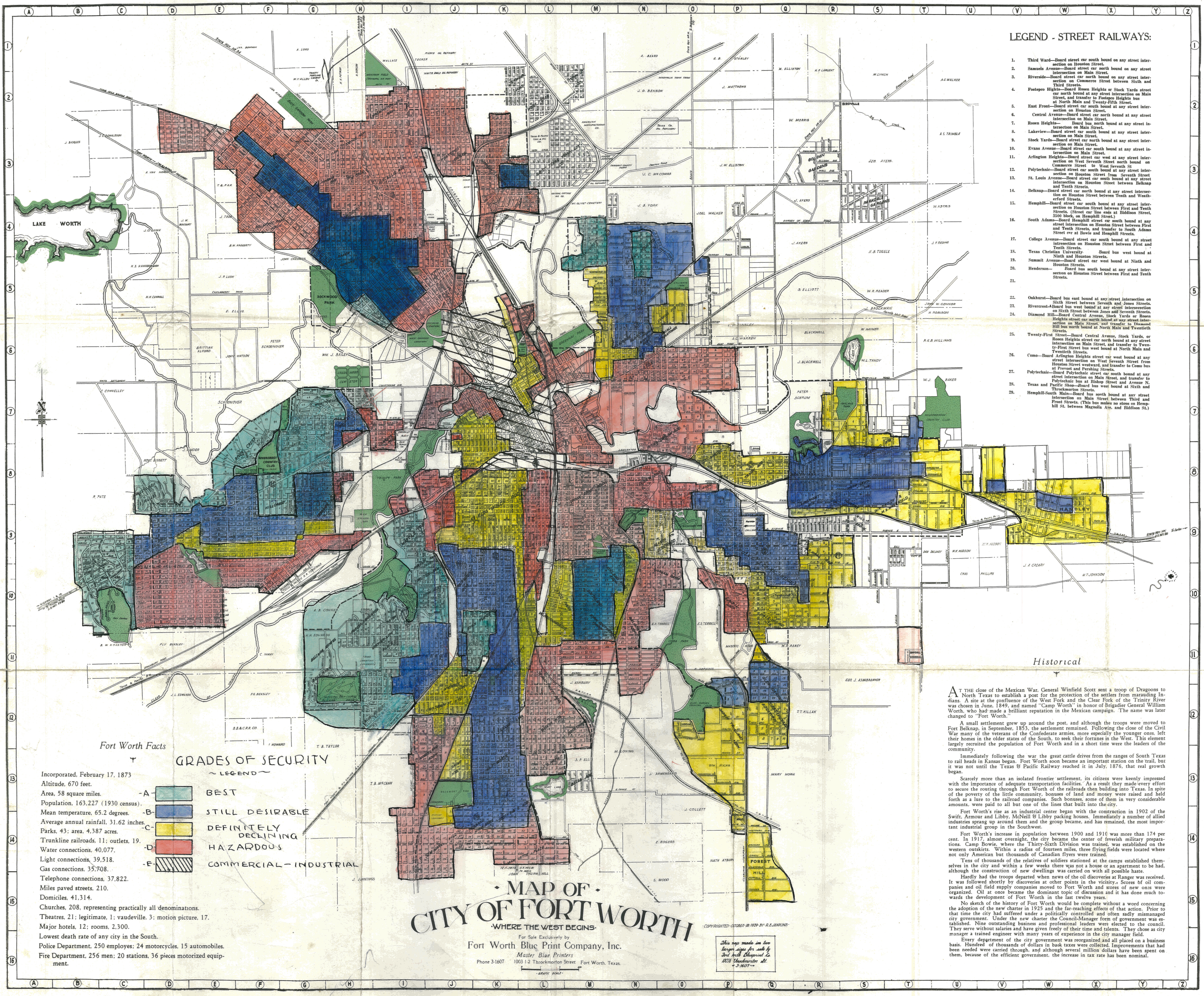

For Sale Exclusively by
Fort Worth Blue Print Company, Inc.
Master Blue Printers
Phone 3-1607 1003 1-2 Throckmorton Street Fort Worth, Texas.

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Fort Worth Facts

Incorporated, February 17, 1873
Altitude, 670 feet.
Area, 58 square miles.
Population, 163,227 (1930 census).
Mean temperature, 65.2 degrees.
Average annual rainfall, 31.62 inches.
Parks, 43; area, 4,387 acres.
Trunkline railroads, 11; outlets, 19.
Water connections, 40,077.
Light connections, 39,518.
Gas connections, 35,708.
Telephone connections, 37,822.
Miles paved streets, 210.
Domiciles, 41,314.
Churches, 208, representing practically all denominations.
Theatres, 21; legitimate, 1; vaudeville, 3; motion picture, 17.
Major hotels, 12; rooms, 2,300.
Lowest death rate of any city in the South.
Police Department, 250 employes; 24 motorcycles, 15 automobiles.
Fire Department, 256 men; 20 stations, 36 pieces motorized equipment.

LEGEND - STREET RAILWAYS:

1. Third Ward—Board street car south bound on any street intersection on Houston Street.
2. Samuels Avenue—Board street car north bound on any street intersection on Main Street.
3. Riverside—Board street car north bound on any street intersection on Commerce Street between Sixth and Third Streets.
4. Fostepco Hights—Board Rosen Heights or Stock Yards street car north bound at any street intersection on Main Street, and transfer to Fostepco Heights bus at North Main and Twenty-Fifth Street.
5. East Front—Board street car south bound at any street intersection on Houston Street.
6. Central Avenue—Board street car north bound at any street intersection on Main Street.
7. Rosen Heights— Board bus north bound at any street intersection on Main Street.
8. Lakeview—Board street car south bound at any street intersection on Main Street.
9. Stock Yards—Board street car north bound at any street intersection on Main Street.
10. Evans Avenue—Board street car south bound at any street intersection on Main Street.
11. Arlington Heights—Board street car west at any street intersection on West Seventh Street north bound on Commerce Street to West Seventh St
12. Polytechnic—Board street car south bound at any street intersection on Houston Street from Seventh Street
13. St. Louis Avenue—Board street car south bound at any street intersection on Houston Street between Belknap and Tenth Streets.
14. Belknap—Board street car north bound at any street intersection on Houston Street between Tenth and Weatherford Streets.
15. Hemphill—Board street car south bound at any street intersection on Houston Street between First and Tenth Streets. (Street car line ends at Biddison Street, 3500 block, on Hemphill Street.)
16. South Adams—Board Hemphill street car south bound at any street intersection on Houston Street between First and Tenth Streets, and transfer to South Adams Street car at Bowie and Hemphill Streets.
17. College Avenue—Board street car south bound at any street intersection on Houston Street between First and Tenth Streets.
18. Texas Christian University. Board bus west bound at Ninth and Houston Streets.
19. Summit Avenue—Board street car west bound at Ninth and Houston Streets.
20. Henderson— Board bus south bound at any street intersection on Houston Street between First and Tenth Streets.
21.
22. Oakhurst—Board bus east bound at any street intersection on Sixth Street between Seventh and Jones Streets.
23. Rivercrest—Board bus west bound at any street intersecection on Sixth Street between Jones and Seventh Streets.
24. Diamond Hill—Board Central Avenue, Stock Yards or Rosen Heights street car north bound at any street intersection on Main Street, and transfer to Diamond Hill bus north bound at North Main and Twentieth Streets.
25. Twenty-First Street—Board Central Avenue, Stock Yards, or Rosen Heights street car north bound at any street intersection on Main Street, and transfer to Twenty-First Street bus west bound at North Main and Twentieth Streets.
26. Como—Board Arlington Heights street car west bound at any street intersection on West Seventh Street from Houston Street westward, and transfer to Como bus at Prevost and Pershing Streets.
27. Polytechnic—Board Polytechnic street car south bound at any street intersection on Main Street, and transfer to Polytechnic bus at Bishop Street and Avenue N.
28. Texas and Pacific Shop—Board bus west bound at Sixth and Throckmorton Streets.
29. Hemphill-South Main—Board bus south bound at any street intersection on Main Street between Third and Front Streets. (This bus makes no stops on Hemphill St. between Magnolia Ave. and Biddison St.)

Historical

At the close of the Mexican War, General Winfield Scott sent a troop of Dragoons to North Texas to establish a post for the protection of the settlers from marauding Indians. A site at the confluence of the West Fork and the Clear Fork of the Trinity River was chosen in June, 1849, and named "Camp Worth" in honor of Brigadier General William Worth, who had made a brilliant reputation in the Mexican campaign. The name was later changed to "Fort Worth."

A small settlement grew up around the post, and although the troops were moved to Fort Belknap, in September, 1853, the settlement remained. Following the close of the Civil War many of the veterans of the Confederate armies, more especially the younger ones, left their homes in the older states of the South, to seek their fortunes in the West. This element largely recruited the population of Fort Worth and in a short time were the leaders of the community.

Immediately following the war the great cattle drives from the ranges of South Texas to rail heads in Kansas began. Fort Worth soon became an important station on the trail, but it was not until the Texas & Pacific Railway reached it in July, 1876, that real growth began.

Scarcely more than an isolated frontier settlement, its citizens were keenly impressed with the importance of adequate transportation facilities. As a result they made every effort to secure the routing through Fort Worth of the railroads then building into Texas. In spite of the poverty of the little community, bonuses of land and money were raised and held forth as a lure to the railroad companies. Such bonuses, some of them in very considerable amounts, were paid to all but one of the lines that built into the city.

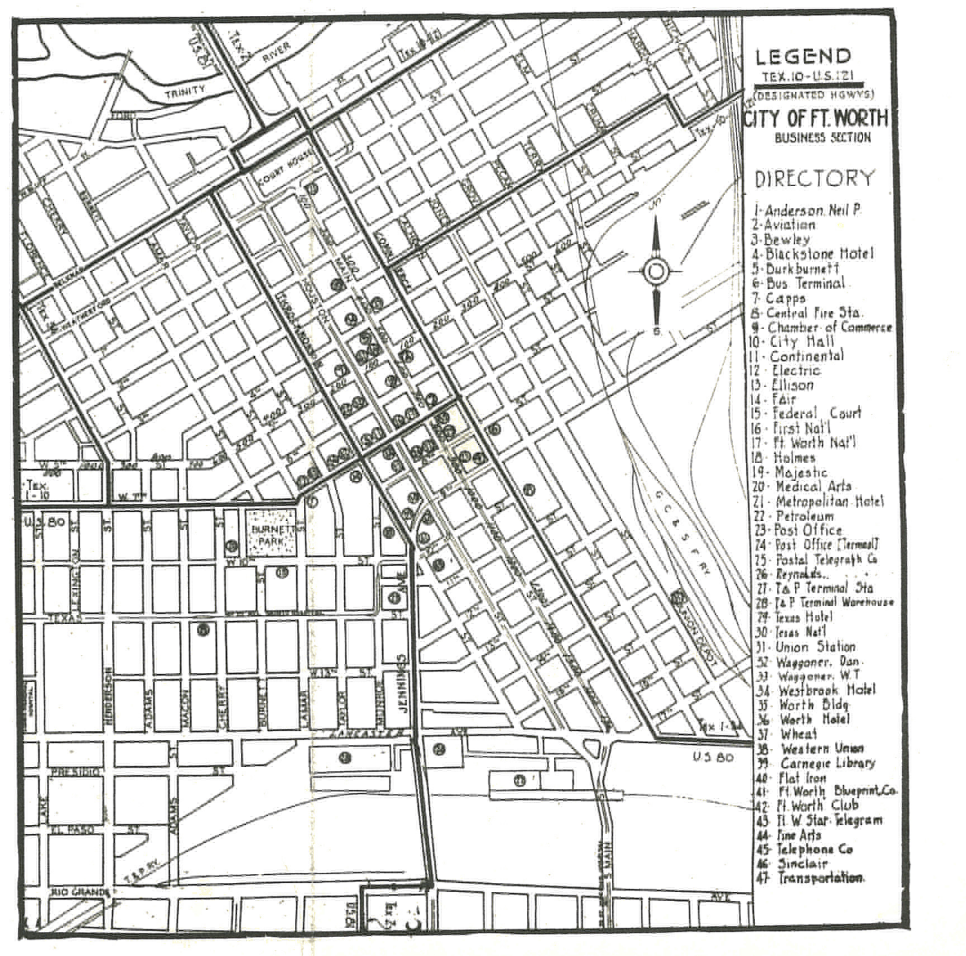
Fort Worth's rise as an industrial center began with the construction in 1902 of the Swift, Armour and Libby, McNeill & Libby packing houses. Immediately a number of allied industries sprang up around them and the group became, and has remained, the most important industrial group in the Southwest.

Fort Worth's increase in population between 1900 and 1910 was more than 174 per cent. In 1917, almost overnight, the city became the center of feverish military preparations. Camp Bowie, where the Thirty-Sixth Division was trained, was established on the western outskirts. Within a radius of fourteen miles, three flying fields were located where not only American but thousands of Canadian flyers were trained.

Tens of thousands of the relatives of soldiers stationed at the camps established themselves in the city and within a few weeks there was not a house or an apartment to be had, although the construction of new dwellings was carried on with all possible haste.

Hardly had the troops departed when news of the oil discoveries at Ranger was received. It was followed shortly by discoveries at other points in the vicinity. Scores of oil companies and oil field supply companies moved to Fort Worth and scores of new ones were organized. Oil at once became the dominant topic of discussion and it has done much towards the development of Fort Worth in the last twelve years.

No sketch of the history of Fort Worth would be complete without a word concerning the adoption of the new charter in 1925 and the far-reaching effects of that action. Prior to that time the city had suffered under a politically controlled and often sadly mismanaged city government. Under the new charter the Council-Manager form of government was established. Nine outstanding business and professional leaders were elected to the council. They serve without salaries and have given freely of their time and talents. They chose as city manager a trained engineer with many years of experience in the city manager field.

Every department of the city government was reorganized and all placed on a business basis. Hundred of thousands of dollars in back taxes were collected. Improvements that had been needed were carried through, and although several million dollars have been spent on them, because of the efficient government, the increase in tax rate has been nominal.

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