails but offer this resolution obtained by knowledge of men who first drove cattle north, merely in the interest that Texas history may be properly preserved to posterity."

Tad Moses, publications director for the Texas Agricultural Experiment Station, former editor of The Cattleman and a Texas authority on the old days in ranching, declares that the Trail Drivers Association interpretation of the trails in Texas should be considered as authentic since they were the men who drove the cattle north.

Moses says that the McCoy trail was also just the old eastern trail.

"McCoy was the backer of the stock pens at Abilene, Kan., erected in 1867, and made many trips down the trail to encourage herds to come to Abilene. The McCoy trail was just another name for the Eastern Trail."

There are few times that any herd followed the footsteps of another, Moses points out because when a herd went up a trail, all the grass was consumed by the cattle being driven.

All the trails followed the same general direction because of water, camps or some other general reason.

"The only time generally that one herd followed the hoofprints of an earlier herd was through a pass in the hills or over a shallow ford on a river or to swing near a town for supplies. Otherwise they fanned out so as to miss the exact path of a previous herd and thereby get better grazing," Moses said.

West Texas Nestor Battled Savages, Barons and Drouth

BY BILL DURHAM.

One of the world's great agricultural empires lies to the west of Fort Worth.

The farmer who built the log cabin or the sod shanty and started breaking his land had a rough time. Long hours with crude equipment sometimes produced little. He wondered if he was getting anywhere.

Look at West Texas today. The pioneer land breaker, the man who often not only had to withstand Indians and drouths but put up with the animosity of cattle barons, has done a job.

West Texas produced right at a hundred million bushels of wheat this year.

The story of West Texas agriculture is one of land exploitation and its costly consequences and then a story of reclamation and production with the farmer today on the threshold of solving his problems of keeping his soil fertile so that it will produce to the maximum.

Agricultural experts believe that there's little doubt that West Texas farmers, now that they've obtained the know-how, will ever let their land get in the shape it was before the near fatal days of the Dust Bowl in the early 1930's.

Ranching developed West Texas. The farmers soon followed the ranchers, forcing the break up of the tremendous cattle empires which the old time cattlemen had developed.

Earliest settlement of farmers in the area west of Fort Worth was in the West Cross Timbers, an area which begins at Montague County near the Oklahoma line and swings south into Erath, Eastland and Hamilton Counties.

Located here in the Cross Timbers were the two items which settlers from east of the Mississippi were looking for: wood and water.

But the loose sandy soils of this area weren't intended for the intense cultivation which the farmers had to use to bring up good crops of cotton and corn. This was in the early 1900's and the men who settled this area cottoned and corned their land to death.

The 1930's saw the sandylands of the Cross Timbers just about to play out as far as fertility was concerned.

But peanuts replaced cotton, some of the land went back to pasture and other laid idle.

Technicians of the U. S. Soil Conservation Service, working with these districts learned that cover crops, furnishing nitrogen to the hungry soil, would protect the land from blowing and washing in the winter and restore fertility to produce other crops.

Hairy vetch, a legume which builds the soil, has been the salvation of this area.

The West Central Texas area on west of the Cross Timbers, bounded by Gaines, Jones, Concho and Crane Counties was settled too by cattlemen.

It was in the 80's that fences came to this section. Dryland farming operations soon followed with farmers breaking out land in the eight easternmost counties of this area.

By 1888, dry farming was present in Taylor, Jones, Fisher, Nolan, Runnels, Coke, Concho and Tom Green Counties.

The Panhandle development followed naturally the arrival of the first cattle in 1876 when Col. Charles Goodnight moved into Palo Duro Canyon and Thomas Bugbee came into the Canadian Brakes in Moore County.

In 1877, there were five big ranches in the Panhandle, in 1878 there were eight big ranches, including the Matador and in 1879 five more were established, one of which was the big Spade ranch. In the early 1880's more ranchers came and one of them was W. E. Hughes, who established the Mill Iron Ranches.

It was in the 1890's that the

Turn to Nestor on Page 4.

IN 1849....

Every man-jack watched the stranger canter into the fort. Blacksmith Francis Knaar knew instantly the rider came from Southwest Texas. For the pony was shod the Apache way—rawhide which had become as hard as iron was wrapped around the hooves. The rider's dress—a sombrero with silver conchas on the leather crown band—confirmed Knaar's observation.

After the preliminaries, the stranger told Capt. Robert B. Maclay of Company F that he was seeking a way to get Texas cattle out to Eastern markets. At that time, the state's cattle industry was a scant 20 years old, although the herds were getting big and marketing them from isolated Texas was a discouraging problem.

But Fort Worth had yet to hear the bawling of steers and to see the clouds of dust kicked up by trampling hooves. Because it was to be another 20 years before the country north of the Red River would receive Texas trail cattle. And before Fort Worth would enter its ascendency as a cattle center.

Nevertheless, the stranger was a pathfinder on the Trail to Empire.

CATTLE INDUSTRY STARTED WITH THE TEXAS LONGHORN

BY FRANK REEVES.

It was the Longhorn that first drew the spotlight of attention to the cattle industry in Texas. Just when the first arrived no one can accurately say. Historians say the first Spanish Longhorns were brought to Mexico by Governor General Villalobos in 1521. They were shipped from Santa Domingo.

Coronado and other early-day Texas explorers brought cattle with them when they crossed the Rio Grande. The cattle that came with the founding of the chain of Catholic missions across Texas are generally thought of as the beginning of the cattle industry in what is now Texas.

No. 1 Industry.

Ranching was the first major industry to be established in Texas, and its importance throughout the years has never lessened. Due to the large numbers of cattle maintained on Texas ranges year in and year out, Texas is frequently referred to as the nursery of the beef cattle industry. The future of the beef cattle industry in the economic life of Texas seems very secure.

Wasteful ranching practices marked early-day ranching. At one time cattle were slaughtered in Texas merely for their hide and tallow. These hide and tallow plants were located along the coast for boat shipment East.

The second chapter in the history of Texas cattle begins with the close of the Civil War. It was an eventful and colorful period. Action took place on the fringe of civilization and it was a battle of the survival of the fittest. Stakes were big and often the players were reckless.

Close of War.

When the war between the states closed there was a scarcity of money and a big surplus of cattle. There was no market in Texas for cattle, but the North and East could use them. The problem of how to get the cattle from the ranges of Texas to the consuming centers in the North and East was a challenge to the ranchers.

The answer was the starting of the trail driving period; an adventurous and romantic era. It is estimated that around 250,000 cattle were trailed North from 1866 to 1870. The year 1871 is considered the peak year when a total of more than 600,000 cattle went up the trail. Then the decline in trail movements set in and by 1885 the trail herds had practically faded from the cattle picture. However, there were some trail herds moved around 1890.

Writers and early-day historians are not in complete accord as to the exact locations or even the names of some of the trail routes. Fort Worth is generally recognized as an outfitting point on the eastern trail and Abilene and old Fort Griffin were points on the western trail. Abilene, Kan., was the focal point for many of the herds that went up both trails. Many of the herds continued their journey beyond Abilene, Kan., and did not stop until they were near the Canadian border.

Water Holes Important.

Since the cattle on the trail had to depend on natural water holes for drinking purposes and the grass for food on the ranges over which they traveled, a scarcity of either might cause a trail boss to change his route from the one he followed the year before when range conditions were different.

Two things happened in 1868 that were destined to have a tremendous bearing on the future of the cattle industry. The refrigerator car was invented. This made it possible to establish packing houses at railroad points near cattle producing centers and transport the meat in refrigerator cars to the big consuming centers.

The patent for barbed wire was issued in 1868 and it was first placed on the market in 1875. This marked the beginning of the end of free range grazing, and the ending of trail driving and the establishment of the ranches.

During this period the big railroad builders were active in pushing their lines deeper each year into the cattle producing areas, and their bid for business was another reason for the fading of trail drives in the movement of cattle.

Ranches Expand.

The fencing of range lands and the improvement of the quality of range herds by the introduction of better breeding stock features the third chapter in the Texas livestock industry. Some large cattle ranches had been established in South Texas before the Civil War, but the spread of establishing big ranch properties in West Texas did not make much headway until in the early 80's.

The XIT ranch that had 3,000,000 acres was the biggest of them all. This tract was given for the building of the State Capitol at Austin. Eventually it was broken up and made into several big ranch properties. The XIT Ranch was located in nine counties along the Texas-New Mexico line. It extended south from the Oklahoma line for a distance of almost 200 miles.

The King Ranch in South Texas and the Matador Ranch with headquarters at Matador and Channing, are the two biggest ranches in Texas. Each has about 1,000,000 acres. English capital owns the Matador property.

A surprisingly large number of ranch properties are known by their brands instead of the name of the owner. There are many colorful stories about the naming of many of these ranches. The late S. B. Burnett is supposed to have selected 6666 as his brand after he had been lucky in a poker game and won with four sixes.

The SMS Ranch with headquarters at Stamford is sometimes called the Swenson ranch but more often the SMS. This was the initials of the founder of the ranch, S. M. Swenson. The S in both instances as used in the brand is made backward. It is said this was done in order to make it more difficult to change the brand. Legend has it that Swenson started his land holdings in Texas by purchasing land script from soldiers of the Texas Revolution. They were paid for their military services by script entitling them to land.

Other well known ranches now in operation that are generally known from their brand include the following: The Spade Ranch with headquarters near Colorado City; Pitchfork near Guthrie; Triangle near Iowa Park; X Ranch near Kent; the TO Ranch in New Mexico and the Bell Ranch in New Mexico; Mill Iron Ranch near Wellington.

The LED was a portion of the XIT and was in the South Plains area. It was sold in sizeable blocks several years ago. The Rocking Chair was another foreign owned ranch in the Wellington section. The T-Diamond Ranch in the Anson country was the brand that Larry Chittenden, the poet, had and was purchased by the late John Bryan of Abilene. The Three D Ranch with headquarters at Vernon and owned by the W. T. Waggoner Estate dates back to early days.

Business in 1896 Founded on Beans

Dried beans and peas have been so profitable that Potts-Wilson Company is ranked as one of the town's old businesses.

Established as dealers and shippers of beans and peas in 1896, the company was known as Fort Worther Brokerage Company until the founder, M. W. Potts Sr., changed the name to Potts Brokerage Company in 1911.

The present name was adopted in 1939.

TICK MILESTONE

1897 Dipping Combatted Texas Fever

Experiments proving that dipping could cleanse cattle of ticks causing Texas fever were conducted at the Fort Worth Stock Yards in 1897.

The first public experiment occurred Aug. 10, 1897, under Dr. Victor A. Norgaard, bureau of animal industry, Washington, D. C. Reported the Register:

"Prominent cattlemen from different parts of the state were present, all of whom are very much interested in the experiment as they fully understand that if successful a vast sum will be added to the value of Texas cattle every year as they can then be taken with safety to the northern pastures and feed pens."

The experiments were continued until stock men and officials from several states gathered to witness the dipping. Present on Sept. 27, 1897, were Live Stock Sanitary Boards of Texas, Kansas, Illinois, Missouri, Nebraska, Oklahoma (sic) and Colorado.

Out of their meeting here grew the Interstate Association of Live Stock Boards, organized Sept. 28, 1897.

Paper Founded With Stockyards

When the stockyards and packinghouses were built in 1902, a group of men headed by J. B. Buchanan and C. E. Lee formed the Reporter Publishing Company which still does business.

They began with publication of the daily Fort Worth Livestock Reporter which went weekly about 1926 and is still published.

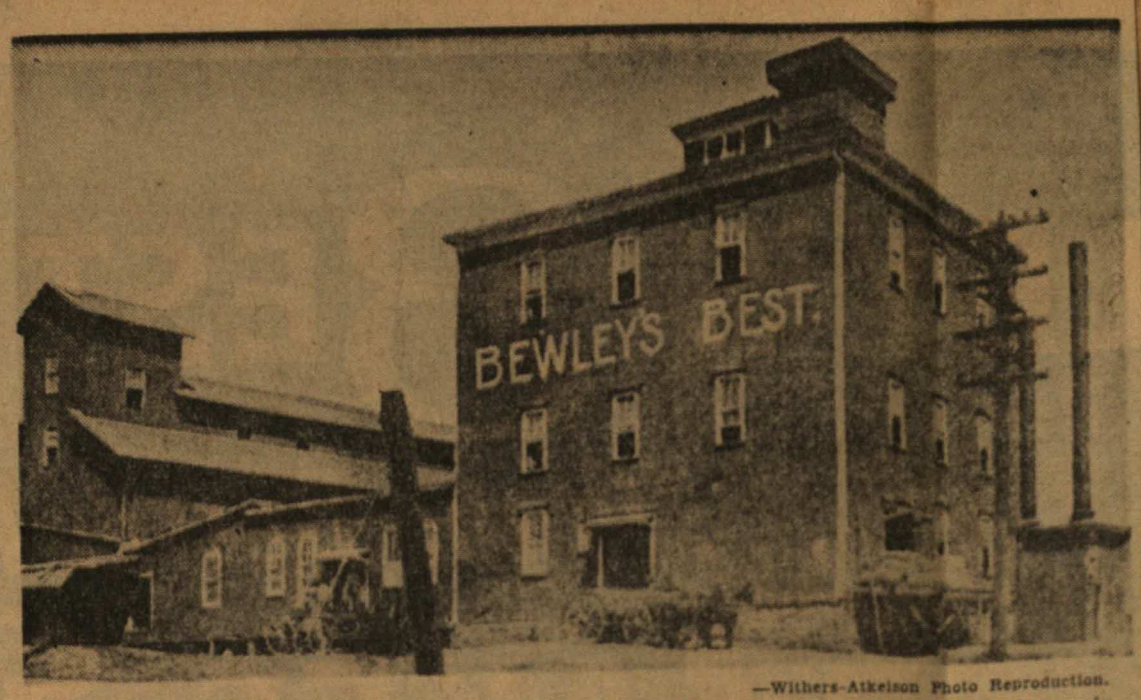
In 1910 the company began publishing the North Fort Worth News, a weekly community newspaper, which keeps tabs on the North Side. M. L. McCain Jr. has been majority stockholder since 1922.

Storekeeper Gave Rendon Its Name

Rendon was named by W. L. Norwood, who moved there from Oak Grove in 1891 and operated two farms and a general store. Norwood was active in Democratic politics and Rendon obtained a postoffice largely through his influence. He was the first postmaster.

—Withers-Atkeison Photo Reproduction.

NOT TOO MANY YEARS AGO—Burrus Mills, now a sprawling plant with a monumental production capability, once occupied this site at Lancaster and Jennings.



—Withers-Atkeison Photo Reproduction.

INDUSTRY IN INFANCY—The huge Bewley Mill of today once did business in this building at Lancaster and Cherry. The firm was formed in 1883 by Murray P. Bewley, a steamboat captain who came here in 1877 after his boat burned.

PIONEER FIRMS MADE CITY REGIONAL MILLING CENTER

Fort Worth ranks today as the Southwest's major flour milling point and is a source of livestock feeds for the great Southwestern cattle and sheep area.

Growth of the milling industry in the city has paralleled the growth of Fort Worth.

Fort Worth has had a flour mill almost since the beginning of the settlement here. Julian Feild is generally credited with building the city's first "flouring mill" in 1856 at a point on the Clear Fork of the Trinity near the present Henderson Street bridge.

Mill St., in that neighborhood, is named for the first mill.

A few years later, Feild and R. S. Man, who had been connected with the Fort Worth mill, opened a second one in southeastern Tarrant County, bringing about the establishment of the town of Mansfield.

Another early mill was located on the Clear Fork near the Botanic Gardens and another south of town near E. M. Daggett School.

Along with several county mills, such as those located at Johnson Station and Randol Mill, these mills were engaged in custom grinding.

First mill put up as a commercial venture for the manufacture and sale of flour was begun in 1874. In that year, Myron W. Wolcott and William T. Blandin broke ground on Nov. 28 for the City Mills on E. Bluff St. at the head of Commerce and running westward toward the site of Paddock Viaduct.

On June 26, 1875, the first flour was ground in this mill.

Joseph H. Brown, a wholesale grocer, bought an interest in the mill in August 1875 but did not keep it long because in 1878 Wolcott and Blandin were operating independently.

The mill changed hands two more times until 1880 when James F. Ellis and W. J. Boaz bought it.

Ellis and Boaz organized a company to operate the mills and on Oct. 6, 1880, the City Mills Company was organized. James M. Swayne was named by the new company to operate the mill.

In 1882, Murray P. Bewley, who had arrived in Fort Worth in 1877 after a fire had destroyed the steamboat of which he was captain and owner, was asked to take an interest in the mill when it was reorganized.

Bewley had been in the feed and grain business in Fort Worth and had established contact with the mill almost on his arrival in Fort Worth.

In the spring of 1882, the unprofitable venture was reorganized and a millwright named Nickell was brought from St. Louis to take charge of rehabilitation. The directors had voted to spend $30,000 to make the mill an up to date and modern installation.

On May 27, 1882, the mill announced that it was prepared to buy 100,000 bushels of wheat during the season. On June 11 a French miller was employed by the mill.

The mill was in top condition for a profitable operation at that time with the addition of the most modern equipment. The mill's capacity then was 1,000 bushels of wheat or 200 barrels of flour.

This success was shortlived however, because in the summer of 1882 the mill was destroyed by fire with a complete loss. The owners carried no insurance.

In addition to the City Mills, two other mills were in operation, the three having a combined capacity of 250 barrels of flour daily.

One of these mills was the Novelty Mills which was established in 1878 by Louis Shawn and operated after 1882 by Mark Evans. This mill was located on Bluff St. between Grove and Jones.

The other was the Diamond Mills operated by W. L. Schooler and located on 19th St. between Pecan and Elm.

Several grain dealers were in business here at that time in addition to Bewley. Among them was Nathan Brooks, who operated an elevator at the T&P Crossing on Jennings Ave.

The fire which destroyed City Mills came close to putting the firm out of business. Most of the men involved in the firm were discouraged but Bewley had become familiar with the business by that time and he suggested that he be allowed to carry on the business, if the City National Bank would loan him $10,000. The loan was granted.

The City Mills Company was disbanded and the old mill site was sold on Dec. 22, 1882.

On Feb. 13, 1883, Bewley bought the south one-third of a block on what is now Lancaster bounded by Cherry and Burnet and began construction of a 50-barrel a day stone burr mill which he named Anchor Mills. Operations were started that season and Bewley Mills has been in operation since that time.

Anchor Mills at an early date sold animal feeds, using by-products of the flour business. The mill is now engaged in manufacture of several types of mixed feeds.

The mill was relocated for the third time in 1910, after several additions had been made to machinery and equipment to increase capacity and after storage had been built for wheat alongside the Texas & Pacific tracks.

In 1902, Edwin E. Bewley joined his father in operation of the mill and T. W. Gulledge, who still is with the company, was hired as a billing clerk in 1903.

The mill at that time had 30 employes.

M. P. Bewley, the steamboat captain turned flour miller, died June 28, 1906, and his son, E. E. Bewley, assumed active management of the mill.

In 1904, the Medlin Milling Company was established here by a group of citizens of Wolfe City. The mill was located in the 1100 block of E. Ninth and the T&P Crossing.

Prominent in the group were F. M. Rogers, Hal Medlin, D. T. Bomar and E. P. Bomar. M. P. Bewley was one of the stockholders in the company.

In 1905 a modern flour mill with a capacity of 725 barrels a day was put into operation. In 1910, the company's feed mill, directly behind the flour mill, was burned and the company's financial condition was such that the mill had to be sold with E. E. Bewley buying the plant, equipment and supplies for $110,000.

The mill was incorporated as Bewley Mills with a capital stock of $100,000 on Dec. 24, 1910. Stockholders were the M. P. Bewley estate, E. E. Bewley and W. P. Bomar.

The old mill on Lancaster was dismantled and machinery was moved to the new location during Christmas week of 1910. Operations started Jan. 1, 1911.

By 1913, when M. P. Bewley Jr. was added to the board of directors, a new grain elevator was built to replace one destroyed by fire and the mill was converted to electric power from steam boilers.

A mash feed mill was built in 1918 and elevator grain storage was doubled. W. P. Bomar was elected vice president and in 1925 E. E. Bewley was elected a vice president of the Fort Worth National Bank and Bomar became general manager of the mill, a position he held until 1944 when Bewley was elected chairman of directors and Bomar was elected president as well as general manager.

By 1945, when additions were made to the property, the mill had reached its present capacity of 2,000 barrels of flour daily, 500 barrels of corn meal, 500 tons of mixed feed and 1,000,000 bushels of grain storage.

The company today employs 450 people, is a major industry which has resulted from the little custom mill opened by Pioneer Julian Feild back in 1856.

Universal Mills dates back to 1921 when it was established at its present location as a small feed mill by a group of men which included Gaylord Stone, Rosser Coke, R. F. Dugan and M. O. Andrews.

Several expansions were necessary but the largest followed incorporation of the mill in 1930 when the flour mill was built. In 1936, the mill suffered a damaging fire which destroyed the old mill and the present eight-story feed mill was constructed.

Universal now employs about 300 men, compared with 10 at the start. Capacity is 750 tons of feed a day, 2,000 barrels of flour and the mill has 850,000 bushels of storage for its own requirements.

Universal started as a mixed feed mill and has established a reputation as a major feed manufacturer.

The mill also sells flour and other products over its territory.

The other large Fort Worth mill, the Burrus Mill & Elevator Company, which has here one of the country's major feed mills, dates back to 1876 when W. C. Burrus bought a small stone burr mill near McKinney.

Start of the mills in Fort Worth dates back to 1904 when W. C. Burrus and Jack Perry Burrus bought the old William Cameron mill on Jennings Ave. This mill with a capacity of 350 barrels a day was enlarged until it was turning out 1,260 barrels of flour daily.

On Oct. 22, 1935, the old mill made its last run and the new $500,000 Light Crust plant near Saginaw was opened with a capacity of 4,000 barrels a day and 500,000 bushels of storage.

The storage was soon inadequate and was increased until it now amounts to 6,500,000 bushels.

Feed was manufactured at all of the Burrus Mills and the mill had an extensive feed business which was centered in Fort Worth in 1948 when the new Burrus Feed Mill here was opened.

The mill, operating under the direction of Wiley Akins, is the largest in the Southwest and was a dream of the late W. C. Burrus.

The entire operation is under the direction of Jack P. Burrus, who in 1933 at 31 years of age became president, succeeding his father, J. Perry Burrus, who had entered the business with the present president's grandfather in 1904 with the purchase of the Cameron mill in Fort Worth.

Jack Burrus' vision at using advertising to the best advantage and in selling to wholesale distributors has gained him recognition in the milling industry.

Fort Worth, in addition to being a major center for the manufacture of flour, also has several large feed mills here, including the big Ralston-Purina Plant which has been expanded twice since it was established here.

The biggest concentration of grain storage in the Southwest is operated here by the Kimbell Milling Company, which got its start when Kay Kimbell went to work as an office boy for a grain firm in 1900. Kimbell came to Fort Worth in 1924. First major step in his career was the incorporation of a mill at Whitewright in Grayson County.

And the city is the Southwest's major grain storage center with grain from over the entire Southwest wheat belt funneling in to local elevators during the summer harvest.

Several other mixed feed mills are in operation here and the Traders Oil Mill Company and the Swift & Company oil mills preparing protein products widely used in feeds over the livestock area.

The Fort Worth Grain and Cotton Exchange handles more grain than any other exchange in the Southwest.

Grain transactions here cover many millions of dollars every year.

Fort Worth's central location, rail facilities and its longtime association with the livestock industry has dont much to make the city the major grain center that it is today.

$50 TILLERMAN STARTED IN 1884

The fire department's first tillerman—the gent who used to ride the tail end of a hook-and-ladder wagon—was Robert Brimmer, who began work June 3, 1884, at a monthly salary of $50.

A later tillerman who worked for only a short time was named Canada Bill Hefron.

NESTOR

Continued From Page 2.

first "nestors" came to the Panhandle.

There was much resistance on the part of the big ranchers.

As more farmers moved onto the Plains and Panhandle, the big ranchers began to feel that the day of operating an extremely large ranch and making money was over.

A break-up started in the 1900's.

The JA Ranch was trimmed to 100 sections. They were cutting down to just a hundred square miles.

The XIT Ranch started a land diversion to sell off part of their holdings.

The Matador, operated by a Scotch syndicate, stuck it out. It has only been in recent years that some of the Matador land was sold.

Irrigation developments have made West Texas news in recent years with the big land development near Pecos where long staple cotton is being raised getting top attention.

Oliver Ross Co. Oldest of Kind

Oliver Ross Piano Company is the oldest dealership of its kind in Fort Worth.

Ross first established his company in Waxahachie in 1896 and then closed out and moved to Fort Worth in 1903 where as a piano seller he had been preceded by Field and Lippman, Grimes and Conklin and other stores which since have passed out of the picture.

The first location was at 7th and Houston. The store now is at 316 Houston where it has been for 27 years.

Candidates Moved Slower But Talked Just as Fast

Even with buckboard means of transportation, political candidates conducted campaigns in the late 19th Century almost as extensive as those of today.

J. W. Throckmorton, elected governor in 1866, and running for Congress on the Democratic ticket from the Third District in 1876, slated speeches at the following towns between Sept. 20 and Oct. 21, 1876:

Palo Pinto, Breckenridge, Fort Griffin, Albany, Eastland, Stephenville, Glen Rose, Granbury, Cleburne, Waxahachie, Ennis, Whitesboro, Gainesville, Montague, Victoria Peak, Cambridge, Henrietta, Graham, Jacksboro, Decatur, Denison, Denton, Sherman, Dallas, Terrell, Kaufman, Rockwall.

'All Night' Drugs

Fort Worth's first "all night" drug store was opened in 1902 by John Walker Covey. Later, it became the Covey & Martin Company, a leading drug firm.

Pershing Ave. formerly was Reed St. and 9th Ave. in various sections.

Banks Kept Apace As Village Grew To Texas Metropolis

In the days when Fort Worth's earliest dealers in finance set themselves up in business here it was the rule rather than the exception to find real gold in the tills.

Money made more "music" then also, because the common medium of exchange was metal coins—gold and silver. The trader who had far to travel usually carried his wealth in a money belt, but the most familiar object associated with monetary transactions was the leather pouch, with cord or rawhide drawstrings.

Prior to the advent of Fort Worth's first financial establishments more primitive methods of trading were employed. Quills of gold dust, parcels of scarce items such as sugar, salt, flour, meal, dried fruits and other items—cattle, sheep, hogs, fowls and beasts of burden and buffalo hides (brought in by wagon from the Western plains)—all constituted a medium of exchange for trading in those days.

It was 1870 before the first financial agency was established here, and in 1873 another was opened. Two of Fort Worth's largest present-day banks date their beginnings back to those small institutions.

From that modest start and on through the years the banks of Fort Worth have played a major role in the economic and general development of the city and in the settlement and growth of the vast territory it serves in West Texas and the Southwest.

$40,000 in Capital.

Fort Worth had come of age, so to speak—21 years old—when Martin B. Loyd, a former captain of cavalry, opened what he called "The Exchange Office" in 1870. With $40,000 in gold as capital, the exchange office met a need that had existed for some time as Fort Worth had become a busy trading center for a wide area. The exchange firm was located in one room of a small house on Main, between 1st and 2nd Sts.

In January 1873 a small private bank was opened by Thomas A. Tidball and John Wilson. The firm occupied the ground floor of a building in what is now the 100 block of Houston Street, between Weatherford and First Streets.

Tidball was an experienced banker and Wilson furnished the money. Tidball and George B. Hendricks, only employe, conducted the business. Fort Worth's population had grown to 4,000. Trading was brisk and the bank prospered.

Depression 1873.

The money panic which hit the country in 1873 was felt here shortly after the failure on Sept. 1, 1873, of Jay Cooke & Co., New York, bankers to the United States government and for the railroads. It was a blow to the United States government and for the railroads. It was a blow to the entire nation and tragic for the frontiers.

Fort Worth lost three-fourths of its inhabitants, the population dropping to 1,000. Only those whose faith was deeply rooted in the West, and some who were too broke to leave, remained to carry on.

In the winter of 1873, John B. Wilson was called back to Virginia by the death of his father, and being an only child, it was necessary for him to remain there to care for his aged mother. Left with the full responsibility of the bank they had started, Tidball quickly sought the interest and support of business men who had stayed to make the best of it. On Aug. 1, 1874, Tidball formed a co-partnership with Maj. K. M. Van Zandt, Col. John Peter Smith and Maj. J. J. Jarvis, and the name of the institution was changed to Tidball, Van Zandt & Co., Bankers. Van Zandt was elected president. The bank had a paid in capital of $30,000. The bank was then moved to 109 W. Weatherford St.

A third financial firm meanwhile had been established here in the summer of 1873. It was the private bank of G. Van Winkle & Co., with A. W. Wroten as a partner. It failed to weather the panic of that year.

Loyd and Marklee.

Also in 1873, Captain Loyd formed a partnership with Clyde P. Marklee Sr., the firm becoming the California and Texas Bank of Loyd, Marklee & Co. John Nichols also was a partner. Some months later Loyd disposed of his interests to W. J. Boaz and the name of the concern was changed to Boaz, Marklee & Co. Loyd shortly took steps to bring about the establishment of a national bank, and on Jan. 16, 1877, met with associates and organized the First National Bank. The Comptroller of the Currency granted this bank Charter No. 2,349—the initial national charter issued to a local bank.

Opening in a new brick building on the northeast corner of 2nd and Houston Sts., it started with $50,000 capital and $72,000 in deposits. By the end of 1877 deposits had increased to $220,000 and the city's first bank dividend—a 12 per center—was declared.

Loyd was president of the First National and continued in that post until his death in 1912 when the late W. E. Connell, vice president of the bank and long associated with livestock interests in West Texas, became president.

Traders National.

The Traders National Bank was organized here in 1882 by H. C. Edrington, who was elected president. The bank was located on W. 2nd between Houston and Throckmorton Sts.

In 1884 the firm of Tidball, Van Zandt & Co. incorporated for $125,000 and formed the Fort Worth National Bank, with Van Zandt continuing as president.

Two years later, in October, 1886, a private bank was opened here by John E. Barlow and Nelson McCrary. Shortly afterward they moved the business to Abilene with the westward extension of the Texas and Pacific Railway.

Then in 1889 the Farmers and Mechanics National Bank was opened at 14th and Main by Jack Hoxie, who came here from Chicago to head the bank as president. The bank later moved into its new five-story home, the Hoxie Building, at 7th and Main. Capitalized for $1,000,000 the F & M expanded again in 1919 when the Hoxie Building was torn down to make way for a new 24-story skyscraper, still the city's tallest building. A few years later the bank was reorganized and J. W. Spencer named president.

Fort Worth National.

The Fort Worth National had been granted its charter (No. 3,131) on March 4, 1884, by the Comptroller of the Currency. The Fort Worth National was located on the ground floor of a new two-story building its predecessor, Tidball, Van Zandt & Co., had acquired in 1879 when its quarters at 109 W. Weatherford St. no longer were adequate. Also, in 1883, Noah Harding, Col. R. L. Ellison and Dr. E. J. Beall had purchased an interest in the company. Major Van Zandt continued as president.

The City National was at Third and Houston Sts., the Traders National on the south side of 2nd St., between Houston and Throckmorton Sts.; the State National at 4th and Main Sts., and the Merchants National at 6th and Main Sts.

Also, in 1890, the American National Bank was established. The American took over the National Livestock Bank (1893-1897). Then it was merged in 1918 with the F&M, which previously had absorbed the Traders National Bank. The Union Stock Yards National Bank, organized in 1889, was absorbed four years later by the F&M The Western National, opened in 1890, was taken over the F&M in 1925. The New England Savings Bank & Trust Company (1890-1893) was liquidated.

4 Banks in 1903.

Four new banks were formed in 1903. One was the Stockyards National Bank, merged in 1934 with the Fort Worth National. Another was the Texas State Bank, nationalized in 1914 to become the Texas National Bank, which failed in 1930.

Still another bank of 1903 vintage was the Hunter Phelan Savings Bank & Trust Co., which purportedly had purchased for $10 an old Bank of Fort Worth charter obtained years before by Captain Loyd and associates and never used. The Hunter Phelan firm was merged in 1907 in the establishment of the Waggoner Bank & Trust Co., which was merged with the First National in 1913.

The fourth bank established in 1903 was the Continental Bank & Trust Co., which occupied the impressive Board of Trade Building at W. 7th and Houston Sts. It merged in 1921 with the National Bank of Commerce, formed two years earlier, and became the Continental National Bank, which then moved into its present-day quarters in the W. T. Waggoner Building, Houston and W. 8th Sts.

Two "day and night" banks of short duration are recalled, one that was in the old Pickwick Hotel (now the Westbrook) about 60 years ago, and a more recent one that operated a short time at 5th and Main in the twenties.

The Exchange State.

The Exchange State Bank, organized in 1906 by Dan E. Lydick, was nationalized in 1911, absorbed the Commercial State Bank (1919) in 1921 and merged in 1923 with the F&M. The Exchange State was located at W. Weatherford and Houston Sts. In 1928 Lydick organized the Union Bank & Trust Co., which was opened and still is operating at Main and Weatherford, across the street and south of the Tarrant County Courthouse.

The First State Bank & Trust Co., organized in 1907, was liquidated in 1912. The Fort Worth State Bank, organized by Marcus Bright in 1909, was located at 14th and Main, where the F&M started. The Fort Worth State was merged with the Guaranty State Bank when it was organized after liquidating the North Texas State Bank, which had been formed in 1912. The Guaranty State was taken over by the American Bank & Trust Co., which was formed in 1928 and operated at W. 7th and Lamar, in the Neil P. Anderson Building, until it quit business in 1934.

The Fort Worth Savings Bank & Trust Co., organized in 1912, went into receivership in 1915.

Negro Bank in 1912.

Fort Worth's only bank in the downtown Negro business section, the Fraternal Bank & Trust Co., was organized in 1912 and still is in operation at 401 E. 9th St. It was founded by W. M. (Gooseneck Bill) McDonald, now president emeritus.

The banking firm of W. R. Edrington & Co., organized in 1917, was merged with the F&M in 1919.

The Commerce Trust Co., formed in 1919, became a part of the Continental National in 1921.

The First State Bank of Polytechnic, formed in 1919 when Polytechnic was a separate municipality, became affiliated with the Texas National Bank in 1926. Its doors were closed when the Texas National failed in 1930 but the Polytechnic bank was reopened shortly afterward as an affiliate of the Continental National. It was merged with the Continental in 1934.

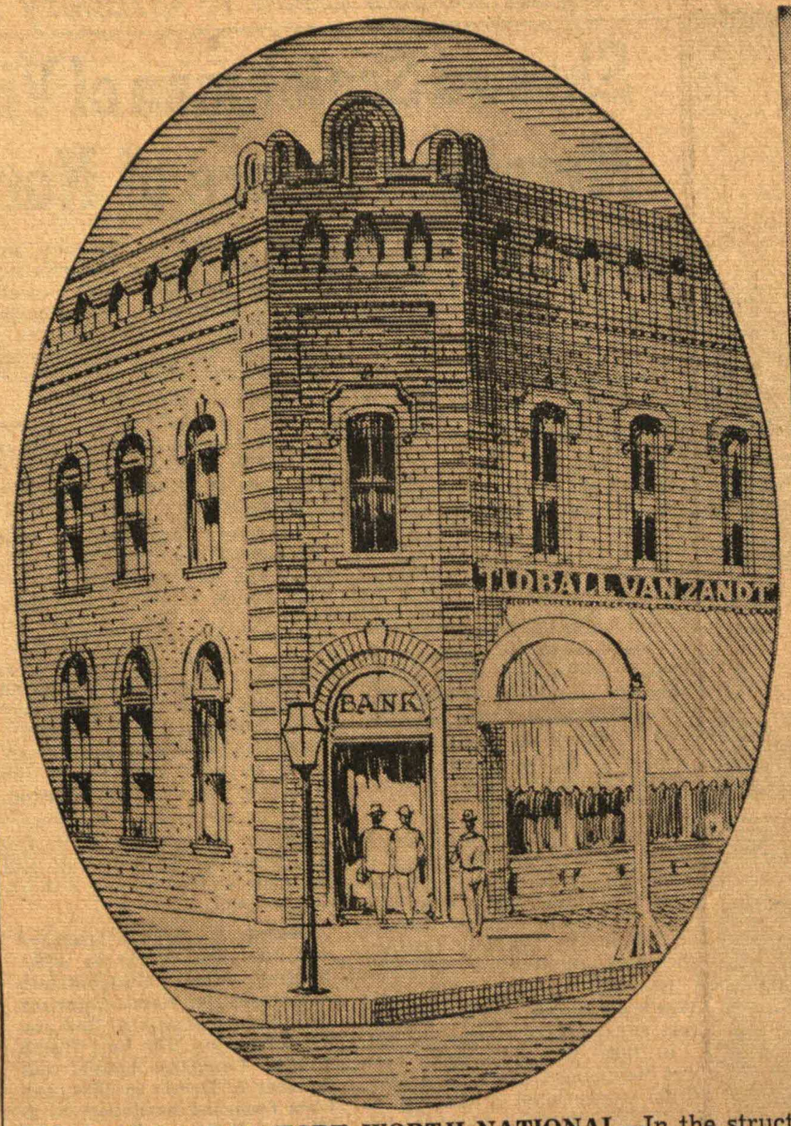
The Security State Bank, organized in 1921 was liquidated a year later by the F&M.

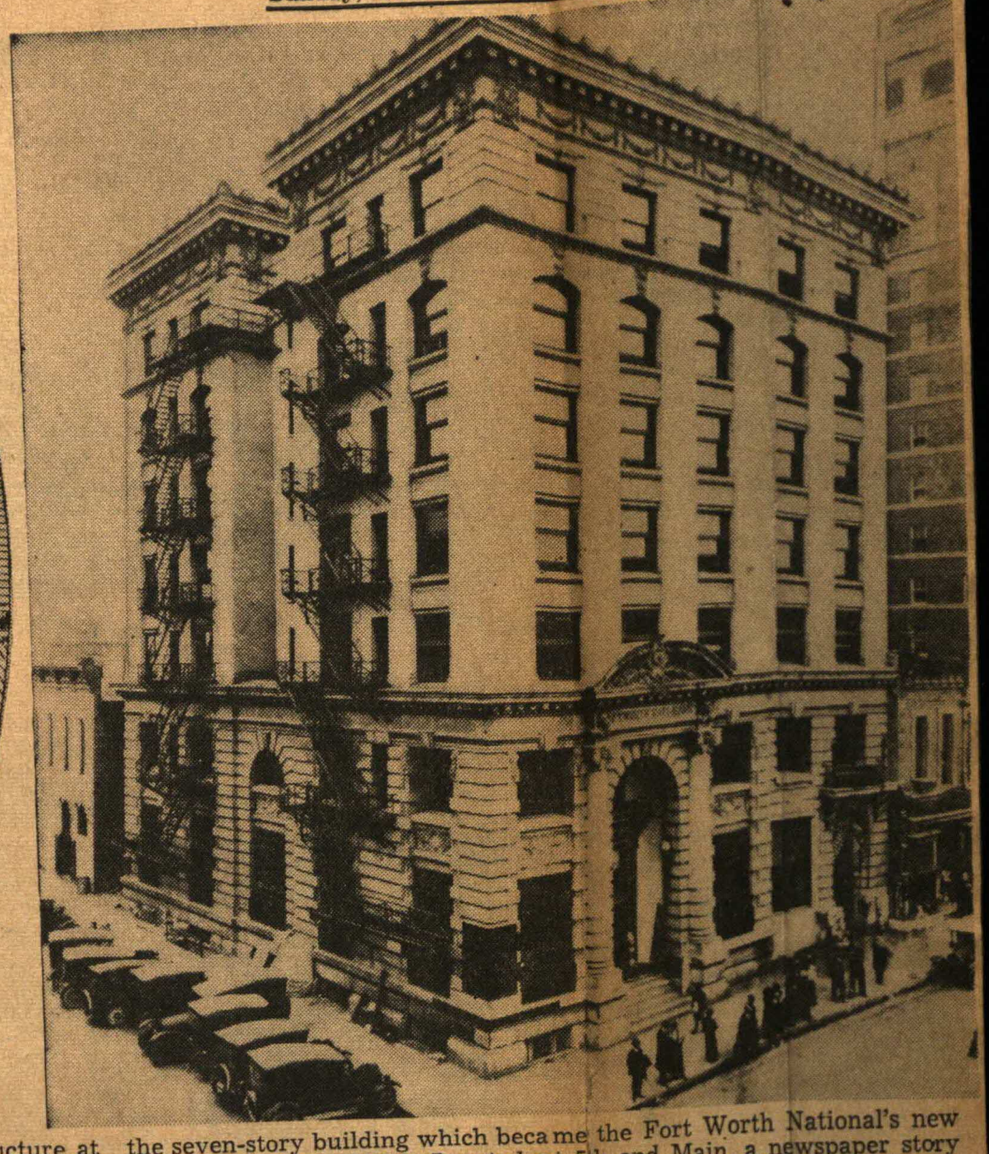
Morris Plan in 1923.

The Morris Plan Bank was organized here in 1923. Originally located at 4th and Main, the bank moved to 5th and Throckmorton in 1939. It was granted a state bank charter in 1944 and the institution was renamed Trinity State Bank. New quarters of the bank are at 6th and Throckmorton.

The First National Bank of Handley, organized in 1913, became a Fort Worth bank when Handley was annexed to the city three years ago. Formed as the First State Bank of Handley, it was nationalized in 1925.

Fort Worth's newest banks are the North Fort Worth State Bank, organized in 1941 by Cleaves Rhea and associates; the Riverside State Bank, opened in 1946 as an affiliate of the Fort Worth National; and two more banks opened in 1947, the West Side State Bank, an affiliate of the Fort Worth National, and the South Fort Worth State Bank, also organized by Rhea and associates.





MILESTONES FOR FORT WORTH NATIONAL—In the structure at left, the firm of Tidball, Van Zandt & Co., Bankers, became nationalized as the Fort Worth National Bank. The location was 313 Main and, oddly enough, the bank drew No. 3131 as its charter number. At right, the seven-story building which became the Fort Worth National's new home on April 11, 1904. Located at 5th and Main, a newspaper story at the time described the new quarters as "perhaps the most elegant in the state of Texas."

EARLY BROKERS LINKED TO NEW ORLEANS

BY ROBERT RANDOL.

Millions of dollars worth of stocks, bonds and commodities are traded in here every year through branches of New York Stock Exchange firms, and those of other exchanges.

Not many days ago a concern here in one day handled 660,000 bushels of grain, amounting to more than $1,000,000.

Texans always have been willing to take a chance. They risked their lives in the early days, and their capital later as towns and cities were developed. In Fort Worth, as elsewhere, they bought real estate, started commercial undertakings or bought securities or commodities, either as investors or speculators.

Banks Sell Securities.

In the early days there were no brokerage firms here with a wire service bringing reports of sales as they were made on the New York Stock Exchange. What securities were bought were obtained through banks, which got them through brokers in larger cities.

The next step in the city's financial development was brokerage service provided by correspondents of New York Stock Exchange members. These Fort Worth firms were not members of the exchange, but handled buying and selling orders of Fort Worth investors or speculators.

First of these correspondents was Jess Taylor & Company, who opened an office in 1924 in the old Continental National Bank Building at Houston and West Seventh Streets. They were correspondents of Beer & Company of New Orleans.

C. O. Collins & Company was another correspondent firm. They opened an office in the W. T. Waggoner Building about 1922 and were correspondents of John F. Clark & Company of New Orleans.

Another Correspondent.

E. M. Stinnett & Company was another such firm. They opened an office in 1925 in the basement of the Maryland Coffee Shop on Houston Street near Eighth. They were correspondents of Fenner & Beane of New Orleans, and later, 1927-1928, of John F. Clark.

It will be seen that this city's brokerage activities then were closely linked with New Orleans. That was because most of the business here was in cotton and that city was the natural outlet for such trade.

These correspondents received quotations by telegraph, on old-style receiving instruments, with the operator marking prices on a blackboard.

In 1925 the city made another advance when the first New York Stock Exchange member arrived here. He was Mike Thomas of Dallas, who opened an office in the basement of the Fort Worth Club Building when it was completed in 1925. He had an office a short time before that in the Bewley Building.

Next year Fenner & Beane located a branch office on the sixth floor of the Fort Worth Club Building. This was the first broker's office to receive quotations on a ticker. Now offices receive news of sales and prices on a Trans-Lux machine, which flashes the results through a thin running tape with a light behind it.

J. R. White was manager of the Fenner & Beane office. He was succeeded in 1928 by E. F. Halsell,, present manager. Halsell began his career in the brokerage business with Thomas, and joined Fenner & Beane in 1927.

Later additions to brokerage houses included branches of John F. Clark & Company, Bache & Company of New York and James E. Bennett & Company.

Bache & Company opened offices on the ground floor of what is now the Life of America Building in 1927 with Hugh L. Caiborne as manager. He held that position until 1932, when William H. Rugen, the present manager, succeeded him. This firm first had a wire in the Fort Worth Grain and Cotton Exchange in the Neil P. Anderson Building. The office was moved from the Life of America Building, then the Petroleum Building, to the Fair Building. Later it was located at 207 West 7th Street, and finally back in the Fair Building.

E. A. Pierce & Company of New York opened a branch office in the Texas Electric Service Company Building about 1930, with Jack Dressing as manager. The firm later moved to what is now the Commercial Standard Building. It remained there until 1938, when Fenner & Beane took over Pierce's Fort Worth office.

In 1932 Rugen, then manager of the Clark office, left that company to be manager of Bache & Company. The Clark office then was closed for a few months, but was reopened at the same place in the old Continental Bank Building, with Al Beddinghaus as manager. The Pierce and Clark firms merged about 1935.

James E. Bennett & Company opened offices in the Neil P. Anderson Building in 1926, with G. W. Holden as manager, a position he still holds. W. Cleve Thompson, who is associated with this firm, has worked with several other houses here and is well known in the business. Bennett moved to the Fair Building in 1930. The firm has specialized in commodities.

In the same building with Bennett and Bache is the Uhlmann Grain Company, which, as the name implies, is chiefly concerned with commodities, although securities are handled. Floyd W. Honeycut is manager.

Rounding out the picture of brokerage concerns is Bush & Company in the Majestic Building. This firm is a member of the New York Curb Exchange, the Chicago Board of Trade and the New Orleans Cotton Exchange. It also specializes in commodities, but also handles securities. The manager is John F. Bush.

The security and commodity business in Fort Worth is not as important as it has been at other times. Biggest business was done, of course, in 1929, when record sales were made over the nation. One night during the historic break in the fall of that year brokers' offices stayed open here until 6 p. m. because the tape still was bringing quotations.

The next biggest days brokers here remember were in 1933, in 1935-36 and in 1945-46.

IN 1849....

A settler clad in blue homespun pants and rough woolen shirt of gray rode into Fort Worth on a spavined cayuse. Ahead of him bellowed a yearling he had herded to the fort, hearing the Army wanted beef. He rode to where Maj. Ripley Arnold stood and announced the animal was for sale. "Five dollars," Arnold said brusquely. The sale was completed.

A year latter, the same settler rumbled past the fort in a jolting, creaking wagon loaded with greasy wool. He was on his way to Birdville where other sheep-raising settlers would form a wagon train and send their wool to the Houston market.

Such was commerce in 1849 and 1850, but a canny young Scot changed things in 1872 when he opened a wholesale grocery business as the start of Fort Worth's wholesale trade two years after the first bank opened. By 1883, Joseph H. Brown's sales exceeded $1,850,000.

Commerce had been established on a substantial, lasting basis.

Legends Differ on Why Fire Equipment Is White

It is mostly legend why Fort Worth adopted the white and gold coloring of its fire equipment.

The date red paint was scraped from fire equipment is lost in unrecorded history, but the change occurred while horse-drawn equipment was in use, perhaps around the turn of the century.

One story is that a fire chief, unnamed in the legend, wanted to paint his equipment and after a tussle with City Council or the City Commission was allowed to place an order for red paint.

But the factory sent him white paint instead. Rather than risk returning the paint and not receiving any at all, he started painting the wagons white.

But ex-Chief Claude Ligon has a different version. He remembers hearing the late Chief Standifer Ferguson, who headed the department from 1919 to 1939, say that when he was in charge of the station at Tucker and Bryan he asked for and received permission to paint a hose cart.

He was told to use any color he wanted.

He chose white.

Street Survey Ordered By Council in 1873

The first survey of the city was authorized April 12, 1873, by City Council which named Councilmen M. B. Loyd, M. D. McCall and W. J. Boaz as a committee to arrange the survey and for locating "of the various streets of the old town and establishing of the boundary line of the corporation of said city."

The job of surveying was turned over to I. C. Terry, appointed as the city's first engineer-surveyor on April 17, 1873.

1884 Census Showed 22,183 in Fort Worth

J. M. Hillman and G. C. Ward were authorized by City Council Jan. 9, 1877, to take the first Fort Worth census and number the houses.

An 1884 census, taken by J. W. Judkins, showed the population as 22,183.

The Ad Club Has 'Sold' 4 Decades

Fort Worth might have grown into a city without help from the Advertising Club—but chances are it would have been slower and more painful process.

For the 40-year-old luncheon club was the city's first, and for years the only, band of civic boosters during this century's boisterous early years.

The Advertising Club, which began its weekly meetings in 1909, quickly saw the need for an organized body to "sell" Fort Worth as the ideal North Texas city for conventions and practically any other purpose. The ad men were the official greeters who entertained visiting dignitaries.

Civic Promotions.

Charter members included newspaper men, owners of businesses, lawyers, bankers and other public spirited citizens who needed a vehicle to carry out their civic promotions.

Frank T. Crittenden was the first president. Other charter officers were J. Montgomery Brown, vice president; Amon Carter, secretary-treasurer; and John F. Shelton, F. J. Stewart, A. L. Shuman, I. K. Friedman and Ernest Andrews, directors.

Shuman, who served as club president in 1916, is the only charter member still active in the organization. In 1935 he was awarded the club's only honorary life membership.

In early days, the Ad Club's vigor knew almost no bounds.

1911 Special Train.

Members arranged a special train to carry Fort Worth delegates to Boston in 1911 for the Associated Advertising Clubs of America national convention. The Texans met Boston's best by staging a watermelon feast in the staid Back Bay section.

The next year, Fort Worth and Dallas shared the national AACA convention, and treated visitors to a five-day tour of the state via special trains.

The club broke into national prominence in 1913 when a "Truth in Advertising" campaign used initially in Fort Worth newspapers was adopted nationally.

J. Montgomery Brown, then advertising manager of the Fair, hit on the idea of using the "truth" slogan in his store's ads in the Star-Telegram.

The catchy phrase soon was being used by many business firms here, and at the 1914 AACA (now Advertising Federation of America) convention in Toronto the honesty motif was selected for nation-wide use.

A Woman Admitted.

The organization, which began as the Fort Worth Advertising Men's Club, lost its exclusively masculine flavor in 1923 when the by-laws were changed to permit Mrs. Roy G. Tomlinson, then an advertising saleswoman for the Tribune, to become the first woman member.

With that radical departure, the members also shortened the name to Advertising Club.

Through the years, as other luncheon clubs were started and could help with civic projects, the club's membership gradually took in more persons who were directly concerned with the selling, preparation or buying of advertising.

However, the club continued to take an active part in civic projects, often through the skilled aid in the advertising and promotion connected with such undertakings.

Gridiron Dinners.

On the fun side, the club in 1936 instituted a series of annual Gridiron dinners where local bigwigs were "roasted" in skits and pantomime. In 1941 the dinners gave way to annual Whingding costume parties.

In 1942 they began the present annual Artist's Day programs at which the work of Fort Worth advertising illustrators was displayed and prizes awarded.

Now larger than at any time since its early days as a general civic club, the organization numbers 130 active members representing virtually every large business which is a user of advertising.

FROM FIRST NATIONAL ALBUM—From the frame house between 1st and 2nd on Main, sketched above by Artist Blanche McVeigh, where Capt. M. B. Loyd established the "Exchange Office," grew the First National Bank where the lower picture was taken in 1893, showing, left to right, Thomas P. Martin Jr., Norman E. Nelson, Will Lemond, Wallace D. Peak, Thomas W. Slack, R. K. Wylie, Capt. Martin B. Loyd, Taylor Cupp, F. T. B. Schermerhorn, and John Hayden.

Weather Records of 1849 Tell Of Rain; Bureau Came in 1898

BY JACK DOUGLAS.

Fort Worth waited until Sept. 1, 1898, for establishment of a U. S. Weather Bureau Station but the history of the city's weather began only six months after troops set up camp on the banks of the Trinity River.

During December, 1949, and newly established fort's rainfall totaled 1.90 inch.

Although the agency which gave the first weather report is unknown, the Weather Bureau accepts the information as correct. Since the intitial sequence of monthly rain records started while troops were here and ceased with the departure of soldiers in September 1853, the bureau assumes that the reports were made by the Army or by an agency associated with the Army.

From the fall of 1853 until January 1889, Fort Worth's weather record is blank, despite the formation of a national weather observing service under the Army Signal Corps in 1871.

The Weather Bureau believes that the rainfall records beginning in 1889 were kept by a civilian agency, such as a railroad crop report service, and then transmitted to the Signal Corps. These records were continued through December 1892. The next series of rainfall reports started in October 1894, and have been maintained continously since that date.

Through its 100-year history, Fort Worth has had its full share of weather extremes, ranging from periods when a rain was only a few drops of moisture on the parched earth to other periods when rainfall edged toward the one-foot mark.

One of Fort Worth's freak days was Oct. 1, 1938, when the thermometer climbed upward during a TCU-Arkansas football game—the score, TCU 21, Arkansas 14; the maximum temperature, 101 degrees. The reading was one degree above the next three warmest days for that year, Aug. 20, Aug. 24, and July 5.

In 1898, eight years after the Weather Bureau was organized under the U. S. Department of Agriculture, E. M. Ravenscroft was assigned to Fort Worth as the city's first officer in charge of a Bureau station.

Ravenscroft set up his equipment, consisting of a barometer, rain gauge, thermometers and wind recording instruments, in rooms 42 and 43 in the old Federal Building on the corner of Jennings Ave. and 11th St.

The station records for Sept. 1, 1898, show that Ravenscroft began observations at 6:31 a. m. On that first day, he reported a shower, .09 of an inch, between 4:35 p. m. and 4:58 p. m., a barometer reading corrected to 29.330, maximum temperature of 88.6 degrees and a minimum of 73.0 degrees.

It was not until the next month that Fort Worth's rainfall went over the one-inch mark—a 1.55-inch downpour on Oct. 6.

There were no outstanding entries in Ravenscroft's books until the night of Dec. 10, 1899, after the observer had worked 15 months and nine days without a day off, the sheet for observation entries carried the non-explanatory note—"observer abandoned the station."

And, he never came back.

Stanley Boykin, a map distributor assigned as Ravenscroft's helper several months after establishment of the station, kept the automatic instruments operating until the hurried arrival of the new officer in charge, L. G. Schultz, on Dec. 14, 1899.

Schultz remained in charge until March 20, 1902, when Boykin again took over observing duties for a period ending four days later with the arrival of the new officer in charge, George Reeder.

It was while Reeder was in charge of the station that Dennis S. Landis, a newspaperman with a yearning to be a weather man, went to work as an assistant observer.

Two years later, on May 28, 1904, Landis was assigned as Reeder's successor, beginning a 28-year tour of duty that ended August 31, 1932.

Landis, who mixed poetry with weather, came to Fort Worth in 1900 as a reporter for the old Fort Worth Register. Intrigued by what he saw while covering the two-year-old weather station, Landis told the officer in charge that "I'll be setting in your chair in five years."

Men who knew and worked with Landis said he never considered weather routine. Each day's report was a new page in the history of man and he always claimed that weather was a determining factor in the course of world events.

T. L. Gibson, who has been with the station here since January 1930, has described Landis as an expert on weather whose life was devoted to every phase of weather reporting, from a study of weather superstitions to the most scientific approach for weather forecasting.

"I used to go to work in the morning and find Mr. Landis on the job, apparently there the entire night," Gibson said.

When Landis died in 1941, he left behind more than 4,000 poems—a large portion of them dealing with weather and the remainder covering subjects ranging from religion to the joys of eating.

After Landis' retirement, Paul S. Cook was placed in charge of the station and held the post until Jan. 1, 1940, when H. P. Adams was appointed officer in charge. J. H. Ferguson was placed in the position in July 1941, and in April 1946, the present officer in charge, A. J. Knarr, was appointed.

Since 1889, Fort Worth's Weather Bureau installations have grown from a one-man observing unit, to three units employing a total of 102 persons. Operations are now under the U. S. Department of Commerce.

The 4th Region, U. S. Weather Bureau, office was established in the U. S. Courthouse in September 1941, with E. L. Hardy as regional director. At present, Hardy has 49 members on his regional headquarters staff, plus a weather records processing center and publications plant employing 21 persons.

The weather station, which now has 24 persons employed, has made two changes in location since it occupied quarters in the old Federal Building. On Nov. 1, 1934, it was moved to the new U. S. Courthouse, and on Jan. 1, 1940, it was consolidated with the Weather Bureau Airport Station at Municipal Airport. An Airway Weather observatory was established at the airport on July 15, 1930, and continued through conversion to an Airport Station and Airways Forecast Center on Sept. 1, 1937.

RAIN, SNOW AND TEMPERATURE.

Maximum rainfall, 24 hours, 9.57 inches, Sept. 4-5, 1932.
Maximum rainfall, 2 hours, 5.59 inches, Sept. 5, 1932.
Maximum rainfall, one year, 51.03 inches, 1932.
Maximum rainfall, one month, 14.01 inches, July 1889.
One month without rain, October 1891.
Average rainfall, 51 years, 31.89 inches.
Maximum snowfall, 24 hours, 8.2 inches, Jan. 14-15, 1917.
Maximum snowfall, one month, 12.4 inches, January 1897.
Latest snowfall, April 14, 1928.
Earliest snowfall, Oct. 28, 1925.
Maximum temperature, 112.2 degrees, Aug. 11, 1936.
Minimum temperature, minus 8.5 degrees, Feb. 12, 1899.
Unseasonable maximum, 95.9 degrees, Feb. 24, 1904.
Unseasonable minimum, 54.8 degrees, Aug. 31, 1915.
Latest freezing temperature, 30.2 degrees, April 9, 1924.
Earliest freezing temperature, 24.2 degrees, Oct. 30, 1917.

Equalization Board Chosen

The first board of equalization shown in City Council minutes was appointed May 17, 1881, and was composed of S. Terry, S. H. Holmes, and A. J. Chambers.

That board, and each succeeding one, worked without pay until July 1, 1884, when the council decided to pay the board members $5 daily for each day in session provided the session did not last more than five days.

The members of the first paid board of equalization were C. C. Cummings, Dan Parker and G. Nance.

Business on Upswing In Fort Worth of 1875

Business was booming in Fort Worth in 1875 and employment opportunities were plentiful.

Pridefully, the Democrat pointed out that "save and excepting the professional loafer and deadbeat, there is not an idle man in Fort Worth."

3 Wagon Roads Lead to Grocery Fortune

Shrewd Scotchman of Vision Became Merchant Prince of Northwest Texas

Only three rutted wagon roads, impassable in bad weather, connected Fort Worth with the outside world in 1872, but Joseph H. Brown, a canny youngster from Scotland, decided they were enough.

Brown opened a wholesale grocery business that year, with a string of mule teams hauling his supplies.

He became the "merchant prince" of Northwest Texas. By the time the railroad arrived here in 1876, Brown already was the leading business man. In the 1880s, he often received trainloads of groceries at a time. His sales in 1883 exceeded $1,850,000.

The Joseph H. Brown Company's three-story office building and warehouse, which still stands at Main and Lancaster, was a monument to his acumen and that of his general manager, William Garland Newby. Brown died in 1893.

Founding of the Brown firm in 1872 marked the beginning of Fort Worth's wholesale trade. Before that time, the stores here were essentially retail outlets, selling to the few city families, the county settlers and transients.

Brown's example, and Fort Worth's strategic location, did the rest. Other retailers branched out.

In 1880, wholesale trade here was estimated at $650,000 a year. Eight years later it was up to $8,000,000, largely because the railroads opened the vast West Texas market. In 1890, the city's less than 50 wholesalers did a $25,000,000 business.

Today, Fort Worth has 440 wholesale establishments. Their annual sales are at the $300,000,000 mark.

The second important wholesaler here was the Elliott & Roe Company lumber dealer, also founded in 1872. The Roe yard, bounded by 6th and 7th and Throckmorton and Taylor, was a landmark for years.

In the same year that Brown founded his company, George H. Day and Charles Swasey came from Joplin, Mo., and opened a wholesale liquor business at Houston and 1st in the city's first "modern store front."

This was the ancestor of the Casey & Swasey Company, which added tobacco products when reorganized in 1877 and occupied a large building and a beer bottling plant at Houston and 4th.

In 1875, other big wholesalers were William J. Boaz and his partner, James Franklin Ellis, and A. Armentrout, hardware dealer at Weatherford and Throckmorton. By 1876, when the T&P reached Fort Worth, Joseph Mayer, Hochstadter & Company and D. W. C. Pendery also were established wholesalers. Liquors and cigars were their main items but they carried other wares as well. Charles Scheuber & Company was established the next year as a cigar and liquor firm. Scheuber bottled many Milwaukee beers at his plant at 17th and Jones.

The Fort Worth firms reached out for the Panhandle trade in the 1870's, seeking business that had gone in the past to Wichita, Kansas City and St. Louis.

Some of Fort Worth's first "drummers" on the West Texas roads and prairies were Howard Peak, for N. Manuel & Company, hardware; J. M. Brannon, for Joseph H. Brown Company; H. H. Sinnige, for L. N. Brunswig & Company, drugs; Oscar Seligman of Joseph Mayer & Company and W. G. Hollingsworth of the B. C. Evans Dry Goods Company, established in 1875 and one of the city's "big" stores at 113 Houston.

One of the largest "drummer" battalions was employed by Logan, Evans & Smith, retail and wholesale shoe and boot dealers, 315 Houston.

Joseph H. Brown branched off into dry goods in 1883, starting the Martin-Brown Wholesale Dry Goods Company with Sidney Martin at 2nd and Throckmorton. The Fort Worth Grocer Company bought out Spencer & Tucker in 1884, and from imposing headquarters at 5th and Houston, did a wholesale business in Indian Territory, Texas and Oklahoma. Owners were E. H. Carter, president; E. L. Berry vice president; B. L. Spencer, secretary; John L. Hoxie, treasurer and J. W. Spencer, manager.

The Burton-Lingo Company came here in 1887. So did the Fort Worth Mercantile Company, 705 Main, managed by S. Minshall and owned by Kansas City capitalists.

In 1893, the Waples-Platter Company arrived. John G. Waples, a young Missourian, had gone to Denison in 1876, converted the Hanna-Platter Grocer Company to Waples-Platter, and started a historic merchandising career.

Henry W. Williams of Sherman in 1883 opened a small drug store, later it became the important wholesale drug house, H. W. Williams & Company, 1010 Houston, and absorbed L. N. Brunswig & Company.

Andrew E. Want, who went to work for the Charles Daggett grocery in 1880 at $9 a week, bought out Daggett in 1886 and established the A. E. Want Company with Samuel C. Jackson and George R. Clayton as partners.

McCord & Collins, wholesale grocers, was organized in 1898. Later it became the James McCord Company, an important firm in the food field.

George H. Mulkey, once a boy dispatch rider between Waxahachie and Birdville, established the Texas Paint & Paper Company in 1891. Ben E. Keith, early in this century, was the go-getting director of the Harkrider-Keith Cooke Company wholesale produce.

Stork Halted Court

"My memory takes me back to Judge Irby Dunklin's court in 1897 when my brother-in-law was serving on the jury. When his home was visited by the stork, court was dismissed for the occasion. The youngster who made his appearance then is John Dunklin Mugg, San Antonio, brother of Mrs. H. C. Ray, 1724 Broadus."—Mrs. John A. Dryden, 3016 Greene.

Insurance Men Organized in 1918

Fort Worth Insurance Underwriters Association had its beginning May 31, 1918 at a meeting of fire, casualty and surety agents.

S. M. Furman was elected president of the Insurance Exchange of Fort Worth as the organization was called.

Five years later, the exchange became a department of the Chamber of Commerce, with D. G. Foreman as paid secretary and manager of the chamber insurance department.

Two years later the present name was selected for the organization and at the same time Foreman became executive secretary of the Texas Association of Insurance Agents. The chamber department was discontinued in 1938 and the association moved to its present location in the Century Building. Burdette Brants is the present president.

Bicycle Messengers Operated From Hotel

As early as the mid-90's Fort Worth had a bicycle messenger service.

Fort Worth Messenger, doing business from the Grand Hotel, was owned by W. P. Maples who maintained all-night service. At 305 Houston, Prince Howell directed Rapid Messenger Service.

City Insisted On Sidewalks

When it came to improving the town, the City Council refused to brook opposition or apathy from anyone especially in the matter of sidewalks.

On Nov. 20, 1880, the council ordered that all property owners and occupants of buildings fronting on First, Second, Third, Fourth, Weatherford between between Calhoun and Lamar, Main and Fifth Streets construct sidewalks on or before April 1, 1881.

On June 21, 1881, the council took notice that some property owners had failed to build the walks. Consequently, the council's committee on streets, alleys and sidewalks was instructed to build the sidewalks and assess these property owners for the cost:

A. B. Fraser, H. C. Holloway, J. P. Alford (he was the first poundkeeper), W. P. Burts (first mayor), Boaz and Ellis, J. S. Hirschfield (a clothing store), S. and H. Blum (a dry goods store), E. A. Hendricks, W. W. Dunn, J. T. Ellis, J. P. Smith, S. H. Adams, G. M. Danovin, F. W. Holland, J. T. Elliott, J. E. Wynn, S. W. Crawford.

Youngest County Judge Was Robert Milam, 28

Robert F. Milam, 28 years old when elected, was Tarrant County's youngest county judge. Jesse M. Brown was the second youngest. He was 30 when he took office.

Milam is now U. S. commissioner. Brown, who also served as county attorney, is now county legal adviser.

1 Playground Served City's Youth in 1915

A single playground that was set aside in 1915 was the cornerstone for the farflung activities of the recreation department that today serves every part of the city and every segment of the population.

On April 27, 1915, the City Commission accepted part of the T&P reservation, near the present Recreation Department Building, as the city's first public playground and athletic park. Citizens contributed money to buy equipment.

By 1916, a playground program was begun by the park department, and in 1922, by a charter amendment election, the recreation department was created by a seven to one vote.

The first recreation board was made up of Marvin D. Evans, C. W. Woodman, Dr. Kent V. Kibbee, Mrs. W. T. Fry and Mrs. Marie Kingsbury. First employe of the department was Athletic Director R. D. Evans who went to work Sept. 27, 1922. First superintendent was W. C. Batchelor who took over Jan. 23, 1923, serving until Oct. 21, 1924, when Evans was made superintendent, serving until the present.

The recreation building on Vickery Blvd. was built in 1927 at a cost of $67,000. Worth Hills was opened as the first municipal golf course in 1923, and the first park department swimming pool was built in Forest Park in 1921.

The recreation department today has 33 playgrounds, six swimming pools, three golf courses, and a new North Side branch completed this year.

Civic League

The first civic league mentioned in City Hall records was the First Ward Civic League which petitioned the City Commission on March 1, 1910, to open for travel a street across Ham Branch leading from Medlin Mills Rd. north to Hampton.

TRINITY SALOON BARRED DRUNKS

"Jay Gould himself couldn't buy a drink here if he was under the influence of liquor."

That was the boast of Capt. J. M. Lyle and Frank Twombley, owners of the Trinity Saloon, Main and Weatherford, in the 1880's. Lysle and Twombley took pride in the fact that "nobody ever gets drunk at the Trinity."

Garbage Pickup Was Ordered By 1882 Council

The city garbage department was first started on June 13, 1882, when City Council authorized employment of a man, horse and cart for the daily removal of ashes, dirt and other deposits.

G. R. Brockman, the scavenger, took on the new duties and was the first garbage collector.

However, the first garbage department was short-lived, and for many years the Fort Worth Garbage Company functioned under a city contract.

Only comparatively recently did garbage collection become a city undertaking. On June 20, 1934, City Council ordered 18 garbage trucks from Cooke-Fillingim Motor Company for $11,389.90.

Civil Service Begun in 1925

The first municipal civil service board was formed June 25, 1925, composed of Alex Cobden, Dr. C. A. Hickman and W. S. Cooke.

The first civil service code was adopted Sept. 22, 1925, covering the fire and police departments, the only departments under civil service.

The first city employes retired were J. M. Howell, fire department, and Ben U. Bell, police department, a former fire chief, in 1925. Each had served more than 30 years.

Not until July 31, 1929, however, was the present fire-police pension system adopted.

Ft. Worth Enterprise Enters Colorado Mining

A Fort Worth concern helped exploit Colorado riches.

The Fort Worth Mining and Milling Company—owned by A. G. Rintleman, J. T. Clements, W. A. Scoble, N. D. Guil and A. A. McClung—had gold and silver workings near Colorado Springs in the late '90s.

From Cub to Boss

"Shep" Friedman who began his newspaper career as a cub reporter on the old Fort Worth Register which was published from 1896 until 1905 rose to managing editor of the New York Telegraph.

Meeting Data Typed

City Secretary John T. Montgomery began typing City Council minutes Friday, June 16, 1902. Until then, the minutes were written in longhand.

Lions Spurred White Way On Main Street

When Lions International was formed at its first convention in Dallas in 1916, the members moved over to Fort Worth for a noon meeting at the old Metropolitan Hotel and the Fort Worth Lions Club was organized. Dr. T. L. Ray was the first president.

Since that time, the club has chalked up these activities:

Sight conservation and aid to the blind; sponsorship of Ruth Lubin Camp before the Community Chest took over; annual Christmas party for All Church Home; providing artificial limbs, wheel chairs and ceiling projectors for hospitalized patients; annual entertainment of the TCU football team; helped entertain Chief Justice William Howard Taft and General Pershing when they were here immediately after World War I; made possible the first white way on Main and Houston and the lighting of the courthouse dome.

One of the club members, Julien C. Hyer, served as president of Lions International for 1929. Dr. William J. Danforth, Tom S. Gillis and Charles F. Williams have served as district governors. Roy M. Naugle is the current president.

No Poll Tax Then

In the days before the poll tax, voters were registered for city elections. Registrar for the 1874 municipal election was Theo Hitchcox.

FORT WORTH *Since 1849*

hing but the choicest brands of wines, liquors and liquors; and this is the secret of the unprecedented success of the Premier.

FINANCIAL.

The oldest banking institution in the city. and one in which the business men of the city and elsewhere. can place the most implicit confidence, is that of TIDBALL, VAN ZANT & CO. The members of this firm. are old and well known citizens; have abundance of means. and understand their business perfectly. The DEMOCRAT cheerfully commends them to the public.

For Rent.

A conveniently arranged seven-room and concrete dwelling, adjoining mineral walks and flowers to public square.

Peter Smith Rose Fast in Business Life

BY BOYCE HOUSE.

One of Fort Worth's greatest builders was John Peter Smith.

He arrived here by walking all the way from Dallas. Before his death, he was rated a millionaire.

Smith was the first school teacher; he donated six acres for the first packing house; he was the biggest subscriber ($5,250) to bring the Santa Fe Railroad; gave the land for three cemeteries; helped build the Pickwick Hotel and a cotton compress, and organized the artificial gas company. Smith helped organize Tidball, Van Zandt & Company, which evolved into the Fort Worth National Bank and he was a charter member of Lodge 148, Masonic order.

Peter Smith served six years as mayor and probably no administration, before or since, has witnessed so many forward steps. It was while Smith was mayor that the water lines were laid, Main and Houston Sts. were paved from the courthouse to the T&P Station, bridges were built, a sewer system was established and the fire department was systematized at a total cost of about $500,000, a great sum considering the general conditions and the population of Fort Worth.

Prior to 1876, when the first artesian well was sunk, Fort Worth's drinking water came from the Clear Fork or from a spring, two miles northeast of town. Over a hundred wells were drilled and Fort Worth was known as "the city of artesian wells."

Peter Smith was born in Owen County, Ky., Sept. 16, 1831. He was early left an orphan. After attending Franklin College in Indiana, Smith graduated from Bethany College in Virginia in 1853, and that same year came to Fort Worth.

In 1854, he opened the first school in the city's history but, after three years, his health required that he get outdoors so he did surveying, then studied law and was admitted to the bar. Land was cheap in those days and he acquired extensive holdings. Its increase in value was to make him a rich man.

Smith voted against secession, but when Texas left the Union, he joined Company K, 7th Regiment, Texas Cavalry, Sibley's Brigade, and participated in campaigns in New Mexico, Arizona and Western Louisiana. He was severely wounded in 1863 near Donaldsonville, La., and was slightly wounded at Mansfield. He was present at the capture of Galveston, was adjutant to Greene's Brigade and was promoted to colonel near the close of the war. He disbanded his command in Navarro County in 1865.

While Smith was mayor, a railroad strike occurred in Fort Worth and he was firm in his stand for law and order.

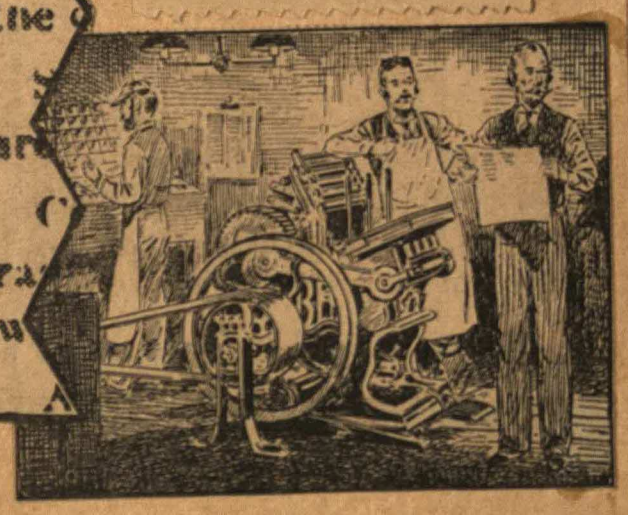
Peter Smith died on April 11, 1902, in St. Louis, where he had gone on a mission on behalf of Texas and Fort Worth.

Helped Rout Santa Anna

"My grandfather, William E. Haltom, who served under Ephraim Daggett of Fort Worth in the Mexican and Civil Wars, helped rout Santa Anna out of a tent just before he surrendered to Sam Houston at San Jacinto."—E. B. Coates, Glen Rose.

Good Deal for Patrons

Pre-inflation note—"We press four suits and shine your shoes every day for $1 per month," B. D. Keith's Fort Worth Panitorium, 111 W. 6th, advertised in 1903.



Before 1895, 4 Houses South of Terrell St.

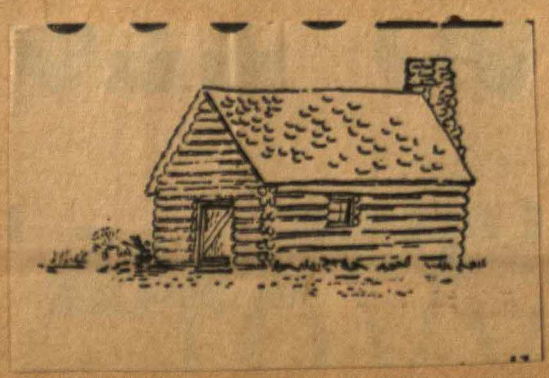
"There were only four houses south of Terrell St. before 1895," says Mrs. Elsie Banks Stephenson, Rt. 7.

"The old Daggett Hill was about two miles south and there were no houses in this section. There were only three houses between Kentucky Ave. and Glenwood. The children fished and skated in Tyler's Lake and herds of cattle were driven up Leuda St. to Polk's Stockyards."

Picnic at Keys Spring In 1894 Remembered

"In August, 1894, my friends and I went picnicking at Keys Spring on Bear Creek, 17 miles southwest of Fort Worth," Mrs. Mattie Day King of Rt. 5 recalls.

"We wore our new hats, rode the merry-go-round pulled by a mule and listened to the phonograph, the kind that had tubes to stick in the ears. The boys made a dance floor and two sets could do-si-do at the same time. We had a grand time dancing and eating ice cream."



Federal Relief Initiated in '33

The first federal aid for public works was requested by City Council on Oct. 11, 1933, asking the U. S. government to help with these projects:

Ballinger St. overpass over T&P tracks, $81,700.

Daggett St. overpass over the T&P tracks, $123,000.

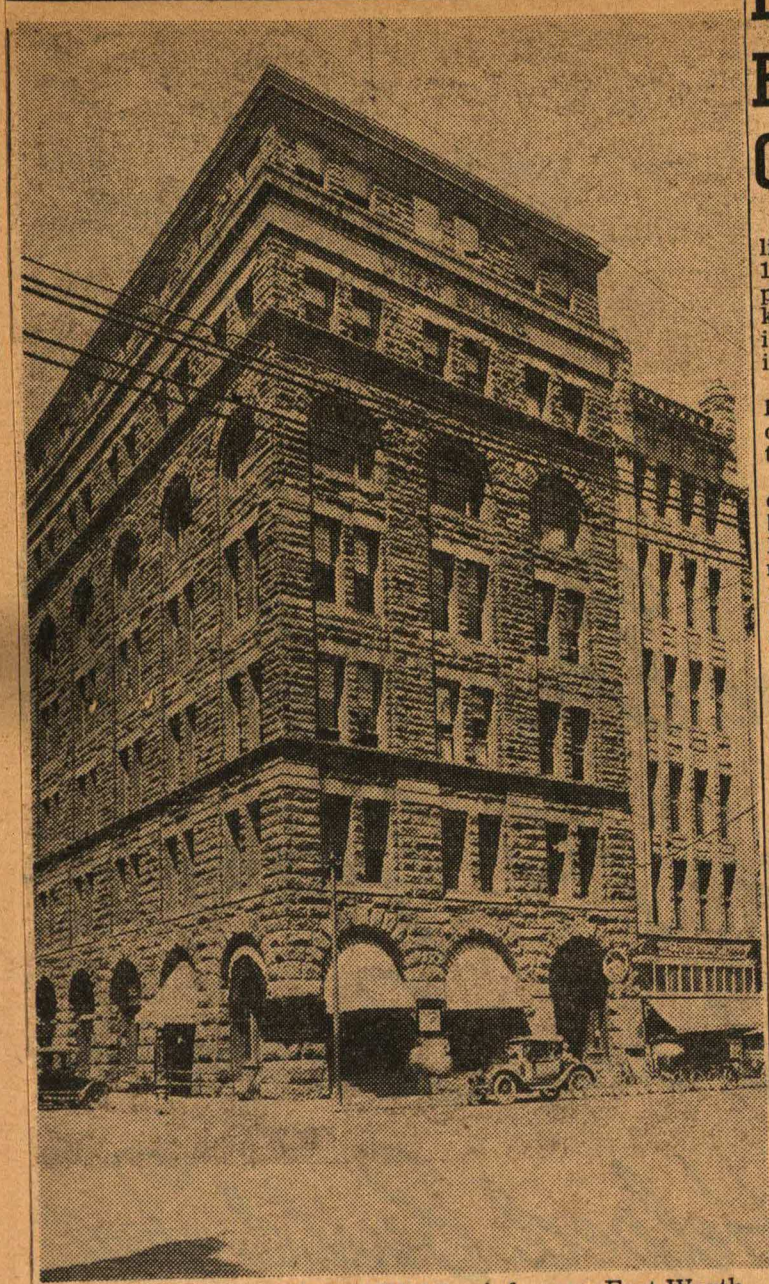
Improvement Rosedale, $220,000.

Municipal airport lighting system, $120,000.

The first two approved by the federal government were the Ballinger and Daggett projects. City Council approved the contracts March 7, 1934.

By the time the New Deal pump-priming agencies folded about 1940, the federal government had spent approximately $15,000,000—matched by about $5,000,000 in local funds—for city and school projects here.

Federal aid was obtained for the City, Hall, Public Library, Will Rogers Memorial Auditorium and Coliseum, many school buildings, and numerous street improvement projects.



THE OLD WHEAT BUILDING—A famous Fort Worth landmark, the Wheat Building stood at 8th and Main, now is the site of a men's clothing store.

The 'Swells' of 1902 Had 'Casa Manana'

The Casa Manana of 1902 was the roof garden on the Wheat Building, 8th and Main.

Joseph Z. Wheat, who bought the six-story structure in 1901 and gave it is his name, originated the summer theater and cafe.

Fort Worth's fashionable set flocked to the roof garden, but the weather and entertainment expense proved to be potent obstacles. The management never solved the problem of keeping rain and wind from the guests.

As a lad of 15, Harry A. Granger, now traffic representative for the Frisco here, had his first job as soda jerk at the Roof Garden.

Once, he recalls, a storm blew up, toppling the potted palms that lined the uncovered Roof Garden, frightening dancers who rushed madly for elevators.

Elevators Jam.

Lightning knocked out the elevators, causing them to stick between floors.

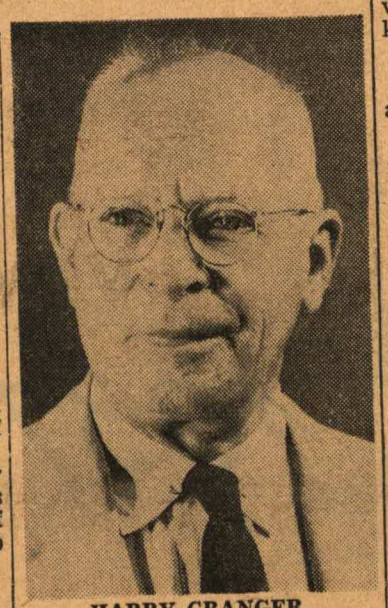
"It was a mad scramble," he said.

Favorite soda fountain drinks then, said Granger who lives at 5009 Barbara Rd. in River Oaks, were sasaparilla ice cream sodas, strawberry Betsies, something like a sundae, and old fashioned milk shakes made without ice cream.

Bottled soda came in containers that had no caps. To open the bottle, a plunger was slammed through the covering to release the soda.

After one season, the roof garden was converted into a seventh story. Wheat rented it to the Santa Fe Railroad.

The site originally was the T. B. James homestead. James



HARRY GRANGER.

bought bought the land Dec. 22, 1870 from Capt. E. M. Daggett, and built a large, white frame home.

Panic of 1893.

In May 1890 the Fort Worth Loan & Construction Company erected the six-story building. Martin Brown Dry Goods Company moved in five years later. During the panic of 1893, the Merchants National Bank bought the building at a sheriff's sale. Wheat remodeled it for offices when he took control March 16, 1901. He died in 1906.

Long a downtown landmark, the Wheat building was razed in 1940. A two-story building now houses a men's clothing shop on the site.

Library Grew From Idea Of a Woman

The $400,000 Fort Worth Public Library, with its collection of 171,862 books covering every phase of literature and technical knowledge, is the result of an idea that struck some public-spirited women in April, 1892.

In that month, the Fort Worth Public Library Association was organized and a fund campaign to build a library was started.

The Fort Worth YMCA had opened the first free public library, with a few dozen books, in November, 1877. Max Elser, pioneer merchant and telegrapher, in October of the same year, had established the city's first rental circulating library with 1,500 books. And the Women's Christian Temperance Union, organized Feb. 17, 1882 by Francis E. Willard, the nation's great prohibition crusader, at a meeting in the old Methodist Church on 4th St., had conducted a free library since March, 1882.

New Building Needed.

But these were considered inadequate for the bustling, growing "Queen City of the Plains." The association decided that a new library was needed.

Donations were slow coming in. For more than six years, the association members raised funds with teas, dances, dinners, cake walks and solicitations. The $12,000 thus attained was far short of the goal.

Then Mrs. D. B. Keeler decided to go after the men. She asked each male citizen of Fort Worth to donate the price of one good cigar. Back East, Andrew Carnegie, the Pittsburgh steel magnate, was giving away millions of dollars in philanthropies, and Mrs. Keeler felt it would do no harm to ask Carnegie for the price of a cigar, or maybe two.

Back came a letter informing the association that Carnegie would donate, not the price of a cigar, but money to build a library provided the association furnished a site and the city voted $4,000 annually for upkeep.

Carnegie's Letter.

The jubilant association agreed, and soon received this letter:

"Skibo Castle, Ardgay, N.B.
"29th August, 1899.
"W. A. Spoonts, Esq., president,
"Fort Worth Library Assn.
"My Dear Sir:

"Hearty congratulations upon the prompt and wise action. I have no desire to advise or interfere with you in any way in the building of the library, having full confidence that you and your colleagues will manage better than any stranger.

"Your draft upon R. A. Franks, Carnegie Building, Pittsburgh, from time to time as money is needed to pay for the building, will be honored to the amount of $50,000. All hail Fort Worth! With every good wish for its future, believe me.

"Very truly yours,
"Andrew Carnegie."

The cornerstone for the Carnegie Library was laid by the Masonic Grand Lodge of Texas on June 13, 1900, and the building was opened to the public Oct. 17 the next year. Mrs. Charles Scheuber was appointed librarian May 10, 1900. The library's first collection consisted of little more than 1,000 volumes.

Mrs. Scheuber held the post until 1938. The library building was razed that year, having long been outgrown, and the U. S. Public Works Administration built the present $400,000 structure on the site. It was opened June 15, 1939.

Harry Peterson succeeded Mrs. Scheuber in January, 1939, and he was succeeded in May, 1947 by the present librarian, J. S. Ibbotson.

Former City Council Member

B. L. Waggoman Probably Is Oldest Ex-Newsboy in City

B. L. Waggoman, 2606 Hemphill, probably is the oldest ex-newsboy and oldest former City Council member in the city.

He came here in 1880 at the age of 9 and immediately went to work to help his father, a disabled Civil War veteran, make a living. For the first few years he sold the Fort Worth Gazette.

"I'd go to the hotels," he said, "like the El Paso, which is where the Westbrook is now. I'd sell maybe 10 papers a day and make about a quarter."

Soon he obtained a job soliciting for N. C. Brooks who sold coal and operated a grain elevator, a position he held for four years.

In 1886, Waggoman went to work for himself and has been in business ever since. That first business was retailing ice.

He bought the ice from an ice factory at the foot of Houston St.—which, incidentally, slipped down the bluff one day and was out of commission for about two months—and delivered the ice in 10 wagons.

When the old Fort Worth Packing Company started underselling him, Waggoman deserted the ice business and opened a livery stable at 3rd and Throckmorton which he bought from Dave Godman and kept about 10 years.

In 1897 he was elected to the City Council, serving five terms. He was one of the last aldermen in the city. The commission form was adopted in 1907.

Upon selling out of the livery stable business, Waggoman engaged in real estate—a pursuit he has followed until this day. With the late William Capps he owned the Interurban Land Company, which subdivided a large South Side section and also was part owner of the Fairmount Land Company which developed Fairmount Addition.

1892 Newsboys Swim and Feast

Annual occasions in honor of newsboys here were begun in 1892.

At that time, D. T. Copher, circulation manager of the Gazette, started having an annual picnic every May 22 and arranged for the boys to have exclusive use of the Natatorium swimming pool once a week during the summer. He also started a newsboys' Sunday School.

Half-Day Saturdays Begun

The first holiday given city employes was a half-day on Friday, March 8, 1910, but City Commission minutes did not specify why.

Ladies' Club Room

An innovation that attracted much trade to the Parker-Lowe Dry Goods Company's store, opened at 7th and Houston in January, 1902, was a ladies' club room on the second floor, where shoppers met their friends. Desks, stationery and other writing materials also were provided.

Mayor Serenaded

When John Peter Smith was elected mayor in 1882, the entire fire department turned out to serenade him and traffic around his house on W. 3rd was blocked by the parked department vehicles.

How Credit Grew

Swapping, Cash Buying Preceded Time Pay Plan

When Fort Worth's pioneer shoppers said they "traded" at a store, they meant just that.

The first housewives bartered eggs, vegetables and produce for store supplies like coffee, sugar and tea. Currency was rare.

The railroads, with an influx of payroll cash, put Fort Worth on a new basis. Until 1900, only butchers and grocers extended credit regularly to shoppers.

To weed out bad credit risks, the Fort Worth Retail Grocers and Butchers Association, which had been in existence several years, set up the Merchants Credit Association in 1905.

This division of the butchers-grocers association was the first organized credit bureau here. It was not until July 1910 that the Merchants Credit Association was reorganized as an independent unit, with its own officers and directors.

Sold in 1912 for $2,500.

B. F. Crowley, meanwhile, had established his privately-owned Retail Credit Association of Fort Worth. The Merchants Credit Association bought him out for $2,500 in July 1912, secured an incorporation charter and elected officers the following September.

William Monnig Sr. was elected president. He was to hold that office nearly 35 years, until his death in March 1947. Harry Palmer was vice president and R. E. Kerr was secretary-manager.

Monnig's election indicated a significant change in shopping habits here. Previously, a few Fort Worth dry goods and department stores had experimented with credit, setting up occasional "shoppers' clubs." The "members" paid weekly or monthly "dues" until they met the cost of the stove, phonograph or stereoptican set purchased in this rough forerunner of modern installment buying.

Charging Popular.

By 1912, however, installment buying and charge accounts were becoming popular in all types of retail stores, and Monnig's election recognized the fact.

Kerr remained manager of the association until 191· when A. A. Billingsley became secretary-manager. Billingsley served until his death in 1930.

Under Billingsley's administration, the association branched out. A charter amendment in November 1916 changed the name to Retail Merchants Association.

Joe Connolly, a former city detective, had organized a private "protective service" to help merchants guard against forged checks. The service was incorporated into the Retail Merchants Association in 1916, as the Merchants Protective Association.

Affiliate in 1918.

Another affiliate, the Retail Credit Men's Association, was organized in 1918.

Ellery G. Graves succeeded Billingsley as secretary-manager in 1930. He held the post until his death in July 1940 and was succeeded by A. S. Billingsley, the present manager, who is a son of A. A. Billingsley and brother-in-law of Graves. A. S. Billingsley has been a member of the RMA staff since 1933.

The association, with a staff of more than 50 employes, and offices in the Sinclair Building, has credit information on 700,000 past and present Fort Worth shoppers in the files. About 20,000 names are added each year.

Currently serving as president is Lionel W. Bevan, who succeeded Monnig. John C. Griffith is vice president.

Trade Board Organized 73 Years Ago

Working together for the city's benefit became a habit early among Fort Worth business men.

The first commercial organization, the Fort Worth Board of Trade, was organized Oct. 24, 1876. Only the presence of the single T&P railroad track lifted the town above the level of a frontier village that day, but the business men were confident the future was bright.

Meeting in the law offices of John Peter Smith and J. J. Jarvis over the Tidball, Van Zandt & Company banking office, they elected Smith president and R. West Starr secretary of the Board of Trade.

Another Organized.

The organization apparently was not successful, for newspapers of the period contain no further references to it, and on May 31, 1882, another Fort Worth Board of Trade was organized.

W. A. Huffman, agricultural implements dealer, was elected president. Sidney Martin, John Peter Smith and Joseph H. Brown were vice presidents. P. A. Weaver was secretary. Directors were S. W. Lomax, I. Goldberg, G. W. Gillespie, C. A. Darling and Charles Daggett.

There were no dues, but the officers and members assessed themselves when money was needed to bring new industries to town or to put over a civic project.

Incorporation in 1900.

The Board of Trade was incorporated in 1900. That was 10 years after the four-story Board of Trade Building was erected on the northwest corner of 7th and Houston, then the city's highest "skyscraper." The old Continental Bank & Trust Company took over the building in 1905.

In 1912, the Board of Trade was re-incorporated as the Fort Worth Chamber of Commerce. In 1927, the Chamber of Commerce and the Manufacturers and Wholesalers Association were consolidated. The name was changed to the Association of Commerce, which was retained until 1930 when the group once again became the Chamber of Comemrce.

The chamber's offices now are in the old University Club rooms, in the Milner Hotel, formerly Winfield Scott's Metropolitan Hotel. In addition to serving as a spokesman for business interests of the city, the chamber was active in the campaigns to secure Camp Bowie, the Tarrant County Water Improvement District, the $4,000,000 U. S. Public Health Service Hospital and other civic assets. Web Maddox, the president, says the chamber "does for you what the individual can not do for himself, for it commands the multiplied strength that comes only from teamwork."

Waples in 1900.

Presidents of the old Board of Trade were:

Paul Waples, 1900; J. W. Spencer, 1901; Dr. James L. Cooper (first vice president and board chairman), 1902; Jacob Washer, 1903-1904; David T. Bomar, 1905; William Monnig, 1906; Dr. James L. Cooper, 1907-1908; Leon Gross, 1909; H. T. Edgar, 1910; N. H. Lassiter, 1911.

Presidents of the Chamber of Commerce were:

Amon Carter, 1912-1913; William Monnig, 1914-1915; Ben E. Keith, 1916-1917; George H. Clifford, 1918; William Monnig, 1919-1920; William Massie, 1921-1922; C. A. Wheeler, 1923-1924; S. S. Lard, 1925-1926; Morris E. Berney, 1927; R. E. Harding, 1928-1929; Walter B. Scott, 1930; R. O. Dulaney, 1931-1932; W. Lee O'Daniel (later United States senator from Texas), 1933; John B. Collier Jr., 1934-1935; Lionel W. Bevan, 1936-1937; Gaylord J. Stone, 1938; W. L. Pier, 1939; B. B. Stone, 1940; A. A. Lund, 1941; R. Mayo Bowen, 1942-1943; Homer Covey, 1944-1946; Melvin J. Miller, 1947; Web Maddox, 1948-1949.

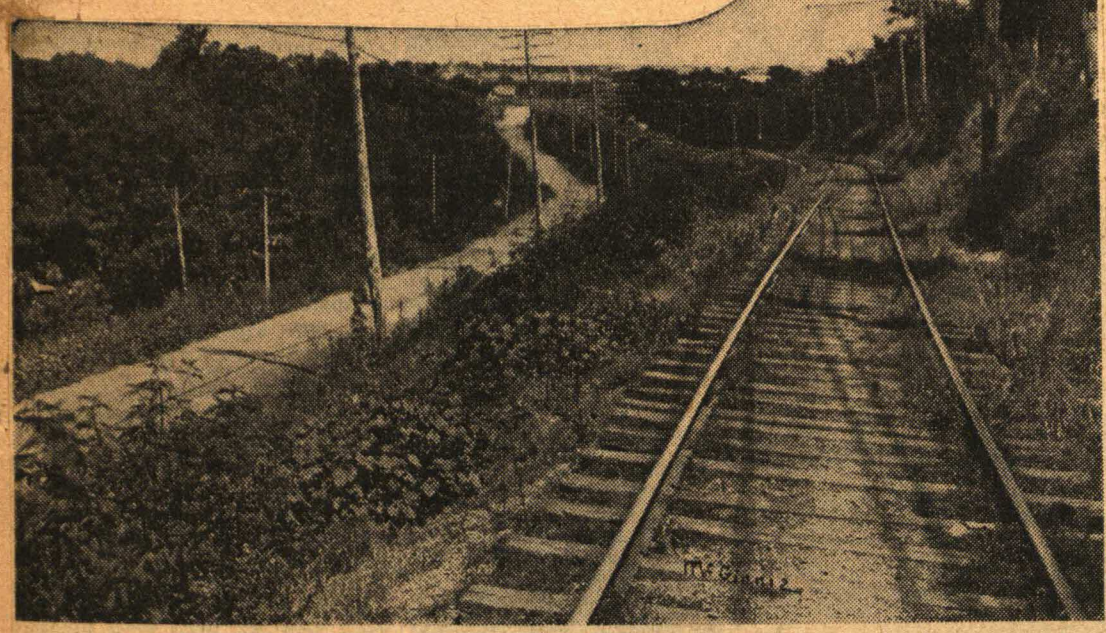
NOW AND THEN—BANKERS ROW—Looking west on W. 7th St. from Main St. Picture on left, taken about 35 years ago, shows old Farmers and Mechanics National Bank in right foreground and First National Bank behind it. Modern picture on the right shows Fort Worth National Bank where F&M Bank stood and First National.

MARKET DAY—This picture shows farm wagons clustered on the southwest corner of the courthouse square in 1877, at the intersection of Weatherford and Houston. Facing fhe square are Daggett and Hatcher Store, right, and City National Bank, left. Across Houston Street can be seen H. T. Havens Hardware Store.

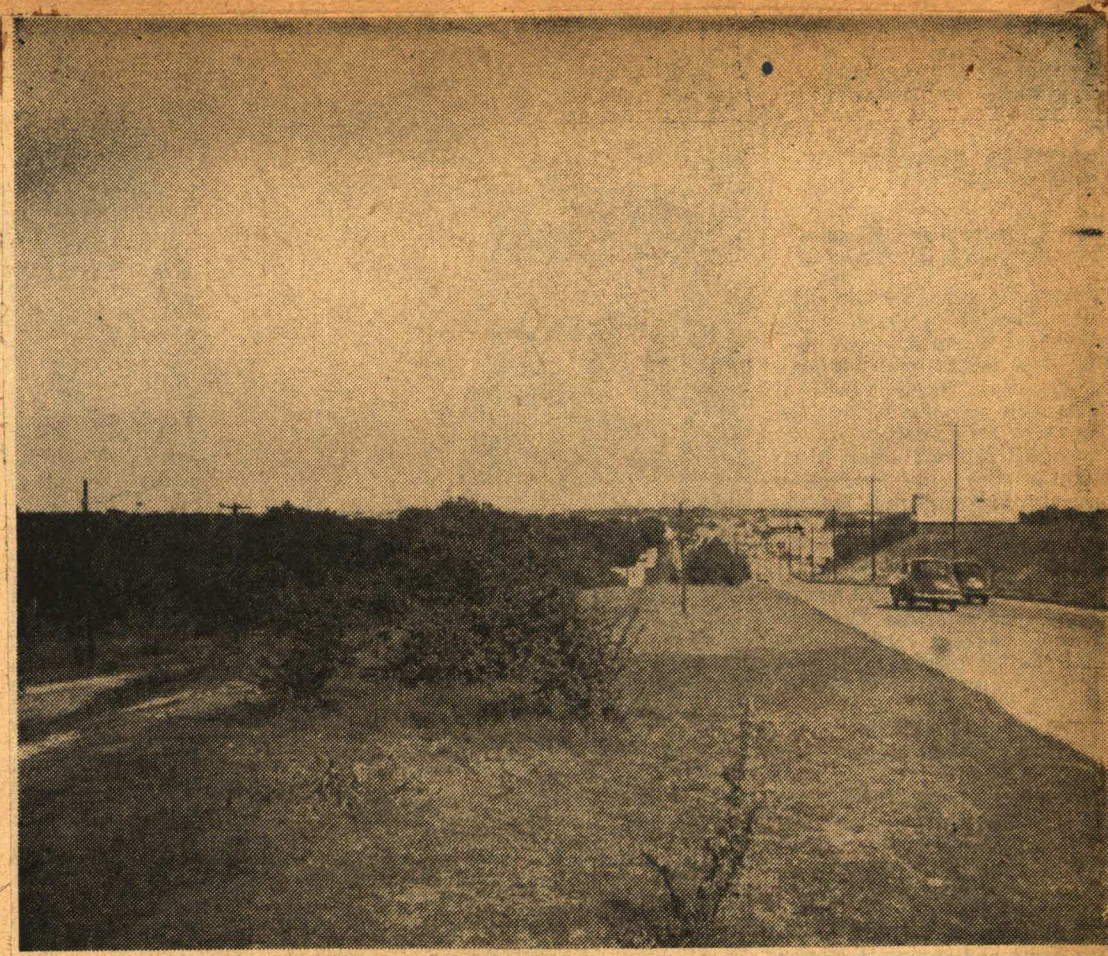
Statistics Reflect Growth of Fort Worth Banks in 55-Year Period

Year—	1898	1905	1925	1933	1938	1945	1948
Number of Banks ...	Seven	Nine	Eight	Five	Four	Six	Ten
Capital-Surplus	$3,302,100.00	$ 2,624,141.92	$ 7,070,000.00	$ 6,761,459.00	$ 7,492,899.00	$ 12,588,296.00	$ 19,003,351.00
Loans and Discounts	4,071,137.79	6,911,516.00	38,030,571.00	27,973,507.00	32,373,518.00	99,501,818.99	144,792,131.55
Deposits	2,888,256.21	8,634,042.09	69,826,920.23	64,057,387.00	92,871,967.00	391,790,549.00	403,035,655.00
Total Resources	3,200,000.00*	9,450,000.00*	73,500,000.00*	69,792,401.00	101,712,422.00	401,836,758.00	426,315,830.00
Total Clearings	Unreported	202,187,000.00	652,152,962.83	241,650,308.00	360,082,683.00	815,509,315.00	1,353,862,044.00
Total Debits	Unreported	Unreported	1,011,918,546.00	590,116,026.31	1,084,241,928.00	2,625,191,743.00	3,911,308,518.00

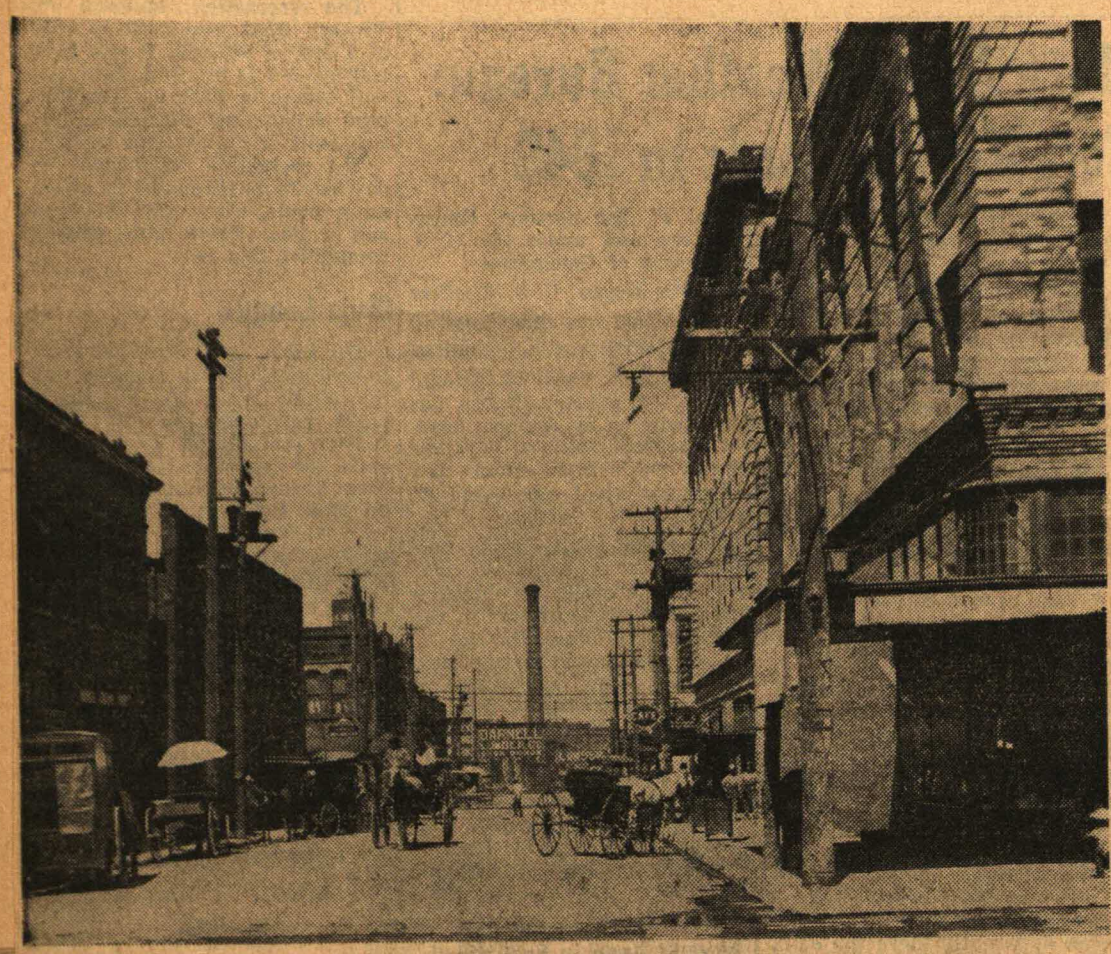
*Estimated.



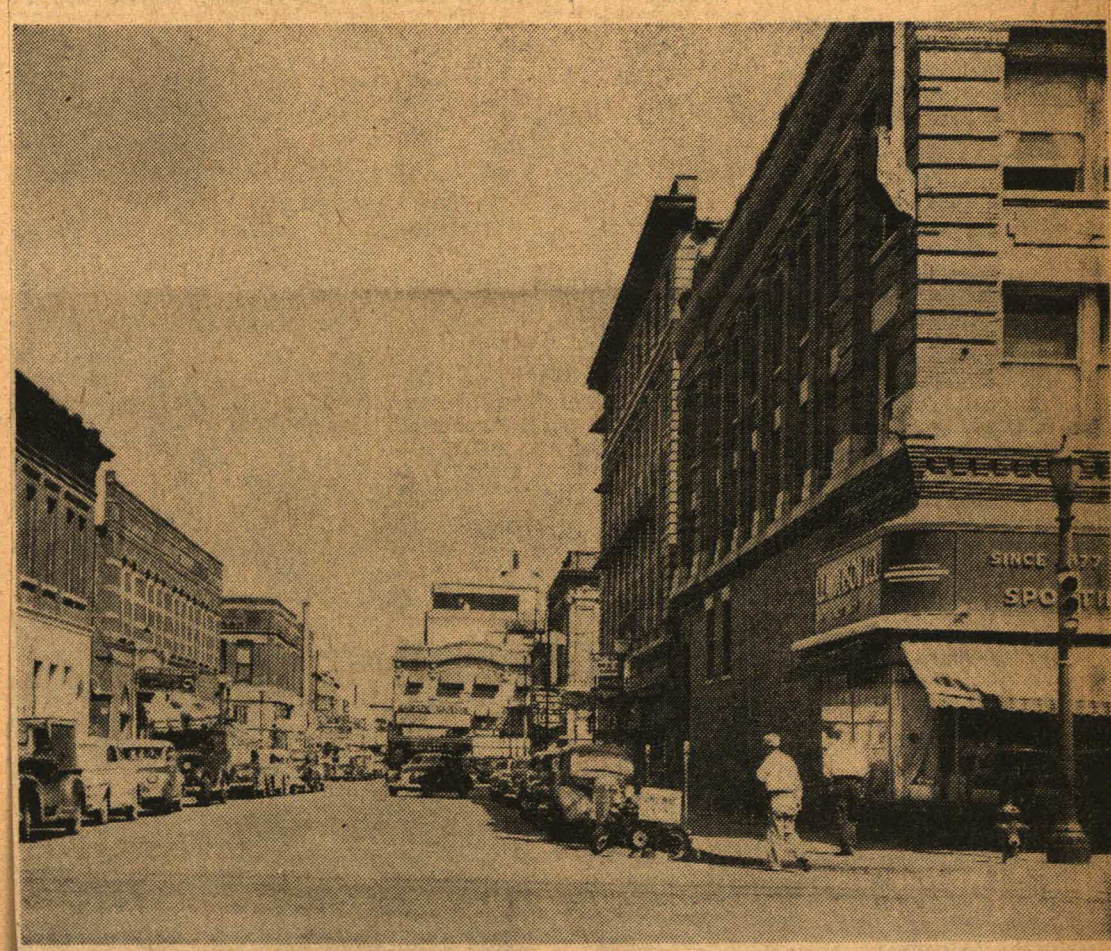
The Dallas Pike on the hill just west of Riverside Drive as it was in interurban days when a dusty gravel road snaked thr ough undeveloped country eastward beside the inter-city electric railway . . .



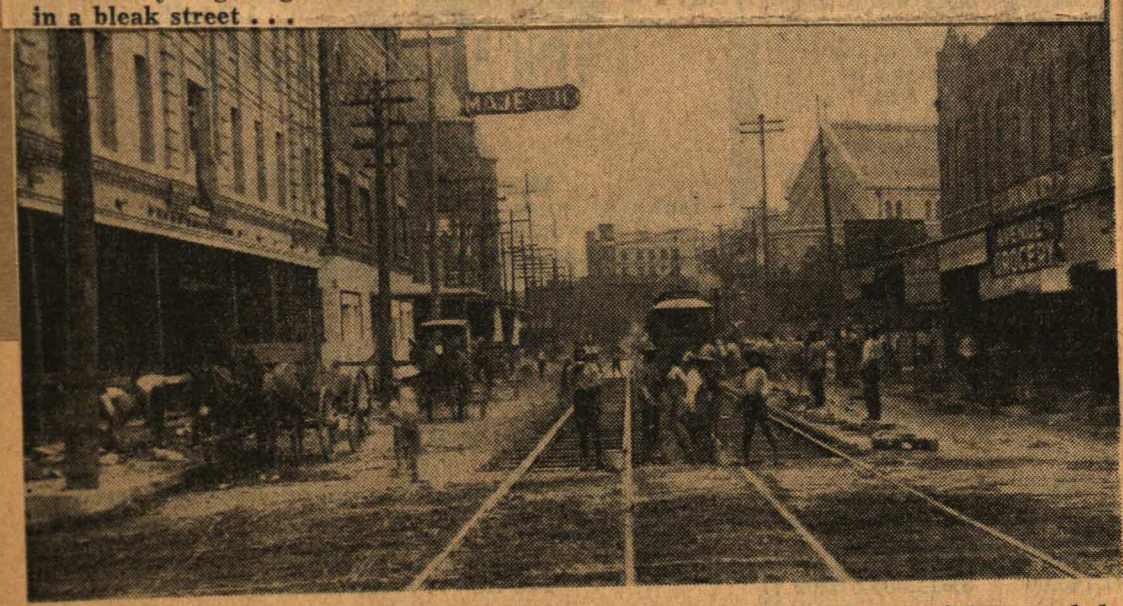
. . . but today the same road is a concre te, divided, eight-lane highway leading out of Fort Worth and topping the same hill. The right-hand lane is on the old interurban right of way.



Where once was a dingy business dist rict looking east at 10th and Houston, unrelieved by bright lights or attractive store fronts, where drowsy horses were hitched in a bleak street . . .

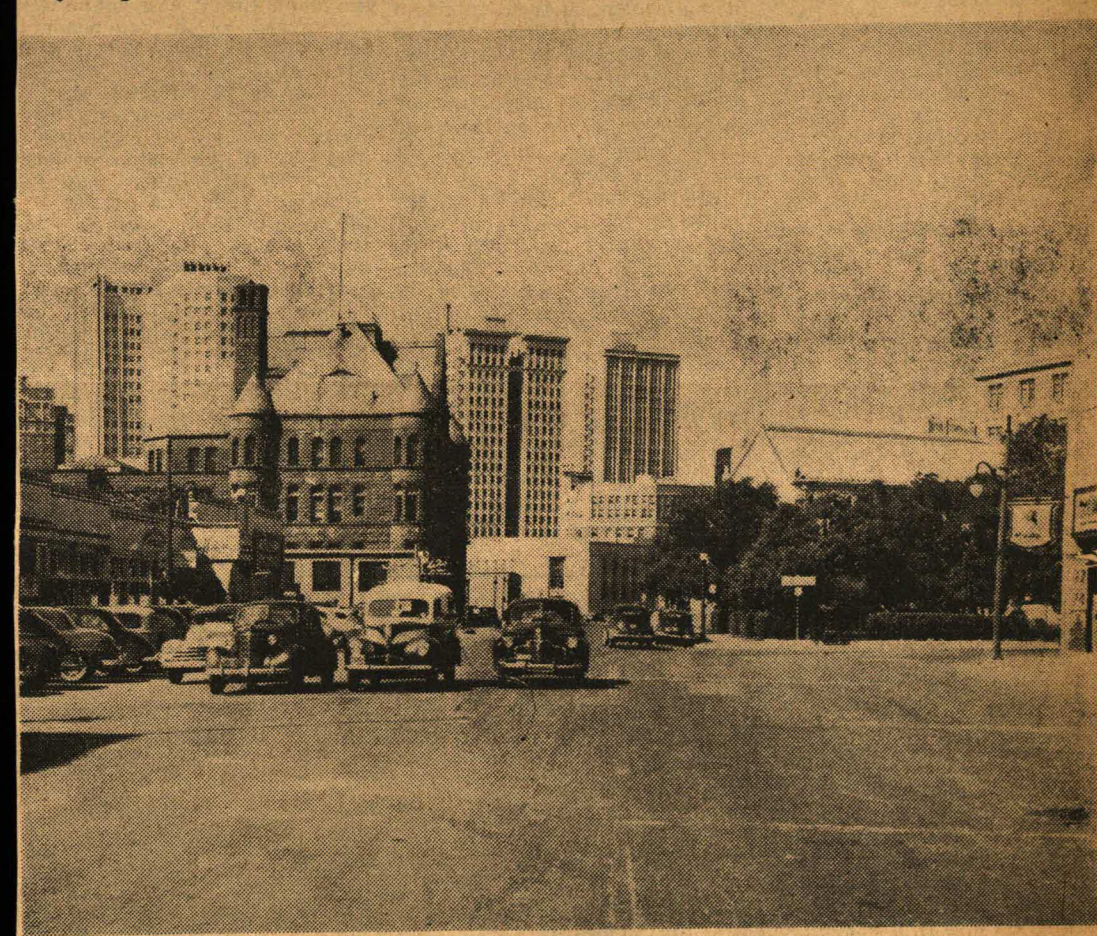


. . . there is today a bustling intersectio n near the heart of the downtown business district, with one corner occupied by one of the city's oldest firms.



The flavor of by-gone Fort Worth was c aptured by this 1903 picture of the crowded intersection at Jennings Ave. and 13th St., with a saloon on the right, a theater on the left and other business houses that we re torn down . . .

. . . and the same scene today with a huge, new telephone building on the right in a neighborhood of small stores and one manufacturing establishment, and with skyscrapers in the distance.



. . . to make way for this broad avenue sweeping into the business district where heavy automobile traffic required electric traffic signs which replaced the single wooden stop sign. Venerable St. Patrick's then and now dominates the scene.

FORMED FORT WORTH CLEARING HOUSE ASSOCIATION—Capt. E. B. Harrold, bearded center in front, helped organize the Clearing House in 1893 with Tom Slack, on his right; R. L. Van Zandt, seated on his left, and in the back row, left to right, B. B. Samuels, B. A. Rose, W. P. Andrews, C. M. Brown.

Van Zandts Trekked to Texas In Days of the Brave Republic

In 94 years of enthusiastic living Maj. K. M. Van Zandt was marked as a soldier, banker, lawyer, merchant, financier, public official and as a driving force in religion, education and community affairs.

From a childhood in an unchinked East Texas log cabin he rose to a prominence that merited the title of Fort Worth's First Citizen at the time of his death in 1930.

He was born in Salem, Tenn., Nov. 7, 1836.

His father, Isaac Van Zandt, owned a dry goods store in Coffeeville, Miss., which was blighted by economic conditions, and in 1839 moved his family to Texas.

Stranded Without Funds.

After a long overland trip the family reached Camp Sabine on the Texas-Louisiana line, then the southwestern border of the United States. Expecting money to reach him at Camp Sabine, the elder Van Zandt held his family there for several anxious weeks, for they were without funds.

While waiting, Van Zandt became ill and his wife traded one of her best dresses for a bottle of medicine, another for a bushel of corn. Ground on a hand mill, the corn was used both for hominy and for bread.

Food supply was so low once that they ate seed butterbeans Mrs. Van Zandt was bringing to her new Texas home.

At length Van Zandt recuperated and brought his family to Harrison County, where they lived in a log cabin that had thin strips nailed over gaps between the logs. Wind came through with such force that a bed cover was blown off one day.

Pine Knot Lighting.

For lights they used pine knots.

In June 1842 President Sam Houston appointed Van Zandt—who was a lawyer as well as merchant—as charge d'affaires to the United States, and the Van Zandt family moved to Washington for a time.

They returned to Texas in 1845, when Van Zandt became a delegate to the Constitutional Convention where he and Nicholas H. Darnell wrote the homestead law.

At the age of 34, Isaac Van Zandt entered the race for governor.

Van Zandt bade his family goodby and started on a speaking campaign.

"At a bend in the road he waved, then passed out of sight and I never saw him again," K. M. Van Zandt wrote in his unpublished autobiography.

For a few weeks later the elder Van Zandt died from yellow fever in Houston.

Printer's Devil.

Young Van Zandt, later to become forceful in Fort Worth history, attended pioneer Harrison County schools, and in 1848 had his first job as a printer's devil on the Soda Lake Herald.

In 1852 he went to Franklin College, near Nashville, Tenn., where he was graduated in July, 1854.

A four-week overland trip returned him to his mother's home at Marshall, where he took a job in the dry goods store of Taylor & Wilson.

"The work was not heavy," he wrote, "and I rather enjoyed it because I had a chance to visit with the pretty girls who came into the store to trade."

The next year he went to work as a land buyer for the Vicksburg, Shreveport & Texas Railway Company.

Wedlock in 1857.

Malaria forced his return to Marshall, where he married Miss Minerva Peete in 1857 and studied law with Jeremiah Clough, his brother-in-law and the elder Van Zandt's former law partner.

Admitted to the bar in a few months, he had as one of his first clients David Todd, brother of Mrs. Abraham Lincoln, who was a New Orleans salesman with a bill against a Jefferson firm.

With secession, Van Zandt volunteered and went to war as captain of a Harrison County company. As a major he commanded the 7th Texas Infantry at Chickamauga. During the battle he swept an enemy regiment from the field.

Years later, when Chickamauga Park was opened, Col. L. J. Abernathy, president of the First National Bank in Kansas City, placed a plaque there as commander of the defeated Union regiment. He asked if anyone knew who had commanded the Confederate regiment.

"Yes," replied the chairman, "Maj. K. M. Van Zandt, Fort Worth, Texas."

"I ought to know him," responded Abernathy. "I own stock in his bank."

Reconstruction Days.

For a short time after the war Van Zandt lived in Marshall, but the influx of carpetbaggers was not to his liking and he moved westward in search of a new home. When he saw Fort Worth in August 1865, he decided to move. Immediately he returned to Marshall and moved his wife and two daughters here.

In December 1865, the Van Zandts moved into their first Fort Worth home, on the corner of 5th and Commerce. Instead of practicing law he opened a dry goods store on the south side of the square.

He helped rejuvenate the school, which had not been used since 1861, and helped finance the Democrat. For 25 years he was a school trustee. Too, he helped build the First Christian Church at 5th and Houston, in which he was active until his death.

In 1873, Tidball, Van Zandt & Company was formed as a bank, with Thomas A. Tidball, Maj. J. J. Jarvis, Van Zandt and John Peter Smith as the owners. The company succeeded Tidball & Wilson and first was headquartered in a frame building on Houston, between First and Weatherford. In 1879 the bank moved to Main and First.

Farm on Clear Fork.

Major Van Zandt lived on a farm across the Clear Fork, where Trinity Park is now. One night a heavy rain brought a big rise in the river and Van Zandt could not cross it.

Without him the bank could not open. To Major Jarvis on the opposite side of the bank he threw a piece of paper with the safe's combination, weighted with a rock.

During the years Major Van Zandt dealt in real estate and cattle in addition to his banking investment.

In 1883 the firm joined with Noah Harding, Dr. E. J. Beall and Col. R. L. Ellison in forming the Fort Worth National Bank, of which he was the first president.

"We considered the brand of the man more important than the brand of the cattle," he wrote of the bank's policies.

He gave land for the Texas & Pacific Railroad, and organized the Fort Worth Building and Loan Association as the first loan company here.

He died March 19, 1930, leaving behind him a town that in large measure reflects the works of his life.

MAJ. K. M. VAN ZANDT.

Future in Lots

"A Sunday drive through North Fort Worth and the selection of a lot may be the foundation of a fortune. What made our great livestock centers, Chicago, Kansas City and Omaha?"—Fort Worth Register, Feb. 28, 1902.

Seven Banks Banded in 1890 To Organize Clearing House

The organization of the Fort Worth Clearing House Association in 1890 provided ample evidence in itself of the city's growing importance as a banking center.

All seven of the city's banks at that time—all of them being national banks—become affiliated with the clearing house, operated to begin with in the First National Bank Building. Shortly afterward the clearing house obtained its own quarters and for many years has been located in the Fort Worth National Bank Building.

Organizer and first manager of the clearing house was Capt. E. B. Harrold, who was cashier of the First National Bank. Norman E. Nelson was the next manager, and from 1911 until now the clearing house organization has been managed by Roscoe C. Smith.

Smith's tenure as the clearing house association manager—nearly 38 years—ranks in length of service with most of the city's older bankers.

Before the clearing house came into being, it was necessary for each bank to send its messengers to all of the other banks for the exchange of items drawn on one or the other. This plan not only required a lot of time but also caused irritating delays in the transaction of inter-bank business. It also multiplied the natural hazards of exposing messengers to robbery.

The clearing house simplified the entire process, with each member bank sending one messenger to the clearing house with its checks and other transactions to be cleared on other members. The clearing house in turn issues its certificates to each bank indicating credits in favor of or debits against the various banks and the accounts of their respective depositors.

The original bank members of the association were the First and the Fort Worth National Banks, the only two still in business, and five others which were either absorbed or quit business—the old Farmers and Mechanics National, Merchants National, State National, Traders National and City National Banks.

OVER CENTURY OLD

Powwow Site Gave Name To Grapevine

Grapevine was named in 1854 but the town's history goes back to 1845. It first was known as Leonardville and later as Dunnville. For more than a century previously, the district was an important Indian council ground.

First settlers, led by Rev. John A. Freeman, came from Missouri. They established a Baptist church at Lonesome Dove. Shortly afterward, on Dec. 26, 1845, Mr. and Mrs. Archibald Franklin Leonard and their three daughters arrived in an ox wagon from Jefferson City, Mo.

* * *

Leonard, a farmer and trader, was an early civic leader. His name was attached to the settlement. When Maj. Ripley Arnold established Camp Worth in 1849, Leonard, in partnership with Henry Daggett, opened the first general store there.

Leonard sold his Leonardville interests to John A. Dunn and the town became Dunnville. The first schoolhouse was built in the early 1850's.

* * *

In 1854, when the government decided to open a postoffice there, the question of a name for the town arose again. At a citizens' meeting, Judge Morehead suggested Grapevine, derived from Grapevine Springs, six miles to the east, where Indians had long held councils.

A natural amphitheater was the site of the powwows. A spring trickled near by and a huge grapevine grew on the bank. The vine was cut down about 20 years ago. Its stump was 40 inches wide.

LA GRIPPE TAKES HEAVY 1897 TOLL

Under the headline "Five Thousand Noses Sneezing in Fort Worth," the Register of Jan. 12, 1897, printed this story:

"La grippe is epidemic in Fort Worth. The disease manifested itself here several days ago, since which time it has crept over the city from house to house until yesterday some of the leading physicians pronounced the disease to be epidemic in character and spreading rapidly."

Van Zandt Viaduct Was So Named in 1922

Van Zandt Viaduct, the W. 7th St. bridge across the Clear Fork, formerly was known as the Arlington Heights Bridge.

The present name was adopted by the City Commission March 7, 1922, "on account of the esteem and honor held by the citizens of Fort Worth for Mr. K. M. Van Zandt."

Contagious Diseases

Weekly reports of contagious diseases from all physicians in the city were ordered Nov. 13, 1894, by City Council. The practice has been continued to date.

Square Covered With Wagons

Fort Worth Streets Crowded Even in 1876 to Newcomer

Lee M. Hammond, 80, of 2512 Shirley Ave., first saw Fort Worth in 1876.

"When we arrived in our covered wagon, the Courthouse square was covered with wagons and teams. In an awed voice, my mother said, 'Oh, the streets are crowded.'"

The Hammonds settled on Hurricane Branch farm, two miles west of Euless, and young Lee attended Bedford College, which burned in 1894. He became a teacher at Forest Hill School in 1890.

"The term was six months at $40. Good board and room at $10 per month. R. N. Hanger, father of the late W. A. Hanger, was trustee. Wade H. Poole was the first Tarrant County superintendent.

"In 1892 I taught Marine Common School No. 20, where the M. G. Ellis school now stands. It was a one-room rural school accommodating all pupils north of the river, later incorporated as North Fort Worth.

"I boarded with L. G. Pritchard, who later became the first mayor of North Fort Worth. Trustees were P. J. Knipp, North Fort Worth's first grocer, Mr. Schneider and Mr. Heywood.

"After graduating from Sam Houston Normal, I and W. M. Trimble, father of G. B. Trimble, principal of Fort Worth Technical High School, founded Arlington College (now Arlington State College) in 1895.

"After maintaining the school five years we sold out to a stock company of citizens who later got the state to take over."

Hammond served three terms as Tarrant County superintendent and was in the Fort Worth public schools 30 years. He retired in 1935.

$8 in 1897 Rented 3 1-4 Acres, House

For $8 a month in 1897, W. A. Williams Sr. of Georgia rented 3¼ acres of land in Arlington Heights, complete with a "good two-story house" containing five rooms and kitchen, plus a barn and stable.

Williams' letter telling of the rent is in possession of a descendant, Mrs. Naomi D. Taylor, Cisco.

Now and Then...

The shifting Fort Worth scene, from the brownstone era of not too many years ago to the present day era of clean-lined skyscrapers, is captured in these photographs of the old and new.

At the left are pictures of how some parts of Fort Worth looked in the earlier years of the 20th Century. On the right are photographs of the same sections as they appear today.

All of the old scenes are from W. D. Smith photos.

Fleeced Norfleet Tracked Down Swindling Gang

One of the most famous manhunts began and ended here.

The story starts when J. Frank Norfleet, a well-to-do rancher from Hale Center, was fleeced of $45,000 by swindlers here on Nov. 10, 1919.

The meek, weatherbeaten rancher of 52 years then armed himself with a .45 and an automatic and started on an international manhunt that took him across the United States, into Canada and Mexico.

Starting on his trail of vengeance, Norfleet knew five men were in the gang that swindled him, but he wasn't sure where to find the gang leader.

Seized on West Coast.

Within a month, two of the swindlers were arrested in California. They were Charles Gerber and E. J. Ward who were sentenced to 10 years each, the maximum penalty, in criminal court in May, 1920. Ward was taken to Washington to face a similar charge and killed himself in prison.

The ringleader turned out to be one Joe Furey whose brother was a partner of Nicky Arnstein, New York gambler. With a ranger's warrant and extradition papers in his pocket, Norfleet bumped into Furey in a Jacksonville, Fla., cafe.

'Bandit! Robber!'

In a Star-Telegram interview soon after the manhunt ended, Norfleet said:

"As I neared the table where Furey was seated he raised his head. His eyes met mine. He recognized me as quick as he saw me. He stood to his feet and started to leave. I drew my pistol. Furey began screaming. 'Bandit! 'Robber!' he yelled. People jumped up from the tables. As the crowd gathered about me Furey started to push his way out. I grabbed him by the collar—it must have been a death grip."

Finally, Norfleet got his handcuffed prisoner to the police station and then on board a train.

"While on the train Furey became friendly. He told us that he had had a 'hard day' and wanted to relax. He wanted his hands uncuffed. We (Norfleet and his son, Pete) refused to take off the cuffs and he only smiled. Stretching his hands upward he caught hold of a rail. The train was moving about 30 miles an hour. Like a prairie dog darting into his hole, Furey raised his body from the floor and, pushing his feet through the window, he leaped outside."

The train was stopped, Furey recaptured and brought to Texas.

In court here with Norfleet as chief witness, Furey was sentenced to 20 years. An attempted jail break at Huntsville killed his spirit and health and he died a convict in 1926.

A few months later, Reno Hamlin, another member of the con ring, was apprehended at Oklahoma City and sent to a federal prison. The fifth member—W. B. Spencer—was tracked through Canada to Cheyenne where he was picked up for smuggling narcotics—on a tip from Norfleet—and was taken from circulation for a period of years.

Norfleet achieved national fame, wrote a book, aided state, federal and private investigators in running down more than 100 con men.

FIRST FORT WO
1880s stood at nort
once served as po
is a parking lot.

Early Ins Only Fir

BY DICK GORT

When a man had
and buggy stolen ba
gay 90s, it was just
There were no insu
cies written to cover

In those days, ac
Americus Johnson, F
oldest living insuranc
active in the business
writing was "just pla

"We wrote fire ins
that was about all,
Johnson, now a men
firm of Johnson-Sans
ble Insurance Agenc

Today, more than
cations of insurance
ten by Fort Worth

Windstorm Da

Windstorms...cam
McChesney-Hill &
present name.

Fosdick and F

Lawrence-Highfill
established in 1884
dick and S. M. Fur
Furman became s
senior partner for a
od. In late 1920
came Furman, Law
ker. Succeeding
the retirement a
Furman, and late
Parker to pursue
leaving the firm in
H. A. Lawrence,
F. M. Highfill and
as partners in 193

Another firm
E. E. Fosdick was
ell-Gartner & Tho
in 1889. Later J.
quired full intere
came J. W. Mitch
there it progress

FIRST FORT WORTH SKYSCRAPER—The Board of Trade Building erected in 1880s stood at northwest corner of 7th and Houston, was center of civic activities, once served as postoffice, later was home of Continental National Bank. Site now is a parking lot.

Early Insurance Companies Wrote Only Fire and Windstorm Policies

BY DICK GORTON.

When a man had his horse and buggy stolen back in the gay 90s, it was just too bad. There were no insurance policies written to cover the loss.

In those days, according to Americus Johnson, Fort Worth's oldest living insurance man still active in the business, insurance writing was "just plain vanilla."

"We wrote fire insurance and that was about all," recalled Johnson, now a member of the firm of Johnson-Sansom Equitable Insurance Agency.

Today, more than 60 classifications of insurance are written by Fort Worth firms.

Windstorm Danger.

Windstorms came after fire as a hazard great enough for business men to insure themselves against. Of the half dozen firms organized in Fort Worth before the turn of the century, the majority sold only fire and windstorm insurance.

The metamorphosis of Fort Worth insurance firms is illustrated by that of the city's first —Swayne Bros. & Crane—formed in the late seventies.

By 1892, when Americus Johnson joined the firm as a youth of 21, it had become the James W. Swayne Insurance Agency. In 1895, the firm was merged with that of Harrison and Wright. Frank Wright sold his interest in 1899 to Frank O. Barron and it became Harrison, Barron & Swayne. When Barron died as a young man in his thirties, his interest went to James Collett. Thus, in 1904, it became Harrison, Collett & Swayne. Then it became successively, Harrison & Collett, Collett & Seibold, Ed Seibold Agency, and finally the George Beggs Agency, the present firm name.

Firms Before 1900.

Other firms organized before 1900 and the dates they were organized:

McChesney-Hill & Company, 1883; Lawrence, Highfill & Terry, 1884; Mitchell-Gartner & Thompson, 1889; Glen Walker, Collett & Rigg, 1895, and DuBose, Rutledge & Miller, 1899.

The history of each of these firms dates from small beginnings. The DuBose, Rutledge & Miller story began, for example, with L. H. DuBose, an ex-shoe salesman, a horse and buggy and two insurance policies. Fifty years later, as the firm celebrates its golden anniversary, it boasts a staff of 16 writing more than 60 different classifications of insurance.

Another pioneer firm, McChesney-Hill & Company, was established in 1883 by Khleber Van Zandt, son of Maj. K. M. Van Zandt. It was purchased by J. C. Ingram in 1893 and successively became known as McChesney-Ingram, Talbort McChesney, McChesney & Rose and finally in 1910, when Frank D. Hill purchased half interest, McChesney-Hill & Company, its present name.

Fosdick and Furman.

Lawrence-Highfill & Terry was established in 1884 by E. E. Fosdick and S. M. Furman. In 1891 Furman became sole owner or senior partner for a 30-year period. In late 1920 the firm became Furman, Lawrence & Parker. Succeeding years marked the retirement and death of Furman, and later decision of Parker to pursue other business, leaving the firm in the hands of H. A. Lawrence, who admitted F. M. Highfill and Homer Terry as partners in 1935.

Another firm established by E. E. Fosdick was that of Mitchell-Gartner & Thompson, formed in 1889. Later J. W. Mitchell acquired full interest and it became J. W. Mitchell & Co. From there it progressed to Mitchell-Gartner & Co., Mitchell-Gartner & Walton, and finally in 1934, to Mitchell-Gartner & Walton.

The Glen Walker, Collett & Rigg agency was established in 1895 by C. W. Childress, Dudley Portwood and W. L. Foster. In April 1910 the agency was purchased by Glen Walker and Ed Collett and November of that year, William Rigg joined the agency and the present firm name emerged.

Spring Palace Fire.

Fire department records fail to show whether the city's first great fire, the 1890 Spring Palace blaze, was covered by insurance. The largest underwritten fire loss on record is the great South Side fire of April 3, 1909, on which claims of more than $1,000,000 were paid. Second largest loss underwritten was the five-story Worth Building fire, on Feb. 3, 1945, for a total of $430,303.21.

Today, approximately 175 agencies are operating in Fort Worth and their coverage mounts into the hundreds of millions. Their mutual interests are fostered by the Fort Worth Insurance Underwriters Association, formed on May 31, 1918, by a group of fire, casualty and surety agents who saw the need for protecting a million-dollar business which it-

HOME OFFICE COMPANIES

Following is a table of Fort Worth's home office companies listed according to dates organized:

Date Organized	Firm—	*Admitted Assets	*Insurance in Force
1924	State Reserve Life Insurance Co.	$ 4,274,555	$ 31,216,671
1935	American Fidelity Insurance Co.	377,546	8,697,082
1938	Century Life Insurance Co.....	4,752,015	42,870,921
1941	Nat'l Educators Life Ins. Co...	566,029	9,776,637
1942	Gause-Ware Service Ins. Co....	530,972	8,148,370
1945	Life Insurance Co. of America..	1,430,325	20,035,781
1946	American Standard Life Ins. Co.	136,422	302,577
1946	Nat'l Farm Life Ins. Co.....	124,211	5,008,230
1947	Lone Star State Life Ins. Co....	50,068	494,024
1947	Service Life Insurance Co.....	39,753	1,157,500
1948	Continental Life Insurance Co.	61,833	297,900
	Total	$12,343,729	$128,005,693

*As of Dec. 31, 1948.

Children Rode Pony Where Towers Rise

Recollections of Mrs. Dorothy Aston, 3008 Malcolm St.:

"I remember when I lived on 8th and Main where John L. Ashe is now located. Across the street where Hotel Texas stands was Brown's Livery Stable.

"Here I kept my little pony called Stockings. A good man there by the name of Wear always had my pony ready for me to ride for I usually rode him every day with other children up and down Houston and Main.

"Just back of us on Houston was a blacksmith shop owned by J. C. Jahns where we had our horses shod.

"I attended later the Sixth Ward School and will never forget the big, tall, ugly professor who always had some of us standing in the corner.

"My grandmother, Mrs. Sarah Ennis, was the first lady passenger on the Fort Worth & Rio Grande going west to Granbury."

NO WHIPPINGS

Rod Shelved In Schools Back in 1903

Abolition of corporal punishment in the Fort Worth schools in 1902 caused the city's Carpenters Union to protest that the action produced "a red letter day for the tough kids; their conduct became insufferable."

The union, in a petition signed by President J. R. Groves and Secretary J. K. Wilson, asked the school board to make it legal for teachers to whip students, saying:

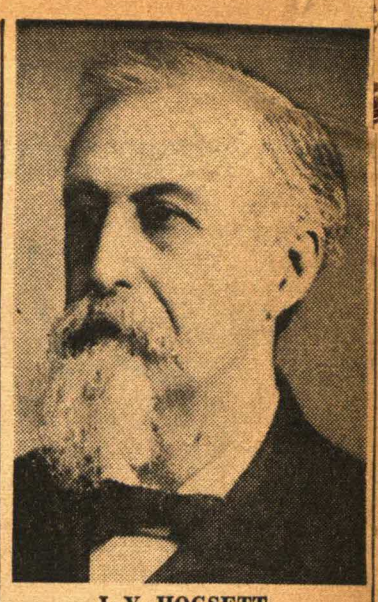
"We believe that a teacher that has not self-control and discretion enough to use the rod with moderation or wisdom has no place in the public schools."

Woman Recalls Hanging of Negro

Mrs. H. N. Clary, Granbury, vividly recalls the hanging of a Negro here in 1879.

"I remember very plainly," she said, "the officers bringing him to the gallows in a wagon pulled by two gray horses. I can remember seeing the black cap pulled over his face and the man cutting the rope with a hatchet."

HOGSETT PIONEER OF INSURANCE MEN



J. Y. HOGSETT.

When J. W. Spencer took out the No. 1 life insurance policy in Fort Worth's first home office life insurance company—the old Fort Worth Life—he pioneered in a capital investment practice which now shows $128,005,693 insurance in force.

The Fort Worth Life Insurance Company, organized in 1906 with J. Y. Hogsett as its first president, no longer exists but Fort Worth now boasts 11 home office companies, 43 years later.

The 11 companies, according to Insurance Commissioner George B. Butler, had admitted assets of $12,343,729 at the close of 1948.

Third in State.

Fort Worth ranks third in the state for number of legal reserve capital stock life insurance companies domiciled here, outpaced only by Dallas and Houston. It ranks fourth in admitted assets and insurance in force.

The group that organized the old Fort Worth Life Insurance Company, later acquired by Great Southern of Houston after its consolidation with Southern Union Life of Waco, included N. H. Lassiter, William Bryce, W. G. Turner, E. E. Bewley, Dr. J. W. Irion, W. C. Stripling, Maj. K. M. Van Zandt, Noah Harding, Hogsett and Spencer. It was organized with $125,000 paid in capital and surplus.

State Reserve Life.

Following the consolidation of Fort Worth Life with Southern Union, a group of former officers and directors of Fort Worth Life was instrumental in the organization of State Reserve Life Insurance Company in May 1924. Although several other companies had been organized before it, they were consolidated with firms having home offices elsewhere. State Reserve remains the oldest and second largest home office company now operating here.

Among its organizers were Lassiter as president; Bewley and F. E. McGonagill, vice presidents; Dr. K. H. Beall, medical director, and S. H. Weatherford, secretary. Original directors were Bryce, Willard Burton, R. E. Harding, H. B. Herd, Dr. C. A. Hickman, Van Zandt Jarvis, J. B. Laneri, Max K. Mayer, Loyd H. McKee, E. G. Rall, L. P. Robertson, Maj. K. M. Van Zandt and Spencer.

The importance to Fort Worth of home office companies is illustrated by mortgage loan statistics from Century Life Insurance Company, the city's largest.

Bulk in Ft. Worth.

Fifty per cent of Century's mortgage loans are on Fort Worth property, although the company operates in three states. Eighty per cent of its mortgage loans are on Fort Worth and West Texas property, according to W. J. Laidlaw, president.

Payrolls of the three largest companies here, Century, State Reserve and Life Insurance Company of America, totaled $272,000 in 1948.

Knife-Fork Club Presents Notables

The Knife and Fork Club is observing its tenth anniversary Purpose of the club is to promote educational, patriotic, cultural and scientific interest and to provide social contacts.

Dr. Law Sone, president of Texas Wesleyan College, was the first president. W. B. Henderson is the present president.

During its history the club has presented as speakers Sir Hubert Wilkins, John Erskine, Walter B. Pitkin, Dr. Morris Fishbein, Ellis Arnall, Philip LaFollette, Raymond Schindler, Merryle Stanley Rukeyser, H. R. Knickerbocker, Channing Pollock, Drew Pearson, Dr. Will Durant, Maurice Hindus, Cornelius Vanderbilt Jr., Dr. Gerald Wendt and Walter Judd.

Frenchman Vanishes In Indian Territory

Known as "dot leetle Frenchman," Charles Marcelin Machet was a familiar figure on Fort Worth streets in the late '90s.

He owned a cleaning and dyeing establishment which he left in the hands of his wife while he toured the country. In 1897 the Register reported he had not been heard from for several months and it was feared he was lost during an Oklahoma flood a few months before. He last was heard from near Guthrie, I. T.

TALK OF THE TOWN —AND NO WONDER

Was it a ghost?

Mrs. Laura Brown, 1011 N. W. 15th St., doesn't know, but she wonders how a hog that had been slaughtered and bled could jump out of a vat of scalding water and escape into the woods.

It happened in the old Fort Worth Packing Company, a predecessor of Swift and Armour, which was established on N. E. 23rd St. in 1890. The incident was the talk of North Fort Worth for months.

Barkeep Noel Had 1 Pint Limit

Garish Saloons Followed The Last Chance of 1856

Noel Burton was a stern saloonkeeper.

When he opened Fort Worth's first tavern, the Last Chance Saloon, in 1856, he imposed a strict quaffing limit One pint per customer, was Burton's rule. And you couldn't drink the pint in the Last Chance, either.

His successors found Burton's restrictions irksome. Instead of shooing customers away, they made the saloons the meeting places and forums of the bustling frontier town.

Fort Worth's saloons were famous for many years. There was a taproom for every taste. They were the cowboys' playgrounds and the merchants' clubs. The saloon-keepers rode the best horses, drove the fanciest rigs, wore the best clothes and were elected to public office.

Seven Barrooms In 1879.

The first city directory in 1879 listed seven barrooms — the El Paso Hotel, the John Hoffman, E. Kuhn and C. H. Rintleman establishments, C. L. Frost's Waverly Hotel, the Cattle Exchange and Brown & Grigsby's Saloon.

The second city directory, published five years later, listed 35 saloons.

There were the Council Room, the Palace, the Cotton Exchange, the Occidental, the Eclipse, the City, the Pickwick Hotel bar Tivoli Hall, the Trinity, the Shamrock, the Local Option, the Favorite, the Tennessee, the Opera, the Traders', the Pearl, the Postoffice, the Firemens' Exchange, the Mechanics' Exchange and others.

Became Fancier.

Saloons became fancier as the town grew more prosperous. Some, like the Headlight Bar, the Silver Dollar, the Cotton Boll and the Dixie Bar, catered to cowboys.

Frolicking cowpunchers rode horses up to bars and demanded refreshment. Sometimes they shot up the back-bar mirrors and the lights.

But they would repentantly come back, the next morning, to apologize and pay for the damage.

Cattlemen had special meeting places, too—the Maverick and the Buckhorn in North Fort Worth. Upper crust drinkers patronized the White Elephant, the Palais Royal, which served a hot biscuit every minute, and the Crown Bar.

Had Sleeping Room.

At the other end of the scale was the First and Last Chance Saloon, operated for years by Ed Terrell, the first white trader in Tarrant County, who spent several months here in 1843 before he fled from the Indians. Terrell's establishment was at Main and Front (now Lancaster) One feature was a room where men who had imbibed well but not wisely could sleep off their binges in safety

Ranking between the top-level saloons and the First and Last Chance were the Centennial, at 11th and Rusk, and the Waco Tap. The Centennial was a sort of 1880 Pioneer Palace, with entertainers and beefy chorus girls performing on a stage at one end of the bar.

The Waco Tap had the biggest bar in town. It was owned by Pony Bell and Dutch Rose.

Fort Worth's most famous saloon was the White Elephant at Main and 3rd, later moved to Main and 5th. The city's notables turned out to glimpse its splendor on opening night. William H. Ward, the owner, made a speech and threw the key into the street.

Interurban Joins Handley Ft. Worth

"Yesterday, cars began running regularly Sundays on the interurban line between Fort Worth and Handley, leaving both cities every hour all through the day. Hundreds of people took advantage of the opportunity to visit Handley.

"The round trip to Handley cost 25 cents. It is now believed that the interurban line will be in operation between Fort Worth and Dallas by the middle of next month."—Fort Worth Register, March 17, 1902.

Residents Before 1876 Organized a Society

By 1897 Fort Worth was far enough removed from the early days to warrant organization of an Old Residents Society.

The society was formed Aug. 6, 1897, with membership limited to men and women living here no later than July 18, 1876, and who were at least 18 years old on that date.

The charter members: Abe Harris, J. C. Scott, M. G. Ellis, J. C. Terrell, S. P. Greene, W. F. Stewart, J. H. Oglesby, J. P. Woods, P. Flemming, Luther Stearns, A. B. Frazier, S. J. Dorsey, E. Kuhn, H. P. Shiel, J. B. Burnside, George B. Hendricks, G. W. Hollingsworth, J. G. Simpson, William Rea, B. B. Paddock, J. P. Massie, I. Carb, Alex Canto and C. R. Scott.

Gold in Klondike Beckoned Adventurers

The Klondike gold rush drew many adventuresome Fort Worth men.

Among those who went to Alaska in 1897 was James B. Roberts, one-time editor of the Mail-Telegram.

A prospecting party was organized with W. L. LeBow Sr., W. L. LeBow Jr., a Fort Worth & Denver City employe; Frank Witt, a butcher; John T. Haley, a clerk in Dillin Bros. drug store; and Harry Burton, salesman for D. Dreeben.

City Council offered a standing $50 reward June 16, 1899, for the arrest and conviction of anyone dynamiting fish in the Clear Fork.

Tarrant's Wet-Dry Contest Has Lasted Over 75 Years

Was it a noble experiment? Or was it an invasion of personal liberty?

Generations of voters here have called prohibition one or the other, and the conflicts produced some of the most exciting chapters in Tarrant County's political history.

Dry sentiment was fanned in earnest when Fort Worth's first temperance society was organized April 12, 1873. The society did not last long but in March 1881, O. B. Jordan and Josie Barkley began publishing the Royal Rose, a weekly temperance newspaper, in Birdville.

Frances E. Willard, founder of the Women's Christian Temperance Union, lectured on the evils of drink March 17, 1882, at the old 4th St. Methodist Church. Women in the audience organized a Fort Worth WCTU chapter.

The fight was growing warmer in the state, too. Joseph W. Bailey, a young Gainesville lawyer, later U. S. senator, took the dry side in a series of historic debates with Cone Johnson of Tyler.

In 1887, the Legislature called an election for Aug. 5. The people were to vote on a constitutional amendment outlawing liquor. The climax of the campaign took place in Fort Worth.

The True Blues, a statewide anti organization, held a mass meeting in Fort Worth's old livestock pavilion in July. Hundreds of antis came in special trains from Austin, Waco and Dallas.

The meeting was uneventful until Francis R. Lubbock, Civil War governor and Confederate hero, spoke. Quietly, he revealed that he had written a letter to Jefferson Davis, idol of the South, asking for an opinion on the Texas issue.

Davis reply opposed prohibition. The Confederate president said education and Christianity were curbing drunkenness and besides, he believed in the Democratic axiom, "The world is governed too much."

The Davis letter played a tremendous part in the anti victory on Aug. 5.

From this election stemmed the Legislature's local option laws, under which precincts of counties could stay we or adopt prohibition.

The wet vs. dry question flared again in March 1907 when a Fort Worth gambler killed Jeff McLean, crusading young county attorney. The vote in the election on April 27, 1907, called by Commissioners Court at the request of the drys, was a stunning defeat for prohibition. Tarrant County voted wet, 6,182 to 3,291. Fort Worth's vote was 4,800 to 798.

But the drys did not give up. In his inaugural address in January 1911, Gov. O. B. Colquitt, noting the intense dry agitation, proposed that the question go before the people again, although he believed local option "the most rational form of government."

The question, in the election called for July 22 that year, was whether Texas would continue under local option or adopt total prohibition. Interest in the outcome was high on election day. The Star-Telegram flashed bulletins on a white sheet hung outside its building at Throckmorton and 8th, to a crowd of more than 7,000.

For two days the outcome was in doubt, while conflicting claims were made in Houston by Thomas H. Ball, chairman of the Statewide Phohibition Amendment Association, and Col. Jake F. Wolters, leader of the antis.

Prohibition was defeated throughout the state, however. Tarrant County gave the antis a majority of about 1,600. Fort Worth rejected prohibition 5,191 to 2,641.

Feelings changed during World War I, when millions of parents became concerned for their sons in service. In another state prohibition election held May 24, 1919, Tarrant County voted dry by an approximate vote of 5,000 to 3,000. Leaders of the drys in that campaign were two Fort Worth lawyers, Marvin Brown, later district judge, and George W. Steere, later county law library director.

Meanwhile, the 18th Amendment, originated by Morris Sheppard, U. S. senator from Texas, had been submitted to the states and was ratified by the Texas Legislature on Feb. 28, 1918.

Clifford G. Beckham was appointed federal prohibition director in Fort Worth. One of the casualties here was the big Texas Brewing Company, which employed hundreds of workers. Joseph Casey and Jesse Zane-Cetti, Fort Worth pioneers, had founded the brewery.

The disillusioned period of national prohibition, marked by gang wars, the Al Capone dictatorship, kidnaping and bootlegging, ended with one of Franklin D. Roosevelt's "reforms" in his first days in the White House.

Texas legalized 3.2 beer on Aug. 26, 1933. Tarrant County's vote was: For repeal—11,707 to 6,207; for county beer, 12,142 to 5,985; for state beer, 12,139 to 5,888.

Legal beer was welcomed joyously here Sept. 15, 1933, amid predictions the depression soon would end. Hotel Texas opened a Rathskeller and a German band played "Nobody Knows How Dry I Am" for the celebrating crowds on Main St.

Sale of all alcoholic beverages was legalized two years later. Tarrant County voted for liquor 10,054 to 6,866 in the election on Aug. 24, 1935.

Prohibition agitation was renewed during World War II, and Tarrant County voted again Nov. 3, 1942. At issue was continuing legal control of liquor or adopting prohibition. Rev. J. Hoytt Boyles and Rev. C. E. Matthews headed the Tarrant County drys. James F. Pollock headed the Legal Control Council. The drys lost, 14,952 to 10,417.

The most recent attempt to outlaw liquor in the county occurred Aug. 5, 1944. This time Rev. Forrest C. Feezor headed the ministers' committee that directed the dry fight. Frank H. Rawlings, former state senator, was leader of the Legal Control Council of Tarrant County.

By vote of 25,387 to 17,127, prohibition was defeated again. However, some rural Tarrant communities remained dry or banned hard liquor sales under local option.

Park System Made Start Here in 1892

Leading the nation in park acreage per capita, Fort Worth has a park system that was begun in 1892.

In that year, the city paid Robert McCart and William Capps $20,000 for 50 acres straddling the Clear Fork just below W. 7th St. Of the total 31.3 acres lying west of the Clear Fork was taken as City Park and the remainder was used for the Holly Plant.

Not until the early part of this century, however, did planned parks and an organized park department make their appearance. For several years, the Park League devoted itself to parks, convincing city officials in 1907 that a park board should be created.

The first board was composed of James Maddox, Glen Walker, A. W. Grant and R. W. Rogers, with George Vinnedge as superintendent.

Expert Planner.

A boost toward big-time operation came in 1909 when George Kessler, an authority on city planning, was retained for $1,500 to draft a master plan for park development which remains the guide-post of the park department. He suggested natural or topographic names for parks, and City Park was re-named Trinity.

Basically, his plan was to link Sycamore, Trinity and Forest Parks—then representing the triangle of the city limits—with a parkway.

Year by year, the park system grew until the city now has 10,750 acres—approximately 40 acres per 1,000 population, the highest ratio in the nation. Next is Lynn, Mass., with 18.8 acres per 1,000.

In name, Hyde Park, at Throckmorton and 9th, may antedate Trinity Park. In the 1880s a large plot of ground embracing part of the present City Hall and library sites was known as Hyde Park and a street railway was named for it. But Park Superintendent Adams said it was not a park in truth.

Hyde Park Bought.

The Hyde Park land was owned by W. J. Bailey, first court reporter here and possibly in Texas, who sold it to the city for $20,000 Feb. 21, 1891.

Here is a list of the principal parks and the dates of acquistion:

Arnold, 1914; Burkburnett, 1919; Buck Sansom, 1928; Forest Park, 1909, with the original 70.85 acres bought from Fairmount Land Company for $17,712 in the heart of the present park which by successive purchases has reached 234 acres; Glenwood, 1927; Greenway, 1926; Hillside, 1911; Marine, 1894; Monticello, 1928; Maddox, 1905; Paddock Place, 1917; Cobb, 1923; Rotary, 1912; Sycamore, 1909; Jeff Davis, 1924; Rosemont, 1927; Old Trail Drivers, 1928; Oakland Lake 1927; Sylvania, 1926; M. E. Burney, 1945; Boaz, 1928; Rockwood, 1932; Botanic Garden (Old Rock Spring), 1912.

1876 HEADLINES

6 Outlaws Captured After Fray

Old-time newspapers printed telegraph dispatches one right beneath the other in a single column. The Sept. 22, 1876, edition of the Daily Fort Worth Standard, had these headlines:

"Six of the Eight Northfield Bank Robbers Captured after a Sharp Fight.

"1 Killed and 3 Wounded—The Wounded Confess they are the Younger Brothers.

"The Indian Commission Succeeds in Bringing Lo to a Council.

"Dallas' Pet is Victor at the Kansas City Races, Distancing Nine Horses.

"Servia Believes in Victory—Plague in the Turkish Army.

"Perfect Jam at the Exposition—Tilden Draws.

The exposition referred to was the U. S. Centennial Exposition in Philadelphia, and the meaning of "Tilden Draws" was that most of the crowd had been attracted by the presence at the exposition of New York Governor Samuel J. Tilden, Democratic candidate for president.

Native Britisher Recalls Early Railroading Days

"I was born in North Shields, England, Nov. 30, 1869, arrived in Galveston in August 1881. We settled 63 miles west of Houston at Eagle Lake and stayed there four years until we got the chills and fever and moved to Valley Mills in March 1889.

"My brother, W. B. Dennison, was bridge foreman on the Katy's Fort Worth-Waco division. I joined his gang in March 1889 and worked out of Fort Worth four and a half months. We worked 10 hours a day. We did not have any motor cars—had to pump or walk. We got $2.20 a day and paid $20 a month board bill."
—Charles H. Dennison, 3117 N. W. Loraine.

Gone Are Those Days

Gone are the days—"We serve the best ice cream soda and frapine for five cents."—Advertisement of J. P. Nicks and Company, druggists, 511 Main, in 1898.

Homespun Traded In Daggett Store

Henry Daggett, Fort Worth's first civilian storekeeper, saw little cash. Mostly, he bartered with his customers.

Mrs. Dena Damheim, 73, of Lometa, recalls that her grandmother, Mrs. Elizabeth Teague, told how she traded homespun clothes for the staples Daggett carried in his little cabin store.

Mrs. Teague, a widow, brought her seven children here from Missouri soon after Major Arnold's dragoons moved to Fort Belknap.

She Remembers Days Of Horse Cars Here

"When we lived on W. Magnolia St. in the late 1890's, the horse cars ran past our home," says Mrs. Sophia C. Welsch, 1117 College.

"If mother was dressing to go to town, but was not quite ready to go, we would stop the car and ask the driver to wait until she put her hat on, and wait he would."

Pioneers Made Dyes From Bois d'Arc Bark

Pioneer women here boiled bark from bois d' arc trees to obtain dye for homespun cloth.

Mrs. C. W. Smith, 511 S. Lake, says her grandmother, Mrs. James Ventioner, colored all her cloth that way. The Ventioners were among the first settlers here. Their farm included most of what now is River Oaks. Their log cabin, one of the first west of Fort Worth, was where the Julian Meeker home now stands.

Good Boarding House On Street Car Line

"Mr. T. H. Brigance has leased the three buildings on the corner of Broadway and Jennings Ave., formerly known as the Florence Sanitarium, and will open a first class boarding house there.

"This is in a neighborhood where a good boarding house is a necessity. It is quiet, and being on the street car line the place is easily accessible to business men in the city."—Fort Worth Register, March 30, 1902.

Street Lamp Flared With Gas in 1877

Now immortalized by nostalgic ballad, the lamplighter came to Fort Worth with an aggressive entrepreneur who founded the gas industry here.

From New Jersey came John Lockwood, who arrived in 1876 with this proposition for business men: "I'll put up $10,000 and build a gas plant if you will subscribe an additional $10,000."

His offer was accepted eagerly and the Peoples Mutual Gas Company was formed with John Peter Smith as president, John Nichols, treasurer and J. G. St. Clair, secretary.

On Aug. 11, 1876, City Council gave Lockwood the go-ahead for construction of a plant on Commerce near Bluff to manufacture artificial gas and lay mains.

To encourage Lockwood's venture, the council agreed to pay $400 per month for each street lamp post erected, stipulating a maximum of 20 street lights at that price.

$5 Per 1,000 Cubic Feet.

In the city's first rate regulatory measure, the council prescribed that private consumers were to pay $5 per 1,000 cubic feet of gas with the illumination standard set at 14 candlepower.

During the next few months when Lockwood, in shirt sleeves and boots, superintended the building of his plant, several merchants hawked gas lighting fixtures for saloons, homes, stores. Among these were Lake & Nash and Hofle & Company.

Streets that once had been stygian after dark became a blaze of light when the first street lamps were lit at dusk on March 25, 1877.

Then began the era of the lamplighter who at nightfall toured the business district, turning on lights. At dawning he extinguished them.

Two years later Lockwood sold out to Smith and his associates who reorganized as the Fort Worth Gas Light & Coke Company, obtaining on July 1, 1879, an exclusive franchise to make and supply artificial gas for 10 years.

Used McAlester Coal.

They began manufacturing their gas from coal shipped from McAlester, Okla., whereas the former company had used water in its manufacturing process, often calling upon the fire department to pump.

Effective Sept. 12, 1882, Smith's franchise passed to the Fort Worth Gas Light Company. And in 1884 a new artificial gas plant —the Pintsch works—was built at Lancaster and Adams to make gas for railway car illumination. The Pintsch plant remained in operation until 1931.

Beginning in 1885, artificial gas makers here entered the fight of their life—and lost. Electricity gradually replaced gas lights and the city in the early '90s built its own light plant to illuminate streets.

A new gas and power company emerged Sept. 1, 1905, when George W. Armstrong and associates were granted a franchise as Consumers Heat & Light Company, with the franchise approved by the public at an election in which the vote was 709 to 471.

Company Changes Hand.

Somewhere along the line the Fort Worth Gas Light Company was bought by the Fort Worth Light & Power Company operating under the original franchise granted Smith. About 1909, Fort Worth Light & Power — now Texas Electric Service Company —quit the gas business and Consumers quit selling electricity.

Consumers changed its name to Fort Worth Gas Company June 16, 1910.

Supplied by Lone Star Gas Company, Fort Worth Gas Company turned the first natural gas into its mains Feb. 22, 1910. The gas came from the Petrolia field in Clay County, nearly 100 miles away.

But the company had to master a huge sales promotion task for most people were fearful of this new fuel. Two or three years were required before householders dared cook with it.

For many years Lone Star controlled the assets of the Fort Worth company which it absorbed completely in 1931, operating the local system as the Fort Worth Division of Lone Star.

The Lone Star in 1909.

The pioneer in long distance transmission of natural gas, Lone Star came into existence June 4, 1909, initially supplying natural gas from Petrolia for domestic and industrial users in Henrietta, Petrolia and Wichita Falls.

Less than a year later 135 miles of pipe supplied gas to 15,000 customers.

Surmounting difficulties that encompassed uncontrollable gas wastage to war-borne labor and material shortages, Lone Star overcame the problem of too little and too late in the 1920s. In 1927 the company took over Dallas Gas Company. Through purchase from Union Utilities Company, Lone Star added Galveston, Waco, Paris, Brenham in 1929.

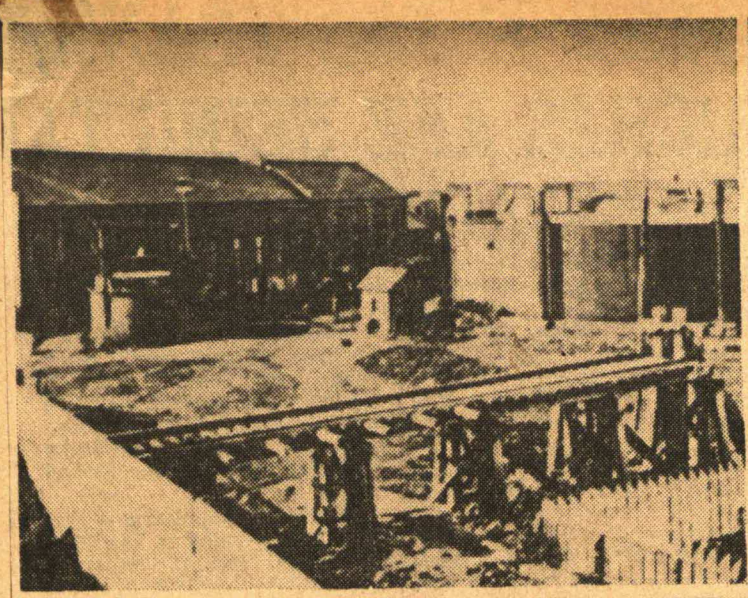
Denning of Lone Star.

L. B. Denning, a modern counterpart of Lockwood, came from Ohio to found Lone Star and headed the company until 1940 when D. A. Hulcy, present president, succeeded him.

In 1942, the Securities and Exchange Commission approved a reorganization which created Lone Star Gas Company and Lone Star Producing Company.

With the end of World War II, the company began aiding the regional development scheme which brought postwar industry to the Southwest in record numbers.

Today's gas supply for Fort Worth's 70,000 customers enters the city at five points which tap a 6,000 mile pipeline system bringing gas from 1,500 wells in 75 Texas and Oklahoma fields.



—Old gas plant picture Withers-Atkeison Photo Reproduction.

MILESTONES IN GAS INDUSTRY HISTORY—One of the earliest Fort Worth gas plants—on Commerce near Bluff St.—where artificial gas was made is shown in upper left. Early meter department truck of Fort Worth Gas Company, predecessor of Lone Star Gas Company, is pictured upper right. Below is a scene of "cats" bringing first natural gas pipeline from Petrolia field to Fort Worth in 1910.

Telephone Made Instant Hit

Alexander Graham Bell's revolutionary discovery was accepted by the public so quickly that a telephone was in use in frontier Fort Worth in little more than a month after the first outdoor telephone line had been erected.

In April, 1877, Bell ran the first outdoor line from 109 Court Street, Boston, where he had perfected his invention, to the home of Charles Williams in Somerville, Mass.

By May, 1877, a telephone was in use in Fort Worth. The Fort Worth Democrat of May 31 claimed it had installed the city's first telephone, linking the newspaper office on Houston with the Club Room, a Main Street saloon and prolific news source, a distance of about 200 feet.

Other Accounts.

Other accounts say the first telephone here connected the residence of Dr. W. B. Brooks at Weatherford and Pecan with his drugstore at Second and Houston.

At that time, the telephone was in such a comparatively crude stage of development that it was "rung" by thumping the diaphragm with a pencil. Later models had a hammer inside the box instrument to tap the diaphragm.

Slowly, other telephone lines began criss-crossing the city and by 1879, instruments were in use at the express office, Waverly Hotel, El Paso Hotel, Leer's Stables and the First National Bank.

City Hall Installations.

On Sept. 16, 1879, City Council directed that a telephone be installed at City Hall, then at Second and Commerce, to connect with the other telephones in the city.

Popularity of the telephone brought in the first telephone company — Southwestern Telegraph and Telephone Company, a Little Rock corporation with J. F. Brigance as local manager — which built the first Fort Worth exchange in 1881.

Occupying the second floor of the First National Bank at Second and Houston, the exchange served 40 telephone subscribers. Dr. Julian Feild had telephone number "1."

Beginning June 22, 1883, the Fort Worth company was operated by the Erie Telephone Company which absorbed Southwestern Telegraph and Telephone Company, Northwestern Telephone Company and Cleveland Telegraph Company.

Shortlived Competition.

Shortlived competition appeared in the mid-80s. Pan Electric Company operated a telephone system here from 1884 to 1886, and the Texas Telephone, Light & Power Company operated briefly with J. G. Watkins as manager until a federal court enjoined the firm from further operations on the ground that it was infringing Bell's patent.

By 1885, the Erie exchange was serving 450 customers and by 1898 was doing sufficient business to warrant construction of the first company-owned building on the west side of Throckmorton between 7th and 8th Streets.

In that year, too, the first underground cable was laid.

The Erie company was dissolved in 1900 and Southwestern Telegraph and Telephone once more operated Bell properties in Texas and Arkansas.

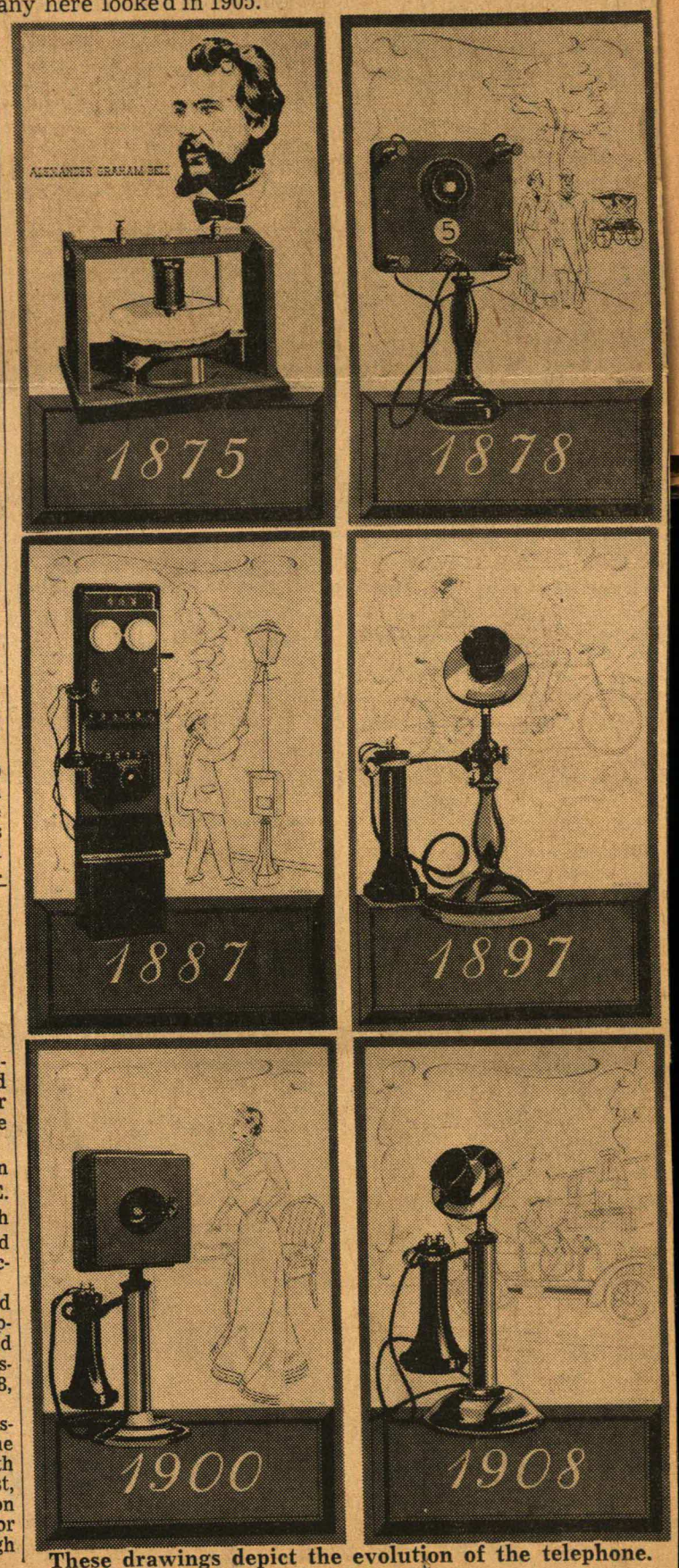
New Company in 1904.

With about 1,000 subscribers, the Fort Worth Telephone Company—owned by F. D. McElroy and Martin Casey — went into business in 1904, competing with Southwestern which had 3,000 customers. The Fort Worth company folded up in 1916 and its building at Throckmorton and 11th was bought by Southwestern which has its headquarters on the same site today.

Southwestern Bell Telephone Company, a Missouri corporation, took over the properties in 1920 and continues to operate them.

Decentralization began in 1909 when the Prospect exchange on the North Side was opened. The company now has six exchanges and 106,000 subscribers. The dial system was placed in use in 1932.

HELLO GIRLS—This was how the central switchboard of the Southwestern Telephone and Telegraph Company here looked in 1905.



These drawings depict the evolution of the telephone.

Village Era Left Behind, 'Fort' Adds Sewer System

The administration of Mayor John Peter Smith gave Fort Worth the first major push toward progress, and not the least of its accomplishments was the start of a sanitary sewer system.

With the town growing by leaps and bounds and rapidly filling its two-mile square area with residences and businesses, the town needed a sewer system.

Accordingly, City Council authorized a $190,000 bond issue on Oct. 23, 1882, to finance the sewer lines and improve streets.

The first sewer pipe was ordered March 10, 1883, from the Akron Sewer Pipe Agency, Ohio, for $19,743, and the Slattery Company was awarded a $1,035 contract about the same time to lay the pipe.

However, the contractor failed to satisfy City Council and on May 30, 1883, he was told to increase his force to 150 men and rush the work to completion or the city engineer would finish the job and dock the contractor.

The threat was made good on July 23, 1883. City Engineer E. K. Smoot was directed to finish the system which honeycombed what is now the downtown section.

Under a second street and sewer bond issue of $130,000 approved Aug. 11, 1884, Laing and Rattican extended the sewer system under a contract of $8,348, beginning Dec. 2, 1884.

Even with a sanitary sewer system, which was flushed by the privately-owned Fort Worth Water Works Company at first, Fort Worth lacked the protection against disease it sought, for many open sewers ran through the town.

ELECTRIC LIGHTS DRESSED UP TOWN

Electricity came into use here in 1885, only seven years after Thomas Alva Edison invented the incandescent lamp.

Indeed, the first commercial light plant had been established in New York only three years before Fort Worth—which hardly had emerged from frontier status—had an electric plant.

The first electric franchise was embodied in Ordinance 380, passed Oct. 12, 1885, in favor of the Fort Worth Electric Light and Power Company, owned by J. H. Andrews, R. E. Maddox, W. H. Little and Dr. N. Wallerich. The plant was at Cherry and Front (now Lancaster Ave).

On Dec. 4, 1888, City Council decided electric street lights might be preferable to gas and called for bids. The new electric company offered to light Main and Houston for 90 cents a month per light.

But the Fort Worth Gas Light Company was not about to let the street lighting contract go without a fight. The company obtained a franchise for electric operations and guaranteed that it could light the streets for half what anyone else bid.

City Builds Own Plant.

Fort Worth Light and Power Company received the first electric street lighting contract on March 18, 1890.

But City Council, displeased with the service, built a municipal electric plant. United Edison Manufacturing Company, New York City, built the plant for $32,102 near the water works at the juncture of the Clear and West Forks.

As part of the water department, the municipal plant furnished power solely for street lights. As an indication of the plant's scope, the light department reported April 12, 1898, that it had 68 arc lights of 2,000 candlepower each and 402 incandescent lamps of 30 candlepower each. Annual operating cost was $7,619.55.

Meantime, the Arlington Heights Electric Company and the Standard Light and Power Company, owned by Stratton and White, had gone into business here.

Streets were cluttered by poles and lines belonging to each of the companies and electricity, as a matter of fact, was a bit of a nuisance. The arc lights used for street illumination were the carbon type and a new carbon was placed in each light daily.

Wires "Unsafe."

Mayor B. B. Paddock reported to the council on March 2, 1900, that general agents of all insurance companies doing business here had met to study electrical equipment in use, concluding that wires of some companies were in a "very unsatisfactory and unsafe condition."

Unless improvements were made promptly, the insurance agents said, either they would be forced to cancel their policies here or boost the rates measurably.

Minimum standards of materials and workmanship suggested by the insurance companies were adopted by the council.

Growth of the city brought in the Citizens Light and Power Company, Consumers Heat and Light Company and Citizens Railway and Light Company early in the century.

That same growth caused the city to enlarge its municipal plant on Feb. 15, 1901, by ordering a new dynamo with an 85-light capacity and an incandescent light machine with 800-light capacity from Western Electric Company, Chicago, for $2,538.75.

By 1908, the municipal plant had reached its maximum capacity and Consulting Engineer Charles H. Ledlie of St. Louis estimated the cost of a new plant would be $116,000.

Compromise Reached.

The city's bank account precluded the enlargement recommended by Ledlie and the city adopted a compromise course—awarded Consumers Heat and Light Company a contract to light part of the streets and ordered two diesels from American Diesel Engine Company for $10,000 to boost output of the municipal plant.

First regulation of electric rates came Dec. 20, 1910, when the council set a minimum charge of $1 per month per meter with scaled rates specified for power consumed.

By 1911, the municipal light plant was too much bother. And the city went out of the power business, awarded J. R. Nutt a contract on July 13, 1911, to light 800 arc lamps at 2½ cents per kwh. Nutt, who built a dam just below the fork of the river, delivered the power to the city's distribution system at the River Plant.

Nutt took over the city plants Later in 1911, the Nutt properties and the Fort Worth Gas Company, Fort Worth Light and Power, Citizens Railway and Light, Citizens Light and Power, Fort Worth and Rosen Heights Railway, and Arlington Heights Traction companies were consolidated into the Fort Worth Power and Light Company which assumed monopoly operations here.

Plant Started.

Immediately, the company began building a plant on the north bank of the Trinity River on the site of the present Texas Electric Service Company plant, with a capacity of 5,000 kilowatts.

On Dec. 19, 1929, the company became part of the Texas Electric Service Company, incorporated by grouping several electric properties in northwest and West Texas.

The company today is engaged in a $50,000,000 expansion program that will give Fort Worth and surrounding territory a 255,000 kilowatt electricity supply.

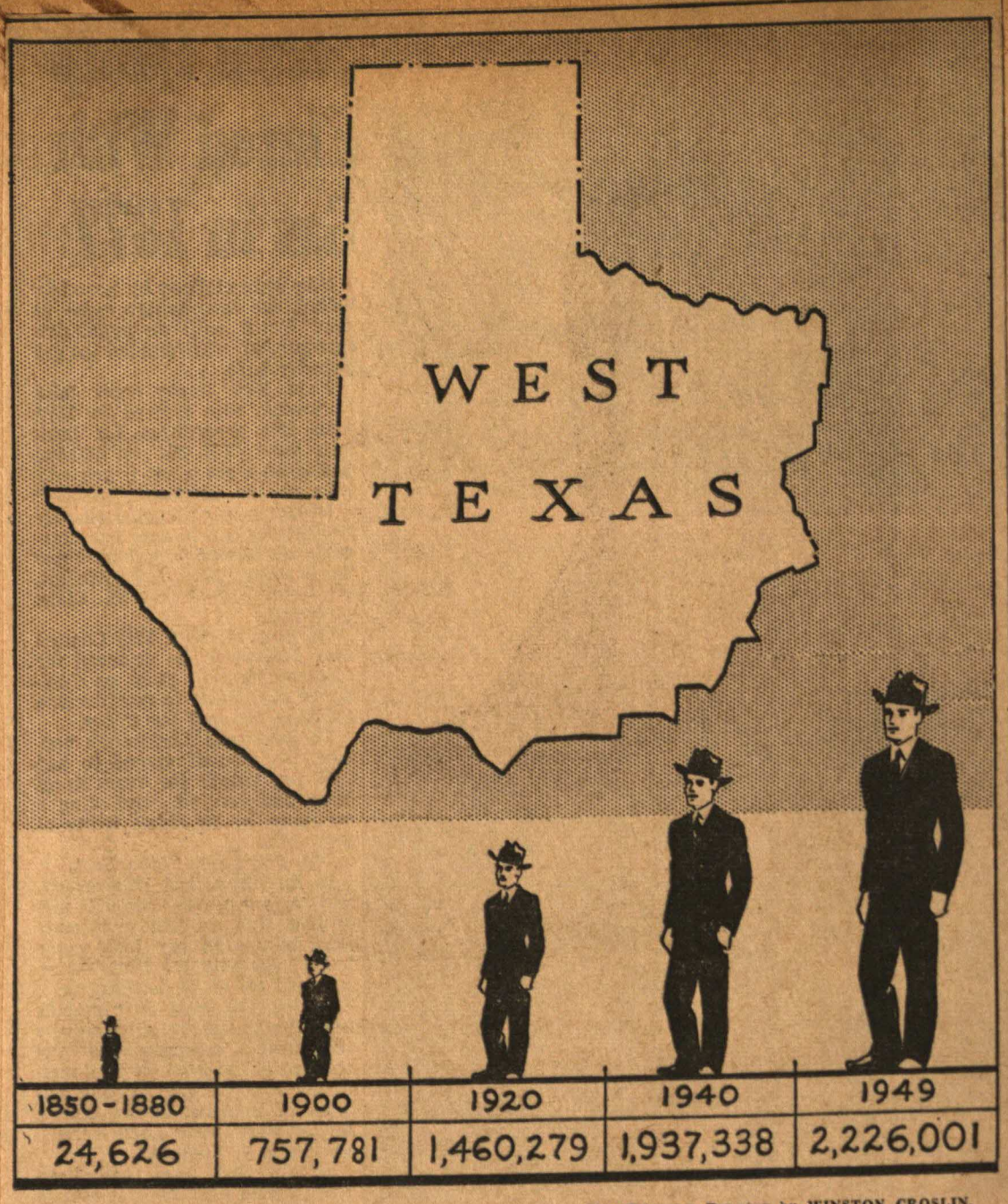
The company had a close brush with municipal ownership during the headlong rush toward public power ownership during the depression. The Hammond administration proposed that a city plant be built and was stopped only by PWA's refusal to approve a $2,228,000 grant for a power plant in 1935.

A new attempt toward municipal ownership was made in 1938 when conversations were held with the Colorado River Authority relative to supplying power and the Federal Power Commission made a survey to determine the cost of a distribution system.

But by the time the FPC reported, a new administration had taken office and the municipal ownership threat was bottled.

Elevator No. 1

The first passenger elevator in Fort Worth was installed in the Powell Building, southwest corner of 2nd and Houston, where Will F. Lake had his hardware store.



—Star-Telegram Drawing by WINSTON CROSLIN.

WEST TEXAS' MAGIC GROWTH—In the 162,500-square mile area comprising the 132 counties of West Texas—approximately two-thirds of the state's area—population has mushroomed from less than 25,000 in 1850 to more than 2,000,000 in 1949 and wealth now figures in the billions.

Once City Mayor, He Died at Age of 93

Ex-Mule Skinner Willard Burton Of Lumber Fame Arrived in 1876

"You can set your clock by Mr. Willard Burton. And you better have yours set from now on. He likes people to be on time . . .

"Mr. Burton doesn't like windy talk. Skip the shell and get to the meat and milk of the coconut when he asks you a question . . ."

Oldtimers at Burton-Lingo Company gave 20-year-old Sam M. Milstead of Cleburne that advice when he reported for work in October 1914, a $75-a-month stenographer.

Milstead took the advice to heart. With the exception of World War I service in France and Germany, he has been with Burton-Lingo ever since. He now is vice president and purchasing agent.

Once Mule-Skinner.

"Mr. Burton was the heart and soul of the business," Milstead says. The qualities his employes bragged of lifted Burton from Missouri mule-skinner to a position as dean of the Texas lumber industry, mayor of Fort Worth and city councilman.

Milstead's opinion is echoed by the company's president, Willard Burton Ferguson, who started about three years before Milstead. Ferguson was named for Burton. His father was yard foreman at the lumber yard when Ferguson was born.

Willard Burton saw Fort Worth for the first time from the windows of the first T&P passenger train to arrive here in 1876. He had worked for William Cameron at a Richmond, Mo., lumber yard, and the two became partners in Abilene, Midland and Colorado.

Fort Worth Branch.

Cameron sold out in 1887. Burton remained in West Texas, and in 1889 opened a branch in Fort Worth and made his home here. Burton's cousin, E. H. Lingo, and John C. and Paul Waples joined him. The firm became Burton-Lingo Company. The yard was at Jennings Ave. near the T&P crossing.

The company grew rapidly, soon owning 32 lumber yards throughout the state and a wholesale sash and door plant at Sweetwater.

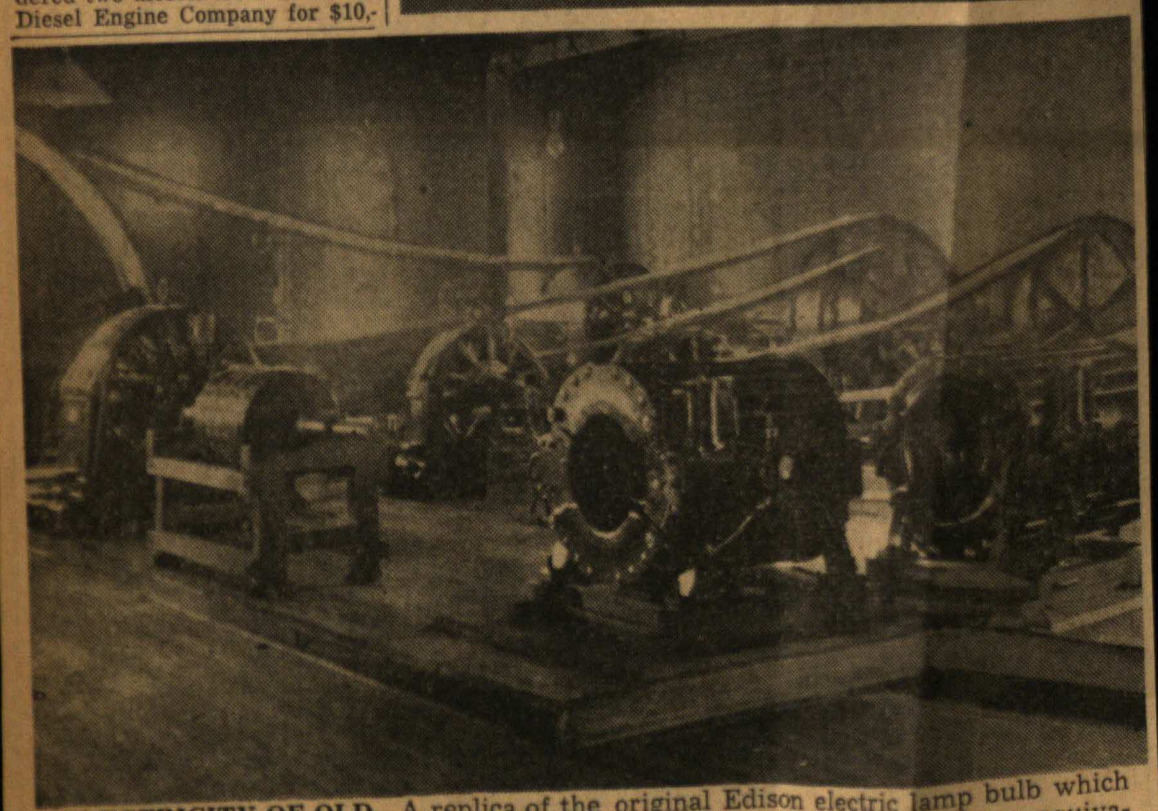
At 75, an age when most men were retired, Burton was drafted to fill Mayor E. H. Cockrell's unexpired term. Cockrell resigned to become president of Woods College in Fulton, Mo., in 1924.

Salary to Charity.

Burton gave his salary to charity and took the lead in pushing through Fort Worth's city manager form of government. He served on the city council for 12 years after he was mayor.

Good-natured but gruff, Burton was impatient with long debates. He banged his cane on the council table to punctuate his ire. His famous arguments with a fellow councilman, William Monnig Sr., caused spectators to fear violence. Invariably, however, the two men left the City Hall arm in arm, grining broadly and still the very best of friends.

Burton died in 1943, at the age of 93.



ELECTRICITY OF OLD—A replica of the original Edison electric lamp bulb which cost $2 and furnished 130 lumens—units—of illumination was the wattage equivalent of the modern 100 watt bulb beside it which today sells for 20 cents and furnishes 1,620 lumens. Below is the interior of an early day Fort Worth steam generating plant with open dynamos. Lamp bulb photo W. D. Smith reproduction.

WEST TEXAS TRANSFORMED; RICHES ARE BEING TAPPED

Men still living saw it happen before their eyes—the fantastic miracle of development which transformed West Texas from a wilderness of Indians and buffalo herds to a land of more than 2,000,000 population, with resources figured in the billions.

In less than 60 years this story has become a romantic legend of courage, hardship, faith — and hard work.

Visitors from other states are amazed. Holding conceptions based on Western movies and fiction tales of the Old West, they are surprised to find that West Texas is no longer merely a land of cowpunchers crooning at night on the lone "prairee" to a lowing herd moving slowly along the "lonesome trail."

West Texas still has its great ranches and is proud of its cattle-raising tradition, but—

Its total oil production through 1948, for instance, amounted to 3,809,077,000 barrels—worth more than $5,000,000,000. And new wells are being brought into production daily.

Its cotton, a third of the Texas crop, yields upward of $100,000,000 yearly income for its farms.

Wheat and Cattle.

The West Texas cattle population of more than 2,000,000 animals easily exceeds $115,000,000 in value.

Wheat crops amounting to more than 25,000,000 bushels yearly bring West Texas more than $40,000,000 in income.

Grain sorghums, likewise a third of total Texas production, also bring the area more than a $40,000,000 annual return.

The story flashes back 400 years to Cabeza de Vaca, the adventuring Spaniard shipwrecked on the Texas coast in 1528, who kept a careful journal of his wanderings westward across the prairie uplands, looking for the gold mines that always lay westward, like a mirage.

Even the Spaniard's greediest dreams of treasure couldn't have equaled the wealth that West Texas has produced since that time, from its cattle, its farms and its oil.

With Spanish and Mexican settlement in the 1700's and early 1800's came ranching and the wiry, longhorned cattle whose name became inseparable from that of Texas.

Sparsely Populated.

As late as 1850, the entire area now designated as "West Texas"—that territory lying west of a line running southward from the Red River at Gainesville, through Denton, Fort Worth, Waco and Lampasas, southward to Del Rio on the Rio Grande—had fewer than 20,000 inhabitants.

Immigration flowed westward in a strong tide at the close of the Civil War—Southerners leaving war-devastated homes in the Old South and their recent Unionist foes seeking their fortunes in the undeveloped lands of the Southwest.

These pioneer ranchmen who fought off Indian raiders and rustlers built the first great cattle herds. Then economic necessity—the need to find a cash market where they could convert their produce into money—started the great cattle drives which continued for almost 30 years.

Long northward treks to rail lines at Abilene, Kan., and St. Louis established the famous trails still remembered in the tales of nonogenarians of the Old Trail Drivers' Association and in the cowboy songs and stories the whole nation knows.

Fort Worth, Abilene, Big Spring, San Angelo, Fort Davis, Amarillo and dozens of other modern cities of West Texas had their beginnings on these old cattle trails.

Railroads Changed Pattern.

The patenting in 1867 of a strand of wire fitted with sharp enclosed a 250,000-acre ranch in Potter and Randall Counties with a barbed wire fence. Bitter opposition to the new invention was overwhelmed in the Legislature in Austin.

Barbed wire meant the end of "free grazing" on the open ranges of West Texas. It brought the gradual whittling down of the vast ranches. The plows of farmers soon broke the rich soil of the Staked Plains.

By 1900, the population of West Texas had spiraled to 757,781 by the official federal census figures. El Paso County by that time had more than 24,000 inhabitants; Taylor County, with the young city of Abilene, 10,499; Tom Green County, with the village of San Angelo, 6,804; but Lubbock County, with the settlement of Lubbock still scarcely a village, counted only 293 residents, where today it has more than 50,000.

Farmers Conquered, Too.

More than 20 years of bitter trial and failure followed before farmers learned the hard way how to bring rich yields from dry West Texas soil.

Shallow well drilling in the High Plains tapped a great underground reservoir which was increasingly put to use for irrigation until more than 10,000 wells by the end of 1948 made this one of the most intensively farmed areas in the United States.

Cattle, wheat, oil and vast gas fields transformed the Panhandle in little more than 20 years. Amarillo's population soared well over the 50,000 mark. Plainview and Lubbock, southward, likewise benefited from the intensive development. Cotton gins and cotton oil mills, grain elevators, oil refineries and other industries have mushroomed in West Texas cities in the last 20 years.

Westward along the Texas & Pacific Railway line, such cities as Ranger, Eastland and Cisco boomed in the oil discoveries of the 1920's, as did Wichita Falls, Vernon and Electra on the northern border of West Texas.

Oil prospecting moved westward rapidly and by 1946, at the end of World War II, oil magic had multiplied the population of Big Spring, Snyder, Midland Odessa many fold almost over night. Ector County, for instance, with only 760 inhabitants in 1920, had 15,000 by 1940 and in 1949 is estimated to have upward of 40,000.

Intensive farming and modern soil conservation practices moved westward by 1949 through Dublin, Comanche, Stephenville, Coleman and Ballinger to San Angelo, and oil discoveries invaded the ranching country westward to Fort Stockton.

Big Population Increase.

The Bureau of the Census estimated in 1949 that Texas as a whole had increased 14.9 per cent in population over the 1940 census, and although West Texans believe, from scholastic and utility connection reports, that their area has experienced much greater increase, even that percentage over the 1,937,338 census figure for 1940 in the 132 West Texas counties would give the area a 1949 population of 2,200,000.

One great handicap to further development of West Texas—its dryness—is next on the list for conquest in 1949 and the years to follow. Large reservoirs already have been built on the upper Brazos at Possum Kingdom; on a tributary of the Collorado River near Colorado City; and a smaller one on Hord's Creek near Coleman.

A large dam is under way on the North Concho at the outskirts of San Angelo. Big Spring and Odessa have teamed together to plan a large reservoir on the Upper Colorado.

Amarillo has enlisted the aid of Congress to authorize a huge storage reservoir on the Canadian

coined its 1949 slogan, "Dam West Texas—or West Texas Is Damned."

The men who have watched West Texas grow from wilderness to wonderland in less than 60 years have no doubt this battle will be won, too.

Eastern Star Came in 1884

The first chapter of the Order of the Eastern Star in Tarrant County was chartered in Fort Worth in February 1884. As Tarrant Chapter No. 8, the group had as its first matron, Mrs. Virginia Tucker. First patron was W. L. Holt. Mrs. R. E. Johnson is now serving as matron and John L. Parvin is patron.

A statewide organization of Eastern Star chapters was perfected in Fort Worth in 1884 when six of the seven chapters in the state met and formed the grand chapter of the Order of Eastern Star. Fort Worth was designated as the permanent meeting place of the body but after six annual meetings decision was made to hold annual meetings in other cities of the state. There are 16 chapters now in Fort Worth and Tarrant County.

Corn News Cheering

"The corn crop this season will be enormous. This will be cheering news to the lovers of good whiskey and also to the hog crop."—Fort Worth Democrat, Sept. 5, 1879.

John Justin Remembers First Payday

John S. Justin never will forget the thrill of his first payday.

It was in 1901, when Justin was a brand-new teen-ager. He had worked all week—"not eight hour days, either"—in his father's cowboy boot plant at Nocona. On Saturday he was paid at the rate of 25 cents a day.

"That wasn't really as bad as it sounds," says Justin, now president of H. J. Justin and Sons, Inc., internationally-known manufacturers of boots and shoes. "It was all the capital my father had when he started this business.

"Why, we sold thousands of pairs of good 17-inch, calf-skin cowboy boots at $8.50 a pair in the old days."

Buying $8.50 boots cost many a cowhand a month's salary, but boots then, as they are today, were the cowboy's pride and joy.

Justin's father came to Texas in 1879 from Tippecanoe, Ind. He settled in Spanish Fort, on the Red River, with his shoe-maker's awl, a hammer and that 25 cent capital.

Ford-Lowden Printing Company and a WPA sewing project.

In Nocona, Miss Enid Justin is president and general manager of the Nocona Boot Company, which recently moved into a new $250,000 plant. Miss Justin is H. J. Justin's daughter and the firm is an off-shut of the parent company.

Make 'Em Pay or Fight

"Wanted—a man to collect bad debts in this city. Must be of a pugilistic turn of mind. Call on M. M'Evay, corner Main and Public Square."—Advertisement in Fort Worth Democrat, Aug. 14, 1879.

May Lord Deliver Us!

Governor Davis promises that if re-elected he will be the same governor in the future that he has been in the past. Good Lord deliver us.—Democrat, October, 1873.

Washwoman Yielded in 1890s To the Chinese Laundryman

"Allee same, no monee, no laundly. Savvy?"

The day has gone since the Chinese laundryman, leaning on the counter of his steaming hand laundry with its peculiar odors, laid down that law to customers.

He came late into the business here—in the 1890-1900 era—as newly landed Chinese immigrants swarmed over the western United States during the last half of the 19th Century.

By the time Charley Hong, Hong Lee, Quong Chong, Quong Youen Sing, Sang Wah Sing and Sing Lee came here, laundry and cleaning were well established, albeit young.

The business had been started sometime around 1880, when the growth of the city made the washwoman inadequate and when the increasing frequency of social functions demanded that matrons send out their laundry.

The earliest laundries of record were the Fort Worth Steam Laundry, owned by P. B. Taylor & Company, at 4th and Jones, and the J. A. Murphy Troy Laundry, 5th and Main, the only laundries advertised in the 1884 city directory.

Later in the '80s James E. Johnson Jr. started what is now the Natatorium Laundry, cleaning towels used for his father's bath house north of the square.

In 1901 W. B. Fishburn began a cleaning business that soon established him as a leader in the field. He was one of the first in the nation to discard the antiquated spotting method for vat cleaning methods.

With such meticulous care did he study cleaning and dyeing that his fame spread through the country and many persons in distant cities, including New York, sent their clothing here to be cleaned.

Today the telephone directory lists 39 laundries.

But allee samee, no Chinese laundly. Too bad.

1919 Plant Pioneered In Dirigible

Fort Worth had a grandstand seat for one of the strangest and most exciting aeronautical development of the Twentieth Century — the ill-fated experiments with giant dirigibles which the government hoped could be used to navigate the skies as surface ships ply the oceans.

The key to Fort Worth's part in this was provided by an experimental plant built in 1919 by the Bureau of Mines on the old Blue Mound Rd., to extract non-inflammable helium from natural gas.

First in the world devoted to helium production, the Fort Worth plant by 1923 had hit upon a lowered cost formula which made it possible to turn out the precious helium gas in large quantities.

The Navy Department, leader on this side of the Atlantic in the dirigible experiments, had its interest focused on helium by several disasters attributed to inflammability of hydrogen gas when used for "lift" of the huge dirigible hulls.

German Zeppelins had attracted worldwide attention by spectacular raids on London during World War I and because of the military potentialities of the great airships, American engineers by 1924 had completed a home-built counterpart—the Shenandoah.

Fort Worth turned out one of the largest crowds of its history on Oct. 8, 1924, when the huge, cigar-shaped dirigible slipped down through the skies from Lakehurst, N. J., and tied up to the mooring mast of the helium plant here. Lt. Cmdr. Zachary Lansdowne and his crew were given the city's most enthusiastic reception.

The big ship returned from the West Coast late in October 1924 and again was a visitor for several days as it took aboard helium.

Fort Worth felt it had lost a close friend in September 1925 when dispatches brought the news that the Shenandoah had broken into three pieces during a violent storm over Ohio and Commander Lansdowne and 12 of his men were killed. Lt. Cmdr. Charles E. Rosendahl of Cleburne and Lt. Cmdr. Roland G. Mayer, later division manager of the Convair plant in Fort Worth several years, stood out in this disaster by their amazing feat of navigating a broken fragment of the dirigible to a safe landing.

Cmdr. Allen G. Olson and his successor in charge of the helium plant built up its production by 1926 to 5,000 cubic feet of gas

Hotels Vied At Depot For Valises

Only the hardy and the daring would have remained in the rip-roaring, hell-for-leather town that was Fort Worth in 1877.

Commanding the western terminus of the Texas & Pacific Railway, Fort Worth was on the eastern rim of the great western fontier, and the way of life was a cross between the savage country to the west and the civilized land to the east.

Daily, the trains—which usually were late—discharged swarms of emigrants, some headed for the western counties, some to remain here.

When the train passenger stepped from the drafty, wooden coach and walked to the town side of the rickety depot, he saw nothing but barren plain in front of him. Away in the distance, in the vicinity of what today is the courthouse section, he could see buildings.

A Crude Thoroughfare.

Leading from the depot in the direction of the buildings to the north was what appeared to be a road. Rutted and dusty at times, a quagmire at others.

Surely, though, it was a road, for the passenger soon saw a team of listless mules pulling a creaking streetcar down tracks raised above the road. About the time he noticed the mulecar, he became aware of a disturbance and a tussle behind him.

Turning, he saw four or five men grabbing and tearing at his valise.

"Here! Here! You! Lay off, you!" he commanded.

"You'll want to stay at the Transcontinental!" said one of the men, yanking the flowered valise from the clutch of another man, who responded: "No, sir! Not that flea-infested Transcontinental. You'll want the Clark House, sir!"

Another man jumped into the scramble for the valise. "The Pacific Hotel, sir!" "Peers House!" shouted another.

Hotel Drummers.

But the man from the Transcontinental had a firm grip on the valise and led the passenger to the mulecar, explaining on the way that he and the men fighting for the baggage were hotel drummers, sent to the depot each time a train arrived.

On the way "up town," the newcomer noted a knot of buildings—the First National Bank was under construction, workmen were tearing down the blackened hull of the courthouse preparatory to raising the walls of a new one, fire engine and hook and ladder companies were rolling their equipment into the first floor of a new two-story city hall at Second and Rusk (now Commerce) Streets.

Saloons, stores, gambling halls were in profusion. Teams left unhitched in the streets frequently ran away, tearing down the main street, scattering pedestrians like quail.

A Couple of Pals.

Two men rocked out of a building, slugging, kicking and clawing, fighting up and down the street. "What they doing?" asked the newcomer. "Probably drawing first blood to see who buys the first drink," answered the hotel drummer.—"Enemies?" "Nope, friends like as not."

The groaning mulecar came to a stop. "We git off here," said the drummer. The hotel, a frame building, was right on the street. If the newcomer was unfortunate enough to arrive after it had rained, he had to walk through ankle deep mud to the hotel. If there had been no rain, he walked through choking dust.

In either event, a gamboling hog was apt to upset him. He already had suffered from the odor of dead hogs, dogs, chickens, cows and horses in the street and on vacant lots.

The newcomer stepped right from the muddy or dusty street into the hotel, for there were no sidewalks.

If the newcomer disliked what he had seen of Fort Worth, there was a stagecoach outside the hotel waiting to travel west to Weatherford and on to the Pacific.

BEST IN THEIR DAY—Upper left, Worth Hotel on Main between 7th and 8th Sts., on corner where now stands Hotel Texas. Upper right, El Paso Hotel—one of the most modern in the state with "81 thoroughly ventiliated rooms"—on site which successively has been occupied by Pickwick, El Paso, Delaware and Westbrook Hotels. Lower, the Clark House built in 1875 at Main and Lancaster. The shaky frame structure was put up in open country to be near the depot, and served as starting point for stage lines radiating to north, south, west.

Young Brown Joined Fakes As $40 Steno

Young L. B. Brown Jr. of Smithfield walked into Fakes & Company in 1907 to cash a check

He got the money, and after mentioning the fact that he had just graduated from business college, got a $40-a-month job as stenographer, too. The job lasted much longer than the money today, 42 years later, Brown still works for Fakes. He now is secretary-treasurer

Fakes already had outgrown two stores when Brown was hired. W. G. Turner of Sherman and W. T. Fakes of North Carolina started the company Aug 21, 1876 in a little store at 1st and Houston. A few years later they moved to 3rd and Houston.

Undertaking Sold.

Only a few months before Brown joined Fakes, the firm's undertaking department had been sold to Louis Robertson, an employe.

"Fakes had several tinners, teamsters and carpenters on the payroll when I started," Brown recalled. "That was because the store sold many household stoves, complete with long stovepipes, and wooden mantles adorned with mirrors, columns and assorted gimcracks."

Marble Topped Tables.

The "modern" furniture of that day, Brown said, was Victorian "gingerbread." Chairs with lions' claws for legs, tables with marble tops, and sideboards loaded down with intricate scrollwork were the rage. Fakes stocked the classical styles like Chippendale, too, and these have remained in favor while the "gingerbread," strictly modern at the turn of the century, has been shunted into junkyards and attics.

In 1914, Fakes moved to 5th and Houston, and in 1925, to the Fort Worth Club Building. The firm moved into its present quarters at 408 Houston in 1947, and recently expanded the store through to Throckmorton.

PORTABLE HOUSES HERE IN 1888

"Boyd's Portable Houses—these houses are made by machinery, no waste lumber, shipped in bundles from factory, pieces marked and numbered, can be erected and taken down in short time and at small expense. Agency in sample house, 5th and Houston."—Advertisement in Fort Worth Gazette, Aug. 19, 1888.

Arlington Elected Woman as Mayor Many Years Ago

Arlington had a lady mayor just before the turn of the century.

The office was held by Mrs. J. E. Short, who celebrated her 90th birthday last year. Mrs. Short came to Johnson Station from Arkansas with her family in 1869. She also was nominated several times for chief of police and constable in Arlington, but declined to be a candidate.

Mrs. Short was a founder of the Arlington Ladies' Aid Society.

Election Stirs Council Fuss

The first City Council controversy arose over the first municipal election held April 3, 1873.

B. F. Barkley submitted on April 12 a bill for conducting the election. His action seemingly startled the councilmen who forthwith referred the matter to City Attorney Frank W. Ball.

Ball said Barkley's participation in the election was not authorized by law, pointed out there was no verification for the expenses listed, and recommended the account be disallowed. The council did just that.

But on May 13, the council approved election costs of $20, including $5 to Chief Justice (County Judge) Jesse Jones for giving notice of election and presiding as election judge; $3 each to Election Judges J. P. Smith, Julian Feild and W. H. Overton; and $3 each to Clerks J. E. Finley and S. Furman.

Electric signs came under city regulation Dec. 24, 1907.

Dawn of Hostelries in Frontier Village

Captain Turns Innkeeper to Open Up Hotel in Post Stable on Public Square

Capt. Eph M. Daggett knew a live-wire town needs hotels, if it is to attract spending visitors.

So, in 1854, a few months after the 2nd Dragoons moved to Fort Belknap, Daggett converted the old Army stable on the northwest corner of the parade ground and "public square" into a hotel.

That was the birth of Fort Worth's hotel industry. The city now has 63 hotels with 3,423 rooms.

Daggett did not intend to make hotel-keeping his occupation, and he soon sold the ex-stable to Lawrence Steele. Steele's Tavern was a hospitable inn. It was famous for the big cast-iron bell Steele imported from London and used as a "soup's on" signal. The bell was made in 1782 and brought here in 1854.

When Steele went out of business, he gave the bell to the Masonic Institute, where it tolled for public assemblies, fires, celebrations and the opening of school.

The bell now is a treasured relic in the Moslah Shrine Temple.

Steele was the city's only innkeeper for a few years. He sold his establishment to Albert T. Andrews, who had come to Fort Worth in 1854, and renamed the establishment Andrews Tavern. Andrews expanded the hotel, adding a second story and a two-story annex.

In 1860, a second hostelry was established. The Hurt House was operated by Mrs. Anna S. Hurt.

"Finest In The West."

These were Fort Worth's only hotels until railroad talk boomed the population in 1870. Then the Transcontinental, advertised as one of the finest in the west, opened for business near the courthouse. Two smaller houses, the Virginia and the Pacific, were launched three years later.

The Transcontinental's advertisements apparently were more lavish than its hospitality, for newspapers of the day complained continually that Fort Worth needed some good hotels.

They arrived with the railroads. In 1875, the Clark House was opened near the prospective depot, on Main and Front (now Lancaster). A year later came the Lone Star Hotel, soon to be renamed the Prairie House, and the Battle House, and Mrs. Stelly's United States Hotel.

The year 1876 was an important one in the business. "General" J. M. Peers opened the Peers House with a fanfare. He bought 1,000 yards of carpeting and installed women waiters. "The General never did a better thing for his house," the Fort Worth Standard commented on the innovation. "We have no doubt that this example will be followed by first class houses all over the state."

Soon after Peers' lavish hotel opened, came the short-lived Centennial Hotel. And in March, 1878, C. K. Fairfax sought the mantle of leading inn-keeper with his new El Paso Hotel, at 4th and Main, site of the present Westbrook. The El Paso, "elegantly furnished, with 81 thoroughly ventilated rooms," actually did become the best hotel in town.

The 1884 city directory listed an imposing number of hotels, befitting Texas' fastest-growing city. In business that year were:

Grand View Still Standing.

Mrs. C. M. Brown's Lindell Hotel, Alfred Kent's Crescent Hotel at 1st and Main, the Hotel

Pickwick successor to the El Paso) Rowland and Moseley's Grand View Hotel at Weatherford and Rusk (which still is standing), the Arlington House on the south side of the square, the Clark House, Main and Front; the Commercial, 1507 Main; another El Paso, 19th and Jones, the Galveston House, 1507 Houston; Grand Central, 5th and Main; Illinois House, east side of the square; the Planters, 3rd and Taylor; the St. Charles, 7th and Rusk; Spencer's European, 3rd and Houston; and the Waterman, 11th and Main.

One of the best houses in town was the Mansion Hotel at 4th and Rusk. It was owned by J. F. Luther in 1884. Later, he sold it to Mrs. E. J. Massey, who in turn sold it to Winfield Scott at the turn of the century. Scott later built the Metropolitan, now the Milner.

The 95-room Mansion was built in 1876 by W. M. Dunn. He and his son operated it for several years. The Mansion, and A. A. Bridgess' St. Charles, were fading but still ornate when James Franklin Ellis built the Ellis Hotel, 3rd and Throckmorton, in 1887.

The Ellis Hotel cost the "stupendous sum" of $140,000. Under the management of Edward Muller and S. Fort, the Ellis was the city's social center for years.

Fort Worth got its first "big" hotel Nov. 7, 1894, when the Worth opened at 7th and Main. The establishment was far from complete. But the Pickwick House and the Mansion both were closed for repairs, and guests clamored at the door. Three days after the Worth opened, fire destroyed the Arlington Inn in Arlington Heights, and the new Worth could hardly accommodate all those who sought shelter.

The Worth Hotel was built by John Scharbauer and W. C. Stonestreet. It was the gathering place for notables. Guests who have signed its register include many Texas governors and officials, William Jennings Bryan Gen. Jacob Coxey of Coxey's Army fame, theatrical stars, Robert G. Ingersoll, the atheist; Jim Corbett, Ira D. Sankey, the hymn writer, Gov. George Peck of Wisconsin, author of "Peck's Bad Boy," and Thomas Dixon Jr., author of "The Clansman," which became the first movie epic, "The Birth of a Nation."

Westbrook Built in 1910.

When the Pickwick reopened it was named the Delaware, and continued as such until the 300-room Westbrook Hotel was built on the site in 1910. The Westbrook was an important hostelry from the first. Vernon and Irene Castle, the nation's leading dance team, lived there while Castle trained as an aviation cadet here during World War I. They demonstrated many of the dances for which they were famous in the Westbrook's ballroom.

The Westbrook was plunged in mourning When Castle was killed in a plane accident here.

Builder of the $1,000,000 Westbrook was Benjamin T. Tillar, Fort Worth banker, landowner and cattleman.

After World War I, Fort Worth knew it needed another modern hotel. Leading business men organized the Citizens Hotel Company, with William Monnig Sr., as president, and raised $2,000,000 in public subscriptions to tear down the Worth and build the 14-story Hotel Texas on its site. The Texas was opened Sept. 30, 1921, the finest hotel in the Southwest and one of the best in the nation. Originally, it had been planned to call the house the Winfield, but Texas was adopted as a more suitable name. It had 500 tastefully-furnished rooms.

The Worth in 1927.

In September, 1927, the $1,200,000 Worth Hotel was opened at 7th and Taylor by the Jesse Jones interests of Houston. The 13-story structure contained 300 rooms and a 2,800-seat theater, the Publix. Later, the theater was given its present name, the Worth.

The 22-story Blackstone Hotel was built as the Blue Bonnet Hotel by C. A. O'Keefe, wealthy cattleman, and opened in October, 1929. It is on the site of the old Rialto Theater, at 5th and Main, and cost $1,000,000. The hotel was first leased to Floyd Singleton, who began his career with the Delaware here, and later to the Wallace N. Robinson interests. In 1932, a $40,000 annex housing a banquet hall and ballroom was added. Fuller H. Stevens is the present owner.

WAITERS PUT ON SKIRTS IN 1876

Waitresses were first employed in Fort Worth in October 1876.

Observed the Standard:

"The new waiters at the Peers House are a complete success; besides being ornamental, they are exceedingly useful. The General (General Peers, a Confederate commander who owned the hotel) never did a better thing for his house than when he engaged female waiters. We have no doubt his example will be followed by first-class houses all over the State."

Kerr Appointed City Judge in 1891

The first officially designated city judge was O. M. Kerr, appointed April 21, 1891, under a charter amendment ending the era in which the mayor's court first and a police recorder later handled city offenses. He served until Sept. 17, 1892, and was succeeded by these men:

R. W. Flournoy, 1892-95; H. T. Smith, 1895-97; J. W. Jackson, 1897-99; W. W. Stewart, 1899-1903; C. T. Prewett, 1903-07; George Steere, 1907-09; Hunter P. Lane, 1909-11; B. D. Shropshire, 1911-13; Hugh Bordin, 1913-15; Shropshire, 1915-17; T. J. Powell, 1917-19; H. O. Gossett, 1919-22; Cullen W. Bailey, 1922-30; Arthur S. Haddaway, 1930-31; M. T. Boynton, 1931-37; W. H. Gilmartin, Feb. 24-April 14, 1937; W. L. Coley, 1937-38; Gilmartin since 1938.

F. N. BARNES

He Worked Long Hours For His Dad

Among F. H. Barnes' most vivid memories of the early part of the century are the long hours he used to work in father's business—L. A. Barnes Company, stationers—which he now runs.

"We opened at 6:30 a. m. and stayed open until 10 or 11 at night," he recalled. "When we started closing a half day on Sunday, we thought we were stealing something."

In jest, he added: "Now we're closed most of the time."

Began in 1909.

Barnes grew up in the business which his father, L. A. Barnes, established in 1900.

From Missouri the elder Barnes came to Texas in the '90s, settling first at the boom port town of Velasco where he entered the real estate business and lost his shirt along with practically everybody else when a disastrous storm destroyed the jetties.

Barnes then went to San Antonio and thence to Fort Worth where he drove a mule car and later became superintendent of an electrified street railway company.

Saved Up $150.

Subsequently he obtained the agency for the St. Louis Globe-Democrat and the St. Louis Republican. With $150 saved from that business he opened at 702 Houston a magazine, candy and cigar stand. Later, upon moving to 804 Houston, the company added a book section. About 20 years ago the firm—now at 1009 Houston—devoted its stock to stationery.

Working with F. H. Barnes in the business are his two sons, Lee and Bob.

In 1860, the Clear Fork was known as Stewart's Creek.

Council Post Fought in 1883

The first election contest involving a City Council post here took place in 1883.

The election of J. A. Askew as alderman from the tihrd ward—which then was all of the area south of 9th St.—was protested by N. C. Brooks, the incumbent.

To settle the controversy, both Askew and Brooks resigned and Mayor John Peter Smith called a special election.

In the special election, Askew was opposed by F. Joe Tatum. Askew won, 433 to 110.

BUFFALO HIDES TO MARKET—Wagon trains like this one, pulled by oxen and piled with buffalo hides, passed through Fort Worth on their way to market or, in later years, halted at the railhead here. This picture seems to have been taken in Weatherford.

Kaiser Peril Spurred The ROTC

Germany's belligerent Kaiser Wilhelm can be credited with helping to establish the ROTC in Fort Worth's public schools.

The kaiser's invasion of Belgium in 1914 and his sword-rattling in the direction of the United States and Great Britain worried far-seeing school men here.

At a meeting of the Board of Education on Sept. 23, 1915, Member John W. Scheuber proposed that military tactics be incorporated in the high school curriculum. The motion was adopted over strong opposition.

Board Member J. K. Wilson was not in favor. Neither were the members of the Fort Worth Federation of Women's Clubs. They told the board training would foster a warlike spirit in impressionable youths.

First Drill Oct. 1915.

One hundred fifty boys enrolled in the cadet corps in time for the first drill, held Oct. 18, 1915. F. L. Scott, manual arts teacher and Texas A&M College graduate, was appointed commandant. His salary was raised from $100 to $115 a month. Two companies were formed with Charles Wheeler and Lomax Hassell as captains.

One month later, the cadets held their first parade. They marched down Main St. with the famous Liberty Bell from Independence Hall. The bell was being returned to Philadelphia from the San Francisco Exposition.

More than 70,000 persons saw the parade and admired the cadets in their new uniforms paid for by the boys themselves. The gray coats were adorned with black braid and a thick black stripe ran down the trouser legs. Caps were gray, with black, polished visors.

New Company in 1916.

Recruits enrolled so fast that a new company, with George Ray as captain, was formed by April, 1916. A band also was organized. Harry Murphy was captain and Harvey Latoon director.

C. J. Kennerly, a West Point graduate, was appointed commandant in 1916. Other early commandants were Thomas S. Porter, a Sergeant Langbine, Maj. L. G. White, Lt. I. L. McAlister, Capt. George T. Fleet, A. F. MacClain and Lt. Col. A. S. Boyd.

War Department recognition was extended to the corps in 1924, and it became part of the ROTC. Since then, the Army has sent officers here as commandants. Annual inspections are conducted by Army officers.

The Ku Klux Klan Dealt Tar and Whip

Knights of the fiery cross lifted their flaming symbol here for a brief time during the early 1920s, taking it upon themselves to punish men without due process of law and at the same time kindly extending charity to destitute families.

With customary hoodoo-voodoo, the masked klansmen began their ascendency here about 1921—the time they tarred and feathered one Benny Pinto and later gave him 60 lashes because he refused to leave town on their order.

Two weeks later the klan contributed $62.50 to assist a fatherless family whose home burned, and that Christmas Fort Worth Realm 101 donated about $1,000 for the poor.

In 1923, A. V. Dalrymple told the Cleveland Chamber of Commerce that the klan had flogged 33 persons and he urged formation of a national organization to fight the klan.

The klansmen showed their strength in 1922 when 5,000 paraded silently through the darkened business district with flaming crosses providing the only lights.

They had a stockade on Evans Ave. and later the "Invisible Empire" built a large building on N. Main St. After the building burned, the klan began degenerating.

DAYLIGHT SAVING TRIED OUT IN '18

The only period in which daylight saving time was used here was from April 1 to Oct. 1, 1918, by order of the City Commission on March 30, 1918.

An attempt was made to inaugurate daylight time here on Feb. 9, 1942, but it didn't stick.

Feeding Paupers Cost Council $12 in 1881

Accounts allowed by City Council May 17, 1881:

Charles Williams, painting "boose," $2.50; Mrs. Moon, feeding paupers, $12; R. H. Barnes, bell rope, $1.25; Montgomery & Company, articles for City Hall, $3.10; W. H. Letchworth, making knife box in boose, $2.50; W. A. Huffman, one wheelbarrow, $3.50; S. M. Farmer, boarding prisoner, $87.10; T. W. Powell, paints for boose, $4.60; L. A. Trimble, feed for fire engine team, $7.75; Max Elser, stationery, 60 cents.

Anthony St. formerly was Fly Street.

Fussin' and a Feudin'

"Bowdry insulted the City Council of Dallas Monday evening by proposing to add Dallas to Fort Worth as the Fifth Ward, and was threatened with arrest. Those Dallas fellows are very sensitive."—Fort Worth Democrat, July 29, 1876.

City Dads Said 'No' on St. Signs

"The City Council turned down the petition of the women of the Federated Women's Clubs, which asked that signs be posted along the streets bearing the names of the streets. The action was taken because the council found the signs would cost $2,000 or more.

"The council expressed the hope that some of the local advertizers would agree to put up street signs if permitted to place their advertisements on the same signs, as for instance: 'This is Jones Street; go to Dinklespiel's for prunes'."—Fort Worth Register, March 22, 1902.

City employes have been paid on the 5th and 20th since July 23, 1918.

Quartermaster Depot Ordered Established

"Orders have been promulgated by the War Department to establish a quartermaster depot in Fort Worth at once, and Maj. Alexander M. Davis of the Quartermaster Corps from Kansas City arrived Wednesday to open the headquarters and begin operations.

"He is waiting for a corps of three clerks and a veterinary surgeon to arrive. It is the purpose of the government to purchase such materials as foodstuffs, hay and grain and livestock."—Fort Worth Record, May 7, 1914.

Winfield Scott Buys Rest of Hotel Worth

"With the purchase of the south end of the Hotel Worth Friday, Winfield Scott became also the largest holder of hotel property in the city. He purchased the three-story section of the Worth, fronting 100 feet on Main and 200 feet on 8th St., from J. H. Madigan of Houston, R. S. Coon of Dalhart and W H. Coon for $250,000.

"Mr. Scott recently remodeled the Terminal Hotel, near the T&P depot, and projected plans a few weeks ago for adding two additional stories to the Metropolitan. He also owns the Inman, Majestic and Metropolitan Hotels."—Fort Worth Record-Register, March 20, 1909.

El Paso Hotel Called 'Best House in State'

On March 2, 1878, C. K. Fairfax & Company advertised the newly-finished El Paso Hotel, Main and Fourth Sts., as "the best house in the state."

It was made of stone, said the advertisement, and "elegantly furnished throughout" with "81 thoroughly ventilated rooms."

Churches United In House Canvass

In 1897 the various denominations joined forces in a house-to-house canvas to expand Sunday School attendance.

Plans were worked out May 23, 1897, at a meeting in the First Presbyterian Church with Judge N. A. Stedman presiding.

Osburn Remembers Early Picnic Resorts

"I remember when the mule street cars ran out to Gruenwald Park on the east end of Samuels Ave. and all the picnics were held in a large pavilion that had a big stage and dance floor," says S. A. Osburn, Rt. 11, a resident here 60 years.

"The next pleasure resort where the Fourth of July and Labor Day celebrations were held was Tyler's Lake, on the eastern end of Terrell Ave."

Employment Bureau Started Service in 1913

A Municipal Employment Bureau was established about 1913, with H. O. Gossett as manager, to perform tasks similar to those of the Texas State Employment Commission.

It functioned for several years.

During 1915, the bureau found jobs for 2,385 persons.

Time for Development

By March, 1878, when the population had grown to about 10,000, the Democrat described Fort Worth as a "pleasant, healthy little city" and said the time had come for the development of industry, calling for the establishment of woolen mills, cotton mills, tanneries, shoe factories, foundries and machine shops.

Work Is Planned on New Bank Building

"On the morning of Feb. 27 a force of men will begin razing the present building in which is located the First National Bank, at the corner of 7th and Houston Sts., preparatory to breaking ground for the construction of the new 10-story steel frame building to be erected on that corner.

"The new building will be the first steel structure to be erected in Fort Worth and will be the highest office building here."—Fort Worth Record-Register, Feb. 20, 1909.

Optimist Club Helps Boys, Began in 1935

BY KNOX DUNCAN.

The Fort Worth Optimist Club, dedicated to helping underprivileged youth in the community, was chartered on May 15, 1935, under the sponsorship of the Optimist Club of Wichita Falls.

Its first officers were Dyke Cullum, president; Andy Capers, Jesse Martin and Oscar Thomas, vice presidents; J. Warren Day, secretary, and T. E. Graham, treasurer. Day, Eddie Dyer and Robert C. Pepper have each served as district governor, and Day and Pepper as vice president of the Optimist International.

The Optimist motto is "Friend of the Boy." At present the Fort Worth club provides 90 "less chance" boys, called Junior Optimists, with YMCA classes under a paid instructor, and sponsors outings and summer camping periods for them.

Recently the club built a $25,000 Boys Camp on a six-acre tract on Eagle Mountain Lake. Every year, each of the 43 clubs in District 7 is to send from two to 10 boys to the camp for two weeks.

Money for the youth work is raised by donations from members, by show productions and other projects. The Black Hills Passion Play, sponsored by the Optimists in 1944, brought in $10,500, which has been placed in a trust.

WAR MEMORIAL

Confederates Opened Park Of Ten Acres

Confederate Park, then "12 miles northwest of Fort Worth in the Colorado part of the county," was opened in 1901 as a memorial to the South's Civil War soldiers.

The 10-acre park was a project of the Robert E. Lee Camp No. 158, the Fort Worth chapter of the United Confederate Veterans. Members held picnics, celebrated patriotic holidays and gathered for social affairs at Confederate Park. Several erected summer cabins and lodges there.

Confederate Park was officially dedicated June 20, 1902. A procession of buggies and buckboards moved out from the courthouse that day, bearing the veterans and their families. "Speech-making" was by Congressman Oscar Gillespie of Fort Worth.

A peak in the park was named "Point Lookout" by Maj. K. M. Van Zandt, Fort Worth banker and commander of the Texas Civil War veterans. He said it reminded him of Lookout Mountain near Chattanooga, site of the famous Civil War battle.

—W. D. Smith Photos.

THEN AND NOW—Upper photograph, taken about time of World War I, looking north from roof of old Postoffice Building, shows old red sandstone library at triangle of 9th and Throckmorton Sts. and the limestone City Hall which were demolished for the PWA-built Public Library and City Hall shown from same vantage point in lower photo.

Worker Slays Merchant But Hangman Is Foiled

One of the more sensational murders that rocked Fort Worth 60 years ago was the shooting of B. C. Evans, pioneer dry goods merchant.

Evans, a Citadel graduate and former Confederate soldier, came to Fort Worth in 1872. He built Evans House at 1st and Houston, the city's first theater, and later built a large department store on 1st St., running from Houston to Main.

He was the first Fort Worth merchant to engage exclusively in dry goods retailing.

Employe Fired.

In 1889 Evans and his store manager, G. W. Hollingsworth, went to New York, and when they returned Hollingsworth discharged a store employe, J. W. Davis.

Davis left the store but soon stormed back, gun in hand, intending to kill both Hollingsworth and Evans. He didn't kill Hollingsworth because the latter's daughter, Grace Hollingsworth, now of 1510 W. Terrell, was sitting on her father's desk. To kill the father Davis would have had to kill the girl.

Reading Newspaper.

Passing up Hollingsworth, he rushed into the carpet department on the Main Street side of the store, where Evans was seated at a desk, reading the Gazette.

Davis fired through the newspaper, killing Evans.

Davis was tried for murder, found guilty and sentenced to die by hanging. But the night before he was to die on the gallows in the county jail, someone smuggled poison to him and he committed suicide.

B. C. EVANS.

36 Years Ago Saw Rotary Gain Charter

BY IDA BELLE HICKS.

Since the granting of its charter, June 2, 1913, the Fort Worth Rotary Club has fostered the ideals of Rotary International—the development of fellowship and understanding among business and professional men, the encouragement of community growth and the advancement of international understanding, good will and peace.

Fort Worth's Rotary Club was begun in 1913 with a charter application signed by: J. E. Mitchell, Bismark Heyer, H. M. Walker, Harry J. Adams, Sam L. Johnson, Jack F. Henderson, Frank D. Boyd, G. E. Cranz, Coke W. Harkrider, C. C. Martin, A. L. Stuebinger, J. B. Craddock and John C. Fanning. First officers were Jake F. Zurn, president; R. H. Foster, vice president; A. B. Vera, secretary and Harkrider, treasurer.

International in 1905.

Since the organization of Rotary International in 1905, it has spread to 80 countries in which there are 6,860 clubs with a total membership of 330,000. Fort Worth's club consists at the present of 359 active members and 13 honorary. Its officers are: Clay J. Bailey, president; H. Ward Collier and J. W. Edwards, vice presidents; T. Preston Kendrick, secretary; Glen Darst, assistant secretary and Joe A. Clarke, treasurer. Lewis Fox, a member since 1915, served as secretary from 1923 to 1946.

The Fort Worth club extended its "fellowship and understanding among business men" to include future leaders of the community whom the club encouraged through scholarships for the deserving and through support of and sometimes the creation of character building organizations for boys.

Park and Bureau.

The club's civic work has included such projects as the development of Rotary Park at Summit and 7th St. and the establishment of the Better Business Bureau.

The international scope of the local club's efforts extends to distant points which have had representatives of Fort Worth in attendance at the world-wide convention of the clubs. Closer home, club members have been leaders in war work, the sale of government bonds and in educational movements for world peace and fellowship.

SHUMAN FIRST

Kiwanis Club Approaching 31st Birthday

The Kiwanis Club of Fort Worth, sometimes referred to as the downtown club because of the other Kiwanis units in the city, will be 31 years old Nov. 4.

The club meetings were first held in the Metropolitan Hotel ballroom. A. L. Shuman was the first president. Charter members still in the club include L. B. Brown Jr., M. R. Carb, Pat Hoera, J. W. Moore, R. M Pitner, E. D. Rutledge, H. F. Spelman, John Tarlton and Homer Tomlinson.

Projects sponsored by the club include furnishing glasses, tonsillectomies and other surgery to needy children, sending boys and girls of county orphans' home to summer camps, annual Christmas tree for orphans, annual 4-H rally day, furnishing church directories to hotels, student loans to high school graduates and a scholarship to a young woman to attend college in Denton.

The club sponsored the North Fort Worth Kiwanis Club in 1928 and co-sponsored with the North Side club organization of West Side Kiwanis in 1947.

The club meets in Hotel Texas. Thomas L. Yates is current president.

Spelling Bee Magnetized Whole Town

School children in early-day Fort Worth had fun years before roadsters, television, ice cream sodas and movies were invented.

Picnics, basket suppers, and church parties kept the teenagers and the smaller fry amused. Skating was fine when ice covered the ponds that dotted the little city. Boys were never too young to accompany Papa on a hunt. Spelling bees were a craze.

Biggest events, however, were the school "closing exercises." Howard Peak, who attended Capt. John Hanna's school in the Masonic Hall at Belknap and Jones, left a description of the 1868 celebration. Hanna's school was the first established here after the Civil War. He later became a lawyer.

"Great features in the way of examinations, distributing of prizes, charades, dramas, tableaux, compositions to be read, debates made and orations spoken, were announced and as great publicity given as was possible," Peak wrote.

Visitors From Afar.

"When the final week or the closing exercises came around, the whole town was agog with excitement and interest. Visitors from Dallas, Jack, Denton, Wise, Parker and Tarrant Counties came in hacks, buggies, wagons and on horseback.

"Hotels were crowded, boarding houses besieged and private families threw open their doors for the entertainment of the crowd."

The oratory dealt chiefly with Indians. Charades featured cowboys, bar room scenes and gun play.

Fort Worth's first public school superintendent, Miss M. Sue Huffman, set aside three days each term for closing exercises when she took office in 1881. Mornings and afternoons were devoted to oral examinations while proud parents beamed in the audience. Entertainment and exhibitions were given in the evening.

Boys in Own School.

Little boys were the terrors of girls' graduation exercises. In 1887, boys went to their own high school, at 6th and Burnet, and girls went to a high school on 4th St., just north of the present First Methodist Church.

The girls' first commencement exercises were held May 27, at Greenwall Opera House, on the corner of Third and Rusk (now Commerce). In honor of the occasion, the graduates got free horse-car rides to the opera house.

Next day's Fort Worth Gazette sniffed editorially at the conduct of the boys in the gallery. "Diabolical catcalls were such an outrageous nuisance that a big policeman should have been sent up," said the Gazette. The girls drew a big crowd. Doors and windows were jammed with spectators.

Graduation exercises included calisthenic drills, songs, piano solos and duets, recitations and essays.

A Spelling Club.

Spelling bees also were popular with students. In 1875 a spelling club was organized at the county courthouse. Admission fee was 10 cents. Proceeds went to the Methodist Church.

Reported the Fort Worth Democrat, June 12, 1875, after a bee:

"First to fall was Fred Field, who put a 'u' in baffle. He was followed by Maj. John Kastle, who could see no necessity for an 'l' in balm. Major Jarvis took his seat on baldrick without the 'K' and Master Charles Nash thought one 'i' was enough for bailiff."

It was easier to play hookey from school in those days, too. Students at the private schools that preceded Fort Worth's public schools, established in 1882, had to bring chairs from home to sit on.

They could always tell teacher guests had arrived and no chairs were available.

Site of U. S. Courthouse Once Was City's 'Silk Stocking Row'

The site where Fort Worth's U. S. Courthouse at 10th and Lamar now stands once was one of the show places of the city's "Silk Stocking Row."

That was in the 1880s and '90s, when the old M. G. Ellis home on Lamar was the envy of many a Fort Worth home owner.

The big white house, surrounded by lilac hedges, originally was built by a wealthy couple remembered as Colonel and Mrs. Brewster, who came here from the East with plans to retire.

At that time, the Ellises lived on their 1,500-acre ranch where North Fort Worth now is, and usually managed to drive by the white picket-fenced half-block on their Sunday drives. They wanted the house and, eventually, when the Brewsters moved to California, the Ellises bought it.

The striking building was topped with a French roof, had a long, white coal shed in the rear and a peaked roof summer house at the side. Two heavy lions guarded the doorway, while a leaden elk reared his head in a side yard.

A huge iron figure of an English mastiff stood watch on the south. That same figure can still be seen today in the front yard of the home at 918 8th Ave.

Lightning rods, the inevitable guardians of the homes of the 90s, rose from every gable. Fruit trees of all types bloomed in the spacious yards.

Inside, the house was even more noteworthy. The furniture was of ebony. There were gilded mirrors and fine tapestries. It was one of the city's great residential showplaces of its day.

Now, the massive stone blocks and columns of the sedate and dignified U. S. Courthouse stand on the same site.

Salvation Army Soon Will Mark 45-Year Service

The Salvation Army in Fort Worth will be 45 years old November 2.

It was founded here in 1904 with the object of "helping the needy help themselves."

The Citadel and Reliance Hotel are located in the building at 922 Monroe purchased from the YMCA Sept. 4, 1931. The Men's Social Service Department, which is self-sustaining, is located at 210 E. 4th St. Part of the Salvation Army program, principally care of transients, is financed by a Community Chest appropriation

Homes Found For Children By Volunteers

The Volunteers of America, which operates a maternity home at 2710 Ave. J and has handled about 2,000 babies for adoption through its child placing department, started here in November 1917 and later became a charter agency of the Community Chest.

The V. of A. here is chiefly noted for the maternity home. It also has a prison department and a disaster service and relief setup as well as local and state offices which are maintained in the Majestic Building.

When the organization first began here a Mission Post was opened on 16th St., between Main and Commerce, and open air religious services were conducted at 15th St. and Main.

Need for a place of refuge for stranded girls soon became apparent and within a few months an Emergency Home for Girls was established on Calhoun, between 6th and 7th Sts. An annex to the home was next opened on 5th St. for the large number of girls in need of maternity service. The Polytechnic property occupied by the maternity home was purchased Feb. 1, 1928.

Pre-natal and post-natal care, child delivery and convalescent care are available there.

Scout and Rifleman Gets Special Saddle

"W. J. French (Wild Jim), the mountain scout and champion rifle shot, came after his special saddle he had R. F. Tackberry, local saddler, build for him.

"It is interesting to know that famous people have their saddles built in Fort Worth and make many miles in order to reach the fort just for their saddles."—Fort Worth Gazette, March 20, 1887.

200 Gold Star Mothers Work for Better World

Womenfolk of World War I and II veterans are organized in several groups which work for the betterment of those who have served their country, and their widows, children and the community.

The few remaining members of the Gold Star Mothers Club of World War I, with Mrs. Betty Parker as president, met Oct. 16, 1945 at Hotel Texas with about 30 World War II Gold Star mothers and organized a new club. The first club was chartered Feb. 24, 1936 and the second Jan. 28, 1946.

Mrs. W. C. O'Briant was named president and the membership soon grew to 200 out of 900 Gold Star mothers in Tarrant County. One member lost three sons and four mothers lost two sons each in the recent conflict.

Keeping alive the memories of lost sons, comforting and helping each other and aiding returning veterans have been primary objectives of the group. They have participated in a number of projects.

Bothwell Kane Unit 21, American Legion Auxiliary was organized Dec. 3, 1920. R. H. McCullough adjutant of the post, was instrumental in the move. Active in securing the charter were Mmes. M. S. Bannon, William G. Dehn and Henry Hutchins.

The first past-president's pin to be given went to Mrs. Dehn and was presented by Alvin Owsley, then Legion national commander. Twenty-two past president's pins have now been presented.

Six auxiliaries of the Veterans of Foreign Wars operate in Fort Worth. Membership includes wives, mothers, sisters and daughters of veterans.

Members have been especially active in caring for hospitalized veterans and helping families of veterans. Mrs. Paul B. Monroe, 1017 S. Lake, is district president for this territory, which includes 8 auxiliaries.

Such Doggone Luck

"We are authorized to say that if that young man who went to call on a young lady on 3rd St. Saturday night but who suddenly left the front door and shot out of the yard with a black and tan 'purp' attached to his trousers will only return the dog, a liberal reward will be paid and no questions asked."—Fort Worth Democrat, July 16, 1879.

Newsies First To Sign Up in Panther Club

The Panther Boys Club, which now occupies its own building in the former Trinity Episcopal Church, got its start in 1926 at a meeting of 200 business and professional men, many of whom were members of the Fort Worth Rotary Club.

A startling tragedy marred the meeting. L. B. Price, a philanthropist and Rotarian of Greenwich, Conn., attended with C. J. Atkinson, then executive director of the Boys Clubs of America, to discuss founding a club here.

Price dropped dead during the meeting, which was held at the Union Gospel Mission building, just after pledging $1,000 to start a club in Fort Worth.

Original headquarters of the club were set up at 111½ E. 3rd St. on Nov. 17, 1926. Membership at first was made up of newsboys and boys in the neighborhood of the club.

Soon outgrowing those quarters, the club was moved to 600 E. Weatherford, where it remained until Oct. 15, 1945. The club is affiliated with the Boys Clubs of America and is a member agency of the Community Chest.

Purpose of the organization is boy guidance. It offers a program and type of service aimed particularly at the underprivileged boy.

Panther Scalped Man

The Panther at the Keg Saloon on Weaherford Street scalped a man yesterday evening. The doctor bound up his wounds.—Fort Worth Democrat, April 1, 1877.

105 Alarms Answered

During the first nine months after the paid fire department was organized Dec. 1, 1893, the department answered 105 fire alarms, including 10 caused by incendiaries; two, boiling tar; one, dropping candle; 11, kerosene lamp explosions; five, hot ashes; one, match in cotton gin; three, sparks from locomotives; five matches and mice; six, explosion of gasoline stores.

1918 Flu Epidemic Swept Army Camps

"How the influenza epidemic swept through the camps in this country last autumn is shown by a statement just made public by Surgeon General Ireland.

"At Camp Bowie the influenza made almost a clean sweep in attacking the soldiers. The admission per 1,000 was 980.5, yet despite this heavy admission rate Camp Bowie had a relatively small death toll." — Fort Worth Star-Telegram, Feb. 2, 1919.

First Negro Bank in Texas Formed in 1907

The first Negro bank in Texas was organized here in 1907 as the Provident Bank & Trust Company, with $50,000 capital.

R. C. Houston, Negro undertaker, was president. The bank offices were in the Negro Masonic building on E. 9th.

William B. Tucker Early Day Developer

Pioneer developer of the present South Side was William B. Tucker, a former county official, who built a house in 1867 south of where the T&P tracks were laid nine years later. It became known as Tucker's Hill.

Tucker also farmed 170 acres south of the present T&P depot Earlier, Tucker, who came here in 1852, lived in a log cabin at 3rd and Rusk.

Quarry Moving Planned

"In describing a recent visit to the Roseville quarries, the Austin Statesman said: 'It is not known whether Col. Peter Smith made an offer to move the granite quarries to Fort Worth or not. Bill Sterrett once said he (Col. John Peter Smith) tried to buy the Chicago water works for that purpose. That sort of pluck has made Fort Worth what she is.'" —Fort Worth Gazette, March 31, 1887

MOURNING BLACK—This is how the hearses of George L. Gause, pioneer undertaker and founder of Gause-Ware Funeral Home, looked at the turn of the century. Hearse driver is unidentified.

Black Hearses Carried The Dead 50 Years Ago

Fashions in funerals, like everything else, changed radically in Fort Worth's first 100 years.

To many, it seems "only yesterday" that the dead were carried to rest in high-wheeled black hearses drawn by plumed, jet-black horses . . . the mourners following in rented carriages . . . and the funeral director, usually a livery stable owner, riding in his rig at the head of the procession.

Actually, that was the style 50 years ago, at the height of the period of ornate funerals.

The livery stable man, along with the carpenter and furniture dealer, was the predecessor of the funeral director here.

Funerals were home and church affairs in Fort Worth's earliest days. Carpenters, and later, furniture stores, sold caskets. In time, they added undertaking duties. The reputations of Fakes & Company and Ellison's were made on the quality of their caskets as well as furniture.

The First Embalmer.

The city's pioneer funeral director, who created a profession independent of livery stables, was George L. Gause. He was Fort Worth's first trained embalmer. He introduced the horse-drawn ambulance. When the auto industry was born, he brought the first motor hearse to Fort Worth.

Gause came here as a boy in 1870 and first studied law under his father, Col. William R. Gause, Tarrant County representative in the 16th Legislature. In 1876, he opened the Missouri Wagon Yards at 3rd and Rusk. Renting carriages for funerals was a big part of his business, and Gause went East to study embalming.

On his return, he opened an undertaking parlor with Frank Flenner in 1879. The "parlors" were more like stores than funeral homes. Caskets were kept on display and the bereaved "shopped" for their choice.

Black, upholstered caskets were fashionable for adults. Children were buried in little white caskets, carried in white hearses drawn by white, matched teams.

Palace Livery Stables.

In 1887, Gause and another partner, John Wilkes, built the Palace Livery Stables, 310 W. Weatherford. The Palace bought and sold mules, handled stock on commission, rented carriages and "roadsters" and carried a full line of undertakers' goods in addition to conducting funerals.

Louis P. Robertson bought out Fakes & Company's undertaking business in 1890, after working there several years, and started the forerunner of the present-day Robertson-Mueller-Harper firm.

With Tom Whitten as partner, Robertson's first livery stable and undertaking parlor was on the present site of the Palace Theater. In 1903 he moved to Throckmorton and 10th, opposite City Hall, and later erected the building at Texas and Taylor, now occupied by Binswanger & Company, before moving to 1326 Pennsylvania Ave.

The first break with the "black and white" tradition for funerals came when gray caskets and hearses were introduced in the early 1900s. At first they were used for middle-aged persons, while children continued to be buried in white and elderly persons in black.

The undertaking parlor changed, too, at this time. Harley Spelman's first establishment at 1002 Monroe, in 1907, stressed the "home" idea. Caskets were not displayed, and a chapel was provided for services. Gause also emphasized the change, eventually buying the Neil P. Anderson mansion at 5th and Pennsylvania and opening it as a funeral home in January 1922.

Gause's North Side branch was bought in 1921 by Dave Shannon, who had managed it. The downtown Gause establishment was given up in 1929 when Mitt House, an associate, died. The business was moved to the Pennsylvania Ave. home.

Gause owned the first motor hearse here—an eight-cylinder Cunningham purchased in 1910 for $7,800.

Leonard's Started With $850

From a 25 by 60 foot grocery, Leonard's has blossomed into one of the Southwest's leading department stores where a customer can buy anything from red beans to a TV set.

The store opened for business in December 1918, at 111 Houston with a capital of $850 and with Marvin Leonard in charge. The first sale was a five-cent can of condensed milk and by the end of the first day sales amounted to $195.

Soon Obie Leonard joined his brother in running the small grocery.

Auto Accessories.

By 1920 the up and coming store had added tires and automobile accessories to its stock. By 1924 it was necessary for Leonard's to lease all of the space fronting on Houston Street in their block.

With the slogan "more merchandise for less money," the store knew ever growing success and in 1929 the block bounded by First, Houston, Second and Throckmorton was purchased and a new home was built.

Jack Hester, now in charge of the grocery department, who came to work in 1928, recalls that the firm finished business in the old location on a Saturday night and opened for business Monday morning in the new.

Leonard Philosophy.

Constant expansion has characterized the store, due in large measure to the Leonard philosophy that their store never will be completed.

In 1924 the grocery and auto accessory stocks were augmented by dry goods, clothing, drugs, toilet goods, sundries and seed. Through the years department after department has been added.

In 1930 the firm established a creamery which became a market for Tarrant County farmers and dairymen. To supply the grocery store, a bakery was opened.

Furniture Added.

Sporting goods were added. Furniture, too.

In 1948 Leonard's expanded by remodeling its main store and by building a large new annex on the western half of the lot immediately north of the store.

The two buildings are connected by underground and overhead passageways.

Cameron Lumber Yard Took Pride in Horses

The change in the lumber business P. J. Strother mourns most can be blamed on the automobile.

Strother wishes motor trucks hadn't come along to displace the horses that were the pride of every lumber yard before World War I.

"Each yard bought the handsomest horses it could find," Strother, of 4917 El Campo, recalled. "Harnesses were always shined. The wagons were painted in bright colors, and were always spick and span. Many lumber yard teams were better looking than the brewery teams."

Strother has been with Wm. Cameron & Company, Inc., since 1911, and in the Fort Worth yards since 1913. He started as a yard man in Brownwood, where he was exactly 50 per cent of the staff. His first pay was $32.50 a month. Strother now is in charge of the firm's yard at 2415 W. 7th.

Opened in 1876.

The Cameron business, one of the oldest in Fort Worth, was opened in August 1876, a month after the first railroad arrived and five years after Cameron, a Scottish immigrant, established his first Texas lumber yard at Denison.

Cameron's first manager here, transferred from Dallas in 1876, was Willard Burton, a partner. Later, Burton went into business for himself as Burton-Lingo Company and became mayor of Fort Worth in 1924.

The first Cameron yard was on the triangle where the Public Library now stands. Then sheds and an office were built at 13th and Jennings, adjoining the Cameron Mill and Elevator Company managed by F. J. Tatum, another partner. The mill later was sold to Burrus Mills.

82 Lumber Yards.

Cameron came to Fort Worth because his policy was to follow the railroads. As the T&P moved west, Cameron followed. The firm now consists of 82 lumber yards, 18 wholesale distribution branches and a large headquarters in Waco.

Burton was not the only Cameron manager here to branch out on his own. W. Scott Wilson, manager from 1883 to 1908 founded the W. S. Wilson Lumber Company in Fort Worth. His successor, W. B. Sloan, founded the Sloan Lumber Company.

By 1920, Cameron had a main yard at 13th and Jennings and retail stores in North Fort Worth, managed by Douglas Wolseley; on S. Hemphill, managed by Elmer V. Staude and on Adams St., where Clyde A. Penry was manager.

Teel-Penry Company.

Penry established the Teel-Penry Lumber Company in 1922, the year when Cameron company moved from Jennings to its present location, where the wholesale and retail business were consolidated.

Wolseley, after 20 years as Cameron's Fort Worth manager, was succeeded in 1940 by C. A. Blanton, who still holds that post. Paul Moon is wholesale manager here.

AFL, CIO STRENGTH GREW DURING WAR

BY MABEL GOULDY.

The history of labor in Fort Worth is as old as the city itself.

Labor's efforts, organized and unorganized, have been keystones in community growth and civic progress.

Today, organized labor constitutes a potent percentage of Fort Worth's population. A conservative estimate places the number of union members at between 35,000 and 40,000. It is probably larger.

There are approximately 60 labor organizations here. The American Federation of Labor has 28 unions represented in the Fort Worth Trades Assembly and a number of other AFL unions, which are not affiliated with that body.

CIO Has 14 Units.

The Congress of Industrial Organizations is represented with 14 local units, the largest of which are among employes of the Southwestern Bell Telephone Company and Armour & Company.

Independent unions include the blue-ribboned railroad brotherhoods and the city's largest local, that of the International Association of Machinists at Convair, which has more than 7,000 members.

Several units of city employes are unionized as are divisions of federal employes including postal employes and other government workers. Their unions are characterized by no-strike pledges and they rely chiefly on the legislative field to get what they want.

Unionization increased here during the war years, particularly in aircraft and munitions plants. With the increase in employment after the war it has not abated.

134,600 in 1949.

Union membership is presumed to have at least kept pace with the increase in the number of employed persons in Fort Worth from 81,079 in April of 1940 to 134,600 in June of 1949.

Fort Worth has at all times in its history been marked for the most part by amiable relations between the working man and his boss. Owners of large stores here marched with their employes in early Labor Day parades. The late William Monnig and Leon Gross are especially remembered for those comradely gestures.

But there are some bitter, bloody chapters in which men have used the guns they held in their hands.

Murder, lynching, dynamite and lesser forms of violence and miscellaneous mayhem have figured in strikes here. The greatest outbreak of violence the city has ever seen during a strike occurred in 1886 in the form of a pitched gun battle between railroad guards, attempting to run a train, and strikers and their friends. A Negro strikebreaker was lynched here as lately as 1921.

Time has sifted a heavy layer of dust over much of the early-day evidence of organized labor. Fire, notably the extensive South Side disaster of 1909, has destroyed more of that evidence.

Fort Worth's earliest skilled laborers were mostly slaves. There were a few craftsmen and they were skilled in plantation trades such as shoemaking, carpentering, harnessmaking and blacksmithing.

Wild game and pelts are thought to have been the first "private enterprise" commerce. Among the first to work for a fixed wage were sheep herders. They received 50 cents a day.

In the 1850's there was freighting to and from Fort Worth on overland routes, one of which extended to California. Wagon trains from Galveston supplied delicacies such as fruits and spices and more mundane vegetables and flour.

Flour manufactured locally was exchanged for East Texas lumber in the 1860s.

Meat processing became the first major industry. Grain followed. The subsequent parade found brass foundries, cotton oil mills, railroad shops and oil treading on one another's heels to expand and push forward.

Organization of trade unions began in earnest in the 1880's.

World Wars I and II gave impetus to unionization.

ON T&P IN 1880s

J.P. Pulled The Throttle For 66 Years

J. P. Carpenter, 84, of 1904 Hurley, has been a continuous member of the Brotherhood of Locomotive Engineers for the past 66 years and is thought to be the oldest in point of membership in the BLE in Texas.

Carpenter has been a member of the Order of Railway Conductors for 53 years, and once had flowers sent to his funeral after a wreck.

Carpenter was a fireman at the age of 14 and a full-fledged engineer at 18.

* * *

He has seen railroad speed limits upped from 18 m. p. h. on freights and 30 on passenger trains (if they could get up to that) to today's speeds of 60 and 70 m. p. h. on freights and 80 on passenger trains.

Born in Clinton, Tenn., in July, 1865, Carpenter came to Fort Worth first in 1882 as a T&P fireman on the West End (the run from Fort Worth to Baird.

* * *

"We had lots of engine trouble in those days," he recalled. The trouble was caused by gyp water, which made the water foam and hard to keep in the boiler, and soft coal, which made it hard to keep steam up.

After firing three runs on the T&P. Carpenter was made night foreman in Baird. After one year he quit and went back to Tennessee to run an engine for a short 20-mile line, Waldron's Ridge Railroad, which served a coal mine.

* * *

He joined Division 198 of the BLE in Chattanooga in July 1883 and in 1885 was in Marshall as an engineer for the T&P.

He was back in Fort Worth in 1904 as a Frisco engineer and stayed here until 1924, when he went to Houston as Terminal Railroad engineer. After retiring in 1939, he moved back here.

Better Wage Demanded By Cowboys

Texas cowboys were in the forefront of a realistic pioneer approach to one of organized labor's principal weapons when in 1883 they struck for higher wages.

And Fort Worth today is headquarters for a national union of cowhands, the Rodeo Cowboys Association.

But there are a few vital differences between the first cowboy strike and the organization of the union.

When Canadian River hands in the vicinity of old Tascosa struck in '83 for a raise of from $30 to $50 a month, and other concessions, they were the real range-riding cowboys. The only "organization" in the cattle business was in the hands of the big ranch owners and much of that ownership was absentee. The cowboys lost.

Today's union is made up of professional cowboys, those who play the big and small-time rodeo circuits, although many of them have worked on ranches, and some own them.

Managers Organized.

Rodeo management, too, has a "union" and it is the International Rodeo Association. Composed of rodeo managers, it was organized before the cowboy association was formed.

RCA is an independent union and has a membership of between 2,200 and 2,300 members, including all the country's top performers. Members participate in between 675 and 750 RCA-approved shows in this country and Canada each year, including Fort Worth's Southwestern Exposition and Fat Stock Show Rodeo.

Total prize money amounts to $2,250,000 and added to that are the entrance fees of cowboys which brings total purses to about $2,500,000 annually. Contestants draw no pay except prize money. Some of the boys make between $15,000 and $20,000 a year.

"Fort Worth was selected headquarters because it is the hub of the rodeo circuit," Earl Lindsey, RCA manager, said.

Central Location.

"It is the most centrally located and a majority of the cowboys headquarter here in the five-to-six-week lull between seasons. They come this way for the spring shows and again in the fall to load up for the East."

The rodeo season gets under way in January with the Denver show and usually concludes with the Los Angeles Union Stockyards Show in November.

Toots Mansfield, Big Spring rancher and world champion calf roper, has been president of RCA since it was organized. Lindsey, in addition to his managerial duties, edits the association's monthly magazine, The Buckboard.

Unions in 1900 Gain OK of City

Union labor on municipal jobs won early recognition here.

In a resolution passed Jan. 19, 1900 the City Council directed that union labor be employed on all work under the direction of the city.

On Nov. 13, 1929 organized labor in Fort Worth was assured by the City Council that all future municipal contracts for construction work would be let on the understanding that the contractor adopt the eight-hour day and use only local labor.

Farmers in 1873 Formed Grange; Negroes Walk Out

The year 1873 is noteworthy in Tarrant County's labor history for two reasons.

It saw formation of the first recorded labor organization and what is thought to have been Fort Worth's first strike, although the two were not related.

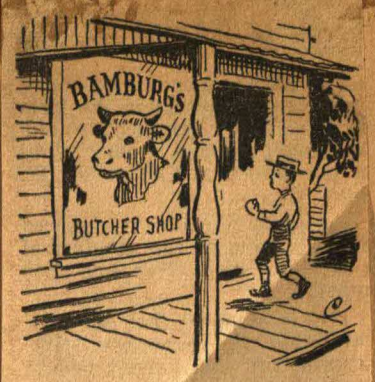
The first labor organization consisted of Grangers (farmers) and their collective bargaining consisted of attempting to make an arrangement with local merchants guaranteeing a fixed percentage of profit on farm products. The movement failed although in later years Tarrant County had a flourishing and influential Farmers Alliance, which made itself felt in labor and political circles.

The strike was by Negro hotel workers. They objected to working conditions.

Men Had Own Weapons Civil War Vet Recalls

"Bring your own weapons," company officers told Alfred J Wilson of Fort Worth when he enlisted in Capt. B. F. Benton's company of Confederate infantry at San Antonio in May, 1861.

"So each man got him an old squirrel rifle and double-barrel shot gun and a big six-shooter," Wilson recalled years later on. "Then we gathered up all the old mill saw files and had them made into butcher knives a foot long, and so made that they could be used for bayonets."



Butcher of '50s Never Pampered His Customers

B. F. Bamberg, who established the first butcher shop here in the early 1850s, didn't believe in pampering his customers.

A huge iron triangle hung outside Bamberg's log cabin shop at Belknap and Rusk (later Commerce). The butcher hammered on the triangle at 5 a. m. each day, regardless of the weather. That was the signal for his customers all over town.

It was first come, first served, and Howard Peak, recalled that each day "there was a rushing of half-clad citizens, with unwashed faces, eager to be the first served."

Meat sold for one to three cents a pound, depending on the cut. When the steer Bamberg had slaughtered the day before was gone, business ended. Bamberg never locked his doors, day or night, but he refused to sell meat at any hour but 5 a. m.

PORK CHOPS FOR BREAKFAST COST 20 CENTS PER POUND

"The pork chops you ate for breakfast cost 20 cents a pound. Don't blame the butcher.

"He paid the packer 12 cents for the dressed porker with the head and feet on, and he has to sell some parts of the porker for less than 20 cents. The packer who killed and dressed the hogs isn't so much to blame, either, for he paid $8.55 a hundred pounds for hogs on foot in the pens Thursday.

"Hog prices are going up every day and every advance runs up the price of pork. Hog prices went soaring again Thursday and a new high record was made in the Fort Worth market with a carload of choice corn feds were run up to $8.55. This is the highest price ever paid on the Fort Worth market."—Fort Worth Record, Jan. 7, 1910.

'IRISH TOWN'

Sons of Erin Worked on The Railroad

Shure and it's the Irish ye can be thankin' for this gorgeous city abein' what she is today.

It was the boys from Erin who drove the spikes what brought the railroad. They mixed the mortar and they laid the bricks that went into the homes and the buildings.

Irish on Horses.

Indian fighters? Faith and begorra, when the Indians saw 'em kiss the shamrock, away skittered the Indians. Irish cowboys? Naturally.

An' so many of the wearers of the green came to Fort Worth that there once was a section called Irish Town, in the vicinity of the Santa Fe station.

St. Patrick's Day.

St. Patrick's Day was always a joyful occasion. The Ancient Order of Hibernians usually arranged it, such as the one in 1897 when the committees were composed of M. C. Hurley, James O'Dowd, John Halloran, John E. Shanahan, Peter Breen, Patrick Kelly, A. O'Rourke, Thomas O'Donnell, and on the program were "Let Erin Remember," "Wearing of the Green," "Kathleen Mavourneen," "Kelly's Letter" and "The Irish Immigrant's Lament."

Cigar Store Women Brought Male Frowns

Masculine resentment at the feminine invasion of the world of business was noted in Fort Worth at least as early as 1877.

An issue of the Democrat of that year calls attention to the fact that Fort Worth had four cigar stores—all run by women.

What may have been either a complaint, or a warning, concluded the short squib with the writer pointing out that women were evidently "trying to monopolize the retail cigar trade."

Old Cattle Ford

One of the last watering places for cattle was the ford across the Trinity alongside the W. 7th St. bridge. Cowboys driving herds to market used this ford for several years after the bridge was built.

1889 Building Permits

Since Aug. 30, 1887, the city has required that building permits be obtained before construction is started.

LABOR DAY PARADE—This was the parade entry of Mugg & Dryden Ice, Coal and Wood Company about 1897, photographed in front of the old county jail building immediately north of Courthouse with the old Natatorium Steam Laundry in right background. In the buggy were John A. Mugg, left, and one Puckett, right. John A. Dryden stood in front of the first dray which was driven by Leonard Zinn. The boy in the wagon was Earle Mugg who now lives in Midland and behind him, barely discernible, is an Osage Indian advertising Osage coal. Others are unidentified.

Harmony Is No. 1 Goal Of Assembly

The Fort Worth Trades Assembly, composed of unions affiliated with the American Federation of Labor, was chartered by the AFL April 4, 1894 and promptly stepped into its place of maintaining industrial peace without sacrificing the interests of the working man and woman.

Harmony between employers and employes has been a No. 1 objective of the assembly and its affiliated unions and has been carried out by a number of union leaders here of whom the late C. W. Woodman was outstanding.

Fourteen founding unions were charter members of the Trades Assembly and its organizations preceded by four years that in 1900 of the Texas State Federation of Labor, which is also composed entirely of AFL unions.

Labor Day Parade.

Five months after the assembly was organized Fort Worth's first Labor Day Parade was held.

"A union card means to the employer that he will receive a good day's work, and to a worker a good day's pay" was the doctrine sounded throughout his 45 years as a labor leader and publisher here by Woodman, who died in 1948.

Fort Worth's reputation as a "union town" is generally regarded as due to Trades Assembly and AFL efforts as the CIO, born in the mid-30's, is a comparatively new element in the labor picture.

18.000 In AFL.

Not all AFL unions in Fort Worth are affiliated with the Trades Assembly. The total number of AFL union members here is conservatively estimated at around 18,000

Among unions affiliated with the assembly are those for barbers; bookbinders; bill posters; boilermakers; carpenters; electrical workers; electrical workers linemen; the Fire Fighters Association; railway carmen; printing pressmen; operating engineers; iron workers; meat cutters; musicians; motion picture operators; postoffice clerks; painters; plumbers; retail clerks; stage hands; stationary engineers; county employes; truck drivers; printers; theatrical wardrobe attendants; garment workers, and cement, lime and gypsum workers.

Among other AFL unions are sign painters; letter carriers; cooks and waiters; photo engravers; stereotypers; bricklayers; building and common laborers; elevator constructors; glaziers; lathers; asbestos workers; plaster and cement workers; sheet metal workers; roofers and tile setters.

Women Auxiliaries.

There are 34 women auxiliaries affiliated with the assembly.

Woodman, who published The Union Banner for about 45 years and was a charter member of the TSFL, was a trusted lieutenant of the late Samuel Gompers, AFL president, and was an AFL organizer from 1903 until 1907.

M. M. McKnight is currently president while Mrs. Ethel Burch Still is secretary. Mrs. Still, active labor leader here for 20 years, is a member of the bookbinders local.

The Printer Sparked Unionism

Printers were among the first to form craft organizations, being well ahead of the national trade union movement which burgeoned just before the War Between the States.

The men who set type were also in the forefront of skilled workers in Tarrant County and were among the first to form a union that has remained in continuous existence in Fort Worth.

Members of Fort Worth Typographical Union No. 198 (AFL) belong to an international organization which is 97 years old.

The ITU is considered the second oldest continuous union in Fort Worth, the original call having been issued here July 17, 1882. The Fort Worth division of the Brotherhood of Locomotive Engineers, from national headquarters records, is regarded as having been in operation here since 1881.

Thirty-six printers signed the original call of Local 198. The death recently of B. S. Crutchfield removed the final living charter member.

The call was issued "in order to establish a more fraternal feeling in the craft, and to speak by wisdom assembled."

Signers were R. F. Walton, D. J. Hynes, William Whitesides, John B. Perry, H. E. Hart, Seneca McNeil, J. R. Clark, James F. Evans, C. E. Allen, Jess G. Copeland, Will B. Letchworth, E. R. Chapman, J. F. Cooper, Harry Ludlow, Charles B. Roby, Fred L. Crosby, E. S. Rogers, G. F. Albright, L. C. Haywood, Y. Y. Murphy, H. H. Murphy, Joe M. Johnson, Crutchfield, W. B. McAdams, R. Cantwell, A. B. Parker, J. W. Caldwell, J. J. Marion, H. V. Bullock, James H. Orr, W. O. Stillman, W. J. McAllister, H. M. Gartner, James Sheppard, John S. Colgate, and James J. Williams.

Sons and grandsons of some of those founders have followed their footsteps in newspaper composing rooms and job printing shops here.

Fred McAllister and Lewis Boardman, Star-Telegram Linotype machinists, are grandsons of Charter Member W. J. McAllister. James L. Crosby, a typesetting machine operator, son of Charter Member Fred L. Crosby, has been a commercial printer in Fort Worth several years.

Agitation for the union label was started early by Local 198. A resolution was passed Aug. 4, 1895 that delegates to the then recently formed Trades Assembly print a "neat card" bearing the label and listing affiliated unions. A committee was also elected to distribute the cards "to every business house in the city."

TEX ROGERS.

A resolution condemning "loose conduct" in allowing a man who was a stranger in the city and deposited no card to work in the ad room of the Morning Register was passed Nov. 5, 1899 with a request for "proper action by the union."

In 1902 it was decided to make proofreaders members of the typographical union. On Feb. 2 of that year a resolution was passed on second reading setting up a scale for proofreaders of $2.50 for daylight work and $3 for night work.

In 1936, while Texas was celebrating its centennial year, printers here celebrated the 54th anniversary of the union in Fort Worth at a banquet at Hotel Texas on Aug. 2.

Tex Rogers, 73, who came here 40 years ago "when you had to boxcar 1,000 miles to get a day's work" has a fund of early-day recollections.

He was ITU's delegate to the Trades Assembly for 16 years and thinks Fort Worth "was a little bit of a rough town" on organized labor early in the 1900's.

Today the typographical union has 306 members and an additional 25 junior members (apprentices). John H. Tucker is president.

61 Years a Union Man

Machinist Bryant Arrived Here in 'Panic' of 1893

After 61 years as a union man Harry Bryant is still going strong.

The 82-year-old machinist, who received his card in 1888, turns precision tolerances on his lathe every day in the shop located in a corner of the McKinley Iron Works where he does special work for the Texas Steel Company.

Bryant organized a lodge of the *International Association of Machinists* among six machinists who met in his hotel room in Arkansas City, Kan.

Coming to Fort Worth in the "panic" year of 1893, he found no jobs and only one real shop, the old Fort Worth Iron Works.

The next year he got a job as foreman of the old Southwest Bridge Company, located on the Stove Foundry Rd. While he was there iron was made for "Holmes Castle," an office building at 2nd St. and Commerce. Tanks were built and various other jobs but no bridges were built.

Bryant next went to Denison as machine foreman for the Missouri-Kansas-Texas Railroad staying there until 1900 when he returned here to the Midland Brass Works, now the Midland Manufacturing Company. That concern was at 9th St. and Calhoun then and later bought the site occupied today by Leonard's Department Store.

He worked from 1906 until 1908 as a master mechanic for the American Smelting and Refining Company in Monterrey, Mexico.

Opening his own business, the Fort Worth Mechanical Company, in 1913 Bryant operated at 13th St. and Commerce for five years and then moved to 804 N. Houston where he stayed until 1942.

When the war took both men and materials he sold out and went to Los Angeles where he worked in a tool and die shop until 1945 when he reutrned here to his own work bench on the McKinley property.

HARRY BRYANT.

HACK RIDE TO DEPOT FOR DIME

" 'Squar to the depot, every half air, ten cents.'

"The above is the orthography on a sign which graces a hack running to and from the depot."
—Fort Worth Democrat, Sept. 19, 1876.

HoboBrotherhood Holds a Conclave

Hoboes held a "labor union" convention in Fort Worth Oct. 25, 1928.

The International Brotherhood Welfare Association, better known as the National Brotherhood of Hoboes, met in national conclave at the old Labor Temple.

A "jungle" feed and musical numbers were features of the convention. Hoboes passed resolutions favoring a six-hour, five-day work week, free speech and free assembly.

The "work week" demand was generally regarded as for the benefit of the other fellow, not the members of the association.

BITTER LABOR STRUGGLE WAS WAGED ON RAILROADS

Guard Was Slain in 1886; Packing Mob Hangs Negro

"Strike!"

That dread word, expressing the ultimate breakdown in employer-employe relations, has sounded through Fort Worth many times in the past century.

But only two deaths from strike violence—one declared to be murder in a court trial and the other a lynching by a mob—are known to have resulted.

The murder was that of a railroad guard, Richard Townsend, and it occurred in 1886 in the bloodiest episode in Fort Worth labor history—a pitched gun battle between deputized strikebreakers and rail strikers and sympathizers.

ROSS PARMLEY.

Living Eyewitness.

At least one living eyewitness to that battle survives. He is Roscoe (Ross) Parmley, 2719 S. Jennings, retired boilermaker.

The lynching took place in 1921 during a bitter strike of packinghouse workers when a mob hanged a Negro strikebreaker, Fred Rouse, who had fired into a crowd of pickets and wounded two men. Many Fort Worth residents remember that grisly incident when Rouse's bullet-riddled body, clad in a hospital nightshirt, swung from a tree just off Samuels Ave.

Three hundred workers of the Texas & Pacific, Missouri-Kansas-Texas and Missouri Pacific Railways walked out here March 1, 1886 under the Knights of Labor banner.

What occurred here was part of the period of labor upheaval since dubbed "The Great Southwest Strike" by historians.

Secret Labor Society.

It was part of a nationwide effort by the Knights, a secret labor society which had great strength before the rise of the American Federation of Labor, and was aimed at the claimed stranglehold of Jay Gould's rail and Wall Street empire.

Sheriff Walter Maddox, fearing disorders, warned citizens here to arm themselves at the start of the strike.

However, things were relatively quiet the first month of the strike. A daily mail train was allowed by strikers.

On April 3 it was decided that a train would be run despite the strikes.

Parmley says it was a Katy freight. The train was made up at Hodge Station. Switches were "spiked" all through town to keep them from being thrown but no such precaution was taken at Buttermilk Junction, then "away out in the country."

Collector on Horseback.

The 81-year-old trade unionist was then a grocery clerk. He was out on horseback, collecting bills for his employer, W. R. Woodson, and as he approached what is now 2200 S. Main he saw that trouble was brewing.

The train was approaching the switch with a large number of armed guards and seven or eight strikers and sympathizers were near the track.

"As the train approached a one-armed man named Pierce, he wasn't a striker, and Tom Nace, one of the strikers stepped out of the group and threw the switch," Parmley recounts.

Firing broke out as the freight slid to a stop.

Parmley thinks the guards, who were deputized as federal officers (a practice since banned by law), fired first.

Both sides fired several volleys. Townsend fell dead. Serious wounds were sustained by an undetermined number on both sides. Nace's leg was amputated while he was held in jail under murder charges.

Fort Worth resembled an armed camp that night and "every hardware store in town was unloaded of Winchesters."

Maddox deputized about 100 prominent citizens to keep order.

Grocer Woodson was excused when he told Maddox the latter could force him to serve but "if there is trouble, I don't know which way I'll shoot, a lot of these strikers are my customers."

Governor Ireland responded to a call for help by sending 300 militia men here and there were a reputed 20 U. S. marshals on hand.

The strike ended May 3, a failure for the workers.

In subsequent trials a striker, M. Hennig, received a life sentence on a charge of Townsend's murder.

'Hunting for Birds.'

Nace was tried twice in Tarrant County on the same charge and twice got hung juries. At a third trial, almost three years later, in Hood County he was acquitted. He claimed he was hunting birds at the time of the fight.

Editorial comment on the battle in Texas papers was pointed and the presence of Jim Courtright, one-time marshal here, as a leader of the guards was questioned in scalding words.

"Jim Courtright is responsible for the Fort Worth massacre; but who is responsible for Jim Courtright?" the San Antonio Light demanded.

It asked why a "notorious desperado and outlaw, but recently a fugitive from justice" should have been a peace officer and said "if he had not been present not one drop of blood would have been shed."

Packing Plant Strike.

On Dec. 5, 1921 an estimated 95 per cent of packing plant workers at both Armour & Company and Swift & Company answered a general strike call issued by officers of the International Butcher Workers Union.

A riot promptly followed. Rouse, a worker who did not go out on strike, allegedly fired into a crowd of pickets. Tom Maclin and Tracy Maclin, brothers, were wounded.

Newspapermen from both the Star-Telegram and old Record, on the scene to cover the strike, witnessed the transformation of

Oil Workers Had Home In Ft. Worth

Fort Worth as a center of the oil industry was fittingly the home for more than 25 years of international offices of the powerful International Oil Workers Union (CIO), which is now located in Denver.

Spliced in with management here of affairs of the 100,000-member union was a voice in the national affairs of the CIO through the election of O. A. Knight, president of the OWIU, as a vice president of the Congress of Industrial Organizations.

Five local unions of OWIU, a wealth of early-day oil and organizational efforts history and the fact that D. O. Lewis of 1202 Park Ave. is a charter member of the organization survive as reminders of the headquarters here.

Texas Headquarters.

OWIU was the only large-scale international union ever to maintain headquarters in Texas. It was located here from 1919 until early this year, except for a two-year interval in the mid-30's when headquarters moved to Washington, D. C.

First known as the International Association of Oil Field, Gas Well and Refinery Workers of America, the union was affiliated with the American Federation of Labor. The union was chartered in 1899.

In 1935 it became one of the first to form the old Committee for Industrial Organizations within the AFL. When those unions withdrew from the federation and set up the Congress of Industrial Relations under the leadership of John L. Lewis, the oil union became a charter affiliate of the CIO.

Low Ebb in 1921.

Vast growth was experienced by OWIU while in Fort Worth. In 1921 there were only a few thousand widely scattered members. During dark days of the labor movement in the 1920's membership dwindled to a few hundred.

Rebuilding of the union got underway during those depression days, though, and membership climbed steadily through the '30s. In 1940 OWIU had about 20,000 dues-paying members.

Knight became president in 1940. Membership has mounted steadily in his nine years as head of the union and is now around the 100,000 mark.

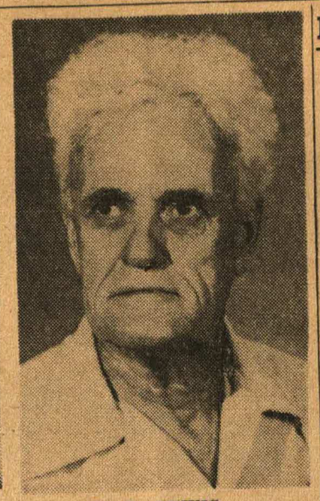
Lewis at Organizing.

D. O. Lewis attended the El Paso organizing convention in 1918 at which technically the old union was re-organized but at which, actually, OWIU was born.

Lewis, now retired, recalls that workers got 25 cents an hour in 1914 for a 10-hour day and shift men worked 12 hours a day, seven days a week. In 1933 the labor rate was 33½ cents an hour and for operators (stillmen) it was 50 cents an hour.

Now the labor rate is $1.58 an hour and for operators, $2.16.

O. A. KNIGHT.



D. O. LEWIS.

Red Soapbox Oratory Scores

'Commies' Old as Unions, Says Veteran Ross Parmley

Communists infiltrating the ranks of organized labor are nothing new, according to Roscoe (Ross) Parmley, 81, of 2719 S. Jennings, oldest living member of the International Brotherhood of Boilermakers, Iron Shipbuilders and Helpers of America (AFL).

"We've always had Communists with us," he says. "They were just under another name. We had the Socialists first, then the OBU (One Big Union), then the IWW (International Workers of the World), and now the Communists.

"The Commies have their foothold in the country through the labor unions," Parmley declares, "because they couldn't do it any other way.

"They never missed a union meeting and were usually good soapbox orators. When we found them out we'd go to the boss and refuse to work with them."

Stout Convictions.

Parmley is a man of strong convictions. "If it hadn't been for organized labor the working man would be in the slums," he declares.

However, Fort Worth has had some mighty good employers in Parmley's opinion.

Among the city's best employers he listed Amon Carter and the late William Monnig, Leon Gross and Ed Bewley, calling the latter "a good labor man, the finest in the world."

"They have all felt like the working man was entitled to a piece of chicken once in a while," he reminisced.

When Parmley went to work skilled mechanics were getting 25 and 27½ cents an hour. He worked one year at the apprentice wage of 5 cents an hour, and paid $12 per month (his entire earnings) for room and board. He got hold of a little extra money by doing extra work.

Own Ice for Water.

"There was no place to wash up and workers bought their own ice for cool drinking water," he recalls.

In 1900 he made 30 cents an hour.

"But I paid out a nice home, which with the lot cost $1,200, on that pay," he recalls proudly.

Going to work for the Fort Worth & Denver in 1894 he stayed in its shops until 1899, when they were moved to Childress. He then joined the T&P and stayed there until the strike in 1922 of 1,600 shopmen here.

After the strike was lost Parmley worked as a deputy in the offices of former Tax Assessors Lee Freeman (a boilermaker) and Rube Williams, and of the one-time county clerk, Chester Hollis.

In 1937 Parmley became an organizer for the international union.

Cowboy Got Papers Here

"My father, W. M. Ashley, who was one of the Minute Men in Parker County during Indian fighting days, often told how he and other cowboys driving cattle on the old Chisholm Trail would stop in Fort Worth, ride up to a small building which housed the Democrat and be handed their papers out the window or door as they sat their horses."—Mrs. E. W. Wall, 1969 Lipscomb.

1877 STRIKE

5c Shine Cut Spurs Fists Of Bootblacks

A strike of sorts occurred in 1877 among bootblacks.

And they settled it themselves without benefit of negotiations, arbitration or contracts.

Some of the bootblacks reduced the price of a shine from the customary 10 cents to a nickel. Those favoring the higher price struck in protest.

"We had hopes that Fort Worth would be free from those scenes of violence which have characterized the strikes in some sections but our expectations were delusive," the Democrat deplored in print on July 27.

It added that bootblacks had settled the matter by giving the cut-price offenders "a good mauling" which ended with the threat "If you dare to lower the price one step, we'll throw you in the river, doggone ye."

Pershing Avenue

After World War I, a move developed to name all Arlington Heights streets after war heroes. Pershing Ave. was so named, but the movement died without further success.

Engineer on $88.60 a Month 50 Years Ago Paid for Home

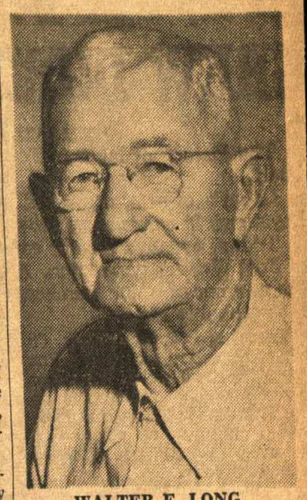
The working man is "far better off today but not as satisfied as he was 50 years ago when pay was low, prices cheap and hours long" in the opinion of a retired engineer who helped build Texas railroads 63 years ago.

Walter F. Long, 80, of 1602 Sylvania, retired from the Fort Worth & Denver City Railway Company July 1, 1937.

He was born in Decatur in 1869 and moved to Fort Worth in 1891. But in 1886 at the age of 17 he went to work for a railroad construction company and aided in the construction of the Gulf, Colorado & Santa Fe out of Fort Worth to Purcell, Okla., then in the Indian Territory.

Next he hired out to the Panhandle Construction Company and until 1888 helped build the FW&D out of Quanah and on to Denver. His job was to check ties, connections, steel and other items out of a material yard and his pay was $45 a month.

After a year as yard foreman for the old Union, Pacific, Denver & Gulf he became a hostler's helper in 1890 at Wichita Falls for the Fort Worth & Denver, was promoted to firing 12 months later and after nine years as a fireman was made an engineer in 1900.



WALTER F. LONG.

He was a charter member of Division 736 of the Brotherhood of Locomotive Engineers when it organized at Wichita Falls and served as local and general chairman.

Long was made road foreman of engines in 1920 and in 1931 entered yard service in Fort Worth until his retirement.

He is of the opinion that "labor has kept up, if not ahead, of advancing prices" and that the main reason for discontent among workers today as compared to half-a-century ago is because "people enjoyed saving a little at a time then, now all they want to do is spend."

Long and Mrs. Long built a house here in 1898 on E. 9th St. for a total cost of $850. His pay was $88.60 a month and the mortgage payments were $12.50 a month.

$38.60 a Month.

Many months he and his wife made four of those payments and lived on the remainder of his salary, $38.60, and remained debt-free.

Mrs. Long prepared enough food in a box lunch to last the entire period he was out on a run. At the end of the line instead of spending money for hotel accommodations he slept in an empty boxcar.

E. H. Keller Made Buggies and Wagons

The first buggies and spring wagons manufactured in Fort Worth were the products of Ewald Henry Keller.

Keller came here from Galveston and opened a blacksmith shop at Main and 10th in April 1876, moving in 1879 to 2nd and Throckmorton. He expanded his business into a carriage factory, for years one of the leading firms in the state.

When automobiles became popular, Keller established the E. H. Keller Auto Works.

Paper Business Suffers

"There is a rumor that the ladies of the fort propose to wear short skirts and not use more than one paper for a bustle. This will be a terrible blow to the newspaper business of our city."—Fort Worth Democrat, Oct. 2, 1876.

Custom Tailoring Started Here in 1878

The first custom tailoring establishment was opened here in February, 1878, as a department of Dahlman Bros., on the west side of Houston St. near the square, advertised as the oldest clothing house in the city.

Until Dahlman Bros. supplied custom tailoring, Fort Worth's gentlemen of fashion depended upon New York, Louisville, St. Louis and Chicago tailors and haberdashers.

For the ladies, Mrs. C. D. Brown, "fashionable milliner and dressmaker," did business at Third and Main.

Four Dates Stand Forth In a Century of Industry

BY MADELINE WILLIAMS.

The industrial power that has pushed Fort Worth into the national business spotlight made its first appearance after the city was well established as a retail and wholesale center for Northwest Texas.

Not until 1869 was the U. S. Census of Manufactures able to report 27 manufacturing plants in Tarrant County. The first report of plants within the city was not made until 1889.

But in 1949—when the Manufactures Census of 1947 was released—the city's rate of industrial growth in number of workers and wages had topped all major cities in the nation.

Fort Worth's growth from a pioneer trading and cattle town to the fastest growing industrial center in the United States can be traced to the city's early leaders who spent their own money and time to fulfill their hopes and faith in Fort Worth's destiny.

Four dates in Fort Worth's first century stand out in the city's industrial progress: Coming of the T&P Railway July 19, 1876. Laying the cornerstone of Swift's and Armour's plants March 13, 1902. Discovery of oil at Ranger Oct. 27, 1917. Breaking ground for Consolidated Vultee Aircraft plant April 18, 1941.

The first wheat and corn mill in Fort Worth was erected by Julian Feild in 1856, and settlers came from miles around to have their grain milled.

Industry remained primitive to meet immediate needs of settlers until the railroad began inching west. With the entry of the railroad, the city's business life boomed.

Among the earliest manufacturing establishments were Myers & Souders Carriage Manufactory on W. Weatherford, A. T. Ireland's Wagon and Plow Company near the depot and the Fort Worth Furniture Manufacturing Company, started about 1876.

"The manufacturing interests of Fort Worth are still in their infancy," stated the Fort Worth Business Directory of 1884. "To the capitalist, the merchant or manufacturer, we say you can find no city in the Southwest that possess such advantages for safe and profitable investment as this."

Capital Plentiful.

Early industries had no trouble raising capital, the directory pointed out. Citizens subscribed stock to bring industries here. Some of them failed—like the packing plants that preceded Swift's and Armour's—though the industry was a natural for the city through which cattle streamed by the thousands.

The first flouring mill was established in the Eighties by Mark Evans, who also erected the first grain elevator. Operation of the 100-barrel a day mill was suspended in 1889 when Evans left town. The second mill was built by M. P. Bewley in 1890 and is now Bewley Mills.

Fort Worth today is one of the nation's leading grain terminals, with 13 elevators able to store 23,500,000 bushels. Three mills making flour here and their daily capacity are Bewley's, 2,000 barrels of flour, 500 barrels of corn meal and 750 tons of feed; Burrus Mill & Elevator, 4,000 barrels of flour, 400 barrels of corn meal and 2,400 tons of feed; and Universal Mills, 2,000 barrels of flour, 500 barrels of corn meal and 750 tons of feed.

Morton Cotton Compress.

The first cotton compress was erected by Col. E. W. Morton near the foot of Commerce and compressed its first bale Sept. 17, 1877. At one time 100,000 bales a year were compressed here. Now there is storage capacity for 30,000 bales.

The 1884 business directory lists among the city's major industries two ice factories, two flour mills, two foundries and machine shop, two planing mills, brick yards, marble works, broom factory, mattress factory, carriage factories and a galvanized iron and tin roofing plant.

In 1888 T. B. Ellison started the mattress factory that has grown to the furniture and carpet company of today.

Texas Brewing Company began operation in March, 1891. Before it went out of business with prohibition in 1918 it employed 400 men and was manufacturing everything it needed but bottles.

30 Factories in 1893.

By 1893, 30 factories employed 800 persons with an average monthly payroll of $70,000. Products included cotton, woolen goods, ice, candy, trunks, iron work, bottles, crackers, windmills, wagons, carriages, harness, cotton seed oil, cigars and brooms.

Long the largest manufacturer of work garments in the Southwest, Fort Worth entered the field early with the first successful men's work clothes factory in Texas established in 1902.

Fort Worth pioneered in steel in the Southwest. The Texas Manufacturing Company (known as the Bolt Works) was started in 1904. In 1905 it added rolling mill equipment from Lyons, Ohio, to be the first steel rolling mill in the Southwest. Its name was changed then to Texas Rolling Mill, and in 1912 to George W. Armstrong Company. Since 1916 it has been the Texas Steel Company.

Discovery of oil in Ranger in 1917 brought a boom of refining and oil field equipment industries. In 1922 there were 52 oil field supply companies here and by 1925 there were nine petroleum refining plants.

The $5,000,000 helium plant, the only one in the United States was completed here in 1921. Later it was moved to Amarillo.

When the oil boom began leveling off in 1925, the city's industry spread into diversified fields. But cattle, grain and oil remained the real basis for the city's prosperity.

Fort Worth weathered the depression with a slight fluctuation in the number of manufacturing plants but a steady increase in the number of workers and the amount of payrolls. Manufacturing in Fort Worth tripled between 1920 and 1940.

Convair in 1941.

Establishment of Convair in 1941 pushed the city into national production prominence and added aircraft to the "big three" of its industrial life.

War and postwar development from 1939 to 1947, as shown in unbiased U. S. census reports, increased the number of production workers from 7,000 to 25,000—a 257 per cent jump. The rate of increase topped that of San Diego, Los Angeles, Portland, Wichita, Detroit and all Southwest cities. Wages paid production workers zoomed up 708 per cent—from $7,228,117 to $58,400,000. Value added by manufacture rose from $25,542,000 to $133,952,000.

36,300 Employed.

Today Fort Worth has an estimated 495 manufacturers, employing 36,300 persons. Products sent out from these plants into regional, national and international markets include furniture, candy, oil field equipment and machinery, space heating and cooling equipment, trailers, bus bodies, steel, paint, textiles, paper and wooden boxes, hardwood flooring, paper and fabric bags, boots, shoes, belts, saddles, cement, jewelry, mattresses, drugs, store fixtures, animal serums, chemicals, cotton oil, roofing, farm and industrial machinery, peanut products, building materials, rubber products, plastics, ferrous and nonferrous castings, powdered eggs, magnesium products, shelled pecans, soap, food products.

And of course the products that are the trademark of Fort Worth—meat, grain products, oil and the world's biggest bomber, the B-36.

Manufacturing Progress

U. S. Census Figures	No. of Plants	Wage Earners	Value of Plants
[1]1869	27	48	$ 37,625
[1]1879	58	163	476,087
1889	316	2,743	6,826,083
1899	209	1,449	5,332,804
1909	147	2,641	8,661,000
1919	229	4,452	38,160,000
1929	[3]228	6,461	113,614,152
1939	284	7,010	[4]89,157,000
1947	382	25,107	[2]133,952,000

1—Figures for Tarrant County. No Fort Worth information available before 1889.
2—Value added by manufactures instead of value of products. This amount determined by subtracting cost of materials and supplies from value of shipments.
3—This .4 per cent drop from the 1919 figure compares with a 29 per cent national drop and a 13 per cent drop in Texas.
4—This 21½ per cent decline from the 1929 total compares with a 17 per cent national decline. Food prices dropped 28 per cent during this "depression decade." Since food was 65 per cent of Fort Worth's production value but only 19 per cent of the total U. S. value of products, Fort Worth was placed at a disadvantage.

RR Engineers, Printers Pioneered Labor Unions

The railroad tracks really brought organized labor to Fort Worth—and like the railroads it stayed and expanded.

Fort Worth's oldest continuous labor union appears to be Division 187 of one of the blue-ribbon railroad brotherhoods — the Brotherhood of Locomotive Engineers.

But Fort Worth was the scene of organized labor activities prior to the coming of the T&P in 1876. There had been organizational efforts and strikes.

Engineers barely nosed out printers here as the first union. Local labor circles have been inclined to recognize the printers as the oldest continuous union here. The city sometimes had as many as eight newspapers in operation at the same time.

Complete records of the printers are available. The original call for organization of Fort Worth Typographical Union No. 198 was issued July 17, 1882.

Division 187, BLE, was organized in 1874 at Marshall, and engineers belonged to it who ran the first trains into Fort Worth.

The original charter and minutes up to that time burned in the 1909 South Side fire.

Sprouted in 1863.

The BLE is also one of the oldest labor unions in the country, having been organized in 1863.

Division 187 has been meeting at 211 Bryan since 1885, except for a period of close to three years. The building, destroyed in 1909, was rebuilt in 1912, and all the brotherhoods center there, either for meetings or office activities.

The BLE members first met in a cornfield, near Tucker's Hill, "and they didn't advertise their meetings," according to James M. Dean, 3829 Wayside, general chairman of Division 187.

Labor contracts with seven railroads are handled out of the Wayside office.

Dad an Engineer.

Dean's father, the late Isaac M. Dean, was a T&P engineer who joined the brotherhood in 1880.

"Pa used to come in, Ma would feed him, and he would just hit the bed when they would call him out again," Dean recalls.

He says his father frequently worked 48 to 50 hours at a stretch, until a law was passed in 1908 limiting the time a man could be worked to 16 straight hours.

The Brotherhood of Locomotive Firemen and Enginemen was not far behind the BLE here.

Trinity Lodge No. 83, BLFE, was granted a charter by the Grand Lodge Jan. 13, 1882.

For $367 the site, still in use today, was purchased on S. Rusk (later the street name was changed to Bryan), between Daggett and Elizabeth. A two-story building was erected, with a meeting hall on the second floor.

Lodges Increase.

As Fort Worth expanded as a rail center, additional lodges came into existence. Around the turn of the century, Rock Island employes formed their own lodge, Texas Lodge No. 382. A number of Fort Worth & Denver City Railway Company employes withdrew and placed their memberships in lodges organized on that road. Membership in Trinity went down to 83 at the end of the fiscal year, June 30, 1901, but then began to build again.

Fort Worth's membership is close to 700 and is part of an international membership of 216,000 men in the United States, Alaska and Canada.

JAMES M. DEAN.

There are two lodges here, Evergreen No. 81 and John Collin No. 1044, and three auxiliaries.

12-Hour Day Netted $2.50 To Carpenters

The Carpenters Union, largest construction local in Fort Worth, was chartered Oct. 14, 1899, when wages were $2.50 for a 12-hour day on a six-day work week.

Today—50 years later—Local 1822 has better than 1,500 members and journeymen carpenters draw $2 an hour.

The local is affiliated with the Texas State Council of Carpenters and members of the AFL union constitute the largest votting bloc in the Texas State Federation of Labor and recently were a decisive factor in electing one of their members, Paul C. Sparks of Houston, as executive secretary of the powerful TSFL.

Charter Members Alive.

At least two charter members of the Carpenters Union survive today. They are C. L. Bandy, 84, of 1319 E. Maddox, and W. E. Oglesby, 85, 3410 Ave. J. Oglesby's union membership is no longer active, though.

Z. Le Bouef of Route 3 has been a union carpenter 53 years but transferred his membership here from the Galveston local.

Union Veterans.

Other long-time card holders here include D. M. Shelby, 2901 Donnelly, 49 years; W. J. Shelby, his brother, now visiting in Booneville, Mo., 45 years; H. P. Aubrey, 1853 Belmont, 45 years; Johnny L. Lee, 1016 Tierney Rd., 44 years; Ed E. Smith, 908 E. Stella, 43 years; G. L. Bradford, 3304 W. 6th St., and E. B. Nevels, Route 6, each 41 years, and G. Hardy, 2000 Western, 40 years.

First meeting place was at the corner of 15th St. and Main. The union then moved to a 3rd St. site and has been for some time in its own Carpenters Hall at 206½ S. Jennings.

C. L. BANDY.

ED DATO.

Boilermakers Beat the Slump

Ed Dato, owner of the American Welding Company at 1600 Commerce, is mighty proud of his membership in the International Brotherhood of Boilermakers, Iron Shipbuilders, Welders and Helpers of America (AFL).

Lodge 96 here is the only one in Texas that functioned throughout the depression without having its charter lifted for non-payment of dues.

Dato came to Fort Worth from his native Hillsboro in 1907. He was apprenticed at the age of 16 at the old Southwest Mechanical Company on the North Side and after completing some three years of his four-year apprenticeship was called out on strike. He was followed there as an apprentice, after the strike was settled, by County Auditor Star Williams.

Obtaining his card in 1910, he worked as a boilermaker until 1916 when he opened his present business. He has held every office in the lodge. Dato and Roscoe (Ross) Parmley are the only living charter members of the local lodge.

U. R. SOLD LIVED UP TO HIS NAME

In March, 1877, Prof. U. R. Sold was ballyhooed as a former engineer in Her Majesty's service and inventor of giant powder, a tremendous explosive, who would give a demonstration on the banks of the Trinity.

A large crowd gathered, waited an hour, and then it dawned.

From one to another, they whispered the professor's name, and took the joke in good humor.

Fire Marshals Go Back to 1911

In 1911, Fort Worth's horse-drawn fire fighting organization was expanded to embrace fire prevention with the creation of a fire prevention bureau and appointment of the first fire marshal.

A. W. Peninger took over as the first marshal on Nov. 1, 1911, serving until April 16, 1913, when he resigned to become deputy state fire marshal.

Since then, there have been seven fire marshals. W. H. Lennon served from April 29, 1913, to April 15, 1915; R. M. Harris, April 15, 1915 to April 16, 1917; Tom McClure, April 16, 1917 to April 12, 1921; T. F. Cottar, April 12, 1921, to Oct. 7, 1925; Claude L. Ligon, Oct. 8, 1925, to Aug. 1, 1945 when he became fire chief; Herbert A. Owens, Aug. 16, 1945, to Jan. 20, 1948, when he became assistant fire chief, the post he now holds, and Cecil O. Killian, former fire chief, since March 16, 1948.

Inspection of Meat

R. Matkin, a former fire chief, became the city's first meat inspector on June 21, 1887. The post was created June 15, 1887.

Hunting of Fox Once Top Sport Of Young Folks

Fox hunting was a favorite sport with young men and women here before the turn of the century, and many of the best hunts were held on the 475-acre farm of Mr. and Mrs. William A. McLean on the Haslet Highway.

Each youth vied for the honor of claiming the fox's brush to hang as a trophy on the bridle of the horse his favorite lady rode.

The McLeans' granddaughter, Mrs. Dot McLean Mallicote, 2320 Goldenrod, says they bought the farm in 1874, choosing it over cheaper $5-an-acre land where Main and Lancaster now intersect. McLean believed the land nearer the city would not be as fertile.