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The Engelhardt Series: American Cities.

BY ANDREW MORRISON.

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THE CITY OF HOUSTON.



HOUSTON, HARRIS COUNTY, TEXAS, is notable among American cities, as the greatest railroad center of the Southwest, as the largest inland cotton market of the country, as the market place for the "Sugar Bowl" of Texas, and for the pineries of the East Texas and West Louisiana line (the most extensive body of standing timber in the land), and as a general jobbing and manufacturing place.

It is a city, also, of elegant mansions and other assuming examples of architecture; of electric street railways and public projects of modern character; of schools and social institutions; of theaters and places of resort. Making therewith considerable show already of metropolitan dignity and state. And evincing therein a strong spirit of emulation and local pride.

Figuratively speaking, after the fashion of its public men and press, Houston is the "Hub City," the "Bayou City," and the "City of Magnolias"—HUB CITY by reason of its railroads, BAYOU CITY because of its position on navigable water, MAGNOLIA CITY for its charming environment of florissant sylva, and perennial phases of bloom.

Nine railroads radiate from it, eight of them trunk lines; and it is the focal point for all three of the great Southwestern railroad systems, the Southern Pacific, the Santa Fe, and Gould's; which systems, with their connections ramify all the trans-Mississippi division of the Union, and bring Denver, for instance, nearer to sea at the Gulf Coast of Texas, than Kansas City is to the Atlantic, and Kansas City itself closer the Gulf than Chicago is to New York. So that when the government's work of improvement of the channel of Buffalo Bayou, beside which Houston is seated, is completed, ship and train can meet, and exchange their freights at the Houston docks.

The gross cotton receipts of Houston are now 750,000 bales a season. This is considerably more than those of Memphis, which has heretofore boasted the greatest traffic in the staple of any interior point. As a matter of fact,

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Houston is the third cotton market of the country. The ports of Savannah and New Orleans only, outrank it in this regard.

That fraction of the enormous cotton crop of Texas handled either directly or in transit at Houston, represents a trade of \$35,000,000 a year; the lumber business of the city is computed \$14,500,000 in the same time; and the sugar and molasses product of the State, receipts of which Houston divides with Galveston—taking, however, the lion's share—is of the value of \$1,500,000 a year.

Here, then, is \$50,000,000 of annual trade, in three items alone.

In the supplies furnished the producers of these staples of Houston's commerce, a jobbing trade originates of at least three-fifths of this aggregate or \$30,000,000.

The production of the cotton oil mills of Houston, which contribute by their output to its prestige, of the several railroad shops, the foundries and other factories of the city is, it is estimated, \$6,500,000 a year.

The real estate sales of 1890 were \$2,000,000, and the building and public improvements aggregated as much more.

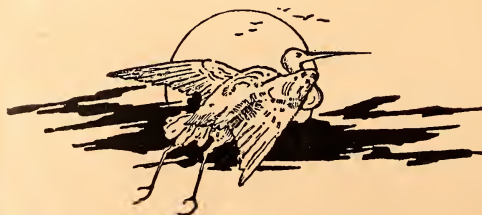
The bank clearings for that year, embracing the exchanges of the cotton, sugar and lumber trade, the cotton oil mills, railroad pay rolls, real estate transfers, etc., were \$280,444,480.

This is a remarkable sum total of traffic for a city of but 27,411 inhabitants, the number credited it by the Federal census of 1890.

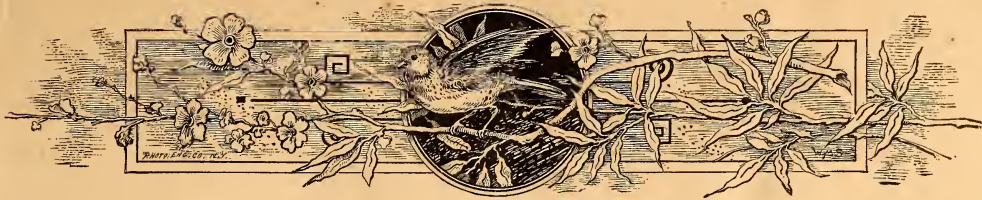
The shortcomings of that enumeration are, however, apparent upon its face. Houston has, its suburbs included, nearer 50,000 people than 27,000, and its commerce is greater than that of many cities that have 100,000 and more.

Houston has the promise of enlargement, enrichment and aggrandizement, in the favor shown it as a place of investment by capitalists of the older States, who are now embarking largely in property and industrial enterprises of the city and its field. In the rapid settlement and development, also, of the country at its back. But most of all in the certainty of the completion of a channel from the entrance to Galveston Bay to its lower city line, admitting vessels of heavy draft, and making it, practically, a GULF PORT FOR ALL THE GREAT WEST.

Its advantages and attractions, indeed, are so many and various that its residents fondly cherish the hope of its ultimate ascendancy as the very first city of the Southwest.



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HOUSTON, THE CITY OF MAGNOLIAS.

SITUATION AND PROSPECTS.



THE Coast of Texas is, at present, the scene of remarkable activity in the work of harbor improvement; which work, progressing with such unusual vim, brings into especial prominence, the cities of Tidewater Texas, likely to be benefited by it most.

This book treats of one of these cities, Houston, a bustling city, a promising, a favored and a fair; with a triple prospect of advantage in the harbor-making proceeding, at three different places, within a circuit from it of barely sixty miles.

Houston rises at the head of navigation on Buffalo Bayou, fifty miles distant, by the course of the channel, from the Gulf; feeling the warm tide of that balmiest of Summer Seas, the "Mediterranean of the West," pulse to her very core, its ebb and flow awaking the maritime spirit within her, and a sense of the destiny unfolded her, as a trade center, when all this harbor work is done.

From her vantage ground of position upon an open and traveled highway to the Gulf, Houston commands some of the richest shires of trade in this Imperial State of Texas; among them that great lumbering district of the Sabine (continuing on into Louisiana as the Calcasieu region) which already rivals the Northwestern forests in the matter of output,

and the sugar plantations of Brazoria, Wharton, Matagorda and Fort Bend. And the railroad systems of the West and Southwest, converging towards Galveston Bay, lend this city also their iron thews to embrace the vast commerce of the Great West, ready to pour its overplus of production through any portal that will afford it an outlet to the greater world beyond the seas—aye, turning its export trade already, Gulfward, this way.

It is this prospect of sharing largely in the foreign commerce of the West, coupled with the rapid settlement and development of its tributaries in Southern and Eastern Texas, that makes Houston a center of interest for the investor, the promoter of enterprises, and the business man, to whose consideration, chiefly, this account of the city is addressed

ATTRACTIONS FOR RESIDENCE.

NATURALLY enough, one of the very first queries propounded by the stranger to Houston, and especially by those resident in the higher latitudes and more densely peopled communities of the Union, is concerning its climatic and social conditions; inasmuch as these are evidences of its attractions for residence, and influence bearing upon its material growth as well. This chapter is devoted therefore, to a presentation of these topics.

Houston is very nearly in the center of Harris county, which occupies about 1,800 square miles of the coast

prairie of the State, with a frontage on Galveston Bay. The drainage of Harris is borne to the estuaries of that extensive arm of the Gulf, by numerous bayous and creeks. Woods line the banks of these streams, and "islands" of timber diversify the landscape of the county besides.

The timber of these parts is chiefly of varieties characteristically Southern; or, if of the kinds common in more northerly regions, is here of exceptional height and girth; and enough has been spared in the city and its environs by the pioneer's axe, to give to Houston, and to its suburbs especially, a sylvan charm.

To the east the corporate limits of the city encroach on the great pine belt of Eastern Texas. Elsewhere, round about it, the indigenous forest is largely of grand old oaks—primeval majesties—sombre with pendulous Spanish moss, flint-leaved hollies, amid fruiting thickets of the wild peach or the climbing native vine, stalwart and sinewy hickories and ashes, stately sycamores and pecans, rooted deep in the fat soil of this far Southern alluvion, or, towering at the waterside, brakes of cypress in livery of woe.

The *Magnolia Grandiflora* here attains a monumental growth. One grove, that of the Port Houston Land Company's Magnolia Park, has trees a hundred feet high, and as much as twenty-five feet in circumference, with blossoms upon them that are like great arc lamps among the lesser floral lights of the greenwood and greensward. From this grove, and from the trees of the same species plentifully distributed throughout the residence precincts of the city, Houston derives its familiar name, the *MAGNOLIA CITY OF TEXAS*.

And the flowers of the gardens! Not in Tempe or the marvelous vales of the Golden State of the Pacific is a sweeter savor exhaling than from these of Houston, fragrant with the odors of the *jasmin*, the *verbena* and *eglantine*. To the Northman,

whose gardens are desert for half the year, here truly is the enchanted summer land.

TEMPERATURE, DRAINAGE, SANITATION.

THE latitude of Houston, 29° 47' North, is just about that of New Orleans and St. Augustine, Fla., and its zone is, in respect of its flora and sylvia, distinctively sub-tropic; but its climate is, from its nearness to sea, its altitude and surroundings, at all times healthful, equable and enjoyable.

The average elevation of Houston above sea level is forty feet; the distance from sea in an air line, just forty miles. At which altitude and proximity to the deep, the never-failing gulf breeze assuages the heat of the summer, and as certainly tempers the biting edge of the winter norther. And it blows the blithest in the mid-day hours.

The highest summer temperature reached is about 102 degrees Fahrenheit; but in average years 97 is scarcely exceeded, and the mean of summer is about 80. The lowest winter temperature known is 18; but it is rarely lower than 27, and the average of the winter months is 57.

The rainfall is about the same as over the rest of the coast region of Texas, some fifty inches a year—a quantity ample to flush the streets and the main drainage channel of the town, the "Bayou" or Buffalo River. A system of Waring sewers, ramifying the heart of the city, supplements the Bayou in this function.

This rainfall is the source also of the domestic cistern supply; but the water for public use, and that of the larger factories, comes from artesian wells.

The elevation, the gulf breeze, the excellent natural and artificial drainage, and the ample water supply, with strict sanitary inspection enforced, all contribute to the healthfulness of Houston. The quarantine regulations of Texas are rigor-

ous in the extreme, and the city has never yet suffered from any serious epidemic.

The death rate of Houston, ten to the thousand of population, is less than that of any large city in the land.

STREETS AND BUILDINGS.

HOUSTON was, originally, a settlement clustered about the confluence of White

square miles. The most distant of its suburbs, and the one of greatest prospective importance to it, is PORT HOUSTON, occupying a position which vessels of twelve foot draft can easily reach, opposite old Harrisburg, to which point just outlying, the city therefore extends.

The street plan of the city proper is very irregular. The antique Spanish plaza-fashion, rectangular and unpicur-

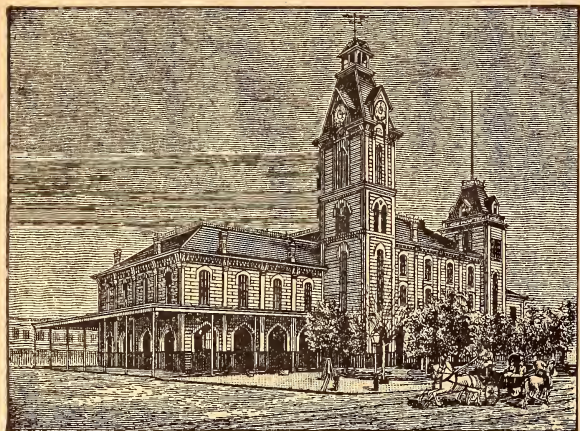


NEW CHRIST CHURCH, HOUSTON.

Oak and Buffalo Bayous. Three miles down, on the Buffalo, at the termination of twelve to twenty feet clear depth in the channel, another settlement or landing place, Harrisburg by name, shortly sprang up. But, as at present laid out, Houston and its suburbs constitute a parallelogram with its longer axis following the trend of Buffalo Bayou from northwest to southeast, and with an area of perhaps nineteen

esque to the last degree, which is common throughout Texas, is here entirely disregarded, and the five wards into which the city is divided, as they appear on the map, present, in the direction their thoroughfares take, a most pleasing geometrical variety.

The principal streets are, however, broad and straight over the greater part of their courses. The most traveled are



CITY HALL AND MARKET HOUSE.

paved with bois d'arc blocks or gravel, and bridges of steel span the bayous where they cross them.

Houston, as yet, makes little pretension to the lavish, the monumental or the uncommon in architecture, but it has some types among its business and public structures of superior design and costly character. Several of these are illustrated herein: the Post-office, which cost the government ninety thousand dollars; the Court House of Harris County, a hundred and twenty-five thousand dollar building; the City Hall and Market House, the Cotton Exchange, the Masonic Temple, the Sweeney and Coombs Opera House, the Capitol Hotel, and the Houston & Texas Central Depot. The Prince Office Building, House's Bank and the business block of William D. Cleveland & Co. are also of notable style and proportions, and the business quarter generally of substantial, if not imposing, construction.

It is, however, in the residence precincts of the city that the wealth and taste and public spirit of the community are most conspicuously exhibited. Some of the mansions of Houston are,

truly, palatial. That of J. W. Johnson cost \$40,000, S. K. Dick's \$30,000, J. Waldo's the same, and others, scarcely less impressive, are those of T. W. House, Chas. House, J. C. Hutcherson, Judge Masterson, M. T. Jones and Chas. Dillingham, some of which are also shown in engravings of this work.

BUSINESS CONCERNS.

THE compresses of the city are stationed along the banks of the main, or Buffalo Bayou, and so are the larger factories, or else in the outskirts. The cemeteries also front on it, and the Volks-fest grounds. The depots, shops and terminal yards of the various railways of the city are likewise on or near it.

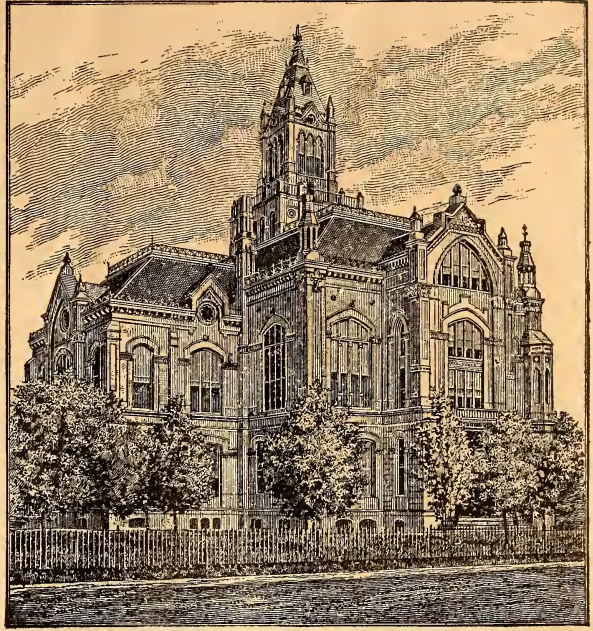
The wholesale district of Houston is compactly built along, and adjacent to, this same bayou. The fifty or more jobbing houses of this quarter, compete actively with those of Galveston for the



HOUSTON COTTON EXCHANGE.

trade of all Southeastern Texas, more especially for that of twenty-five or thirty neighboring counties, devoted largely to the cultivation of cane and cotton, and near the city to vegetable and fruit production, which region, by the census last taken, has a population of 430,000 souls.

But by reason of the insular position of Galveston, which is cut off from the mainland by an arm of the Bay, the people of an unusually large scope of contiguous country resort to Houston to buy, and the presence of these, along with the shopmen and yardmen of the various railroads, and the factory and compress and barge hands of the city, enliven much its retail trade, so that its streets are alive with the bustle and commotion of one perpetual market day. For the trade of Houston is, because of its railroads, its factories, and



HARRIS COUNTY COURT HOUSE.

the steady demand of its infield for supplies, more evenly distributed throughout the year, than in most of the cotton towns; and is especially active in the balmy winter season, when the cotton is moving, and the harvest season of Texas products is at its height.

Then it is that the streets of Houston present o' nights a most animated picture, with the lights streaming from the shop windows, or from the electric lights without, on the passers-by. On the gay crowds bound for the theatre or other places of resort. On the loiterers by the wayside, lending a listening ear to the curbstome hawker of wares. On all the brighter, and some, too, it must be admitted, of the darker, phases of metropolitan existence. On the aspects, however, of a metropolis which is certainly, if not one of the largest, one of the most thriving, progressive and solid in the land



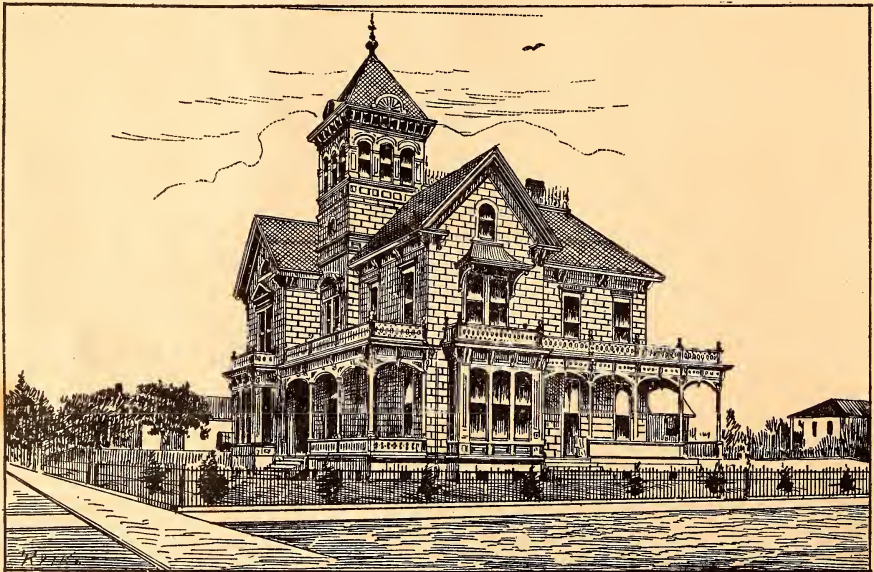
POST OFFICE AND UNITED STATES GOVERNMENT BUILDING.

A CITY OF WEALTH.

HOUSTON is an old city—an ancient, almost—from the standpoint of many another in the country at large. It is older by twelve or fourteen years than San Francisco. It had reached its majority before Denver had its birth, like a foundling, as it were, by the wayside, in the mad rush to Pike's Peak. It was founded before Kansas City, Minneapolis, Omaha or St. Paul. It has, therefore, although it is smaller than any of these,

erty in the city or county valued at from \$10,000 to \$20,000, and one hundred and eighty at from \$5,000 to \$10,000.

Its banking capital is about the same as Galveston's, but its bank deposits, by a late return, were \$750,000 greater, its cash carried \$400,000 more, and its loans and discounts \$350,000 in excess of that port. Its bank clearings are greater than those of Indianapolis, Nashville, Memphis, Hartford, New Haven, Richmond, Va., and a score of other centers of trade, greater in population, that make regular reports.



RESIDENCE OF M. T. JONES.

its people of wealth and fashion as well as they; its honored family names; its local pride and traditions; its social fabric, in short, cemented. It is rich, very rich for its size, not merely as a community, but in large individual accumulations. Its tax rolls show that it has a dozen residents assessed on their realty alone in the county, not to speak of other investments, for \$130,000 each. Its thirty banking, manufacturing, railroad and other corporations are assessed in the aggregate nearly \$5,000,000, and there are one hundred and thirty-two persons taxed upon prop-

THE STORY OF HOUSTON.

THE chronicles of Houston are brief and uneventful. Its experience of the civil war and of Reconstruction thereafter excepted, it has pursued the even tenor of its way, little delayed, if not altogether unaffected, by public disaster. It came into being too late to participate in the stirring events of the Texas revolution; and the only reminder it has of that romantic era is the name it bears.

It is, however, only about four hours' run by water from the field of San Jacinto,

where the Texans finally achieved their deliverance from the galling Mexican yoke.

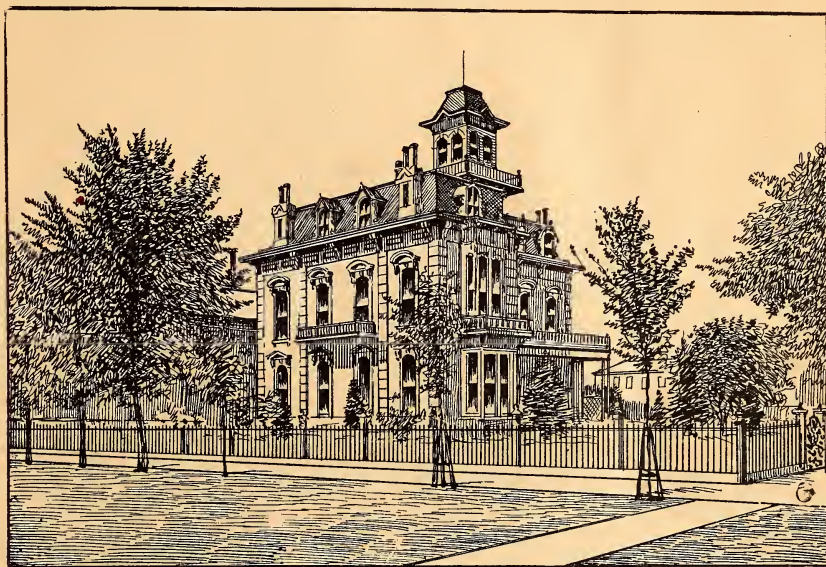
The story of its rise and progress is related in the Census Report of Cities as follows:

The site of the City of Houston was chosen by John K. Allen in the year 1836, a short time after the decisive battle of San Jacinto had established the independence of Texas; and its name was given it in honor of the man to whom, more than any other, Texas owed her freedom, Sam Houston, the victor of San Jacinto.

"Railroad Street," and predicted that along it would run one of the great railways of Texas.

His prediction has come true: that street is still called "Railroad Street," and through it the trains of the Houston & Texas Central Railroad regularly pass.

In May, 1837, the Congress of the Republic of Texas met in Houston. Its sessions were held in a Capitol which had been erected by the city for it, at a cost of \$36,000. The Capitol Hotel has since been built on the site of this building.



JUDGE MASTERSON'S RESIDENCE.

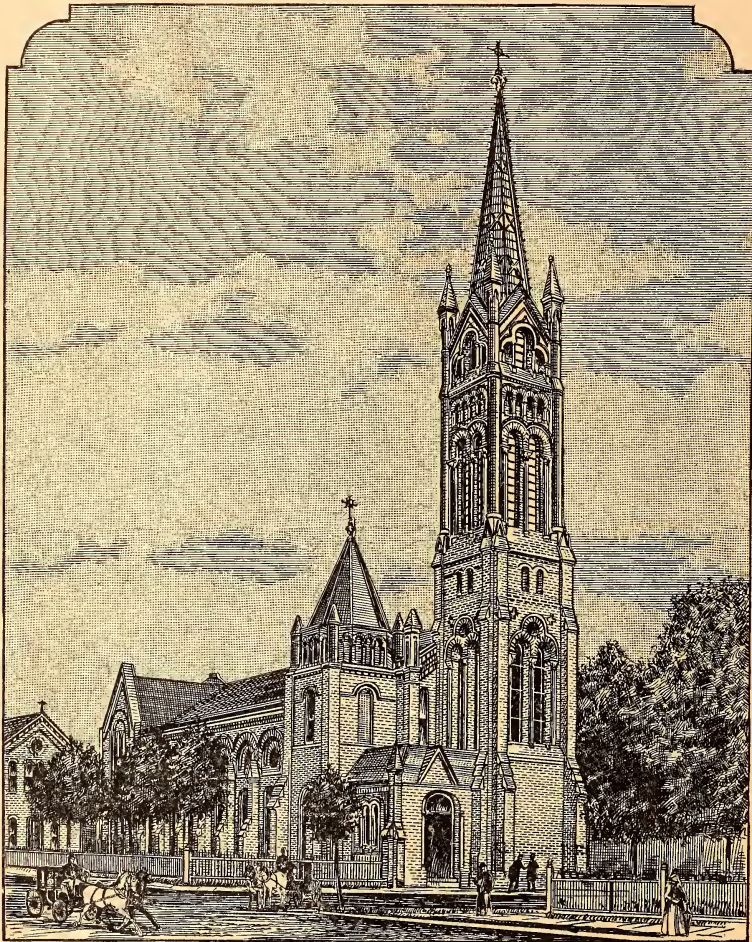
The town site chosen by Allen was laid out in streets and lots, and in August the lots were offered for sale. The advantages of the site were, even then, readily apparent. The city was at the head of navigation on Buffalo Bayou, and was an excellent point from which to ship the productions of the central part of the State, which could easily be gathered there.

Allen foresaw that at this point the future railroad system of the State would center. It is said that he pointed to one street to which he had given the name of

But in a few years the new City of Austin was made the capital of the Republic, and Houston was thus deprived of some of its importance. Upon the annexation of Texas to the United States, however, its growth was measurably accelerated. Capital was attracted to it and immigrants came in considerable numbers.

In 1849 or 1850, the design of a railroad from Harrisburg, a settlement near by, to Austin was conceived, and the projector of this enterprise, Gen. Sidney Sherman, the "hero of San Jacinto," took active

measures to make his plan a success. International & Great Northern, and the New England capitalists were induced to embark in the scheme, a charter was Texas & New Orleans, now a part of the Southern Pacific or Sunset System.



CATHOLIC CHURCH, HOUSTON.

obtained from the Legislature containing a proviso empowering the City of Houston to tap the road at some convenient point, and the enterprise was pushed with energy. Thenceforth the citizens of Houston interested themselves in railroad construction, and obtained charters for three roads to enter the city, the Galveston, Houston & Red River, now the Houston & Texas Central, the Houston Tap & Brazoria, now a branch of the

The State Legislature made liberal grants to these lines and by 1861 there were 357 miles of railway centering at Houston.

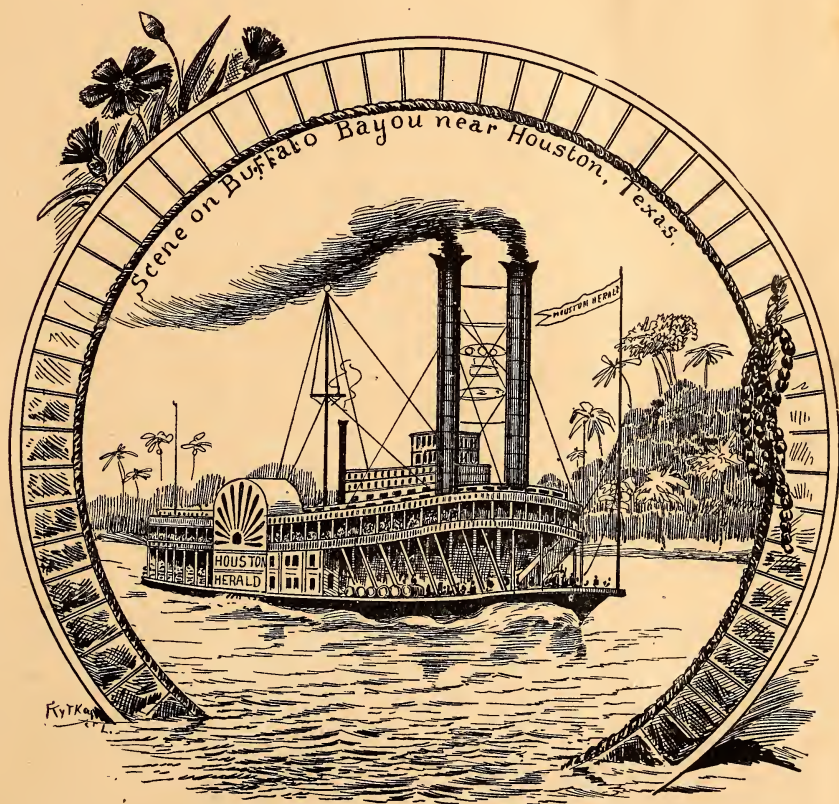
But the march of improvement in this direction was stayed by the outbreak of civil war; and Houston, just entering upon a period of great prosperity and rapid advance, was suddenly checked in its forward career.

Trade was superficially brisk at Houston during the four years of conflict; it

was conducted upon too precarious a tenure to be of permanent advantage to the city. The residents of Galveston, alarmed by the blockade then enforced against their city, took refuge at Houston, and entered heartily into the work of advancing the interests of their asylum; still little real progress was made while the war lasted.

With peace at length restored, Houston began again to advance rapidly toward the goal, which the war had pushed five years further into the future. Its popu-

lation in 1870 was 9,382; in 1880 it was 16,513. Its tax valuations in the latter year were \$5,352,314. By the Federal census of 1890 it had 27,411 inhabitants, and its assessment then was \$12,886,518. Its suburbs included, it is one of the most populous cities of the State, and its trade is certainly equal to that of any of the Texas centers. It is modern and progressive in its business and social institutions and government; city-like in its architecture and appearance.



CITY GOVERNMENT AND INSTITUTIONS.

TAX VALUATIONS AND DEBT.



BUSINESS-LIKE administration of its municipal affairs, by its officials, has contributed greatly to the advancement of Houston during the period it has progressed most, namely, the last decade. Its tax rate has been reduced as its tax valuations enhanced by its growth, and the increasing expenditures consequent upon its development have been met without augmenting its debt rate appreciably.

Its tax rate in 1880, when its total valuations were but \$5,352,314, was \$2.70 per \$100; its tax rate now, with \$14,000,000 of valuations (the assessment for 1891), is but \$2.00 per \$100. The debt of the city in 1880 was \$1,501,592, or \$90.33 per capita of population; now it is only \$1,739,835, or \$63.43 per capita. In 1880 it was nearly a fifth of the amount the property of the city was assessed for; now it is barely an eighth; and it is less than 2½ per cent of the real equivalent in cash of the property of the citizens, some \$70,000,000 at least, all told—a showing, clearly, of economical administration of the city's finances.

The additional \$238,000 of debt was contracted for permanent improvements. The bulk of the indebtedness of the city is funded, and three-fifths of it bears 6 per cent interest. All its bonds are at a premium, and the credit of the city is good for a much greater issue than it has made.

Houston has a simple but efficient form of municipal organization, embracing a Mayor; a Board of Alderman of ten

members, two from each ward; a Board of Liquidation and a School Board, with independent powers; a city Secretary, Treasurer, Collector, Recorder, Attorney, Engineer, Health Officer, and Chiefs of the Police and Fire Departments.

The Mayor of the city is HENRY SCHERFFIUS.

The annual levy of taxes produces now, including licenses, something like \$280,000 of receipts. These are pretty much all absorbed for the regular expenditures of the city, the extra public improvements rendered necessary by growth, and the sinking fund. The sums required for the various departments are indicated by the following figures of the Treasurer's report for 1890: Salaries, \$12,212; health inspection, \$7,622; fire department, \$10,800; police, \$17,400; street lights, \$8,220; city water, \$6,225; schools, \$20,500—and as much more provided by the State; streets and bridges, \$29,500; total ordinary disbursements, \$145,000.

POLICE AND FIRE CORPS; PUBLIC HEALTH.

THE community is, by contrast with others of its size in any section of the country, peaceful and law-abiding. The colored element of the population is, as a rule, busily employed, and its vices are not especially conspicuous in the calendar of Houston's crime. A small body of police, therefore, only, is necessary for the protection of property and life.

The fire department is a volunteer force of 522 members, 200 of which are usually on active duty. Its equipment consists of four hose carts and one truck, which are cared for by paid men. THOS. H. MARTIN, a merchant of the city, is its chief. The city's water supply of about

eight million gallons, is ample, and the pressure in the mains sufficient for all practical purposes of the fire service. There are 260 fire hydrants attached to the 36 miles of mains, to draw from, and these are distributed so as to cover about all the property within the city limits.

The only very inflammable commodities of traffic here are cotton and cotton oils, and extra precautions are taken in handling these. The cotton warehouses are all fire-proof, and have special watches to guard against conflagration.

No account is available of the losses by fire or of the insurance on property endangered.

The volunteer department of Houston has proven itself efficient enough, however, and no serious losses of late have been laid to its discredit.

DR. J. M. BOYLES, the health officer of Houston, reports the sanitary condition of the city good, and the circumstances affecting the public health, well-being and comfort, such as sewerage, water supply, etc., undergoing improvement. There is

of the adjacent waters beneficial rather than otherwise. The colored population is not so numerous as to largely increase



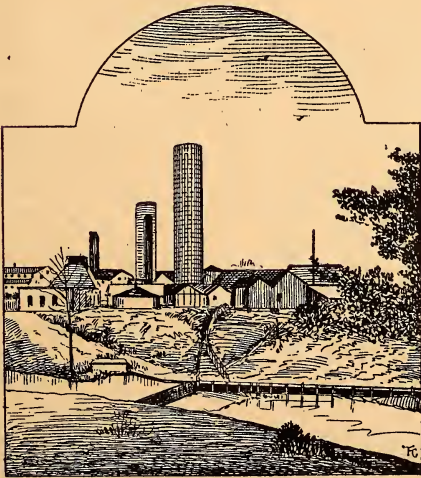
STERNE BUILDING.

the general death rate, which is just about one per cent of the thousand of population. Healthy persons are easily acclimated, and childhood here is singularly exempt from its usual ailments. A distinguished authority declares that a case of diphtheria never originated in Houston.

WATER SUPPLY; STREET LIGHTS.

THE WATER SUPPLY of Houston is ample not merely for present needs, but for the probable growth of a long time to come. The works that furnish nearly all the water used are owned by a corporation of local capitalists, THE HOUSTON WATER WORKS Co., which was organized in 1878. This company has \$300,000 capital paid in, and about \$350,000 invested in its plant and system of mains.

These works comprise a pumping station and stand pipe. The water is obtained from artesian sources twenty in number, and is very clear and pure. The stand pipe is 30 feet in diameter, 150 feet high and has 800,000 gallons capacity. There are 36 miles of mains and, for the fire service, 260 hydrants attached to them. The average pressure is 50 pounds. The daily capacity of the works is 4,000,000



PUMPING STATION, HOUSTON WATER WORKS.

not enough marshland in the vicinity of the city to breed malaria or fevers, and the tidal circulation makes the influences

gallons for domestic use; the consumption about that quantity daily. The price to consumers varies with the quantity

cal preferments here, among them the Mayoralty and Postmastership of Houston, and, although a Republican in politics,



PRINCE BLOCK, HOUSTON.

used. To ordinary householders it would be from \$1 to \$3 a month.

The facilities of these works are in continuous process of extension. As the city grows, new mains are laid and water supplied the new districts requiring it.

The officers of this company are T. H. Scanlan, president; T. W. House, vice-president and treasurer; J. E. Knight, Secretary; Joseph Richerdsen and E. Emmett, of New York, Edward M. House, Austin, Texas, and M. G. Howe, with Messrs. Scanlan, T. W. House and Knight, directors.

Mr. Scanlan is a wealthy resident and very large property owner of Houston. He is said, indeed, to be the largest taxpayer of the city. He has been a resident here for thirty-eight years, and a business man pretty much all that time; and as he began life here with little or no resources, has been practically the architect of his own fortunes. He has held several politi-

cal preferments here, among them the Mayoralty and Postmastership of Houston, and, although a Republican in politics, he has the confidence and esteem of all parties and could be elected to any office, city or county, he might desire. He was in office in the days of Reconstruction, the times that more than those of war tried men's souls in Texas, but he passed through that ordeal unscathed. When plunder was the rule, his skirts were clean, and no charge of dishonesty was ever laid against him.

Mr. House is the well-known Houston banker. His affairs are described more in detail in other parts of this work.

Besides these works, the city has other sources of water supply. Many householders resort to cisterns for water, and most of the larger manufacturing concerns have artesian wells, a number of which have been successfully sunk.

Water has been obtained with them at depths varying from 100 to 1,500 feet, the rule being, the greater the depth the greater the quantity secured. The cost

of them likewise varies with the depth. The water of the Bayou is available also for sprinkling and other such purposes, but it is little used. The entire supply available is about eight million gallons daily.

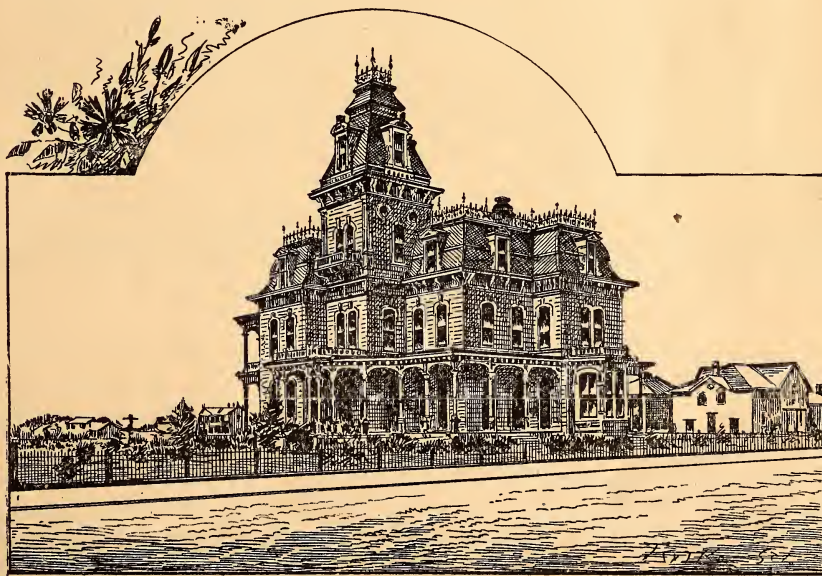
The streets of Houston and its public places are lighted at night by the CITIZENS' ELECTRIC LIGHT AND POWER CO., a corporation which has a five-years contract with the city to illuminate it. With 350 arc lights furnished nightly by the company, the claim made that Houston is the best lighted city in the State seems to be at least fairly well founded.

This company furnishes its patrons here, at the same time, 4,000 incandescent lights. It has fifty miles of wire stretched here, and is adding to this aggregate as fast as the city grows. Its equipment, indeed, is ample to supply a city two or three times the size of Houston, for it has four 50, two 60, and one 25 horse-power dynamo, to which additions are being

Special motors with fan attachments are furnished by this company during the summer season, and motors with power also, to manufacturers. Quite a number of these are in use here.

The HOUSTON GAS LIGHT COMPANY maintains works of sufficient magnitude and facilities to supply a city of 100,000 people. It has these works on the banks of Buffalo Bayou, covering city block 8. They were established twenty-five years ago, and have two holders, one of 200,000 feet capacity, and the other of 50,000, that are connected with twenty-five miles of street mains laid, and more being added.

The company makes coal gas only, and has an output of about 30,000,000 feet a year. It does not light the streets, but owing to the very reasonable charges (all things considered) made by it for lights, it has a better than ordinary household patronage, and for its customers nearly all the business houses and manufacturing



RESIDENCE OF CHARLES HOUSE.

made which will increase its capacity so that it could, if necessary, furnish 1,000 arc and 10,000 of the incandescent lamps.

concerns of the city. Its rates are \$2 to \$3 a thousand feet according to the quantity consumed, which is above the average.

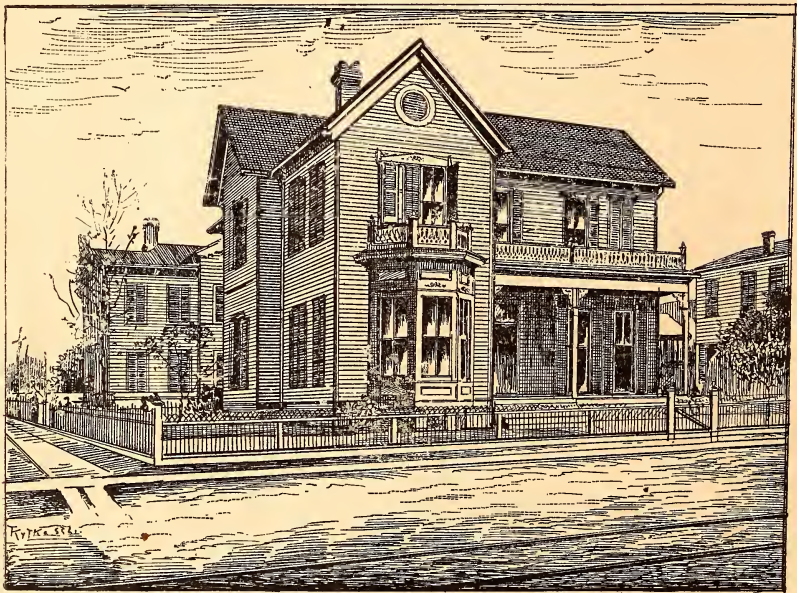
It is in direct receipt of coal by the water route to Houston from Alabama, Philadelphia and Baltimore, and by rail from Colorado and Indian Territory, and in the coke business has no competitor here. All the retail fuel dealers of Houston get their supply of coke from it, and many their coal also. It is a dealer also in tar, fire brick and fire clay.

The stock company that owns these works has a capitalization of \$200,000. At least that much is invested in its plant. T. W. House, banker and cotton factor,

IMPROVEMENTS, PUBLIC AND PRIVATE.

EXTENSIVE public and private improvements, embracing street paving and sewerage, street railroad building and extension, boulevarding and park making, lately undertaken or completed, signalize the recent progress of Houston.

During the last year or two, \$250,000 has been expended for paving and other street work in the central district of the city, and \$150,000 for a general sewer system devised by a competent engineer.



RESIDENCE OF H. H. DOOLEY, REAL ESTATE AGENT.

plantation owner and capitalist, is its president; T. H. Scanlan, a wealthy resident, who is president of the Houston Water Works Company, vice-president; G. R. Vaughan, secretary, treasurer, and general manager. The directors are Messrs. House and Scanlan, B. A. Shepherd president of the First National bank of Houston, Henry S. Fox president of the Houston National bank, and J. T. Brady president of the Magnolia Park & Belt Railway of Houston which is herein-after described on page 21 of this work.

The outlay upon the streets for new work now averages \$150,000 a year.

Altogether eight miles length of the streets have been paved with either stone, wooden block, plank or gravel, and four miles more were under way at last accounts; and along with this twenty-eight miles of curb and gutter. There are now fifty-four blocks of bois d'arc pavement laid and twenty-one blocks of macadam.

Twenty miles length of sewers was just about finished in the spring of the current

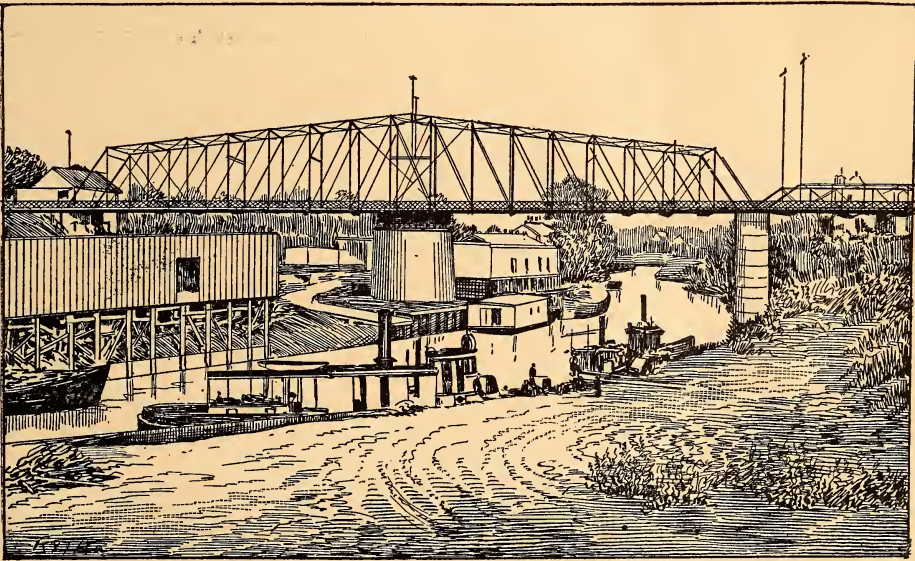
year. The plan adopted is that known as the separate system chiefly, by which both the surface drainage and sewerage are conducted, the former through open conduits, and the latter in vitrified pipe and brick sewers, outside the limits of the city.

A vast amount of sidewalk has also been put down, for the most part of concrete. The cost of street work, except at intersections, is charged to the abutting property. The city pays for crossings, and the railroads for paving the width of their tracks inside the city limits.

in the two years last past. And at least that much has been expended upon building and construction work in the last twelve months in and about it.

STREET RAILWAYS; SUBURBAN TRANSIT.

THE HOUSTON CITY STREET RAILWAY COMPANY, an enterprising corporation, which owns all the street car lines of the city, is providing comprehensive and complete facilities for local rapid transit. It has extended its total mileage of track from 32 to 50 in the last twelve months,

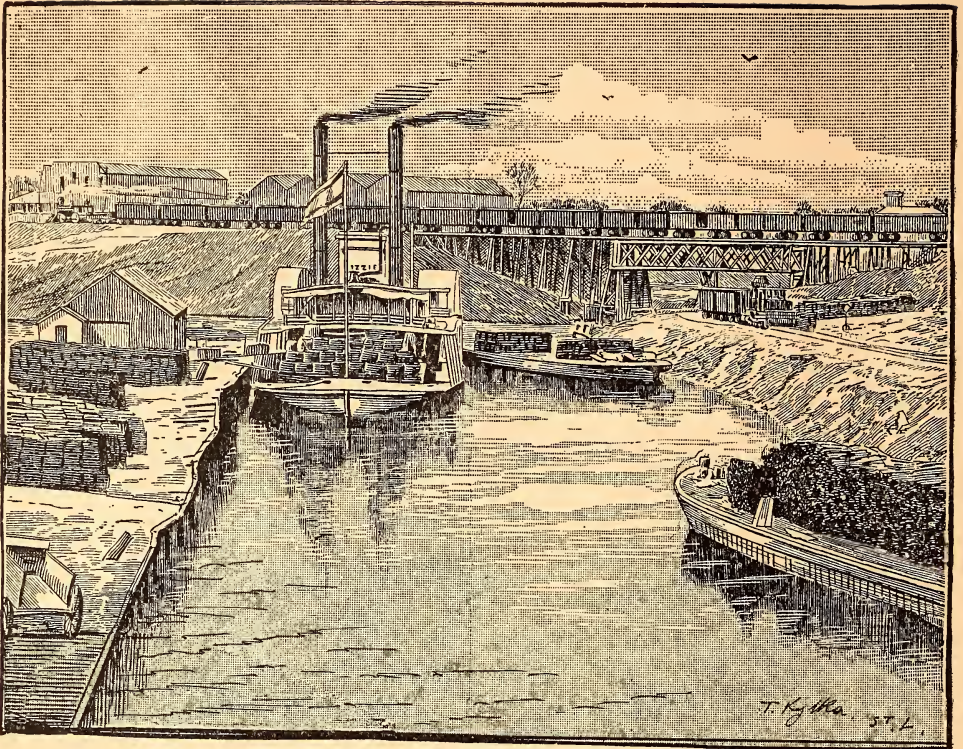


SAN JACINTO STREET BRIDGE.

But the public work accomplished, although considerable in itself, is insignificant in comparison with the enterprises prosecuted by private capital. These include the conversion of the street car lines of the city from horse to electric roads, the building of a railroad to and the laying out of the suburban addition of Port Houston, and other projects of quasi-public character and extra importance. It is estimated that fully \$2,000,000 has been invested of outside money in land, rapid transit and industrial concerns at Houston

and is now applying electric processes to propel its cars, so as to abandon horse power entirely.

For this purpose it has erected an electric power plant on Commerce street and the Bayou, where it will have the advantage of the water route for its supplies. It has here its car house 100 feet by 150, its blacksmith, repair and paint shops, and a power house 100 by 116, in which have been set up two Reynolds-Corliss compound condenser engines, of 275 horsepower each, with a fly wheel of 18 feet



STEAMBOAT LANDING ON BUFFALO BAYOU IN THE HEART OF HOUSTON; DEPTH HERE TEN FEET.

diameter, and 44-inch rim, weighing 24,000 pounds.

Its lines ramify all quarters of the city and suburbs of Houston, and pass by the depots, hotels, banks and principal business houses, the Public Market and City Hall, Cotton Exchange, Court House and Post Office. They proceed also to Greenwood Cemetery and to the Volksfest Grounds, a favorite place of resort. They connect, also, with a suburban dummy line running to Magnolia Park, a wild-wood whose sylvan charms are indicated by its name, and in whose leafy shades the excursive Houstonian loves to recreate on holidays and Sabbath afternoons.

This road operates with 50 cars, 300 horses and 100 men. The fare to all points on the system is but five cents.

The rapid extension of these lines under their present management has vastly expedited both urban and suburban

growth. It has been the first cause of the enhancement exhibited in real estate values generally. And likewise of the great activity in building improvements, especially in the outskirts, which it renders more accessible; by which activity many of the population of Houston have been the better enabled to secure to themselves a home. And the tendency is, while this street railroad extension continues evenly in all parts of the city, to equalize both rents and realty valuations.

The Houston City Street Railway Co. is a consolidation of the two original street railway corporations, the old Houston City Street Railway Co. and the Bayou City Street Railway Co., effected in 1890, by the purchase of the interests of the latter by the former. This consolidated company has \$800,000 capital paid in, and its principals are all men of the most substantial resources, able, and likely to

proceed with the work of extending it, as fast as the expansion of the city requires.

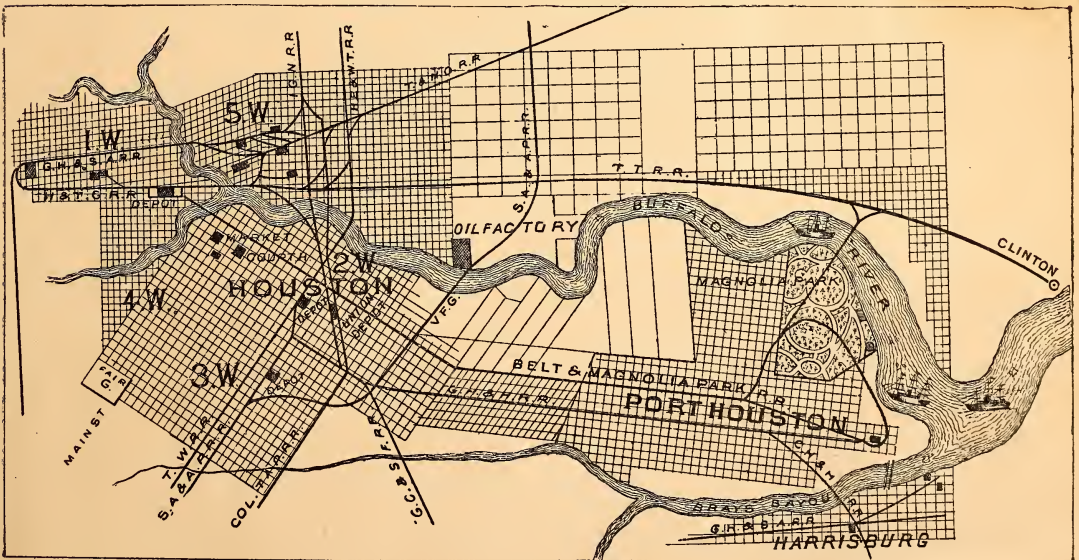
E. A. Allen is its president; H. F. MacGregor, vice-president and general manager; C. A. McKinney, secretary and treasurer, and F. Mundes, superintendent. The directors are Messrs. Allen, MacGregor and McKinney, W. D. Cleveland, and T. W. House, of Houston; O. M. Carter, of Omaha, Neb., and W. H. Steele, of Rutland, Vermont.

Mr. Allen is a retired capitalist, resident here, and an influential man. Mr. MacGregor is a director of the South Texas National Bank, of Houston, and has other solid investments hereabouts. Mr. McKinney, too, is a man of substantial fortune. Mr. Cleveland's house, W. D. Cleveland & Co., cotton factors and wholesale grocers, is one of the foremost in the South, and he is one of the wealthiest men and most forward spirits of the community. Mr. House is a banker and cotton factor here, and a sugar planter of the district known as the "Sugar Bowl of Texas." Mr. Carter is president of the American Loan and Trust Co., of Omaha,

through which the purchase of the two roads was made, and the stockholders of which have a controlling interest in the enterprise. Mr. Steele, is a New England capitalist.

THE PORT HOUSTON LAND IMPROVEMENT COMPANY, and the HOUSTON BELT MAGNOLIA PARK RAILWAY COMPANY, are corporations having very nearly the same principals, and in view, substantially the same purpose—an identity of interest, in fact, in the project to make both a landing for shipping and a residence suburb with the incidental attraction of a fine park, between Houston and Harrisburg, at the junction of Buffalo river and Bray's Bayou, about three and a half miles southeast of the Court House, in the City of Houston.

The Federal government has been engaged, for some time past, in the work of excavating a ship channel through Galveston Bay to the Buffalo river, which has twenty-two feet average depth; and this channel in the bay is now twelve feet deep, a depth the Government has undertaken to maintain and increase



MAP OF PORT HOUSTON.
Showing the City and its New Extension Southeast to Deep Water on the Bayou.

by providing annual appropriations. It can easily be made twenty feet, and when the removal of the bars at Galveston harbor is accomplished, ocean going vessels can then come up and discharge their cargoes at Houston's water front.

THE PORT HOUSTON LAND IMPROVEMENT COMPANY is incorporated under the laws of Texas. It has an authorized capital of \$600,000; T. D. Cobbs is its president, and Seth B. Strong, secretary. The lands owned by it at Port Houston embrace 1,374 acres, elevated above tide level more than fifty feet, and of natural grades affording excellent drainage. As

prising Magnolia Park, by sinking artesian wells and making "Lake Estelle," and by building a grand concert hall and pavilion in the park projecting over the bank of the river. It is proposed also to build a fine hotel there and make the place a summer and winter resort, for which purpose it has exceptional advantages in its climate, rendered especially agreeable by its proximity to sea, and in its accessibility by the Belt Line road the company has built to the large and flourishing city of Houston; so that it is practically an example of the true *rus in urbe*, the "country in town."



MAIN AVENUE, GLENWOOD CEMETERY.

laid out by the company, Port Houston has four and a half miles of water front, and with twenty feet depth of water in the river, first class facilities for the building of docks to accommodate shipping. This Port Houston suburb is now being laid out for residence purposes also on a strictly topographical plan, so as to preserve as much as possible the natural advantages of a landscape especially favorable for building effects.

The company for its part, has improved the tract by reserving the 300 acres com-

The "Big Thicket" or great pineries of Southeast Texas protect Port Houston from the Northerners, that are the only manifestations Jack Frost makes of his presence, this near the Gulf. Fishing and hunting grounds are common along the Texas coast, and the water affords the other incidental attractions of rowing, sailing, boating etc.

Magnolia Park is a lovely place. It needs but little improvement. Its surface is diversified with hill and dale, lake and woods. It derives its name from its

splendid groves of the magnolia grandiflora, which is here an indigenous growth. Many of them here tower eighty to a hundred feet high, and are of extraordinary girth; and they bear the fragrant flower which is their characteristic as large as six inches in diameter. Intermingled with them and contrasting charmingly with their glossy leafage, are holly, bay, pine, cedar, oak and other varieties of shade-tree, many of them veritable monarchs of the forest, majestic, aged and bearded with long festoons of Spanish moss, in the prevailing mode of these subtropical woods.

The road has been well built and completely equipped, and is in every particular a first class suburban road. It is six miles long. It is a standard gauge road of heavy steel rails, beginning at Commerce and Fannin streets in the heart of the city of Houston, and running to Constitution Bend on the river, and cost its projectors \$80,000. It will be extended, under the provisions of its charter, as business may require.

The pavilion, which has been built at the park, is octagonal in shape, and is 70 feet in diameter. It is of modern architec-



SCENE IN GLENWOOD CEMETERY.

Beneath them the ground is carpeted with ferns and trailing vines and wild flowers, as innumerable in variety as hue.

The managing officers of the Houston Belt and Magnolia Park railway are J. T. Brady, president, and S. B. Strong, secretary and general passenger agent. The directors are Messrs. Brady; Traffic Mgr. Waldo of the M. K. & T. road; J. D. Cobbs, Land agent of the H. & T. C. R. R.; S. K. Dick, of Inman & Co.; T. W. House, banker of Houston; C. H. Milby, of Milby & Dow, and R. B. Morris, of J. R. Morris' Sons, wholesale hardware deal-

ture, two stories high on the land side and three facing the water. It will be used for concerts, balls and other diversions, and will have its own special orchestra, restaurant etc.

Col. Brady, president of the Belt and Magnolia Park Railway Co., is one of the best known lawyers of the state. He has been practicing in Texas for thirty-three years, and has been a member of the legislature twice, in 1863 and 1864, as the representative of Harris county in the lower house, and in 1875 as senator for the district of which the county forms a

part. He is the vice-president, general manager and financial agent also of the Port Houston Land Improvement Co.

The HOUSTON BELT RAILWAY is, in the matter of direct advantage to the city, perhaps the most important enterprise now in progress here. It is expected to establish Houston permanently in the position of railroad and trade center for the Southwest by affording the necessary switching connections between the numerous trunk lines that already focus here. But it will have other advantages also. It will make accessible the suburban sites for manufacturers, where land is cheap and the area that can be acquired unlimited; and it will provide rapid transit for the city's suburban population, which here, as elsewhere, is its working class and the great body of the people.

This belt road was projected in 1883, but the time was not then quite ripe for it. It was revived in 1890, and men of money and enterprise were interested in it. It is now proposed to begin construction and to finish it as soon as possible.

It is intended to make it a belt road in fact as well as in name. Its route describes a circuit of eighteen miles outside the limits of the city, this mileage not including its switch and connection tracks, linking all the trunk lines together. Stations are to be built at intervals along the line in the suburbs, and a commodious passenger depot in the heart of the city.

It will have, lying directly upon it, the oil mills, compresses, and other large manufacturing concerns already established here, and many of the manufacturers of the city who are cramped for room will locate alongside it as soon as it is built. Manufacturers in other places, foreseeing Houston's future growth, are making inquiries concerning sites upon or near it, and the prospect is that its completion will be the beginning of a new era for Houston. And that it will enhance the value of property everywhere in the sub-

urbs, because they can all be utilized soon either for factories or homes.

The company which has been organized to build this line has a capital stock of \$300,000 and authority to increase it to \$500,000. R. H. Harrison, of Columbus, Texas, is its president; B. F. Weems, of Houston, secretary and treasurer. Leading citizens of this city are stockholders in it and will be connected with the management.

Mr. Harrison is a very wealthy man. He is one of the largest breeders of fine horses and horned stock in Texas, and his place at Columbus is said to be equal to anything in either the Blue Grass or Golden State. Mr. Weems is a well known real estate and insurance man of Houston. Other concerns in which he is interested are noticed in another part of this work. The offices of the company are at 18 Main street.

SCHOOLS OF THE CITY.

A STATE provision of unparalleled, and almost too prodigal liberality, has been made for the public schools of Texas, and Houston as one of its principal cities shares in the uncommon bounty which has set apart, in lands and funds, to educate the youth of the commonwealth, the enormous sum of \$100,000,000.

Not all this extraordinary amount is however, directly available; but the State contributes from its revenues a sum equal, in the case of Houston for instance, to about \$8 per head of attendance per annum, or some \$28,000. The city added last year (1890) from its tax collections, \$23,000 more, and the total of these sums, \$51,000, is about what it expends during the course of a year for education, new buildings, of course, excepted.

As an independent school district of the State, Houston elects a board to manage its public educational institutions. These include thirteen schools, one a high

school with academic courses of Latin, French and German, preparatory to the higher instruction of the State's University, and seven of them maintained for the schooling of the colored youth of the city. The school property of the city is valued at \$250,000.

A superintendent—W. S. SUTTER, at present—appointed by the mayor, is the executive officer of the board, with general direction of the affairs of the department. Under him are 65 teachers receiving salaries of from \$45 for the lowest grade, to \$166.66 a month, for the highest.

There are 6,000 children of school age in the city and 3,500 of these attend the public schools. Of this attendance 2,500 are white and 1,400 colored. Although separate schools are maintained for the colored children, the facilities for instruction afforded them are equal in every respect to those provided the white.

In the courses pursued and the methods employed, and in their appointments generally, these schools of Houston differ little from those of the other American cities, with which others they will compare favorably in most essentials. The citizens take considerable interest in their condition and progress, and only men of character are chosen to the board that directs them.

About 400 of the youth of the city are attendants of the Catholic parochial schools of Houston. There is a boarding school and academy for young ladies in the city conducted by the nuns of the ORDER OF THE INCARNATE WORD, which has been established eighteen or twenty years, and a chartered commercial school, the HOUSTON BUSINESS COLLEGE, which has a directory of prominent business men of the city, ten experienced instructors, and 260 pupils.

Opportunities for education in the higher branches are afforded by the State at its University in Austin, its Agricultural College at Bryan, and its normal schools,

the "Sam Houston", for whites at Huntsville, and that for the colored race at Prairie View.

NEWSPAPERS, LIBRARIES, ETC.

THE press of Houston is, in itself, a manifestation of the metropolitan characteristics of the city.

Five dailies are published at Houston, one in the morning, the *Post*, and four in the afternoon. The *Post* is the leading newspaper of the city. Its daily issue has 7,500 circulation, and its weekly a country patronage of about 5,000. The other dailies claim a subscription list of 2,000 to 3,000 each.

The *Post* is owned by a stock company of prominent business men. It has a modern mechanical equipment, a neat dress and make-up, an editorial staff of eight members, and 103 correspondents in the State, whose specials supplement the facilities it derives from membership in the Associated Press.

It is devoted especially to furtherance of the interests of the city by disseminating the knowledge of its advantages and attractions.

R. M. JOHNSON is its managing editor; J. L. WATSON, general manager.

The evening dailies of the city are the *Herald*, the *News*, the *Echo* and the *Age*. The *Herald* is owned and edited by W. H. BAILEY, the *Echo* by L. L. Beach, the *News* by Mrs. Fannie Culman, and the *Age* by D. L. McCary.

The German residents have two journals, a weekly and a monthly, and the sects, trades, professions and other interests are represented also by well conducted organs.

Houston has its public library, the LYCEUM, founded in 1854. It is a collection of 4,000 volumes, the donation of residents, and occupies quarters in the City Hall. The library of the Young Men's Christian Association of the city has 2,000

volumes. The teachers of the public schools have a library association also.

COL. WM. M. RICE, a wealthy citizen of Houston, has recently donated \$200,000

familiar in other cities. It has a membership of about a hundred, representative of the principal business interests, and occupies its own building. The market reports are posted in its hall. WM. D. CLEVELAND, wholesale grocer and cotton factor, is its president; W. M. Read, vice-president, and T. W. House, treasurer.

The Commercial Club of Houston was organized in May, 1890. It has a membership of over 300. WM. M. MITCHELL, president of the Houston Land & Trust Co., is its president; O. W. Crawford, secretary. It has engaged extensively in the work of spreading the fame of the city abroad by virtue of printer's ink, and has circulated thousands of pamphlets descriptive of Houston and Harris county, press notices, etc., throughout the land. Through its efforts, conventions of one kind or another have been held here, manufacturers and others have been induced to investigate the claims of Houston, and the



SWEENEY & COOMBS OPERA HOUSE.

to endow an institute for the city, devoted to the advancement of literature, science and art, by means of a library and polytechnic school, modelled after the Cooper Institute, of New York.

The votaries of science at Houston are organized as the TEXAS STATE GEOLOGICAL AND SCIENTIFIC ASSOCIATION, of which E. T. Dumble, State geologist, is secretary.

COMMERCIAL ORGANIZATIONS.

Houston has two notable commercial bodies, the COTTON EXCHANGE and COMMERCIAL CLUB. Both lend their influence to promote the city's growth; the latter, indeed, was founded for that especial purpose.

The Houston Cotton Exchange and Board of Trade is organized upon the plan

STATE LUMBERMEN'S ASSOCIATION encouraged, by a liberal subscription of the residents, to build here its \$200,000 EXCHANGE.

The SUGAR PLANTERS' ASSOCIATION of Texas, representing, it is said, some \$20,000,000 of capital, invested in the industry in the State, has its headquarters at Houston.

AMUSEMENTS; RESORTS.

THE social organizations of Houston are numerous. It has pretty much everything of this order from a Turn Verein to a Browning Club. Its younger element is imbued with the soldierly spirit of the South, and it is now providing a fine armory for its militia-men. It has several excellent orchestras and bands; it celebrates *Mardi Gras* with more or less

enthusiasm, as the occasion prompts, and its *Mai-fest* celebration is a general holiday.

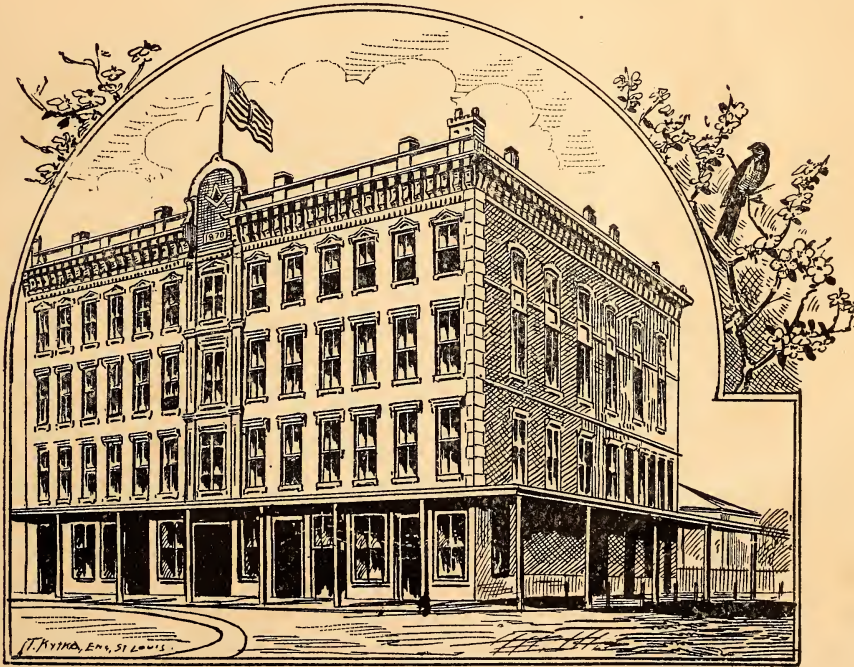
Its places of recreation and resort are not especially numerous, but it has several that are quite attractive. The Magnolia Grove at Port Houston, already described herein, is one of these; the Volks-fest grounds another. The city has no public park, but this matter is likely to receive, shortly, the attention it deserves.

SWEENEY & COOMBS OPERA HOUSE, Houston's principal place of amusement, is one of the finest theaters of the State. It cost its owners \$85,000. It is a new five story brick structure of modern architecture with a frontage of 150 feet and depth of 125. Its stage is fifty feet deep, seventy wide and sixty-four feet high, proportions ample for the rendition of any of the spectacular representations of

decorations and appointments are handsome, and it is provided with lights and chairs of the latest design. The scenery for it was painted by Cox & Co. of New York and New Orleans. The drop curtain is a beauty. It was done by Cox Bros.

The house is leased to H. Greenwall & Son, who have control of a circuit of play houses embracing the principal theaters of New Orleans, Galveston, San Antonio, Dallas, Fort Worth, Little Rock and other Southwestern cities. The Houston house is managed by E. Burgman for the Messrs. Greenwall. It was opened November 3, 1890, with the "Gondoliers," by Grau's Opera company, and it has presented first class entertainment ever since.

Mr. Burgman was with the Greenwalls for ten years, and is a man of experience in the business.

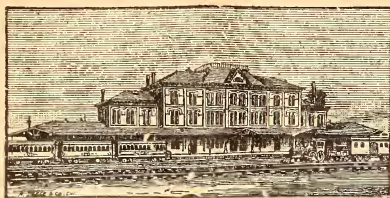


THE MASONIC TEMPLE.

the day. It has the usual arrangement of orchestra, balcony, gallery and private boxes, and will seat about 1,700. Its

Scarcely to be classed as a place of resort, but one nevertheless, much frequented because of its park like aspects,

is Houston's city of the dead, GLENWOOD RURAL CEMETERY. It is laid out in



HOUSTON & TEXAS CENTRAL R. R. DEPOT.

modern fashion, with regard for the landscape effects that enhance its natural beauties, and is a spot well worth a visit.

And not unmindful of religion and charity, are the people of Houston in the midst of their diversions. Liberal contributions are made by the public to maintain the orphans and for the assistance of the indigent. There is a Woman's Exchange and Employment Bureau. The county of Harris provides a public hospital, and there are several private infirmaries, chief among them that of St. Joseph's, conducted by the Catholic Sisters of Charity. And as for churches, with no less than thirty-five of them, building and built, Houston may fairly be called the Texas City of Spires.

HOTELS OF HOUSTON.

THE principal hotels of Houston are the Capitol, the Grand Central and the Boyles, the latter the old Hutchins' House remodeled.

THE GRAND CENTRAL HOTEL, situated directly opposite the Grand Central Depot, in Houston, is a new house, with all the modern appointments of electric call bells and lights, baths, etc. It was built



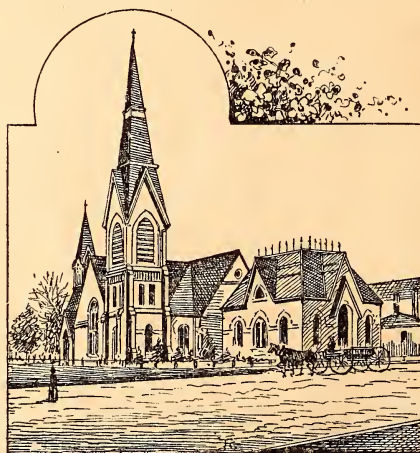
GRAND CENTRAL HOTEL.
James Lawlor, Prop'r.

last year, at a cost of \$20,000, and is man-

aged by JAMES LAWLOR, who runs the GRAND CENTRAL DEPOT DINING HALL here, and the lunch room at Rosenberg Junction, on the Santa Fe and Southern Pacific roads.

He is a hotel man of many years experience. He was formerly connected with the Driskell, at Austin, Tex., the Lindell and Southern, of St. Louis, and the Tremont, in Chicago, and he was proprietor of the Grand Central Depot Dining Hall here, for three years before this hotel was built.

The GRAND CENTRAL is 75 by 100 feet, and three stories high. It has twenty-eight rooms and accommodations for forty



SHEARN M. E. CHURCH.

guests. Its rates are \$3.00 a day. A special feature is made of the *cuisine*.

Mr. Lawlor is a member of the Houston Board of Health.

THE CAPITOL HOTEL, so called because it occupies the site of the old Texas State Capitol, which was once at Houston, is one of the best houses, in its appointments and management, of the State. It was built in 1883, and neither pains nor money were spared to make it as complete as possible. It is situated in the heart of the city, corner of Main and Texas avenue, with street cars running by it to and from all the depots, and conven-

ent to the business center and all places of resort.

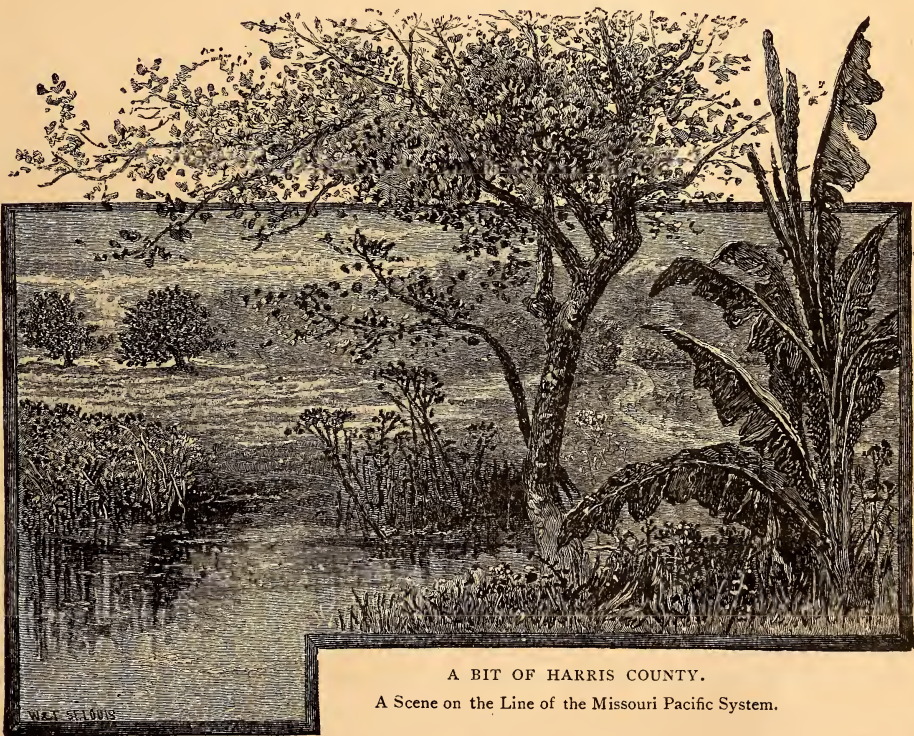
It is 125 by 185 feet ground plan, and five stories high, has 150 sleeping rooms, and 20 commodious sample rooms for the drummers frequenting the house. It has baths and toilet rooms on every floor, steam heat, electric and gas lights, and elevators—all the modern appointments and conveniences, in fact.

Its dining room is on the first floor and will seat 125, and besides it there is an ordinary which will seat 50 more. It has a fine billiard hall, also, and a bar.

The Capitol was built by Abraham Groesbeck. It was leased by Geo. Mc-

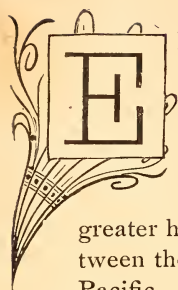
Ginley, who runs, also, the Caldwell Hotel at Birmingham, Ala., and is still conducted by him. He was formerly the proprietor of the Tremont House and Beach Hotel at Galveston; the Everett, Jacksonville, Fla.; the Kimball House, Atlanta, Ga., and the Stockton, Cape May. His experience of the hotel business extends over many years. He began in it, in fact, when he was but ten years old, at the Astor House, New York, under its original lessees, Coleman & Stetson.

Clarence H. Gueringer is chief clerk of the Capitol, and its manager. Philip Holmes, is his assistant. The Capitol's rates are \$2.50 to \$3.50 a day.



A BIT OF HARRIS COUNTY.
A Scene on the Line of the Missouri Pacific System.

HOUSTON'S TRANSPORTATION FACILITIES.



IGHT trunk lines, which are systems or parts of systems, as we have said at the start, focus at Houston, and ramify with their connections, all that greater half of the Union lying between the Mississippi river and the Pacific.

Four of these lines are components of the three great Southwestern systems, known as Gould's, the Santa Fe and the Huntington, or Southern Pacific. The other four make connection with these three systems at various points upon their routes, and, as a whole, they render especially accessible to Houston, the trade center, and more directly than they do any other city, all that vast region popularly, but somewhat vaguely, designated as the Southwest; which region, we may say, includes all the country south of the 39th parallel of latitude, and west of the 90th meridian, which embraces the whole of seven States and territories, and in large part six others, and which, roughly estimated, has an area of 1,250,000 square miles.

The total mileage of the roads centering at Houston is 8,550; of the systems with which they connect in the West and Southwest, 30,500.

In this field Houston has numerous competitors for jobbing trade; but for the expanding foreign trade, export and import of that vast quarter of the Union, two only, Galveston and New Orleans, and the completion of the ship channel will put it upon an even footing shortly, with both of these.

Even in its present condition the ship channel is a great auxiliary of the rail-

road facilities of the city; and its present and prospective advantage as an avenue of traffic, make it important enough to warrant a chapter to itself; that topic has space, accordingly, later on.

Incidentally however, it is worthy remark, that the water route and the railroad connections of the city with the sea, establish it in position to participate already for ocean freights, and particularly in the growing business with Mexico and Spanish America, which it is the prime object now of the statecraft of the country to control.

Its railroads strengthen Houston vastly as a jobbing center, and have measurably enlarged its field. It is a direct importer of teas via San Francisco, and of coffees via New Orleans and Galveston. It gets salmon and other Pacific coast canned goods over the Southern Pacific, and the Sandwich Island sugars are laid down for it as cheaply as those of New Orleans. Its superior railroad facilities have given it control likewise of the flour and the mill supplies trade of nearly all Southern Texas.

But of all these matters more anon. This chapter is concerned most with the position established for the city by its railroads in Texas, the *infield* in which it is paramount or in which it commands its fair share of trade.

Houston's infield has very irregular bounds. It controls largely the supply trade of the pineries of East Texas, and a considerable scope of the central cotton lands of the State. It shares in the trade of the sugar district of Texas with Galveston, and in that of Southwestern Louisiana, with both Galveston and New Orleans. The railroads that sustain it in

this position are the Houston, East & West Texas, extending through the pine belt northwesterly to Shreveport, La., and the Southern Pacific, the main line of which runs through the pineries and the sugar lands east of them, (and also by branches penetrates the sugar district of Texas), the International & Great Northern, the Houston & Texas Central, the Santa Fe and the Missouri, Kansas & Texas, all branching out through the great midland cotton district of the State, and also proceeding to Galveston, and the International & Great Northern, the Aransas Pass, the Southern Pacific and Texas Western, proceeding through the densest settled parts of Southern Texas. The barge line of the bayou and bay is allied to the Southern Pacific. The trade territory encircling Houston for the radius of 100 miles is pretty much all debatable ground with Galveston; but the railroads of Houston, network it all like a spiders web, and with much of it, Galveston has intermediate connection merely, by way of the Houston lines.

There is over 77 miles length of switches, transfer and side track connecting the warehouses and factories of the city with the railroads that center at it, and binding these roads together as one; and this total is in continuous process of extension.

Following is a description in detail of the various routes by land and water, that afford the city transportation facilities:

THE SUNSET ROUTE.

THE SOUTHERN PACIFIC RAILWAY Company's SUNSET ROUTE, as it is called, passes through Houston, which city is headquarters for two divisions of it, embracing the lines owned by the parent company in East and Southeast Texas.

The Southern Pacific, as everybody knows, was the second through line com-

pleted to the Pacific. It extends from San Francisco to New Orleans, where connections are made with the "Mississippi Valley Route", or Louisville, New Orleans & Texas road, which, connecting in turn at Memphis with the Newport News & Mississippi Valley road, (with branches to Cincinnati and New Orleans, and a terminus at Newport News on the Coast of Virginia), practically, as all these lines have an identity of interest, forms a through line from the Atlantic to the Pacific by rail, as well as one, part rail and part water, *via* the Gulf steamships of the Southern Pacific system.

For the Southern Pacific also embraces the Morgan line of steamers running between New York and New Orleans and Galveston, as well as from New Orleans to all Florida and Texas ports, to Cuba and Central America. These interests, however, are described under another heading of this work.

The Southern Pacific Company operates its lines in two grand divisions, known as the Southern Pacific Atlantic and Southern Pacific Pacific systems. The Atlantic system extends from New Orleans to El Paso and comprises the following: Morgan's Louisiana & Texas Railroad and Steamship line; the Louisiana Western; Texas & New Orleans; Sabine & East Texas; New York, Texas & Mexican; Gulf, Western Texas & Pacific; Galveston, Harrisburg & San Antonio. The Pacific system comprises all lines of the company west of El Paso, and detailed account of it is hardly material to this description. The total length of the line between New Orleans and San Francisco is 2495 miles, but the large number of branches makes the total rail miles about 5000. The total mileage of routes covered, sea and rail, is 13,363.

Of the Atlantic System just particularized the more important and direct feeders of the commerce of Houston are the Texas & New Orleans (Houston to New

Orleans 361 miles) and the Galveston, Harrisburg & San Antonio, (Houston to El Paso, Texas, 937 miles, forming by their junction the main stem of the route). The Sabine & East Texas, New York, Texas & Mexican, and Gulf, Western Texas & Pacific are branches of these.

The run from Houston to New Orleans is made by the passenger trains of this route in thirteen hours; to San Antonio in nine. Freights to New Orleans require twenty-four hours, to San Antonio sixteen hours. Two trains a day are run between Houston and New Orleans and Houston and San Antonio, and five regular freights to New Orleans and four to San Antonio.

Cotton and cattle make the bulk of the traffic on the lines west of Houston, lumber on those between Houston and New Orleans. The traffic over this main line of the Southern Pacific is very large. Freights from the Atlantic seaboard west bound to the Pacific, are carried over it, either in conjunction with the rail lines of the South already described, or with the Morgan line steamers.

At Eagle Pass, a hundred and fifty miles west of San Antonio, the "Sunset Route" connects with the Mexican International road, which shortens the distance over the Mexican Central to the city of Mexico some six hundred miles.

The general offices of the Company at Houston are at 93 Franklin street. The principal officers having headquarters here are Julius Kruttschnitt, general manager of the lines in Texas; W. G. Van Vleck, general superintendent of the same, and E. G. Bleker, general freight and passenger agent. All three have been identified with the Company in managing positions for years, and have displayed their capacity for the direction of the important concerns entrusted them on numerous occasions.

THE "H. & T. C."

The HOUSTON & TEXAS CENTRAL RAILROAD was projected before the war, from Houston as a starting point, for eighty miles length of its present course. The great civil conflict was here, however, as elsewhere in the South, a bar to all railroad projects, and it was not until 1867 that a new era of railroad building began. Soon thereafter the Houston & Texas Central was rapidly pushed northward from Houston to Denison, at the upper State line, a distance of 338 miles. In this progress northward, Hempstead, Navasota, Bryan, Hearne, Calvert, Bremond, Groesbeck, Corsicana, Dallas, McKinney, and Sherman, prosperous and growing cities of East Texas, were successively reached.

An entrance was effected to Galveston, and branches have since been built out from the main stem of the road as follows: Hempstead, west to Austin, 115 miles; Garrett, northeast to Roberts, 52 miles, and Garrett, via Waxahatchee, northwest to Fort Worth, 53 miles. The total mileage of the line is, therefore, 795.

By its termination at Denison, the Houston & Texas Central has connection with the Missouri, Kansas & Texas road, northbound, through the Indian Territory and Kansas, to Kansas City and connections for Chicago and St. Louis. Its other principal connections are these: At Galveston, with the Morgan and Mallory steamship lines for New York; at Houston, with all roads centering there, viz.: every trunk line of the State but one; at Fort Worth and Dallas, with the Texas & Pacific, westbound for El Paso, and eastbound for New Orleans; with the Denver & Fort Worth road, of the Union Pacific system, at Fort Worth also, and with the Fort Worth & Rio Grande road, a short line to the west of that city; at Waco, with the Texas Central for Albany, which line will eventually be extended through

the Pan Handle to New Mexico and Colorado; at Corsicana and Waco, with the Cotton Belt for St. Louis, Mo., and Cairo, Ill. At Hearne it is crossed by the International & Great Northern, and at Navasota, Brenham and Morgan, by the Gulf, Colorado & Santa Fe road, of the great Santa Fe system.

The many small but growing feeders of the trade of Houston upon this line make it of especial advantage to the city. It traverses twenty-seven counties of East Texas, the most populous part of the State. While it is closely related, in the matter of ownership, to the Southern Pacific system, it has a separate management—a management that makes it distinctively a Texas enterprise. And, although, owing to financial complications not particularly pertinent here, it is in the hands of a receiver, it is notable among Southwestern roads for its fine equipment and thorough condition. It is furthering immigration to the State, by special arrangements with the foreign steamship lines, and by sale of sixty-day excursion tickets throughout the North and West, and it is spreading, by liberal expenditure for printed matter, all the information that might be serviceable, concerning the lands along its route, the business opportunities and character, generally, of the State that now presents the most inviting of all American fields for settlement.

The general offices and shops of this road are at Houston. Chas. Dillingham, of Houston, is its president and receiver; E. W. Cave, treasurer; Horace Hall, secretary and auditor; C. C. Gibbs, land agent; G. A. Quinlan, chief engineer and general superintendent; Daniel Ripley, general freight agent, and A. Faulkner, general passenger and ticket agent.

THE SANTA FE.

The GULF, COLORADO & SANTA FE RAILROAD, one of the divisions of the

great Santa Fe Southwestern system, extending from Galveston to Purcell, Indian Territory, 517 miles, and, with its branches, 1,162 miles long, passes through Houston, and affords the city the advantage of the 8,290 miles length of roads, ramifying the West and Southwest from Chicago to the Pacific, of its system.

It was originally a Galveston enterprise, but was absorbed by the Santa Fe system in 1887. The Texas State Controller's report of 1887 shows that it cost to build, \$23,766,000, that it takes about \$3,250,000 a year to operate it, that its earnings for 1889 were \$3,761,500, and that it then had 3,231 employees.

Its branches are all within the State of Texas, and are as follows: Alvin to Houston, 24 miles; Somerville to Conroes, 72 miles; Temple to San Angelo, 226 miles; Cleburne to Weatherford, 40 miles; Cleburne to Paris, 152 miles; Ladonia to Honey Grove, 12 miles. Besides Galveston and Houston, Brenham, Temple Lampasas, San Angelo, Fort Worth, Dallas, Gainesville and Paris, thriving cities of Texas, are on this line or its branches.

It makes connection with all the railroads of the State at these points, viz.: with the Houston & Texas Central, Southern Pacific, Houston, East & West Texas, Aransas Pass, International, Missouri, Kansas & Texas, Texas & Pacific, Cotton Belt, Fort Worth & Denver City, Fort Worth & Rio Grande, and St. Louis & San Francisco, and also at Galveston with all the foreign and coastwise steamship lines of that port.

It is a direct route to Kansas City and St. Louis, by connection with roads of its own systems leading there, and from there also to Chicago, and is the best route from almost all parts of the Great West to Houston and Galveston. It runs through a better cotton district than any of its competitors in Eastern Texas, and Houston has a distinct advantage from the com-

merce in that staple which it facilitates, and from distribution of goods in return for that product over it. It hauls here and to other large cities on its line, wool, corn, cattle, grain, and ores as well as cotton and cotton seed, and carries out of Houston chiefly, general merchandise, flour, fruits, vegetables and sugar, cotton bagging and ties, planting implements, coal and coke.

Its annual reports show a regularly increasing traffic. The one for 1889, the last at hand, credits it with a freight traffic of 735,235 tons, the principal items of which were lumber and saw mill products, 173,591 tons; live stock, 117,859 tons; building material, 66,066 tons; cotton, 89,998 tons; cotton seed, 44,437 tons; grain, 32,495 tons; wool, 10,238 tons. During that year 440,385 passengers were carried by it; and its passenger and freight business both for 1890 were far in excess of 1889.

About thirty freight trains are now run by it each way daily, and twenty-six passenger trains in all; four of each in, and four out of this city. As a member of the Santa Fe system, it has every facility in the way of rolling stock and equipment for both passenger and freight service. Its road bed is in continuous process of improvement, by ballasting with stone, by widening cuts and embankments, and by substituting steel for iron rail. The bridges over the principal streams crossed by it, are all of iron, and as a whole its condition rivals that of any road in the West.

This company has acreage and town lots for sale in Texas, furnishing most excellent chances for investment. This property is in the growing towns along the line and adjacent to it. It offers tracts at from \$2 to \$100 an acre, with town lots at corresponding prices.

The officers of this company are, A. Manvel (president also of the Santa Fe road, proper,) president; Geo. Sealy, of Ball, Hutchings & Co., bankers of Gal-

veston, vice-president; J. M. Bird, secretary and treasurer; C. O. Wheeler, general manager; W. H. Masters, general freight agent; H. G. Thompson, general passenger agent; T. W. Jackson, general land agent. Their offices are in the company's building on the Strand in Galveston.

THE INTERNATIONAL ROUTE.

THE International & Great Northern Railroad, familiarly known in the Southwest as the INTERNATIONAL ROUTE, because it is a trunk line thorough Texas to the republic of Mexico, is with its branches 825 miles long, and is a component of the great Gould Southwestern system. It extends from Longview, in Northeast Texas, 496 miles Southwesterly to Laredo on the Rio Grande, and from Palestine in mid-eastern Texas through Houston to Galveston on the Gulf, 200 miles south.

The first of these divisions takes it through Overton, Troupe, Jacksonville, Palestine, Hearne, Milano Junction, Rockdale, Taylor, Austin (the state capital), San Marcos, New Braunfels and San Antonio. The other passes through Crockett, Trinity, Willis and Houston on the way to Galveston. Five then, of the largest and most flourishing Texas cities, lie directly on this line, Austin, San Antonio, Laredo, Galveston and Houston.

The branches of the International are these: Overton to Henderson, 16 miles; Mineola, through Tyler to Troupe, 45 miles; Phelps to Huntsville, 8 miles; Round Rock to Georgetown, 10 miles; Houston to Columbia, 50 Miles.

Following are its junctions and connections with other lines: Longview, the Texas & Pacific, and Texas, Sabine Valley & Northwestern; Jacksonville, the "Cotton Belt"; Hearne, the Houston & Texas Central; Milano, the Gulf, Colorado & Santa Fe; Taylor, the Missouri, Kansas & Texas, and Texas, Bastrop & Houston;

McNeil, the Austin & Northwestern; Austin, the Houston & Texas Central, and Austin & Northwestern; San Marcos, the Missouri, Kansas & Texas; San Antonio, the Aransas Pass and Southern Pacific roads; Laredo, the Rio Grande & Eagle Pass and Mexican National; Trinity, the Trinity & Sabine; Conroes, the Gulf, Colorado & Santa Fe; Houston, the Southern Pacific, Houston & Texas Central, Gulf, Colorado & Santa Fe, Aransas Pass, Missouri, Kansas & Texas, Houston, East & West Texas and Texas Western; Galveston, the Gulf, Colorado & Santa Fe, and Morgan and Mallory Steamship lines; Tyler, the "Cotton Belt; Mineola, the Texas & Pacific and Missouri, Kansas & Texas; Arcola, the Gulf, Colorado and Santa Fe.

By its connection at Longview with the Texas & Pacific railway, bound thence to Texarkana, and thus also with the Iron Mountain line, the International forms the shortest line between Galveston, Houston, San Antonio, and Laredo and the City of Mexico; and between these places, also, and St. Louis, Chicago, New York and the cities of the Eastern states. Its time, from any of these Texas cities to St. Louis, is eleven hours, the shortest; and from the city of Mexico to St. Louis, it is the shortest route by 263 miles, and 17 hours and 15 minutes time. And between Galveston and the city of Mexico by seven hours.

It makes connection, as we have seen, at Laredo, with the Mexican National, over which line practically through sleepers are run from both Kansas City and St. Louis. The change at Laredo is made in the Union Depot and at seasonable hours. It is on the Mexican National, that the Sierra Madre, and other picturesque Mexican scenery, can best be seen.

Its continuously increasing passenger and freight business both show that it is unquestionably *the* trunk line through Texas to Mexico. And, although it is

now one of the best appointed roads in all its departments in the Southwest, and is providing excellent service at present, it is steadily anticipating the requirements of its traffic, by placing orders for new cars, coaches and locomotives.

By the reports of the State Controller of Texas, the International represents an investment of \$27,945,714. Its total receipts in 1889 aggregated \$3,228,840. It carried, that year, 462,161 passengers, and 795,032 tons of freight, classified as follows: Lumber, 190,000 tons; manufactured products and merchandise, 155,957 tons; coal, 96,832 tons; miscellaneous, 73,854 tons; live stock, 62,607 tons; cotton, 57,820 tons; grain and flour, 52,476 tons; other agricultural products, 43,115 tons; lead ore, 15,128 tons. It has 1,345 cars, coaches and locomotives, and 2,532 employees.

Its headquarters and shops are at Palestine, Texas. Its managing officers are: T. R. Bonner, banker, of Tyler, Texas, and J. M. Eddy, of Palestine, receivers and general managers; T. G. Golden, general superintendent; J. E. Galbraith, traffic manager; J. B. Bartholomew, general freight agent; D. J. Price, assistant general passenger agent.

THE ARANSAS PASS OR "S. A. P."

THE SAN ANTONIO & ARANSAS PASS RAILWAY COMPANY has its easternmost terminal at Houston. This road, sometimes known as the "S. A. P." from the initials of its name, but most commonly as the "Mission Route," from some of its attractions in the neighborhood of San Antonio, was completed from San Antonio to Aransas Pass harbor, Corpus Christi Bay, in 1887, and to Houston in 1889.

From a line merely connecting San Antonio with the sea, it has been expanded, by the building of extensions throughout Southern and Eastern Texas,

into a minor system of itself, and when certain financial complications,—such as seem to be common to all roads in this country in their early stages—are settled, it will likely be pushed northward until it meets some one of the great roads of the West, now seeking a way to the Gulf, and Northeast also to a junction with some of the systems of the middle South.

It was a San Antonio project and its development to a place among the great Southwestern systems, is an illustration of native Texas enterprise. Its total length now is 638 miles. Its main line, San Antonio to Houston is 238 miles, and it has branches as follows:

Kennedy to Corpus Christi, 90 miles; San Antonio to Kerrville, 71 miles; Gregory to Rockport (Aransas Pass) 21 miles; Skidmore to Alice, 43 miles; Yoakum to Lockhart, 54 miles; Yoakum to Lexington, 86 miles; Waco to Lott, 28 miles. The gap of 57 miles, from Lexington to Lott, will be built as soon as an order (which is expected) is received from the Courts, and the road will then have a branch from Yoakum to Waco.

When the road is out of the receiver's hands, which it will likely be soon, it will be extended from Kennedy to Laredo, and it will be built from Houston, Texas, Northeastward to Natchez, Miss.; thus forming a direct line running diagonally across Louisiana and Southeast Texas, to the Mexican frontier.

The country traversed by this route now is the fairest and most rapidly advancing district of Texas. The hilly Texas midlands of the vicinity of San Antonio have been a health resort for generations, and are the finest for sheep ranges in America. It has been discovered that they are also very rich in minerals. Between San Antonio and the coast of Texas, the S. A. P. has opened up for settlement lands formerly given over to

the cattle breeder, which have no superior even in far famed California. There are sugar lands here like those of Louisiana, corn lands like those of that prolific district of Southern Illinois, known as "Egypt", fruit lands like those of Sonoma and Santa Clara in the Golden State, cotton lands equal to those of the Yazoo Delta. In parts, also, this section is well timbered.

Besides San Antonio, which, by the National census last taken, had 38,681 inhabitants, and Houston with 45,000, several of the most forward cities of Texas are on this line. Waco, with 20,000 people already, is said to be growing faster than any of the seven leading cities of the Eastern side of Texas. Corpus Christi, Rockport, and the new city of Aransas Harbor have 5,000 between them; and in the prospect of a deep water entrance (now being made) to their joint harbor of Corpus Christi Bay, the promise of position rivalling in some degree Galveston's, as seaports for the Southwest and West. Yoakum City, Lavaca county, and Cuero, Dewitt county, have 2,000 inhabitants or more. The former is practically made by the fact that it is a principal junction point for this road, which, from here, proceeds to Lockhart and Lexington, Texas. Rockport, Corpus Christi Bay, has extensive fish and oyster canning works; Kennedy is a great live stock shipping point; Boerne and Kerrville are health resorts, situated in the hills beyond San Antonio, at an elevation of 1,600 to 2,000 feet. These and other points on the line, especially Beeville, afford business opportunities unsurpassed on any road in Texas.

The S. A. P. runs two passenger and four freight trains out of Houston, daily, and the same number between here and San Antonio; and between San Antonio, Houston and Corpus Christi chair cars are run by it. It has a local freight, also, leaving here every other day.

The freight traffic of the S. A. P. consists principally of cotton, wool, general merchandise and cattle, these commodities representing the production of the lands, or consumption by the population of the country immediately tributary to it. It is, at the same time, an important link in the great aggregation of transportation lines extending from Mexico, on the one hand, to the Northern and Eastern cities and sea ports on the other, from which position, with respect to the whole, it enjoys a valuable foreign traffic, consisting of the ores and other products of Mexico, and the manufactured goods which that Republic is now importing in considerable quantities from this country and Europe.

Cotton seed oil mills at Houston, Cuero and San Antonio; extensive brick works at Calaveras, Gonzales, and elsewhere on its line; stone quarries at Muldoon, Van-Raub and Kerrville, all contribute materially to swell the volume of its traffic; smaller manufacturing enterprises are springing up at many of the cities and towns along the line; while most of all, as a basis of nearly all other sources of traffic, and assurance of their permanence and expansion, should be counted the steady and numerous accessions to the population of the Southwestern counties of Texas ramified by the road. These newcomers create and maintain a constant and ever increasing demand for all that constitutes a profitable freight business for it.

The earnings of the road have been put largely into improvements. The depots and freight sheds and warehouses have been enlarged or rebuilt, from time to time, as the traffic grew, and stock pens and yards have been provided at all principal points. The road is laid with steel rails and has iron bridges throughout.

Its management is now in the hands of receivers B. F. Yoakum and J. S. Macnamara. Mr. Yoakum was associated

with Messrs. Uriah Lott (who built the Texas Mexican and other roads hereabouts) and M. Kennedy, of Corpus Christi, in the construction and original operation of this line. He is general manager of all its business. L. J. Polk is general freight agent, and R. W. Andrews, general passenger agent of the road. Its representatives at Houston are W. E. McDonald, commercial agent, and A. T. Wansbrough, contracting agent. Their offices are in the Hotel Boyles.

THE "M., K. & T."

THE MISSOURI, KANSAS & TEXAS RAILWAY, or, as it is abbreviated commonly, the "M., K. & T.," has but lately acquired an entrance into Houston, which is now its Southernmost terminal. Its Northernmost are Kansas City and Hannibal, Mo., at which latter point it forms connection with both the Burlington and Wabash systems for Chicago. It is, therefore, a North and South line from this city to the two liveliest trade centers of the West.

The M., K. & T. traverses the three States from which it derives its title. It has 1,828 miles of track. About half this is in Texas, in which State it is now making numerous extensions, among them a connection with the International & Great Northern, to make it a more direct line to San Antonio, Texas, than it now is. It has ten branches of its main line in Eastern Texas now (three of them from Dallas to other important towns), and has two others of great advantage to it—one from its main line to Junction City, Kan., and one in the Indian Territory to the McAlester coal fields.

The following cities and large towns are on the line of the M., K. & T.: Kansas City (now reached over its purchase, the Kansas City & Pacific), Hannibal, Moberly, Sedalia, Clinton and Nevada, Mo.; Fort Scott, Parsons, Em-

poria, Junction City, Paola and Chetopa, Kan.; Vinita, Muscogee, and Atoka, Ind. Ter.; Denison, Denton, Fort Worth, Hillsboro, Waco, Temple, Taylor, West Point, La Grange, Gainesville, Henrietta, Greenville, McKinney, Jefferson, Mineola, Dallas, Waxahatchee, Belton, Lockhart and Houston, Texas.

In its course through Missouri, the Missouri, Kansas & Texas connects with the following roads centering at Kansas City, St. Louis or Chicago: At Hannibal, the Chicago, Burlington & Quincy, Wabash, and St. Louis, Keokuk & Northwestern, Hannibal & St. Joe and St. Louis & Hannibal; at Moberly, with the Wabash; at Sedalia, the Missouri Pacific; at Clinton, the Kansas City, Clinton & Springfield and the Kansas City & Southern, and at Nevada, the Missouri Pacific. And in its progress through Kansas and Texas it makes connection with the Gould, Union Pacific and Santa Fe systems, the Memphis Route, Cotton Belt, and other trunk lines, crossing or penetrating these States.

The Missouri, Kansas & Texas runs about 100 freight and 50 passenger trains over its various lines daily. Its principal freight traffic is in cattle, corn, cotton, wheat, lumber and general merchandise. The earnings last year under receivers Eddy and Cross, (who have devoted themselves to the task of placing the road in thorough business condition), exceeded those of the year previous by over \$1,000,000. This increase has been largely derived from the growth of its traffic in Texas, and from the acquisition of an entrance to Kansas City. The receivers have, in fact, restored the prestige as a Southwestern trunk line, which, by mismanagement, it had lost.

At the same time they have made extensive and costly improvements, including the relaying of heavy steel rail, rock ballasting the roadway, building new iron trestle bridges, adding new engines

and freight cars to its equipment of rolling stock and erecting new passenger and freight depots at principal points.

The Missouri, Kansas & Texas, it may be said *en passant*, has a land grant of 3,000,000 acres in the Indian Territory. Its lands there are valued at \$10 an acre. Similar land in Texas is worth from \$10 to \$20, and in Kansas \$20 to \$40.

J. Waldo is traffic manager of the Missouri, Kansas & Texas; J. J. Frey, general superintendent; Gaston Meslier, general passenger agent, and A. S. Dodge, general freight agent. These gentlemen all have their offices in Sedalia, Mo., which is the company's headquarters. C. J. Pickering is commercial agent of the road here and R. S. Fife, contracting agent.

THE EAST AND WEST TEXAS.

THE HOUSTON, EAST & WEST TEXAS and SHREVEPORT & HOUSTON Railways, originated here in 1875 and still have their headquarters here. They are narrow gauge roads, traversing, in a direction generally Northeast from Houston, the counties of Harris, Montgomery, Liberty, San Jacinto, Polk, Angelina, Nacogdoches and Shelby, Texas, and the parishes of DeSoto and Caddo, Louisiana, a distance of 232 miles.

These roads are not a part of any system. They are operated independently. Their equipment comprises some eighteen locomotives, seven passenger coaches, three baggage cars, 355 flat cars and 104 box cars. With these they are enabled to run one daily freight, and extras besides, and one daily passenger train each way between their terminals. They run through the rich timber country of East Texas nearly all the way, and lumber is therefore the largest item of their traffic. They have been very serviceable to Houston in centering here the large lumber trade it enjoys. Of the cotton traffic,

along the Eastern side of the state, they get also their share.

The connections made by these roads are as follows: At Houston, with all the roads described in this chapter; at Corrigan, with the Missouri, Kansas & Texas Railroad; at Lufkin, Angelina County, Texas, with the Cotton Belt route, which has a terminus there; at Keithville, De Soto parish, Louisiana, with the Texas & Pacific Railroad, and at Shreveport, with the Texas & Pacific, the Cotton Belt and the Vicksburg & Shreveport.

The time made by this road's passenger trains, between Shreveport and Houston, is thirteen-and-a-half hours.

The Houston, East & West Texas has shops here, situated on the banks of Buffalo Bayou, which employ 102 men.

Following are the officers of the roads, located at Houston: M. G. Howe, receiver and general manager; J. C. Mathews, superintendent; Eugene Dorgan, auditor; James Appleby, paymaster; E. A. Campbell, superintendent of motive power and machine shops; R. S. Collins, general freight and passenger agent; W. A. Polk, fuel and stock agent. They have their offices in the Prince Building, corner of Main and Prairie streets.

THE TEXAS WESTERN.

THE TEXAS WESTERN RAILWAY, a narrow gauge, extends from Houston to Sealy, Texas, 53 miles. It connects with the Gulf, Colorado & Santa Fe at Sealy. It was built by Houston parties, but was sold for debt by order of Court, in May, 1885, and is now owned by Elijah Smith, of New York. Its rights and franchises are considered very valuable. It cost about \$750,000 to build, and it takes about \$30,000 a year to run it.

A single mixed train is run daily over this line. It carries out from here usually, general merchandise for Wim-

berly, Leslie, Pattison, San Felipe and Sealy, the principal towns on the line, and their vicinity; and hauls in cotton for the most part. Last year it transported 9,300 bales, from stations along the line, to this market.

The Texas Western is operated independently of any other road or system in this part of the country. Si Packard, a young man engaged here also in business, is receiver and general manager of it.

The Texas Western owns considerable lands along its line, but they are not at present in market. Its offices are at the corner of Main and Prairie streets, in the Burns building.

THE SHIP CHANNEL.

By means of its waterway to the Gulf, through Buffalo Bayou and Galveston Bay, Houston enjoys many of the advantages of a sea port. Indirectly, all the transportation facilities, steam and sail, of the port of Galveston, are afforded it, through its transfer road to the head of the Clinton Ship Channel, and its barge line plying through the Bayou and Galveston Bay.

The transfer road is that of the TEXAS TRANSPORTATION COMPANY, nine and a quarter miles long, from the extreme head of navigation in the city to the ship channel. The barge line is that of the HOUSTON DIRECT NAVIGATION COMPANY, which carries a vast amount of the cotton, cotton seed, and other heavy freights shipped from the city to Galveston, and brings bulky merchandise in return.

The Houston Direct Navigation Company is an auxiliary of the MORGAN LINE of steamers, belonging to the Southern Pacific system of railways. It operates with six tow boats and 24 barges. During the cotton season, one tow a day of five barges, is sent down from Houston to Galveston loaded with cotton, cotton seed, oil cake, etc., and is returned with gen-

THE CITY OF HOUSTON.

eral merchandise. The facilities of this barge line are about equal to a traffic of 15,000 bales a day.

In the year 1889, there was transported by it, 243,100 bales of cotton, 38,398,080 pounds, or nearly 20,000 tons, of cotton seed, meal and cake, and 440 tons of cotton oil, 560 tons of steel rail, 2,970 tons of coal, 720 tons of cast iron water pipe, considerable lumber, and about 91,000 tons total of freights.

J. J. Atkinson, agent of the Morgan Line at Galveston, is president of this barge line. A. C. Hutchinson, president of the Morgan Line, is president also of the Texas Transportation Company.

The Morgan Line provides Houston with a water route to New York and the cities of the Eastern seaboard; and also to the cities of the Texas and Mexican Gulf coast, the seat already of a thriving commerce, in which it is thus enabled to participate. Houston's railroad connection with Galveston, and the water passage, affords it also the service of the MALLORY LINE steamers to New York, and of steamers and sailing vessels bound for all parts of the world. And as the government work on the ship channel proceeds, the benefit, accruing by it to Houston, steadily increases. Which benefit we shall discuss further herein, later on.



WILLIAM D. CLEVELAND & CO.'S BLOCK, HOUSTON.

HOUSTON AS A FINANCIAL CENTER.



NINE banks furnish the sinews of trade for Houston. Five of these have national charters, one has a State charter, and three are private banks.

The five national banks are the First National, the Commercial National, the South Texas National, the Planters' and Mechanics' National, and the Houston National. The one with a State charter is the Houston Land and Trust Company. The three private banks are those of T. W. House, W. T. Cummings, and Sweeney, Coombs & Fredericks.

The FIRST NATIONAL is the oldest bank of the city. It was organized in 1865. It is also the largest in point of business. The Commercial National was established five years ago; the Houston National, two years ago, and the other three, in 1890.

These five national banks had, at the beginning of the current year, an aggregate capital and surplus of \$1,642,214. Their aggregate deposits, at the same time, were \$2,592,067; their loans and discounts, \$2,670,684; their cash items, \$1,145,438, and their total resources, \$4,505,477.

The grand total of capital employed by all six of the banking houses of Houston is estimated, by the manager of the clearing house of the city, MR. E. RAPHAEL, \$4,750,000. The same authority represents the grand total of deposits \$3,700,000, and the grand total of resources \$5,500,000.

The capital employed by private parties and agencies, capitalists and others, for banking, note broking, loans, etc., outside

the regular banking channels, is about \$2,500,000.

The Clearing house of Houston has for its members, the five National banks, and the firm of T. W. House. The clearings of these six institutions, last year (1890), were \$280,444,480, a weekly average of \$4,000,874, or for the busy season of the year, \$5,500,000 a week.

These are sums ranking Houston alongside such trade and financial centers as St. Paul, Minneapolis, Omaha, Denver, Kansas City and Louisville, cities of vastly greater population, and a long way ahead, as we have said already, of a score of others of double and treble even its inhabitants.

Lest it may be thought that these figures are indications of boom and inflation, let it be understood, that the banking business of Houston is based upon trade in cotton, lumber, cattle, grain, and on general jobbing transactions. The exchange needed to handle the 750,000 bales of cotton received at Houston in 1890, called for \$35,000,000 alone, and the lumber trade, for \$14,500,000 more. The pay rolls and other expenses of the railroads centering at the city, the business of three very large cotton oil mills, and other establishments of more than ordinary importance, contribute also to swell the total exchanges of the city.

The private banks of the city are substantial; one of them, that of T. W. House, exceptionally so. Sweeney, Coombs & Fredericks, bankers of Houston, are also engaged largely in the jewelry business, and members of the firm are very large individual owners of real estate.

The National banks of the city, of course, make no loans on real estate.

The private banks charge eight and ten per cent for such loans. The usual rate of first class discounts, is eight per cent. The usual rate of interest for short loans, is eight per cent, and for long ones, nine and ten. Exchange on New York, ranges from an eighth to a quarter; on Kansas City, St. Louis and Chicago, an eighth to three eighths.

NOTICES OF THE BANKS.

In the following sketches the leading banks of Houston are described:

THE HOUSTON NATIONAL BANK has \$100,000 capital, and at the beginning of '91, had a surplus of \$200,000, and \$52,941 of undivided profits besides. Its deposits at the same time were \$1,302,831, its loans and discounts \$856,086, its cash items \$740,883, and its total resources \$1,654,973. B. A. Shepherd has been its president for over twenty years. Its cashier is A. P. Root.

The COMMERCIAL NATIONAL BANK of Houston, Texas, began business July 1st, 1886. At the close of 1890 a statement rendered by it showed its capital paid in to be \$200,000, its surplus \$15,000 and its undivided profits \$19,154, of which \$5,000 was carried to surplus account and \$10,000 paid in dividends to its stockholders at the rate of 5 per cent for the half year then just closing. Its total resources at the same time were \$894,477, included in which were \$496,065 of loans and discounts, \$60,000 in United States bonds, the bank's premises and fixtures at the corner of Main and Franklin streets, which cost \$36,000, but are now valued at upwards of \$60,000, the sum of \$147,327 due from other financial institutions and \$153,084 in cash.

The deposits with it, at this same time, aggregated \$548,419.

The Commercial National, indeed, is considered here one of the soundest and best managed banks of the city. W. B.

Chew, of Carson, Sewall & Co., wholesale grocers, is its president, actively participating along with the cashier in its management; Judge E. P. Hill, a leading attorney, who is counsel for the Southern Pacific Railroad here, vice-president, and R. A. Giraud, who is also treasurer of the Commercial Club, the leading business organization of the city, cashier. The directors are Messrs. Chew and Hill; W. A. Carrington, of Hutcheson, Carrington & Sears, attorneys; Conrad Bering, of Bering Bros., lumber dealers and manufacturers; Adam Clay, dry goods merchant; Dr. D. F. Stewart, a leading physician of the city, and Wm. M. Read, local manager of the great cotton house of Inman & Co. of New York, Atlanta and Houston.

The correspondents of the Commercial National are: The American Exchange National Bank of New York, the Union National Bank of New Orleans, the National Bank of Commerce of St. Louis, and the First National Bank of Galveston.

This bank makes a specialty of collections here in Houston and throughout the state, in all parts of which it has reliable correspondents.

The SOUTH TEXAS NATIONAL BANK, of Houston, was organized last year, and was chartered, in May last (1890), with a capital stock of \$500,000 paid in. Its statement of February 26th, last, shows a most satisfactory condition, a better business, in fact, considering the time it has been in operation, than that of any bank here. Its total resources then were \$1,048,552; the bulk of them, \$723,914, loans and discounts, and of the remainder, \$251,471 cash and sight exchange.

Its deposits, at the same time, were \$468,827. It counts among its depositors a majority of the lumbermen of Southeast Texas, and, along with these, many more of the leading business men of this city and State. There is but one other bank in South Texas, indeed, that has individ-

ual deposits greater than this one. One circumstance indicates the character of its management, viz.: at the end of the first six months of its existence, it had set apart \$10,000 of its profits for a surplus fund, thus manifesting a determination to proceed upon the most substantial basis possible.

The directors of the South Texas National are men whose names, merely, in this community, are a guarantee for any enterprise with which they may identify themselves. M. T. Jones, president of the bank, is president, also, of the M. T. Jones Lumber Co., one of the largest concerns of that kind in East Texas. Chas. Dillingham, first vice-president, is receiver of the Houston & Texas Central Railroad, and president of the Houston Compress Co. H. B. Sanborn, second vice-president, is of Sanborn & Warner, manufacturers' agents here, and breeders of fine stock in the country near here. J. E. McAshan, cashier, is vice-president of the M. T. Jones Lumber Co., and secretary and treasurer, also, of the Phœnix Lumber Co. These gentlemen and Messrs. O. T. Holt, attorney; H. F. McGregor, superintendent of the Houston Street Railway Co.; Judge Henry Brashear, of Houston; Samuel Allen, lumber dealer and manufacturer, and C. Lombardi, of Wm. D. Cleveland & Co., wholesale grocers and cotton factors, are the directors. The assistant cashier is Mr. Ennis Cargill.

The correspondents of the South Texas National in the principal cities of the country, are: The Chase National and Western National, of New York; The Whitney National and American National, of New Orleans; The National Bank of Commerce, of Kansas City; The National Bank of the Republic and the St. Louis National Bank, of St. Louis, and the Merchants' National, of Chicago.

This bank has the finest and most substantial vaults in all Texas.

The PLANTERS' AND MECHANICS' NATIONAL BANK of Houston was organized last year, with a capital stock paid in of \$500,000, the largest amount employed by any bank here. The principal subscribers were the following substantial business men, who are also directors of the institution: James A. Patton, formerly a banker of Garden City, Kansas; Dr. T. J. Boyles, of the Hotel Boyles; R. B. Morris, of J. R. Morris' Sons, wholesale hardware; H. Prince, manufacturer; George A. Race, Houston's Post Master; E. L. Coombs, of Sweeny, Coombs & Fredericks, jewelers and bankers; John H. Kirby, president of the Houston Land & Improvement Company; Robert E. C. Wilson, prominent real estate and loans agent; Louis Tuffly, of Krupp & Tuffly boot and shoe dealers; and O. C. Drew.

Mr. Patton is president and general manager of the business of the bank; Dr. Boyles, first vice-president; Mr. Morris, second vice-president; Mr. Drew, cashier; and Mr. J. A. Norton, assistant cashier.

The Planters' and Mechanics' National began business November 13th, 1890. At the end of a month it had deposits of over \$107,000, and its loans and discounts were \$441,649. Its total resources were \$613,475. Its progress since, as shown by its statements rendered regularly, has been gratifying to those interested. It was designated March 1 last, a U. S. depository and financial agent of the government, a favor shown to it alone of all the banks in Southern Texas.

On that date, also, it moved into new and elegantly furnished banking rooms, which are said to be the finest in the South. They are 30x100 feet. The furniture and fixtures are of dark oak, extremely heavy and solid. The counters have a base of polished marble, and are surmounted by heavy frosted glass and artistic copper bronze fittings, which same material is used for the gates to the various desks.

The Planters' and Mechanics' has also provided the latest improved Safe Deposit Vaults, for the convenience of its customers.

Its correspondents are the following banks in other cities: The Fourth National, of New York; the Continental National, of St. Louis; the First National, of Kansas City; and the Southern National, of New Orleans.

The HOUSTON NATIONAL BANK had, at the time of its statement of February 1891, total resources of \$295,000. Its loans and discounts then were \$163,000 and its deposits \$165,000. Henry S. Fox, capitalist, is its president; L. S. Jester, cashier.

The HOUSTON LAND AND TRUST CO., which has its offices at the corner of Main and Franklin streets, was organized in 1874. It has \$175,000 capital paid in, and \$500,000 authorized it. It is engaged chiefly in the loans business, and has been very successfully managed by the following officers:

W. M. Mitchell, of Inman & Co., cotton buyers, president; F. Halff, of Halff & Newbour Bros., wholesale dry goods, here, vice-president; Rufus Cage, of S. O. Cotton & Bro., insurance agents, secretary; H. F. Ring, who is also city attorney of Houston, attorney; E. L. Dennis, general manager.

Its directors are Messrs. Mitchell and Halff, Geo. F. Arnold, Jas. McGee, J. M. Cotton and C. Lombardi, of Wm. D. Cleveland & Co., cotton factors and wholesale grocers.

Mr. Mitchell, besides being resident partner in the largest cotton house of the south, is a very large property owner, and has interests also in numerous other local concerns. He is president too of the Commercial Club, and is one of the most prominent members of the Cotton Exchange and Board of Trade. Mr. Halff is a director of the Cotton Exchange. Mr. Cage is a leading underwriter and business man. He is a large property owner and

is interested in several local building and loan enterprises. Manager Dennis is president, also, of the Texas Real Estate Savings & Investment Association. Mr. Arnold is a railroad contractor. Mr. McGee is connected with the Houston & Texas Central Railroad. Mr. Cotton, as has been said, is an Insurance agent; and Mr. Lombardi, a director of the South Texas National Bank of this city.

This company makes loans on real estate security, on farms and ranches anywhere in Texas, and on improved business and dwelling house property in the principal cities of the state. It buys and extends, also, vendors lien notes, negotiates the purchase and sale of bonds and other investment securities, and issues interest bearing certificates. It is authorized to act as trustee in deeds of trust, and to execute all manner of trusts, to take charge of real estate, collect rents, coupons and dividends, and to issue debenture bonds, secured by real estate liens. These last are issued by it at 6 per cent, running 10 years.

T. W. HOUSE, banker and cotton factor, is a name almost as familiar in Texas as that of Houston itself. It is the name of a house established fifty-three years ago, and of one of the most substantial houses, in point of resources, in the State. Its founder, T. W. House, is dead. He has been succeeded in business by his sons, T. W., Jr., J. H. B. and E. M.

T. W. House, senior principal, has many and diverse interests here. He is president of the Houston Gas and Light Co., and of the Merchants' & Planters' Oil Co.; president and treasurer of the Houston, East & West Texas Railway Co.; vice-president of the Houston Electric Light and Power Co. and the Houston Printing Co.; secretary and treasurer of the Union Compress and Warehouse Co.; treasurer of the Houston Cotton Exchange and Board of Trade, the Buffalo Bayou

Ship Canal Co., the Houston Barrel and Cistern Factory, the Texas Rolling Mills

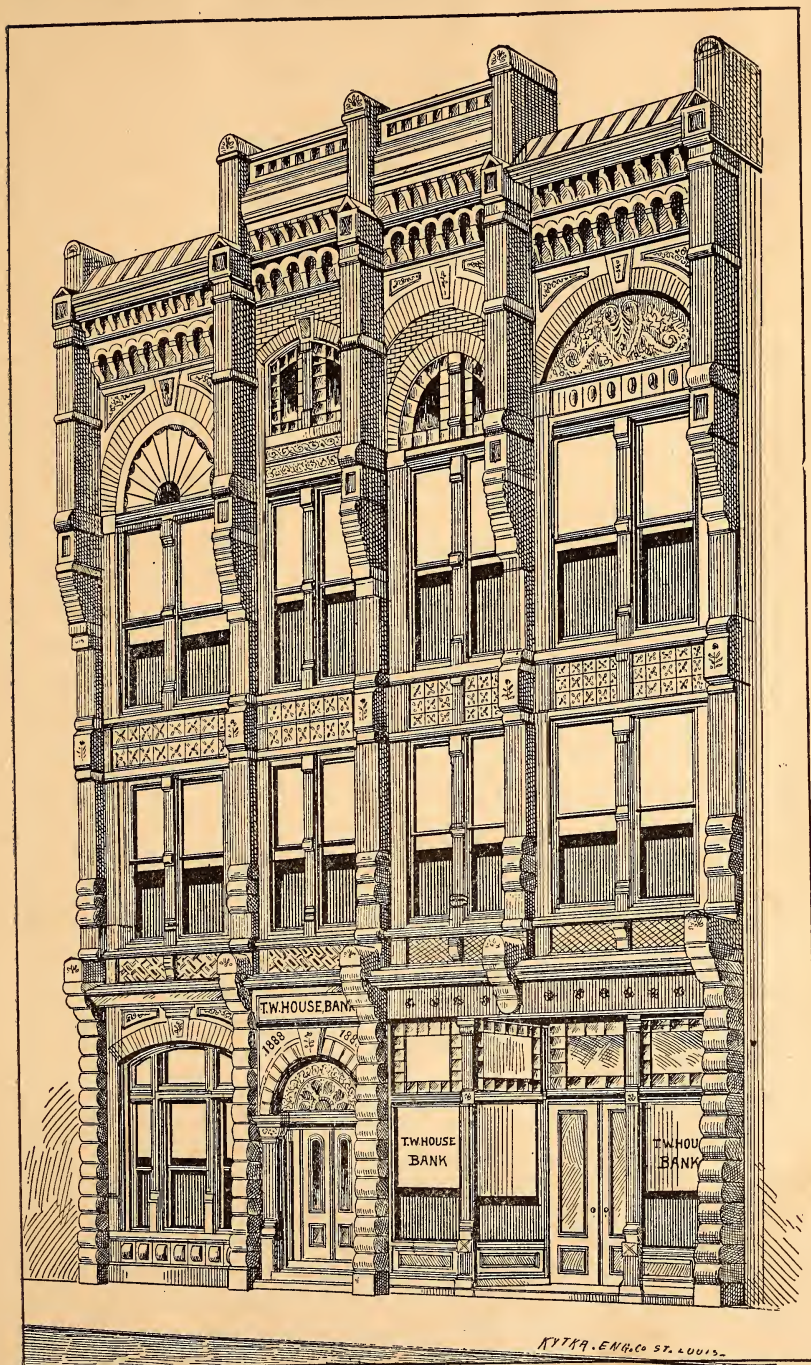
and the Texas Sugar Planters' Association. He is a director and stockholder, also, in other enterprises here; but this list is sufficient to show the extent and variety of his interests and investments, and his activity as a business man.

Mr. J. H. B. House is also prominent here as a capitalist. He is vice-president of the Texas Sugar Planters' Association.

Mr. Ed. M. House manages the landed concerns and cattle ranches of the house, from Austin, which is his place of residence.

As bankers, this firm has long been distinguished for the extent of their business. They have existed and prospered under three different governments, and of them it can truly be said that, amid the wreck of wars

and financial crises, their credit has been unshaken and their reputation untarnished. They have recently built themselves a fine new banking house of red pressed



BANKING HOUSE OF T. W. HOUSE.

brick, at 25 Main street. Mr. S. M. Mc-Ashan, cashier, and G. M. Harcourt, teller, assist in the management of this branch of the business.

As cotton factors, they handle about 20,000 bales a year. This branch of the business is directed by Capt. Wm. Christian.

As sugar planters, they cultivate about 2,500 acres in Fort Bend county, and have been producing about 6,000 barrels of sugar and 1,000 barrels of molasses and syrups, and incidentally, on the same place, cotton and corn—of the last two staples, as much as 800 bales of cotton and 15,000 bushels of corn. They were awarded a premium at the New Orleans Exposition of 1884, for superior sugars, the product of their plantation, the famous ARCOLA.

CHAS. TINSLEY, Stock and Bond broker of 263 Preston street, has followed that line here for the last twenty years, formerly as one of the firm of Tinsley Bros., but since January 1, 1890, on his own account solely. He is a large real estate owner, a man of capital, and possessed of substantial individual resources, known here by his local interests, and throughout the United States, by negotiations and transactions which he has perfected.

He buys and sells railroad bonds and stocks, city, county, state and school bonds, and loans money on commercial or other collateral. He takes orders also to buy and sell, and does more business in his line than anywhere else here.

THE INSURANCE BUSINESS.

HOUSTON has nine firms engaged in the Insurance business, according to the report of its Board of Underwriters. There is one general fire agency, and no local fire company. The premiums business done by all hands engaged, is about \$250,000 a year.

The percentage of loss to the insurers appears, by the records kept, to be less than in any city of the State. There has been no very destructive fire for fourteen years.

The property endangered by fire at Houston in 1890, was insured for \$225,000; the loss to the companies was less than \$14,000, this sum including the damage to cotton in transit, some \$9,500.

The fire department is generally considered efficient and the water supply ample for the fire service. No special conditions, like high winds prevailing, or open stretches of prairie, exist to augment the destruction by fire.

The life insurance business of the city is not sufficiently notable to call for remark.

The following are leading insurance agencies of Houston:

S. O. COTTON & BRO., Fire Insurance agents and adjusters, corner of Main and Franklin streets, is the leading agency of Houston. It was established in 1870, by the Cotton Brothers, to whom J. M. Cotton and Rufus Cage are successors, since 1884. Mr. Cage is a native Texan, and Mr. Cotton, a Georgian by birth, resident here, however, since 1862, and both have had a lifelong experience of the underwriters business.

Mr. Cotton came here from Jefferson, Texas, sixteen years ago. He had been in the insurance business before he settled here. He is a director of the Houston Land and Trust Company, a stockholder in banks and other local enterprises, a man, in short, of substance and property, acquired during a long and successful business career here.

Mr. Cage has lived in Houston pretty much all his life. He too, has other interests here. He is secretary of the Houston Land and Trust Company, a director of the Texas Savings Real Estate and Investment Association, and of the Mutual Building and Loan Association,

a member of the Cotton Exchange and Commercial Club, and is identified with Houston's business concerns in other affairs also.

S. O. COTTON & BRO, are the representatives here, of sixteen insurance companies, of three, as State agents, and of thirteen, as local agents

They are State agents for the following companies: Lancashire Insurance Company, of Manchester, Eng.; St. Paul Fire & Marine Insurance Company, of St. Paul, Minn.; Reading Fire Insurance Company, of Reading, Pa.; and local agents for the Royal Insurance Company, of Liverpool, Eng.; National Fire Insurance Company, of Hartford, Conn.; Queen Insurance Company, of Liverpool, Eng.; Sun Mutual Insurance Company, of New Orleans; American Fire Insurance Company, of Philadelphia; Phoenix Assurance Company, of London; Fidelity & Casualty Company, of New York; East Texas Fire Insurance Company, of Tyler, Tex.; Fire Association of Philadelphia; Southern Insurance Company, of New Orleans; Liberty Insurance Company, of New York; Traders' Insurance Company, of Chicago; Denver Insurance Company, of Denver, Colo.

CHILDRRESS & TAYLOR, general insurance agents, over the Commercial National Bank, represent fifteen of the leading fire insurance companies doing business in this country, ten of them home, and five foreign, companies, and one accident insurance company. These companies are the following:

HOME COMPANIES.—Phoenix Insurance Company, of Hartford, Connecticut; Insurance Company of North America, of Philadelphia, Pennsylvania; German American Insurance Company, of New York; Continental Insurance Company, of New York; Springfield Fire & Marine Insurance Company, of Springfield, Mass.; Niagara Insurance Company, of New York; Pennsylvania Insurance Com-

pany, of Philadelphia; Mechanics & Traders, of New Orleans; Union Insurance Company, of San Francisco; Oakland Home Insurance Company, of California; Westchester Fire Insurance Company, of New York.

FOREIGN COMPANIES.—Imperial Fire Insurance Company, of London; North British & Mercantile, of London; Manchester of England; Western Assurance Company, of Toronto, Canada; Hamburg-Bremen Insurance Company, of Germany.

AS STATE AGENTS—Standard Accident Insurance Company, of Detroit, Michigan.

The aggregate assets of these sixteen companies are \$100,000,000.

They have been established since 1880, and have one of the principal agencies of Southeastern Texas. Mr. Childress is secretary of the Texas Savings, Real Estate and Building Association, and is a stockholder in other enterprises here. Mr. Taylor is a director of the Mutual Real Estate and Building Association, the Bayou City Building Association, and the Commercial Club of Houston, and he is also identified with many local business projects, by interests he holds in them.

MISCELLANEOUS NOTES.

THE postal business of Houston, as reported by Postmaster Race, is an indication of the city's rapid metropolitanization. The gross receipts of the office in 1890 showed an increase of seventeen per cent over 1889, and a greater increase than that, even, in the number of pieces of mail handled. Houston is a distributing office for about 1,000 smaller points. During a single month, it has received from these as much as \$25,000 of postal funds. Its own money order receipts are about \$215,000; its disbursements, \$295,000 a year, a total which, with its stamp and other receipts, makes

a financial aggregate greater than the business of most of the local banks.

R. G. DUN & Co.'s Mercantile Agency, the purpose and utility of which it seems unnecessary to explain, for the great majority of business men thoroughly know and appreciate its advantages, has one of its 136 branches, established in Houston, at the corner of Franklin and Main streets, over the Commercial National bank. This branch office has for its subscribers, nearly all the wholesale merchants of the city and its vicinity, including dealers in some 140 counties of Texas.

Collections are a specialty of this agency. No other organization has such facilities for the collection of past due

debts, comprehending attorneys under bond, and all its own ramifications of branch, district and subordinate agencies. The reference books of the agency are an invaluable compendium to the progressive business man. Distinctive features of them are the State maps, and the trade classifications for mailing circulars, price lists, etc.

Mr. Robert B. Easley, the manager here, has been with the company for seven years. He has been manager here for four years, and having a wide and varied experience of mercantile business, and men and affairs, before he engaged with it, has acquired the tact, experience and knowledge to be of service to the company and its subscribers.



REALTY AND BETTERMENTS.



So far as an extensive general outlay for building and public improvements, and a lively market in real estate can evince it, progress is clearly manifested at Houston.

In the course of a year, says architect Dickey, about \$300,000 is put into new buildings at Houston. The street improvements of the year, call for about \$150,000 more, says the city engineer, and as the city grows the tendency is, of course, to exceed these expenditures. In the schedule of betterments to the realty of the city lately, these however, are but minor items.

During 1890, a round million of dollars at least, was invested in works of suburban improvements, like the building of the Magnolia Park Belt Line, the conversion of the horse roads of the city into electric lines, and other projects of that character. And \$2,000,000 approximately, has been spent on the improvements of all sorts, made in the city during a twelvemonth past.

At the same time, the sales of real estate for the year, as reported by Porter, Pollard & Ruby, real estate agents, were \$2,000,000 more, or \$4,000,000 total expended for real estate and improvements thereon. And the work of investment and improvement still goes bravely on.

The tendency is to build costlier and more substantial structures as the city grows, both for residence and business purposes. The new Opera House put up by Sweeney & Coombs, bankers, is an example of that tendency. It cost \$85,000. The new Post-office, just com-

pleted, cost \$90,000; the residence of J. Waldo, of the M., K. & T. road, cost \$30,000, and that of S. K. Dick, of Inman & Co., the same amount. New business blocks, that have cost from \$15,000 to \$50,000, are numerous. T. W. House's bank is one of this class. A number of large and costly factories have also been raised, and several important jobs, like the Lumber Exchange already mentioned, the Light Guard Armory, (to cost \$30,000) and the new Catholic and Episcopal churches are under way.

The notable buildings of the city are the Capitol Hotel, which cost \$100,000; the Grand Central Depot, \$150,000; the Harris County Court House, \$125,000; the Masonic Temple, \$100,000; the Cotton Exchange, \$75,000; the Market House, the new Opera House and the Post Office. These are buildings that would grace the streets of any city in the land. Mention has been made already, on page 8 of this work, of the costly mansions of the city.

The materials most in use for the construction of the business establishments is brick; for residences, both brick and wood are employed—for the better buildings, chiefly the former. These materials are comparatively cheap. Lumber is obtained from the forests that begin just without the gates of the city; brick is extensively manufactured at Harrisburg, and in other suburbs. Lumber costs, on an average, about \$16 a thousand feet; brick, about \$8 a thousand. The city has numerous planing mills, equipped with facilities for fine interior finish.

BUILDERS AND ARCHITECTS.

The building trade of the city supports about a dozen contractors, and their

employes, a couple of hundred in number, and four architects. The leading architects are the following:

GEO. E. DICKEY, architect, of Galveston and Houston, has been located here for twelve or fifteen years. During that time, he has planned and superintended construction of the following fine buildings here: The Capitol Hotel, Grand Central Depot, Shearn Memorial Church, First Baptist Church, and the residences of Sam Sterne, J. Waldo, J. W. Johnson, J. C. Hutcheson, S. K. Dick and T. W. House.

The House mansion has just been completed. It has an interior ornate with carvings and other embellishment designed by Mr. Dickey, and is one of the finest and costliest homes in all Texas.

Mr. Dickey was also the architect of the Fort Bend County Court House, Leon County Court House, Liberty County Jail, the Sherman Opera House and Masonic Temple, the Brenham Opera House, Presbyterian and Gidding's Memorial Church, and the residence of H. A. Landes, at Galveston.

He is at present engaged on the construction of the new three-story brick armory, Romanesque in type, which work he has been commissioned to do by the Houston Light Guard. He is superintendent, also, of the construction of the new Post-office and government building here, work on which is about completed. His office is in the Cotton Exchange Building.

HOLLAND & MILLER, architects, of 6 and 10 Sterne Building, Houston, drawn here by the progress the place is making, and especially by its building improvements, established themselves about a year ago. The work they have already done has attracted attention, and numerous commissions to plan and superintend building work have been entrusted them, among others, the order to construct the Moss Collar & Bagging Co.'s plant, at a cost of \$20,000.

They are young men but are experienced in the profession. Mr. Holland was bred to the business in England under masters of ability, and he has had the advantage of practice in St. Louis and other large cities of this country. He is especially skillful as a designer. Mr. Miller is a civil engineer as well as architect, and is very clever indeed at bridge and structural work, other than buildings.

THE REAL ESTATE BUSINESS.

THE present season of activity in the real estate market, says PORTER, POLLARD & RUBY, may be said to have commenced in the fall of 1889. Its effects were therefore perceptible for only a few months of that year, but the sales for the year \$800,000 approximately, were nevertheless above the average.

The sales for 1890 were, as we have said, \$2,000,000, several large deals in outside properties contributing to make that amount. The first half of '91 shows a diminution of sales, as compared with 1890, owing most likely, to the tight money market throughout the country, but the prospect for the remainder of the year is very encouraging.

"We attribute," says this same firm, in an expert opinion furnished this work—"the general activity in real estate in Texas, to the fact that the country has been better informed as to the real merits of this great State, and to the further fact that sectional prejudice has disappeared, or is fast being removed; and especially to the fact that the certainty of deep water on the Texas coast, will turn the tide of commerce from all that section west of the Mississippi, in this direction.

The advantages of Texas for both the home-seeker and capitalist, are beginning to be appreciated—the splendid climate, the rich soils, the low taxation, the magnificent provision for schools, all commend it to the immigrant and investor. South

Texas, particularly, which has heretofore been largely overlooked, is now attracting, by its development, a large share of attention."

EXPERT OPINIONS.

THE following information concerning the value and prices of real estate in Houston and its vicinity, and the opportunities for investment therein, was furnished this work by two leading agencies of the city, THOMAS, BRIGHT & COMPANY, and ROBERT E. C. WILSON. Some changes have been made in its manner, but not in its matter. It is given very nearly as it was rendered.

Thomas, Bright & Company, say:

During the past three years, the advancement in real estate, in all parts of Houston, has been very marked.

The business quarter is growing in every direction. While any part of the city is pleasant to reside in, yet that part on the South side of Buffalo Bayou is much the most popular and hence has improved accordingly. But Houston is spreading in every direction, and the suburbs, especially, improving rapidly at all points.

At present real estate is, in commercial phrase, "steady", owing to the recent money crisis, but lately it has been livelier, and money being easier, dealers are anticipating a very active market in the next few months. The improvements now under construction will naturally enliven the market of themselves.

The noticeable enhancement in values of Houston property, during the past year, has been occasioned chiefly by the extensive street and sewerage improvements, completed and projected, the increased transit facilities provided by newly constructed street railway lines, and the development of the country surrounding, all of which tend to the advancement of the city; and last, but by no means least, the establishment of manufacturing

concerns and the building of more railroads. Deep water at Galveston means deep water at Houston, which is now the great railroad hub of Texas and the Southwest. No one can now measure or bound the future of the Hub City, and rapid advancement in every material interest is again beginning here with renewed vigor.

Property of every description can be had at prices and terms to suit all who have the foresight to invest. Money is being made on investments in realty of every sort, in and around Houston.

Houston presents inducements, as a residence place, equaled by very few cities of its size in the United States. Here we have a city with paved streets, gas and electric lights, the finest of pure artesian water in the greatest abundance, a comprehensive system of sewerage and drainage, forty-four miles length of street railways, first-class public schools, and churches of every denomination, and, besides all this, a delightful climate. The summers are cool, and the winters exceedingly pleasant. The gulf breeze blows cool in the hot season, and warm in the cold.

As a business point, Houston can hardly be excelled. It has advantages superior to any point in Texas, and equalled by few places in the world. Its situation at the head of navigation and its numerous railroads assure it cheap freight rates. It is *the* distributing center of Texas, and jobbing business can be done here better than in any other city of the State.

For manufactures, Houston has a location which cannot be surpassed. Abundance of raw material of nearly every description is within easy reach. The low freight rates insure cheap fuel. The water supply, taxes, market, and all, are encouraging circumstances.

Business property, in the wholesale quarter of the city, is worth \$500 per foot. This is the highest price, so far, paid for it, and it is considered a low one, for it.

Business property in the retail district of the city is worth \$1,000 per foot in the best locations.

Close inside residence sites can be had for \$40 per front foot, and upwards; choice suburban residence property for \$20 per front foot; ordinary residence sites, for \$5 per front foot.

Sites for factories, warehouses, etc., with railroad and other shipping facilities at hand, can be obtained very reasonably; in fact, much favor is shown to manufacturing enterprises of every character. The price of such sites is regulated by the location and advantages afforded thereby. The prices at which manufacturing sites in the city of Houston and its suburbs are held, when compared to the prices of sites in larger cities, and even in cities of less size and fewer advantages, are found to be much in Houston's favor.

Rents are moderate, and leases can be got. The rent for a three or four story building, suitable for a wholesale business or factory, could only be determined by the size and location. Usually such a place is built for, or by, the renter.

Retail dry goods stores, say 25 x 100, rent for from \$75 to \$250 per month, according to location; small offices rent for from \$10 to \$15 per month; larger ones, from \$20 to \$25 per month.

Six roomed cottages, rent for from \$20 to \$35 per month; 7 to 10 room houses, for \$35 to \$45 per month; four room cottages, for \$10 to \$15 per month. As in all growing cities, there is a great lack of the latter.

Taxes are moderate; insurance rates, with a fire department equal to any in Texas, very low; street improvements are paid by owners of abutting property, as follows: 20 per cent cash, balance in four yearly payments.

The public supply of water is from artesian wells, and the water is soft, pure and abundant. The rate charged for it is moderate. It is furnished families at a

cost of \$2 per month; the rate for hotels and factories varies with the quantity used. Gas costs \$2 a thousand feet.

Nine building and loan associations are in operation here, and all are prosperous. They assist members to build houses in all parts of the city. Interest on Mortgage loans on city property is generally eight per cent, and from one-half to two-thirds of the value of the property is loaned. But very little of the property of Houston is mortgaged at all.

Titles are generally good; there are now comparatively few defective titles here.

The cost of building in Houston is lower than in any other place in Texas, because of the fact that it is head quarters for the Southwestern lumber trade. Building brick are made here largely; also nearly all other materials necessary to construct either brick or frame buildings.

Of late, there has been a tendency displayed to build substantial structures of modern architecture, by those improving property. The business blocks owned by Judge E. P. Hill, T. W. House, and H. Prince and the residences of Messrs. Chas. Dillingham, S. K. Dick and T. W. House, are instances in point.

The largest owners of improved and unimproved property in Houston, are the Houston & Texas Central Railway Co., the Southern Pacific Railway Co., Messrs. Sweeney & Coombs, Judge E. P. Hill and Capt. J. C. Hutcheson. They all display a disposition to improve their holdings, or if not, will sell. The outside and suburban lands of Houston are owned by both residents and non-residents; mostly, however, by residents.

The property of Mr. Henry Fox, corner of Main and Preston streets, that of Mr. L. M. Rich, on Texas ave., near Main, and Mr. Henry Freund, on Congress and Caroline streets, are instances of exceedingly good income, on the money invested, obtained; and there is

hardly a piece of improved property in Houston that does not pay handsomely on the investment.

Houston has sufficient transportation facilities, in the way of street car lines, inside the limits, but is greatly in need of more lines to the suburbs, so that the residents there may have easy access to the city.

While Houston is in no sense a watering place, yet it is clearly destined to become one of the resorts of the South, visited both in summer and winter. It is already much frequented by tourists and travelers.

A hotel for families at Houston, would be a good investment.

Most of the agents of Houston do considerable country business in the southern, western and central parts of Texas.

Country property, near Houston, is in good demand; very little improved land is offered for sale in this county. But unimproved land in Harris can be had from \$2.50 to \$10.00 per acre, according to the distance it is from the city.

The lands in, and adjacent to Harris county, are very productive when properly cultivated.

The now vacant lands could be used for grazing, or put under cultivation, and yield good returns.

There are no swamp lands near Houston. There are, however, some lands that need draining, and this can easily be done.

Garden truck of every sort can be raised on land adjacent to the city. Celery and cauliflower both do well here. Cotton, corn, oats, tobacco, sweet and Irish potatoes, hay and sugar-cane, are the ordinary products of the soil here. Fruits do well, especially pears, and those grown here can hardly be excelled, even in California.

Land in Harris county can be purchased in tracts to suit all, either for farming or stock raising.

Among the large owners of land in and around Houston, are Col. John T. Brady, Hon. James T. D. Wilson, and Messrs. W. J. and J. J. Settegast.

Mr. Wilson's opinions are as follows:

The advance in the price of inside property of Houston has been ten to 50 per cent in the last eighteen months, and of acreage 25 to 50 per cent. There is not, to my knowledge, a business or store house, or residence in the city for rent at any price, and yet they are in great demand. Such as are being erected are leased before the work on them is fairly commenced. Parties looking for a three or four story building, suitable for business purposes, would have to wait until it was built. This state of affairs shows how the place is advancing.

All the residences or cottage houses of the city are renting at such prices as to pay from 10 to 20 per cent on the investment, and stores at from 9 per cent to 12. A first class eight or ten story office building would pay 15 to 20 per cent, and a first class family hotel, of which there are none yet, would pay as much or more. So also would apartment houses.

The real estate market is quiet just now, but it gives positive indications of great activity, ere many days. I have placed, myself, lately over a million-and-a-half of Houston ground, with a Denver syndicate, full particulars of which will shortly be given the public by the parties interested.

The city's advantages of situation, population, climate, municipal improvements, etc., considered, property here is the cheapest in the land. Wholesale business property is held at \$250 to \$385 a front foot. Most of it is occupied by renters, under long leases, and it is exceedingly low priced, income taken into account. A fair valuation for retail business property here, would be \$350 a front foot for ordinary, to \$900 for choice; residence sites, well inside, are worth \$15 a front foot, to \$35; choice suburban

property is worth \$5 to \$15 a front foot, and suburban building sites range from \$150 to \$350 a lot, 50 by 100 feet.

The business center is expanding steadily southward, westward and eastward; the residence precincts spreading most south and east, and the city, generally, in those directions also. At present, tracts of any size desired can be secured in the suburbs, and bargains are offered everywhere in the city.

The advance promised must come in the near future.

The residence advantages of Houston are those of an equable and healthful climate, ample water supply, schools and social institutions, employment and business opportunities.

The business advantages are those of a city, growing in wealth and population, in trade territory and influence, established in the position of railroad center for the State and the West; of the farthest inland city of the Southwest enjoying water freights, and thereby fast attaining importance as a manufacturing place.

Its advantage for manufactures lies in supply of materials, its cheap freight rates on fuel supply and distributed products, and the vast demand for them, made, not only by the State, but by all the new country of the West, by Mexico and Spanish America.

It is the best place in the land for industries requiring cheap wood, iron and fuel, all which are at hand; for cotton, woolen, woodenware, furniture, agricultural implements, carwheel and axle, and kindred manufactories. Sites for such factories can be obtained at prices ranging from \$100 a front foot down to donations in the suburbs. We guarantee good sites free to all comers with genuine enterprises.

Building costs less here than elsewhere, generally, in the country. This is the great lumber market of the state. Brick-clay abounds hereabouts. The city tax rate is only 2 per cent on valuations of a third to

a half of real values; the state tax only 90 cents on the hundred dollars. The city gives five years credit on street improvements. Mortgage loans are made at 8 to 12 per cent on 40 to 75 per cent of valuations.

Half a dozen building and loan associations are ready to assist the thrifty man to acquire a home. Rents, notwithstanding the demand for houses, are reasonable yet. An 8 to 10 roomed house brings \$40 to \$75 a month, according to its character and situation; a six roomed house, a mile out from the center of the city, \$25 to \$35. Small cottages are very scarce. They rent for \$10 a month to \$15 and \$20.

Farming lands in the vicinity of the city are in demand at from \$10 to \$100 for improved, and \$5 to \$50 for unimproved, the latter price close to the city. These lands are excellent for the cultivation of vegetables and fruits, corn, cotton, sugar, rice, tobacco, in fact, almost any sort of staple. Strawberries, set out here, pay as much as \$1,000 to the acre.

There is at present not any Real Estate, Builders or Manufacturers' Exchange at Houston, but the Houston Board of Trade and Cotton Exchange, and the Commercial Club, serve the purpose of such organizations. From the latter further information on these subjects can be obtained.

B. F. WEEMS, real estate, insurance and collection agent, and investment broker, of 18 Main street, near the corner of Franklin and adjoining the Commercial National Bank, has been a resident of Texas since 1860, the four years of war excepted, during which era he rose from the ranks, in Terry's Texas Rangers, to the position of captain and assistant adjutant general, upon the staff of general Jno. A. Wharton.

As an old resident, he has long experience of property and business affairs, hereabouts, and personal acquaintance with the prominent business men, of both the city and state.

As a real estate agent, he represents owners of 400,000 acres of farm and ranch lands, in the Southern part of this state, and of other lands in the Northern and Western parts. He has listed with him also a large amount of city business and residence property, chiefly in Houston, but some also in other places.

As an insurance agent he is the representative here of the following well known and substantial companies: The Guardian of London, England; the Greenwich, United States, Bowery, Manufacturers and Builders and National, New York Companies; the Girard of Philadelphia; State, of Des Moines, Iowa; Teutonia, Germania and Home of New Orleans.

He does also quite a brokerage business in stocks and bonds, negotiates loans, and makes investments for non-residents. As to his character, responsibility and business qualifications, he refers to any bank or business house of Houston.

BURROUGHS & BALDWIN, real estate, loan and general land agents at 86 Main street, have city lots and acreage listed with them for sale, to the value, altogether, of \$4,000,000. They have farm and ranch lands in nearly all the 200 and odd counties of the State, on their books to be sold. They are the sales agents for GARSIA & HARRISON'S addition, and also for RIVERSIDE PARK, one of the choicest suburban residence locations at Houston.

RIVERSIDE PARK addition to Houston, is located just two miles west of the Court house, right out Washington street, the principal and only direct drive west from the city. It is a short distance from Glenwood, and but a few blocks from the present street car terminus. It lies high and dry, has a smooth surface, broad streets, unobstructed Southern breeze, beautiful river front and perfect drainage. It is just close enough to the large oil mills and other manufacturing enterprises to make most convenient and pleasant homes for the mechanics

and others employed in them. The city is built up to the addition, and the electric line which is soon to go out Washington street by it, will make it easily accessible for all who want cheap and desirable homes.

Riverside Park is platted into lots large enough for cottage homes, but not so large as to be beyond the reach of persons of moderate means, and owing to its proximity to the manufacturing district and nearness to the business center, affords unexcelled opportunities for securing a home, and also makes a good investment, where the buyer can, in most cases, double his money every six months, for two or three years to come. Lots are for sale at low prices, upon terms within the reach of all who mean business. A liberal reduction will be made from lot prices on the purchase of a block, half or quarter block. The owners will not be undersold. Andrew L. Mentz, is general agent for it; Burroughs & Baldwin, special sales agents.

This firm began business last year. They are successors to Garsia & Harrison. Mr. Baldwin had been a real estate agent, however, for some years before that, and had also been a cotton planter. His knowledge of Texas lands is therefore not at all superficial. Mr. Burroughs is one of the youngest agents of the city, but having been born and raised here, he too, has special experience with respect to the property values, titles, taxes and people of this part of the country. Their office is at 86 Main street, in the Capitol Hotel Block.

THOMAS, BRIGHT & Co., real estate and stock brokers, of 2 and 4 Fox Building, corner of Main and Preston streets, have been in the business here for many years. Mr. W. W. Thomas, of the firm, is a native of Natchez, Miss., but has lived in Houston since 1872. He was formerly of Harral & Thomas, real estate agents, and he has exceptional knowledge of

the business, gained by long experience in it. Mr. J. H. Bright, his partner, came to Texas from Tennessee in 1875, and was cashier of a bank at Gonzales, in this State, for two years. He returned to Houston in 1882, and up to the time he went into partnership with Mr. Thomas, was an agent here for Eastern manufacturers. He is a director of the Gonzales Water Works Co., and of the Nashville & Tellico Railroad, which runs from Nashville, Tenn., to Tellico, N. C., and he is president, also, of the Texas Real Estate Association, which has headquarters at Waco, Tex.

This firm has listed with it now, some 1,500,000 acres of land in Texas, Mexico, Colorado, New Mexico and other Southwestern regions. They can accommodate buyers with tracts of any size, from an acre up to 300,000, and at prices from 10 cents to \$100 an acre. They have listed with them one very large tract, suitable for colonization in the State of Oaxaca, Mex., and one ranch in Texas, of 358,000 acres in a single body.

They are the agents, also, for sale of the CEDAR LAWN and RIVER SIDE PARK additions to Houston, the former situated a mile and three quarters west, and the latter, a mile and a half south of the Court House here. Both are high, dry, attractive and desirable residence additions. Street cars will soon be running to them. Lots in them sell from \$40 to \$250, according to location.

Thomas, Bright & Co., give special attention to platting and selling out suburban additions to Houston, to the negotiation of loans, and the management of the property of non-residents. They have gilt edged investments always on hand for those who want them.

The HOUSTON REAL ESTATE EXCHANGE, corner of Main street and Texas avenue, opposite the Capitol Hotel, has for its principals Wm. Hunter, A. E. Mack and S. Taliaferro. Messrs. Hunter

and Taliaferro are old residents here, long engaged in the real estate business as a specialty. Mr. Mack, also, has had lengthy experience of it. He was in it at Boston before he came here, about a year or so ago.

This firm has listed with it several hundred thousand acres of land, suitable for farm and ranch purposes, and located, mostly, in the Southern and Southeastern part of this State. They have choice lands, also, in Harris county, to settlers upon which they offer special inducements.

They have at least \$1,000,000 worth of Houston city and suburban property listed with them; amongst other tracts, one on the Texas & New Orleans division of the Southern Pacific Railroad, situated about three-quarters of a mile from the city limits of Houston, northeast of the court house. It embraces 300 acres of fine land, exceptionally well laid out for manufacturing sites. Inducements are offered for the location of factories there. Sites will be donated to genuine enterprises. They also have one of 4,000 acres, just placed on the market for subdivision and sale, which is especially suitable for truck gardening or fruit raising. It is situated only three miles north of the city and convenient to railroads.

The Southern Pacific runs through the great long leaf pine belt of Southeast Texas, and, with its connections, affords transportation facilities to all points in this State and the territories west of it, and Louisiana. The advantages to be derived from locating a factory here are, therefore, many and weighty.

Mr. Taliaferro is one of Houston's most prominent attorneys. He has been practicing here for seventeen years, and was city counsellor for five years of that time. He is a notary, also. He is a member of the Commercial Club, and also a property owner of note. He manages the office. He examines titles and fur-

nishes abstracts, a task for which his legal experience and training particularly fits him.

The HOUSTON LAND IMPROVEMENT Company, 54 Franklin street, is a building association, organized August 29th, 1890, with \$100,000 capital, to buy land and build homes here, for purchasers on the installment plan. It has already acquired a great deal of valuable suburban realty here, and has built for residents numerous houses, for sums ranging from \$1,600 to \$3,000, payable usually two to three hundred dollars cash and the balance in monthly installments, at ten per cent interest.

Its officers are all substantial business men. John H. Kirby is its president; W. C. Averill, vice-president; W. H. Bartholomew, treasurer, and Chas. H. Sprong, secretary. Messrs. Averill and Bartholomew are capitalists, resident at Beaumont, Texas. Messrs. Kirby and Sprong are members of the Commercial Club, and are interested in other notable concerns here.

Mr. Kirby is a director of the Planters' and Mechanics' National Bank, and is a stockholder, also, in the South Texas National, of Houston. He is a native of Texas, an attorney by profession, and is managing agent for the Texas and Louisiana Land and Lumber Company, of Portland, Me., and for the Texas Pine Land Association, of Boston, Mass.

The directors are Messrs. Kirby, Averill, Bartholomew, Young, and Mark Weiss, of Beaumont, Texas.

N. H. WORLEY, successor to Worley & Bond, real estate and fire insurance agents, of 12 Sterne Building, has at least a million dollars worth of property listed with him, comprising farm and ranch lands, and choice business and residence sites here in Houston. He does some rental business, and takes charge of property for absentees, and he buys, also, vendors' lien notes.

He represents, as an insurance agent, the Michigan Fire & Marine Insurance Co., of Detroit, Mich.; the Knoxville Insurance Co., of Knoxville, Tenn., and the United Underwriters, of Atlanta, Ga. He is agent, also, for the Southwestern Building & Loan Association, of New Orleans, which has branches in all the principal cities of the South and West.

In the various lines in which he is engaged, he does fully \$200,000 of business a year.

Mr. Worley is a Pennsylvanian by birth, but he has been engaged in business in various lines here for the last ten years.

JOHN P. IRVIN, dealer in pine timber lands and city property, in the Capitol Hotel building, is a Pennsylvanian by birth, but has been a resident of Texas for the last ten years. He came here in 1880, from the pine tree State of Michigan—where he had been operating in timber lands and mill sites—especially to embark in the business at this place.

He owns, himself, 140,000 acres of pine timber lands in the counties of Hardin, Jasper and Tyler, Texas, and also some of the most desirable business and suburban residence sites in the city of Houston.

He does not do a commission business. He handles his own property only, and is always ready for a trade. He will sell anything he owns at a fair price and on easy terms.

A. E. STERNENBERG, real estate, loans and insurance agent, of 80 Travis street, Houston, has been a business man of Austin, Tex., and this city, since 1850. He came here in 1863. From '73 to '80, he was secretary, treasurer and general manager for the Houston City Street Railway.

Mr. Sternenberg has at least 150,000 acres of Southeast and Southern Texas lands listed with him for sale, and about \$1,000,000 worth of Houston city property besides. He can furnish investors with anything in the way of realty, in fact,

from a twenty-five-foot lot to a 10,000-acre ranch.

He owns quite a little property here himself. He commands money to loan on good real estate security or commercial collateral, and he represents, as local agent, a number of the most substantial insurance companies doing business in this country. He is a notary public, also.

A. C. HERNDON & SON, real estate agents of 96 Congress street, do a general real estate and land business, but make a specialty of trading in acreage and suburban Houston property. They have been established since 1886. The senior member of the firm, however, has been in the business since 1871. He is the vice-president of the Commercial Club here, and is a well known and highly respected citizen.

As a native of the State, and formerly a planter, he is thoroughly posted as to its lands and characteristics. He has also had the necessary experience for operations in city realty. His son, Mr. J. B. Herndon, has been associated with him for several years, and also has special knowledge of their vocation.

Besides the suburban acreage listed with them, they have about 500,000 acres of Southern and Southeast Texas ranch and farm lands entrusted them for sale.

They give special attention also to the matter of investments for non-residents.

H. H. DOOLEY, real estate and loan agent of 5 Burns building, Houston, is a very large property owner here himself. He has been an alderman of the city and assessor and collector of taxes for Harris county, and if not the oldest, is one of the oldest, that is to say, longest established, real estate agents of the city.

He came to Texas from New York, in 1854. He was a merchant of North Texas before the war, and was an artillery officer during the four years hostilities.

Mr. Dooley has lands and farms for sale in all parts of Texas, in tracts rang-

ing from 160 to 150,000 acres in a body. These lands are worth from \$5 an acre to \$10 and upwards. He has over 1,000,000 acres of ranch property also listed with him for sale, situated in Mexico; among other tracts, one hacienda of 250,000 acres, stocked with horses and mules, for sale in whole or in part.

He also handles considerable Eastern and foreign money entrusted him for investment, and he does an extensive city real estate business also.

W. C. WAGLEY, real estate agent and notary, of 96 Congress street, Houston, has been in business there since 1871, longer than any other dealer of the city. He has been an alderman of the city, custom house officer at the mouth of the Brazos, and engaged in various lines that have given him an extended business acquaintance in all this part of the country.

Capt. Wagley has listed with him, for sale, a large amount of Harris county lands, improved and unimproved, and some of it timbered land, in tracts ranging from 160 to 10,000 acres; in all, some forty or fifty thousand acres of the most desirable farming lands in the county. These lands are also listed for sale or exchange with NEEDHAM & Co., real estate agents, of SIOUX CITY, IOWA, and CRARY & CRARY, real estate men, of OMAHA, NEB.

Capt. Wagley has on hand, and for sale, also, very desirable business, residence and suburban property in the city of Houston. He has, all told, probably \$500,000 worth of it. This property is all available for immediate improvement, or can be held as an investment with surety of excellent profits in a rapidly growing city like Houston. He has acreage suitable for platting or for manufacturing sites, in the outskirts of the city, also.

He devotes special attention to purchasing for investors, and buys and sells on commission exclusively.

BRINGHURST BROS., general land agents of 53 Main street, have listed with them farming and ranch lands to the amount of 200,000 acres and upwards, mostly situated in Southeast Texas, near this city. They also handle city property and act as the agent of non-resident investors in the property or mortgage securities of this part of the country.

They have both been resident here all their lives. Mr. Geo. R. Bringhurst has been a bank clerk here and was for several years city secretary and treasurer of Houston. He is a well known and popular business man. Mr. Tom Bringhurst was formerly in the cotton seed oil business here. They abandoned their former callings, to embark in this line, about three years ago.

W. F. HOPKINS, land agent, of the Taylor Building, Preston street, Houston, has been established in that line here, going on five years. He has been a resident and business man here for nearly twelve years. He was formerly a merchant of the city. He makes a specialty of the sale of state lands, and he has listed with him, by owners, a vast amount of fine timber, farming and grazing lands. He also handles city of Houston property to a considerable extent.

He does quite a business for non-residents, handling their property and money, also, sent him for investment. He has valuable property here, too, himself.

He laid out the addition, known as THARP AND GREEN'S, situated Southwest of the city, adjoining the city limits. It was sold in lots and blocks. He owned himself 48 lots there, but most of these are now sold. He has, however, other lots, in as desirable additions, for sale on long terms.

T. J. COLLINS, real estate and stock agent, of 96 Congress street, although only established in that line here since February, 1891, has been a resident of this part of the country for twenty-two

years, and is well known in Fort Bend and Harris counties—in fact, in all the territory tributary to Houston.

Mr. Collins has listed with him, for sale, perhaps 50,000 acres of lands in the county of Harris, which can be bought in tracts of from two to 16,000 acres, at from \$5 to \$100 an acre. The quality of these lands may be inferred from the character and production of some of his own which he is cultivating, which are contiguous, and to which they bear a marked resemblance.

This place of his is at Harrisburg, only five miles from Houston, and but seven minutes run by the Galveston, Houston & Henderson Railroad, and is accessible, also, by the Magnolia Park belt line. It is a 200 acre tract, set out mostly in nursery stock. He has 40,000 Le Conte and Kieffer pears, 38,000 two year old Niagara white grape roots, and 50,000 year old large soft shell Pecans. He has set out, also, six acres in watermelons, six in tomatoes, and twelve in cabbage, for all which there is here a steady and growing home demand; and he says that strawberries thrive here, as well as anywhere in the United States.

Mr. Collins is the owner, also, of 16 blocks of suburban Houston property, and he controls sale of 100 blocks of land of the same sort. These will be sold either in lots or blocks. He has also for sale fully five miles of water front, on Buffalo river, especially desirable for manufacturing sites, and he will donate ground for genuine enterprises to locate upon it.

N. A. DEWER, real estate, loan and collection agency of the Three Point building, Fifth Ward, has been a resident of Houston and engaged in business here for five years. He owns considerable property here, chiefly acreage and residence sites, for sale on easy terms. He will also build houses for buyers from him, and sell them on the installment plan.

He has about 160,000 acres of Texas

farm and ranch lands, listed with him for sale, but his specialties just now are the two additions known as RIVERSIDE and STAPLES & McCLELLAND'S additions.

Riverside addition lies high and dry along the Bayou at the head of Washington street. It is in a beautiful situation and has many advantages for the location of homes. The other one is in East Houston near the Southern Pacific rail road track. It is laid out for both a manufacturing and residence place. Street cars run to both.

Mr. Dewey is the representative here also of the Iron Belt Building & Loan Association of Roanoke, Va., and of the Southwestern Building & Loan Association of New Orleans, both of which operate on the plan common to similar associations of the country; also for the Texas Building & Manufacturing Company, which is making portable houses and wooden ware here, in a large factory in the suburbs.

P. WHITTY, surveyor, civil engineer and land agent, of the Opera House Block, is local agent at Houston for the NEW YORK & TEXAS LAND COMPANY, which has large holdings of farming, ranch and timber lands in Harris, Fort Bend, Galveston, Liberty and Orange counties, Texas. He acts as sales and rental agent both, for this company. He owns considerable real estate here also himself, and he is a director of the BAYOU CITY BUILDING & LOAN ASSOCIATION, and other Houston business enterprises.

Mr. Whitty came to Houston twenty-two years ago. He was at first engaged as principal assistant engineer in rail road construction in Louisiana, Mississippi and Texas, and was city engineer from 1874 to 1881. It was during his administration of the latter office that Congress street was paved.

He is open to engagement still for surveying and engineering work.

LAND LAWYERS OF HOUSTON.

IN the following sketches some of the leading lawyers and law firms of Houston are noticed:

HUTCHESON, CARRINGTON & SEARS, Sterne's Building, corner of Main and Congress streets, are ranked, by common consent, as the leading law firm of the Southwest. It is a notable firm, too, in the particular of its business interests and investments. Mr. Hutcheson is vice-president of the Planters' & Mechanics' National Bank here, and is a director in all the four compresses. Mr. Carrington is a director of the Commercial National Bank of Houston, and is president of the Houston Homestead and Loan Association. Mr. Sears is a large owner of real estate here, but he gives his attention strictly to practice of his profession, and holds no official position in business enterprises.

The law business of this firm was established by Messrs. Hutcheson and Carrington, in 1870. Mr. Sears joined them in 1885.

STEWART & STEWART, attorneys and counsellors at law, of rooms 1 and 3, No. 44 Main street, Houston, have a very large practice, not merely in Houston, but in all the courts of Texas—State and Federal. The senior member of the firm has been prominent as a lawyer and legislator here for twenty-five years. He has been a member of the Texas legislature several times, and has served the people of the State in other official capacities. He has been congressman from this, the First Congressional District of the State, for ten years past, but has recently retired, to re-enter, actively, the practice of law.

His partner, John A. Stewart, is his son. He graduated with high honors, from Columbian University, Washington, D. C., and has displayed talents for the profession of a high order.

This firm makes a specialty, of the

investigation of tax titles, and for this purpose, it has a complete record of the abstracts of Harris county.

GOLDTHWAITE, EWING & RING, leading attorneys of Houston, have their offices over the Houston National Bank, corner of Main and Commerce streets. Messrs. Goldthwaite & Ewing have been in partnership since 1885. Mr. Ring acquired his interest the first of the year.

Mr. Goldthwaite has been a resident of the State since 1850. He has been practising here for thirty years. He was attorney for the Houston & Texas Central Railroad for 25 years, before it passed into the hands of the receivers, upon which event, he severed his connection with it. He has always had a large practice here, and he has eschewed politics and other distractions, so as to give his business undivided attention.

Mr. Ewing is a much younger man than Mr. Goldthwaite, but he also has made himself a name at the bar. He graduated from the law school of the University of Mississippi in 1882, with the highest honors of his class, and he has served, by appointment, as Judge of both the Twelfth and Twenty-third Judicial districts of this State. Mr. H. F. Ring, the other member, is at present city attorney of Houston. He is a well known lawyer, resident here for eight years, continuously engaged in practice during that time, and exhibiting both in the preparation of his cases, and in their conduct in court, marked ability and thorough knowledge of the law.

BAKER, BOTTS & BAKER, attorneys, of the Gibbs Building, corner of Fannin and Franklin streets, are of counsel for the Missouri Pacific Railway, the Houston & Texas Central, the Missouri, Kansas & Texas, Texas Pacific Railway Company, the Houston Gas Light Company, Houston National Bank and other local corporations. They are a leading law firm of the Southwest, and have an ex-

ceptionally large practice in all the courts, State and Federal.

Judge Baker, senior member of the firm, came here in 1872, and soon after established himself in partnership with Mr. Botts, who had been practising here since 1857. Mr. James A. Baker, Jr., came into the firm in 1880. He is a native of Texas and is one of the directors of the Houston National Bank, and has gained a national reputation as a militia officer while captain of the famous Houston Light Guard, which he commanded in several of their successful competitions for the honors of interstate drills.

CLINE & CLINE, attorneys and counsellors at law, and real estate agents, of rooms 8 and 9, Taylor Building, are father and son. Mr. Henry Cline, the father, is a graduate of the University of Louisiana, and has been a member of the bar of Texas since 1861. He was a member of the Texas Constitutional Convention of 1875. He has been dealing in real estate and lands ever since he settled here, and has been prominent in that business also; and he has acquired a great deal of valuable real estate here.

Mr. Henry B. Cline is superintendent of the schools of Harris county, and is now serving his second term in that position. He is an educator of experience, and is also a practising attorney, graduated from the college at Gettysburg, Pa. As real estate agents, this firm does a large business. They have city and suburban property of all kinds, suitable for business, residence or manufacturing purposes listed with them, and farm and ranch lands in Southern and Southeastern Texas.

As lawyers, they give special attention to real estate litigation, probate business and the claims of heirs. They have completed (after twelve years' work), abstracts of the records of titles in Harris, and the adjacent counties of Tyler and Hardin; and also of Sabine Pass and Houston

City. They not only have an abstract of everything on record affecting titles in Harris county or Houston City, but from their long residence here, and their wide acquaintance, are in possession of the history of families through whom titles have passed, and hence their opinions on titles to property insure their clients against loss. The laws of Texas make an abstractor liable for the accuracy of the abstract; and they are financially responsible.

They have correspondents in almost every county of the State, and they speak both French and German.

CHAS. E. DWYER, attorney at law, room 10, Fox Building, Main street, was admitted to the bar in Missouri, in 1867, and to the bar of the Supreme Court of that State, in 1869. He afterwards engaged in the railroad business, and in 1883 was admitted to the bar of this State, and subsequently to the bar of the Supreme Court of Texas. He gives his principal attention to land litigation, and has numerous correspondents throughout this State and elsewhere. He has resided here for over seventeen years, and is generally well-known to the community.

He has also been connected with the press of the State, and, incidentally, correspondent for some of the leading papers outside of it, and has been, and is, a frequent contributor to the leading papers of the State, upon the principal subjects of legislation before the public.

He served in Company A, First Illinois Cavalry, the first volunteer regiment of cavalry organized for the late war, and was afterwards detached from his company and placed in the United States Military Telegraph Corps. He remained in the United States Military Telegraph service until some months after the close of the war. Then he began his studies for his profession, and, as aforesaid, was soon after admitted to the bar, and commenced the practice of law.

HENRY F. FISHER, attorney and counsellor at law, has his offices in the Hornberger Building, corner of Congress and Fannin streets, Houston.

He is a native Texan, educated at the Royal Gymnasium of Wiesbaden, Germany, and admitted to the bar in 1877. He enjoys a very extensive practice, and has been counsel in many important cases, and, because of his great ability and learning, ranks among the foremost lawyers in Texas. His success as a criminal lawyer has been remarkable.

He is a ready speaker and a logical reasoner; he has held many high positions of trust; he is a gentleman of much polish, and highly esteemed by his associates and clients.

BURKE & KIRLICKS, attorneys, of 300 Preston street, Houston, have been in partnership about three years. Mr. Frank S. Burke is a native of Houston, and has been prominently engaged in practice here for the past seven years. Mr. John A. Kirlicks is an old resident—since 1858, in fact. He has been practicing law here for the past eleven years, and has served the people of Harris county in several official capacities, notably as county clerk and as member of the twentieth State legislature.

They practice in all the Courts, State and Federal, and have been more than ordinarily successful with the many cases entrusted them.

They are both members of the Commercial Club, and both interested in real estate here. They make a specialty of real estate and commercial practice.

G. W. THARP, attorney at law, of the Prince building, 78 Main street, has been practicing his profession in Texas, since July, 1880. He is a native of Ohio, was educated at Oberlin University, is a graduate of the law school of the University of Michigan, and since he came here has built up a large and lucrative practice.

He is attorney for the Southwestern

Telegraph & Telephone Company, and has other notable clients. He has cases in all the courts, State District and Appellate, and in the Federal tribunals also.

He has also dealt largely and successfully in Houston real estate.

W. P. HAMBLIN, attorney of Houston, is a native of the state, and is of an old Texan family. His father and grandfather both are buried at Houston. He was educated in the state and was a pupil in law under Judge Sabin, of Galveston, and Governor Henderson.

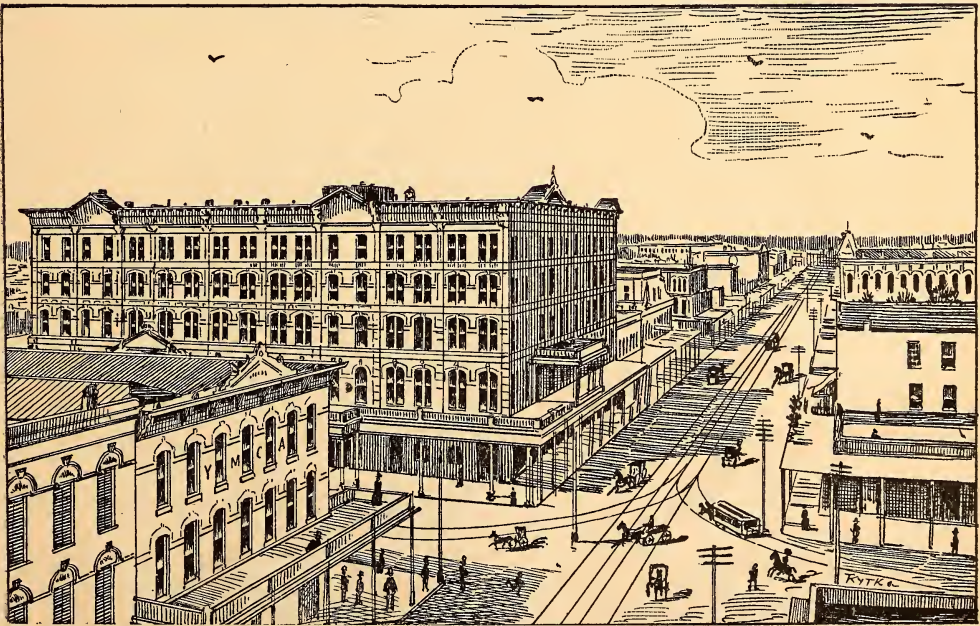
He was called to the bar in 1855, and is the only survivor of all who were in the profession then, either here or at Galveston. He has a general practice in all the courts, State and Federal.

He was the representative of Harris county in both the twenty-first legislature of Texas and the twenty-second, recently

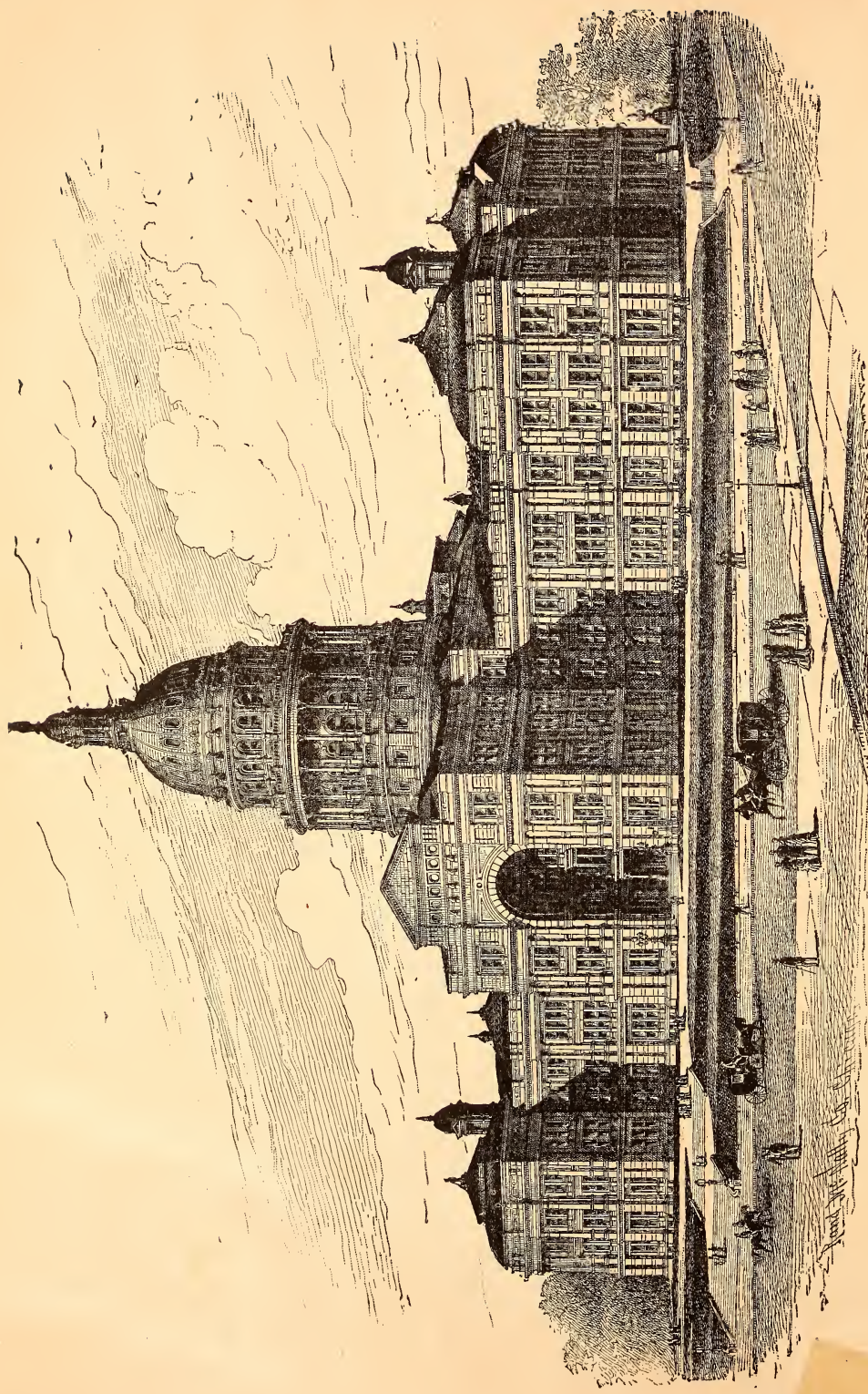
adjourned, elected to the office by his party, the Democracy of the county.

He owns considerable property here, accumulated during his long and successful professional career, and he has just completed a very fine residence, which he will occupy as his home.

F. F. CHEW, attorney, of the Prince Building, Main street, Houston, came to Texas from Mississippi, his native state, in 1859, but did not begin practice of the law here until after the war. He is a full graduate in the literary and law departments of the University of Mississippi, (situated at Oxford in that state), and has had the sort of practice calculated to make him proficient in land and corporation law business, which are his specialties. He is the attorney for the Houston, East & West Texas Railroad, and has other important interests entrusted him in his capacity of counsel.



MAIN STREET, LOOKING NORTH FROM TEXAS AVENUE.



STATE CAPITOL, AUSTIN, TEXAS.

HOUSTON AS A CENTER OF TRADE.

ITS ADVANTAGES AND PROSPECTS.

THE SHIP CHANNEL.



HOUSTON'S combination of transportation facilities, by land and water, has been its making. And the further development probable of its advantage in this particular—by the building of new railroads, from and to it, or the extension of the old, by the making of several deep harbors on the Gulf coast near it, and by the enlargement of its ship channel, all which are progressing or proposed, promises to advance it shortly to the position it would attain, that of Entrepot and Emporium for the West and Southwest.

The railroads have already made Houston a great distributing center. They have been drawn to it by the fact that it is seated upon a short and direct passage by water to sea, and is the city farthest inland enjoying the advantages of a port. They have sought it, perhaps, the sooner, because of the rich traffic, all its own, derived from the fields and the forests that encompass it. They have borne it the cotton, which is the great staple of Southern commerce, and enriched it like so many affluents watering the roots of its trade.

But the great fount of the city's prosperity is the Bayou or Buffalo river, as, from its volume and service, it better deserves to be called; by which stream

Houston is furnished an outlet to that greatest of all highways, that highway of highways, the high seas.

A curious stream this Buffalo Bayou; especially unique in the measure of its utility. It is only forty miles long; but, for thirty miles of its length, it is navigable. In the heart of Houston it is ten feet deep; at Port Houston, three miles down, fourteen feet to twenty-two.

PROPOSED IMPROVEMENTS.

It carries nearly all the drainage of Harris county, and is fed by springs in its bed besides. Numerous minor bayous and creeks—chief among them White Oak Bayou, which joins it in the center of Houston itself—augment its volume. It leads into the San Jacinto river with soundings at its mouth, of thirty feet; but that stream lessens much in depth a few miles further on, where it spreads out over the shallows of upper Galveston Bay. A canal, next, of twenty feet depth, cut by private enterprise, shortens this route to sea at Morgan's Point. Thence, through Galveston Bay to the anchorage near its entrance, the government has opened, and is maintaining, a ship channel of twelve feet depth, which originally was all that was required. But the work, already done on the bar at the mouth of the bay, has deepened the entrance from the gulf to fifteen feet, and Houston looks to the powers that be for continued improvement of the Bay Channel and Bayou.

For the government work on them aims

merely at twelve feet clear depth, and 100 feet width of the passage from White Oak confluence in the City of Houston to the anchorage ground in the harbor of Galveston. And now that the outer bar of Galveston Bay is being removed, so as to make the Island City a port of the first order, Houston demands an additional improvement of her water-way throughout, to fifteen feet, so that she may share in the advantage derived from the Galveston jetties, and is memorializing Congress to that effect.

This extra three feet depth is held to be necessary for the transportation down stream of the increasing freightage of Texas cotton, cotton oil, lumber, and other products, and for the return of the coal required by the growing manufactures of the State; for the export trade of the West now turning this way, and also for the COASTING and SPANISH AMERICAN trade, which Houston hopes to enlarge and upbuild. Improvement of this Houston water passage is really auxiliary to the work of providing Galveston with an ample entrance way to its commodious haven; which work, under the \$6,500,000 appropriation of the government for it, goes steadily and cheerily on.

THREE SEAPORTS ADJACENT.

BUT whatever the action of the government in this particular, and whatever the result of the harbor work at Galveston, Houston has other strings to her bow. At the mouth of the Brazos river, on the gulf, but sixty miles distant southwest from the city, a private corporation has almost completed a deep water entrance to the harbor of the river; and at the mouth of the Sabine, not much farther off southeast, a similar project is maturing. By railroad connections built already or building, a choice of these three ports will then be afforded to Houston, Galveston, Velasco at the Brazos, or

Sabine Pass, with all the favor, incidentally, of the competition naturally arising between the three.

Meanwhile, however, the Bayou, with its extension of river, canal and channel, continues in its stewardship of the seaward commerce of Houston, as it has for fifty years past. The first entry of freights, by means of it, was that of the schooner *Rolla*, from St. Josephs, Fla., April 21st, 1837. "Since that time," says a sketch of the Bayou, from which we quote, "the navigable facilities of the stream have been fully employed. Steamships and barge lines have contended on these waters for the carrying trade of the gulf, with the railroads, in and out of Texas. The competitive influence of water transportation, even on the limited scale of navigation afforded, has been a powerful factor in fixing freight charges, inland. And, to the enlargement of these facilities, the great mass of the people of the Eastern side of Texas, at least, and, in a measure, of the whole great West, look for the cheapening of their rates of transportation."

ADVANTAGES RECOUNTED.

To quote further from this account of the bayou and channel, originally published in the *Houston Post*, of May 19th, 1890:

The number of steamships and sailing vessels from ports outside Texas, navigating Buffalo Bayou, has reached, in a single year, 355, with a total tonnage of 301,199 tons. At the same time there was engaged in the trade, with ships in the Galveston roadstead and stream, and in and near the Gulf, and with Galveston and the Texas coast, sixty-nine vessels of all classes, with a total tonnage of 15,355 tons.

A large part of the imports entered at Galveston has been for Houston account, and has been transported by Galveston

Bay and the Bayou direct to Houston. The number of vessels engaged thus has been ninety-two in a single year, many of them steamships and sailing vessels of considerable tonnage, and the foreign importations so entered have reached, in a twelve months' time, the sum of \$568,100.

Of cotton, 3,760,109 bales have been carried from Houston down Buffalo Bayou in the last twenty years, and, besides it, a vast miscellaneous traffic, with less than the usual risk. Of miscellaneous freights, over 560,000 tons have gone by the Bayou, from Houston, in the last ten years, and of cotton, the shipments over this route now closely approach a total of 300,000 bales a year. The bulk of this business was done by the Houston Direct Navigation Co. (mentioned on page 39 of this work), but there are numerous other craft, steam and rail, also plying up and down the bay and Bayou.

Perhaps ten per cent of the cotton carried down the Bayou, gulfward, goes coastwise direct by steamships of the Morgan and Mallory New York lines; the rest is loaded on shipboard from the barges in Galveston Bay or the Gulf, without other charges than those of freight.

THE BUSINESS FACILITATED.

THE real tidewater base of the South-western systems of railroad is Houston. All the roads connect here with the water way. Most of the lines have extensive river frontage, and all of them have transfer facilities to and from the water. Cotton for through shipment, by water, is discharged direct from the cars to vessels alongside the wharves. Two of the cotton compresses of Houston are located right on the water front, with tracks in their rear connecting with all the railway lines. The cotton is unloaded from the cars into the compresses,

and thence into the vessels, without any additional charge for handling, drayage or transfer. One of the largest cotton seed oil manufacturing establishments in the United States is similarly situated. Its product is principally exported to Europe, and goes direct from the mill on barges to the vessel. The grain elevator, likewise, has this advantageous position. New terminal facilities at Port Houston, on the river contiguous to the city, with rail connections with the business center, and all the trunk lines, are now in course of construction. All the economies that are possible, with the obstructed navigation, have been brought to bear.

Houston is in the heart of the great cotton producing district of Texas. As the junction of land and water routes, it possesses great advantages as a cotton market.

The economic handling and shipment of the staple here, the high quality and enormous production of the country surrounding, has attracted an extraordinary business to the city. It is the first of inland cotton markets. Representatives of all the great cotton houses of the world frequent it. It grows steadily in this respect. Its net increase of receipts in six months of 1889-90, was 50 per cent. In that same season, over 30 per cent of the gross receipts of this market were shipped by the Bayou route for exportation, either foreign or coastwise, notwithstanding the competition of two lines of rail to the port of Galveston, and one to New Orleans. Large cotton oil manufactures, incidental to the cotton trade of the city, have sprung up also. From these industries export trade originates, which, in its evolution, will eventually embrace, along with the products of the mills, the cattle which they fatten on their refuse, and this suggests the possibilities, also, of refrigerated meat shipments, by this same singularly convenient waterway.

EXPORTS OF LUMBER.

STRETCHING northeast from the very doors of the City of Houston, for over two hundred and fifty miles, eighty miles wide, are the great pine forests of Texas. East of them, for over fifty miles, are the pine forests of Louisiana. Millions of acres of splendid timber are yet untouched. The great lumber mills in the midst of these forests, or upon the rivers and streams that run through them, are adequate already to the supply of a heavy export trade, in lumber, from Houston. The lumber tonnage brought into Houston, annually, by one of its great lumber roads, exceeds that of the entire cotton crop of the State. Competitive rates of freight, and the certainty of return loading for cars, will bring lumber to tide-water at Houston, for export, when the navigation improvement in progress is completed, and this trade should be largely increased when the outer bar of Galveston Bay is removed to a depth sufficient for all the demands of commerce. Then partially loaded vessels can be fully laden from Houston barges, in the protected roadstead of the bay of Galveston, known as Bolivar Basin, to which the Bayou channel ultimately leads. And the return cargoes provided, the shipping bringing importations of sugar, molasses, coffee, fruits, salt, chemicals, tin, and heavy iron material for Texas and the West, will cheapen greatly the cost of these importations to the consumer of them.

MANUFACTURES BENEFITTED.

AND so soon as the impediments to navigation of this waterway to Houston are removed, the superlative advantages of the city for industrial concerns, ought to ensure the rapid growth of its manufactures. Houston is near the extensive and valuable ironfields of East Texas. It has the prodigious pine belt of the Southwest

at its gates. It has the competition of Alabama coals, brought by water, with Indian Territory and other western fuels, carried to it by rail. It has cotton, sugar, wool and other agricultural staples of its field for raw material. It has a temperate and healthful climate, a labor supply encouraged to industry by the easy acquisition of the comforts and home. It has a growing home, and something also of an export, market. It has already many mechanical establishments of note, among them, three great railroad shops, employing 750 men, those of the Southern Pacific, Houston & Texas Central, and Houston East & West Texas roads. In its abundance of live oak, cypress and other ship timbers at hand, is opportunity for the building of small craft; in the flocks and herds of the ranges of Southern and Southeastern Texas, possibilities for weaving, tanning, packing and meat shipment, without end.

FOREIGN TRADE INVOLVED.

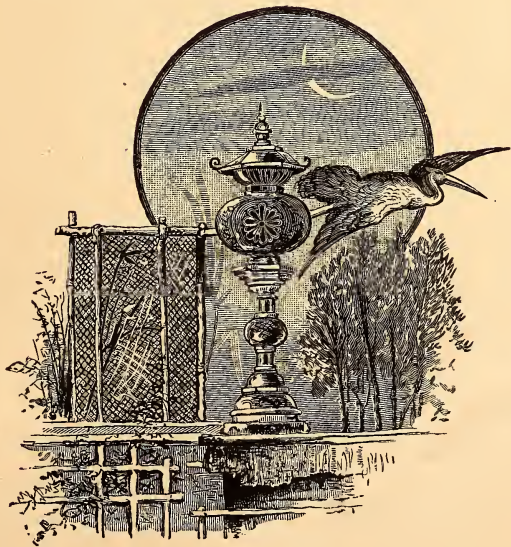
THE opening of the through railway line to Denver, connecting at Fort Worth with the trunk lines to Houston, has turned toward Houston a vast carriage of western products and merchandise, which for transportation to market—for market itself in reality, was formerly entirely dependent upon routes leading East. Along with this, now, comes also shipments from all parts west of the Mississippi. The great bulk of this traffic is billed to coastwise destinations, largely to New York and way ports, or is for export, and it would all take shipping at Houston, if the fifteen foot channel was made.

To the man who observes the tendency of the West, to seek an outlet to the markets of the world by way of the Gulf (which tendency is exemplified in the several deep water conventions, trans-Mississippi congresses, etc., recently held), nothing need be said concerning

the advantage of shortening and improving the lines of communication that lead to the sea past Houston, and thereby cheapening the charges for freights. The work of further bayou and channel improvement proposed, contemplates simply fetching the sea 50 miles further inland. It is a work of easy character. Its progress already is assurance of entire success. And the benefits to be derived from it, by the producer of the West and Southwest, by the coastwise carrying trade, and by the country at large through the development of commerce with the neighboring countries of the Gulf and contiguous to it, are simply incalculable.

The argument urged for a deeper channel from sea to Houston—applies equally to internal traffic to coastwise home trade, and to coastwise foreign. Houston is only about 650 miles from Vera Cruz and only 800 from Havana, and therefore,

within three days run, by light draft steamships, from these ports. It is the nearest Gulf railway center to Mexican, Yucatan, Central American, West Indian and Caribbean ports. San Jacinto bay and river, the furthermost arm of Galveston bay, affords all the anchorage and quarantine grounds for vessels, engaged in this trade, that would be necessary. It is a settled policy of state now, that to these rich tropic lands south of us, American enterprise must look for its future commercial conquests. They are adjacent to us, harmonize with us in spirit of government, and we have a right to expect closer commercial relations with them. This waterway to Houston is clogged merely; the barriers are slight and easily removed, and its improvement will be one of the means conducive of the results that have been sought by Pan-American diplomacy.



PRINCIPAL BUSINESS CONCERNS.

COTTON is king in the commercial domain of which Houston is the capital. The great bulk of the traffic of the city is in it, or dependent upon it. The lumber production of the region tributary to Houston contributes also largely to the importance of the city as a trade center. Manufactures of considerable aggregate and variety, sugar, wool, hides and other Texas products, swell the grand total of its business. But cotton is easily first of the lines of trade in which the capital and enterprise of the city are embarked.

The State of Texas is now producing a quarter, nearly, of the whole cotton crop of the country, and most of the cotton of that State is raised in its eastern third, for which district, Houston, by reason of its conveniences and facilities for the trade, is the principal market. A half, at least, of the Texas crop is handled at Houston.

The growth of its trade in this leading staple of the State and of the South, is a fair measure of its commercial progress. The gross receipts of the season of 1889-90, to February 14th of the latter year, were 716,304 bales. Those of the entire season previous were but 675,504 bales. The net receipts of the season first named were 268,502 bales, and of the whole season previous, 174,583 bales. The business has doubled in the last ten years, and Houston has risen steadily in rank as a market, until it has reached the position of the first inland cotton center of the country.

It has achieved this distinction and favor largely by its transportation facilities, not least of which, as we have pointed out, are its advantages for coastwise and for-

eign export, afforded by the Bayou passage to sea; and by providing all the requisite compress and storage, transfer, banking and Exchange accommodations for the trade. It is chiefly because of the fullness of these accommodations that it is the resort of many representatives of Eastern and foreign dealers and spinners, of brokers, buyers and others engaged in the trade.

Reference has already been made herein to its railroads, its barge lines, its banks and its Exchange, and nothing additional seems to be necessary upon those topics. An account of its compress and storage facilities may, however, now appropriately be made.

COMPRESSES AND WAREHOUSES.

THESE, in a word, are ample for the business to be done.

The four presses of the city cover, with their yards, a total of twenty-two acres. They have storage for about 15,000 bales each, or 60,000 altogether. Their compressing capacity is 1,000 bales a day each, or 4,000 bales a day aggregate. They have switches to all the railroads, and to the barge line landing, also. They handled, last season, 315,000 bales.

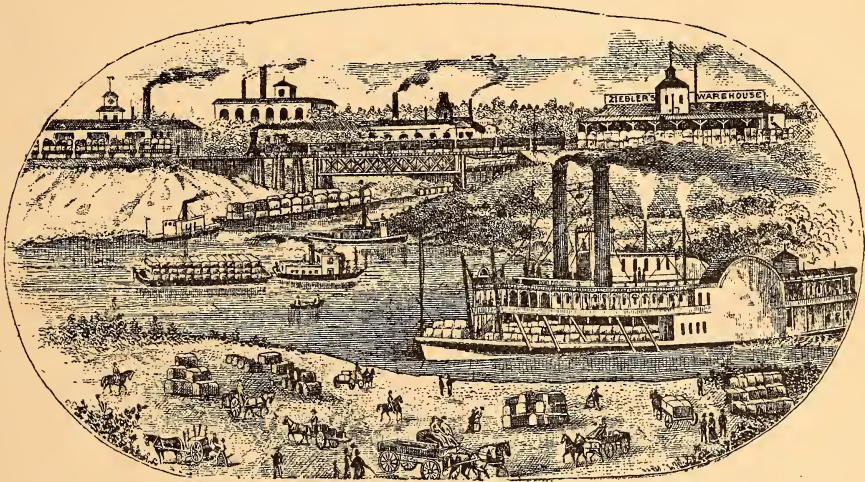
THE UNION COMPRESS & WAREHOUSE Co. operates three compresses here, and is, in respect of the facilities it affords the cotton trade of the city, the wages it distributes, and other circumstances, the most important enterprise of Houston. It has \$350,000 capital paid in. Its three presses have an equipment sufficient to handle 3,000 bales a day, or 375,000 bales during the season. It has some 400 employes, to whom are paid in wages, at least, \$3,500 a week.

The three compresses operated by it, are the **BAYOU CITY**, situated on Buffalo Bayou, between Elysian and Maury streets, Fifth ward, the **INTERNATIONAL**, on the track of the International & Great Northern road, in the Fifth ward, and the **PEOPLES'**, situated at the track of the Galveston, Harrisburg & San Antonio road.

Chas. Dillingham, receiver of the Houston & Texas Central Railroad, and vice-president of the South Texas National bank, is president of the Union Compress Co., J. C. Hutcheson, of the firm of Hutcheson, Carrington & Sears, leading

bales under cover, and has seventy-five employes, with a weekly pay-roll of over \$1,000. S. K. Dick is president of this company; W. M. Read, secretary and treasurer.

ZIEGLER & Co., of Houston, operate a ginnery and pickery, do a warehouse business (storing cotton for farmers), and a general business in cotton. They are located on the bank of the Bayou, adjacent to the steamboat landing, where barges can be loaded with cotton and other merchandise for transportation straight to the ships' side at Galveston. They own the property they occupy, and



ZIEGLER & CO.'S COTTON WAREHOUSES.

lawyers of the city, vice-president; T. W. House, banker and cotton factor, secretary and treasurer; and S. K. Dick, of Inman & Co., general manager.

The **INMAN COMPRESS CO.** owns the press at the junction of the Houston & Texas Central and Southern Pacific railroads, known as the Inman press. This is one of the largest and most completely equipped presses, not here, alone, but in the South. It has a ninety-inch **STEERS-MORSE** press, of 1,000 bales daily capacity; is as nearly fire-proof as it is possible to make it, and has every appointment, besides, to insure it against fire. It has storage for 15,000

other valuable pieces here, besides; and maintain an office, also, at the Hotel Boyles. An engraving on this page shows their place of business.

They are large buyers for export, and also for shipment to Eastern mills. They have storage capacity for about 4,000 bales, and they handle, during the season, between thirty and forty thousand bales. They have a ginnery of the latest pattern, equipped with two sixty-saw gins, and two steam presses, elevators, carriers, etc., and they employ about thirty hands in and about it. This gin has about forty bales capacity a day.

The Messrs. Ziegler are natives of the city, established in business here since 1870. They are prominent members of the Cotton Exchange, and also belong to the Commercial Club. Mr. J. W. Ziegler is also a member of the firm of Ashe & Ziegler, real estate and land agents, of Houston.

LEADING COTTON HOUSES.

THE aggregation here of many large houses engaged in the trade as factors, or incidentally as jobbers—for cotton enters largely into trade of all kinds here—*itself* facilitates business in the staple. Several of these larger houses provide storage for themselves.

The following are some of the most notable Houston houses of this line:

INMAN & Co., cotton merchants, corner of Main and Franklin, have been established at Houston since August, 1882. They are a branch of the great cotton house of S. M. INMAN & Co., Atlanta, Ga., and are the largest handlers of cotton in the State. Their business, in fact, contributes largely to give the parent house the position of eminence it occupies in the trade.

LUCY & Co., cotton buyers and shippers, of Memphis, Tenn., and Houston, have been established and doing business in this market for the last five or six seasons. They have an office in the Pillot Building, and are represented by Mr. C. H. Lucy, one of the firm, a son of H. C., the head of the house in Memphis, which is its headquarters.

During the season just closed this house handled here alone 30,000 bales. This was 12,000 bales more than in the season before. They buy for Eastern spinners, and also for export to Liverpool and the continent.

Mr. C. H. Lucy is a member of the Cotton Exchange and Board of Trade here, and is ranked with the largest and

most substantial men of his line in this part of the country.

C. S. WIGG & Co., cotton buyers, of 57 Commerce street, are the representatives here of very large cotton houses of Bremen, Antwerp and the continent. They buy also largely for Eastern spinners. Last season they handled 35,000 bales. They buy only in Texas, and chiefly in this market.

Mr. Wigg was raised to the business in one of the several establishments of the old cotton house of Geo. Wigg & Co., New Orleans, Memphis and Galveston. He has been a resident here for about three years, and is a prominent member of the Cotton Exchange.

MACATEE & Co., cotton factors and commission merchants, and importers of Portland and Rosendale cements, and other building materials, at Washington and Fifth streets, have been established since 1865—that is, Mr. W. L. Macatee, the sole proprietor, has, for the “Co.” of the firm name is nominal merely. He has been a business man here, indeed, for the last thirty years, and a very successful one.

He owns his place of business, a large two-story brick, which he erected in 1865, and in which he carries cements, lime, plaster, fire brick, and other masons' and plasterers' materials, and also fruits, poultry, eggs, butter and produce generally. For this latter branch of his business he maintains complete cold storage facilities.

Mr. Macatee is a member of the Cotton Exchange, and prominent therein by reason of his business as a factor. He is the owner of valuable property in Houston, in fact, is one of the solid men of the city. He has been an Alderman of the city, and has held, also, other official preferments.

DAVIS, WATTS & Co., cotton dealers and brokers, are buyers of the staple in nearly all the Texas and Arkansas markets. They handle about 30,000 bales in the aggregate, a season, and do business at Little Rock and Pine Bluff, Ark.,

Waco, Tex., and other larger interior cities, where cotton makes the bulk of the trade.

They have been established here about four years. Mr. Davis has been in the business for the last twenty years. He was in it as a factor, at Charleston, S. C., before he came here. His partner is Mr. W. J. de Treville, jr., who, previous to his connection with the house, was a college professor. Their place of business is at 55 Commerce street.

D. L. CAMPBELL, general commission merchant, of 34 Travis street, makes a specialty of the trade in cotton, sugar and grain, on consignments of which in hand, or on receipt of bills of lading, he makes the usual advances. He has been in business in Mobile, New Orleans, Austin, and here, for fifty years; in Houston since 1881. He has been very successful here, and has acquired property and other interests. His opinion of the city, based upon his experience of it during the last ten years is, that no place in the South rests upon a more solid foundation, or has a future of brighter promise. He is a member of the Cotton Exchange, and, as a man and merchant, very much respected.

SUGAR, WOOL, HIDES, ETC.

MANY of these dealers, the factors especially, combine with the trade in cotton, dealings in Texas sugar, wool, hides, and even grain.

The sugar production of Southeast Texas, is, by a late census bulletin, about 14,000,000 pounds a year. Some of this is marketed at Galveston, and some of the West Louisiana plantations are shippers to Houston. Reliable estimates make the sugar and molasses trade of the city about \$1,500,000 a year.

The sugar business in Texas is an infant industry, but it promises to add largely to the commerce of Houston.

The sugar district of the State, embraces, as present, four counties, contiguous to Harris, in which Houston is situated, known as the Sugar Bowl of Texas, Brazoria, Matagorda, Wharton and Fort Bend. The product marketed is the yield of about 15 large plantations, operated under the old system of mill and plantation combined. The new Louisiana plan of central factories, has not yet been introduced here.

The business has been profitable hitherto, and, with the bounty now paid, should be more so. There are 20,000,000 acres of lands in the Southeast and Southern Texas, adapted to the growth of cane, enough to raise the entire sugar supply of the Union.

The Sugar Planters Association of the State has made Houston its headquarters. A project is afoot to establish, at Houston, a large sugar refinery.

While the ranges of Southern and Southeastern Texas have been measurably circumscribed by the advance of the man with the hoe, the cattle breeding industry is still one of importance in that section. The transition goes on from ranges to ranches, and from ranches to plantations and farms daily, but the number of cattle and sheep in the State, is nevertheless increasing. The change is rather one of methods than of industries.

Houston occupies a position that naturally attracts trade in wool and hides. It has a business in these staples of upwards of \$500,000 a year, engaging several substantial houses, among them the following:

JOHN FINNIGAN & Co. are, perhaps, the largest and most successful, as well as the most widely known, dealers in Texas hides and wool. Their place of business is opposite the Grand Central Depot.

Mr. John Finnigan commenced the hide business in this city in 1875. At that time Houston had merely a local trade, small in both volume and value.

In the year 1881 he formed a partnership with Mr. R. E. Paine, as John Finnigan & Co.

The business having grown to be one of magnitude, it became necessary to open a house in New York, and, in 1888, Mr. Finnigan removed to that city. There he now lives, manages the business, and disposes of the shipments of the Texas house. The Houston (or Texas) business is conducted by Mr. R. E. Paine, to the general satisfaction of all who have dealings with the house.

This year they propose to establish a wool commission business, and to solicit consignments of large clips from all parts of the State. They have ample capital and unexcelled facilities for the proper handling and disposition of the staple. Mr. E. W. Gruendler, who is well known to the wool growers of Texas, is now connected with the firm, and is soliciting wool consignments for it. He will assist Mr. Paine in the grading, classification and sale of all wools consigned to the house. It is intended to conduct this department of the business to the satisfaction of buyers and sellers alike, and not for a season or two, merely, but until Houston, which is the natural market, becomes the real and only market for the sale of Texas wools.

E. SIEWERSSEN, corner of Commerce and Milam streets, Houston, is a dealer in hides and wool. He is successor to Hartwell, Siewerssen & Co., established in 1885, of which firm he was a member, and which was successor, itself, to a firm previously established for several years.

Mr. Siewerssen does a very large business. He is a buyer of these staples in all parts of the State, chiefly, however, in Southeastern Texas, and is a large shipper to Eastern markets. He solicits correspondence and consignments, and will pay the highest market price, and make the usual advances.

PRODUCE, COMMISSION, ETC.

HOUSTON'S trade, in grain and hay, is estimated \$800,000 a year; and, in fruits and produce, nearly \$500,000. The setting out of numerous orchards and of truck farms, lately, in the vicinity of the city, promises greater importance in the future to the produce trade.

The following are leading houses in these lines:

KING & KUHLMAN, wholesale grain dealers and commission merchants, of the Concrete building, 55 and 57 Commerce street, are successors to R. E. C. Wilson, engaged in this line here, largely, for many years. They bought him out last year. They are commission dealers, and receive largely, grain and flour on consignment; but they do more business for their own account than any other way. They have large storage facilities and the capital too, to make advances, and they have added considerably to the business they purchased, by enterprise and good management.

Mr. King was formerly with Conklin, George & Gaines, wholesale druggists here, and is well known in the business community. Mr. Kuhlman is also a man of business experience. He is manager of a large estate, also, left by his father, who, in his lifetime, was a leading merchant here.

JOHN J. HYDE, wholesale produce commission merchant, with butter and cheese, hides and pelts as his specialties, is successor to Thompson & Hyde, established in 1886. He does a business aggregating in sales, at least, \$300,000 a year. He has large dry air refrigerators in his place of business, at 2 and 4 Main street, corner of Commerce, for the storage of perishables, and he is a direct receiver from the large Western and Northern dairymen. He is one of the largest shippers, also, from here, of Texas products to Eastern points.

Mr. Hyde came here from Baltimore, Md., in 1875, and he has been a business man here ever since.

CHARLES P. SHEARN, commission merchant and dealer in corn, oats, bran, hay, etc., at 2 to 6 Travis street, is successor to Barrell & Shearn. He has a large city trade, and is a shipper to all parts of Southeast Texas. His trade will aggregate \$250,000 in sales a year.

Mr. Shearn was formerly in the banking business here. He has been a commission merchant about four years. He owns property here, is a member of the Cotton Exchange, the Commercial Club and other organizations of the business men, and, both as man and merchant, ranks A1 in the community.

HOUSTON'S LUMBER TRADE.

THE trade of Houston in lumber and shingles is nigh \$15,000,000, in the aggregate, a year. This trade comes from the mills of the contiguous forests of pine and cypress in Eastern Texas and Louisiana, the most extensive and valuable timbered domain of the land.

The great pineries of the eastern side of Texas cover an area greater than the whole State of Indiana, which supports one of the great commonwealths of the Union, and, although there are hundreds of mills scattered throughout them, large and small, and some of them the largest in the land, and many large lumbering centers like Beaumont and Orange, scarcely an inroad has yet been made upon this stupendous supply, estimated, at last accounts, 67,500,000 feet of standing timber.

The forests of the State, adjacent to Houston, are mostly of long leaf pine, interspersed with hard woods, and along the streams, with cypress in brakes. Many of the mill-owners make Houston their headquarters. Large yards are maintained by them in the city, and a

national bank was lately organized especially to do their business. Manufactures of building material, of woodenware, cooperage and car work at Houston are founded upon the inexhaustible resource of Houston's vicinity of the raw material they require; and yet a beginning only has been made in these industries. It is said that 100,000,000 feet of lumber are consumed by the factories of Houston every year, and that 100,000,000 shingles are sold in this market in the same time. Houston, at all events, is the great lumber market of the Southwest, and is growing greater in that line every day. The lumber manufacturers of the State met lately at Houston in convention, and determined to build there, as headquarters for the trade, an Exchange building, to cost \$200,000 or more.

The following are leading lumber concerns of the city; the manufacturers are noticed elsewhere:

SAM ALLEN, manufacturer of, and wholesale dealer in, long leaf pure lumber of all kinds, and mouldings, at several points on the Missouri, Kansas & Texas Railroad, in this State, has offices here at 28 Main street. Mr. Allen is a native of the city, has been in the lumber trade here pretty much all his life, is well-known as a business man, is a member of the commercial organizations here, is a director of the South Texas National Bank, and for twenty years has been conspicuous in the lumber trade of the Southwest.

The mills in which he has interest, have joint capacity to produce about 30,000,000 feet a year. They employ about 350 men. They are shippers direct in car lots to all parts of the West and Southwest, and as a whole, form one of the largest concerns engaged in the trade, in the United States.

The four establishments are those of ALLEN & Co. (Sam and J. K. Allen, his brother), Asia, Polk county, Texas; McDougall & Allen, Mulvey, Tyler

county, Texas; ALLEN & WILLIAMS, Corrigan, Polk county, Texas, and ALLEN & DONOVAN, Mobile, Tyler county, Texas. These mills are all on the line of the Missouri, Kansas & Texas road, and all of them about 100 miles from Houston. The Corrigan mill is at the crossing of the Houston, East & West Texas, with the Missouri, Kansas & Texas.

Mr. Allen's several partners, Messrs. J. K. Allen, McDougall, Williams and Donovan, manage affairs at the mills. He supervises the finances and general sales, from his headquarters here at 28 Main street.

A. BERING & BRO., dealers in sash, doors, blinds, and general builders' supplies, have yards at the corner of Milam and Prairie streets, and are interested, also, in the planing mills of the Bering Manufacturing Company, on the line of the International & Great Northern and Santa Fe roads, near the Union depot. Their yards cover about three blocks, and are the largest here. The mill is equipped with all the very latest machinery for the business, and it furnishes employment to something like one hundred hands. It produces a vast amount of finished work a day, and requires a million feet of lumber to be carried for it.

Bering & Bro. have been in business here since 1853. They have trade in all parts of Southern Texas, and are extending their establishment to keep up with the growth of that section, all the while. They have been residents here since 1846, and are the owners of considerable valuable Houston property. Mr. A Bering is a director of the First National bank, the largest and oldest here, and Mr. C. Bering of the Commercial National. The latter is president, also, of the Bering Manufacturing Co., just instanced. Its affairs will be found more fully described in another part of this work.

THE JOBBERS OF HOUSTON.

THE jobbing trade of Houston is, for the size of the place, very large. Thirty millions a year is considered, by those competent to express an opinion, a conservative estimate of it. Nearly all the ordinary branches of trade are represented here, by houses of established character, wealth and influence. The leading lines are those sustained by the supply trade of the plantations and saw mills of the surrounding country.

The trade in groceries and provisions, aggregating some \$10,000,000 annually, leads all others in volume of sales; dry goods, usually combined with clothing, and boots and shoes, follows; hardware and implements next after that. Then come liquors, drugs, jewelry and fancy goods, furniture, crockery, paints and oils, and building material, wagons and carriages in the order named.

The following are leading jobbing concerns:

A. G. HOWELL, provision broker, Cotton Exchange Building, is the representative here of the following concerns: The Cudahy Packing Co., of Omaha, Neb.; the American Sugar Refining Co., of New Orleans; Corle & Sons, oat meal mills, Kansas City; the New York Condensed Milk Co., of New York City; the American Glucose Co., of Buffalo, N. Y.; Levering & Co., coffees, of Baltimore; Potter & Wrightington, fish, Boston; the Aughinbaugh Canning Co., Baltimore; Dan. Talmage's Sons, rice, New Orleans and New York; Miles & Co., salt, New Orleans; and other equally notable establishments whose products are standard in their class.

Mr. Howell does a very large business, not merely with the jobbers here, but with those of Galveston, and all Texas. His specialties are meats, sugar and grain, bagging and ties. He was formerly a general salesman here, and was also in

the produce commission business. He has been established here since 1883. He is a director of the Texas Savings, Real Estate and Investment Association of Houston; a member of the Cotton Exchange and Board of Trade of the city, and is one of the proprietors, also, of the SMITH & HOWELL WAREHOUSE, doing a general storage business.

The SMITH & HOWELL STORAGE AND WAREHOUSE COMPANY owns the fire-proof warehouse situated on the Southern Pacific track here, near the depot of that road. This warehouse is 225 feet front by 68 feet deep. It is used for general storage purposes by the merchants of Houston, chiefly by the jobbers of groceries, molasses, provisions and dealers in grain. It has first-class switching and unloading facilities, and has a capacity of 75 to 100 cars of freight.

It is owned and run by Howard F. Smith, general dealer in machinery and cotton here, and A. G. Howell, provision broker, of the Cotton Exchange building.

HERMAN T. KELLER, general merchandise broker and manufacturers' agent, at 28 Main street, Houston, is the representative here of the following large concerns, whose products are favorites in all the Texas markets: The Texas Star Flour Mills, of Galveston; Adoue & Lobit, coffee and produce importers, of Galveston; Arcola Sugar Plantation, Fort Bend county, Texas; the Jacob Dold Packing & Provision Co., of Kansas City, Mo., and Wichita, Kas.; N. K. Fairbank & Co., lard and soap manufacturers, of St. Louis, and other concerns of that character located North, East, South and West.

He supplies many of the jobbers of Houston and Galveston, and a State trade besides. The orders filled by him in the course of a year will aggregate, probably, \$1,000,000.

Mr. Keller came here from New Orleans in 1873, and has been a merchandise broker here ever since. He is a large

real estate owner here, a member of the Cotton Exchange, a director of the Commercial Club, and a stockholder in the Houston Land & Trust Co., and other notable enterprises of the city.

ROSENFELD & Co., manufacturers' agents and commission merchants, at 3 Main street, make a specialty of the sale of whiskies in bond, and of dry goods and clothing. They have five men on the road in their interest, and have an especially large trade in Old Mexico. They cover all Texas, Louisiana and Arkansas also.

They represent the following distillers and wholesalers: Block, Frank & Co., distillers, of Louisville, Ky.; Cook & Bernheimer, wholesale dealers and importers of wines and liquors, New York (the largest house, indeed, in that line in the United States); Sinsheimer, Levenson & Co., 548 Broadway, New York, manufacturers of clothing; A Mayer & Co., 22 Walker street, New York, manufacturers of comforters, and others as well known.

Mr. Sol. Billitz, one of the firm, manages the liquor department of the business, and Mr. Ben Asher, another partner, the clothing and dry goods trade of the house. Mr. Rosenfield gives affairs general supervision. He has been a merchant and resident of Houston for over thirty years, and is one of the best known of Texas business men. Mr. Asher was formerly with the house of Leon & H. Blum, of Galveston, and before this house was established Mr. Billitz was a traveling man. He still goes on the road, at intervals, in the interest of the house.

L. GIMBEL, manufacturers' agent and general merchandise broker, of 9 Main street, came here about three years ago from New Orleans, where he had been in the boot and shoe business, to establish himself in a new line and in a new field. He has built up since, a handsome business, and he has nearly all the retailers of Houston and its vicinity for his customers.

He does an especially large business in butter and cheese, and in the lines indicated by the following agencies that have been entrusted him: The Old Hickory Vinegar and Pickling Company, Nashville, Tenn.; H. J. Woolcott, wines and liquors, Los Angeles, Cal.; A. C. Dow & Co., butter and cheese, Chicago, Ill.; A. Menger, soap works, Houston, Texas; Fisher & Weiss, sausage factory, Brenham, Texas; Fleischmann's compressed yeast, and the Potter-Parlin Co., dealers in baking powder, coffee and spices, Cincinnati, Ohio.

He is manufacturer, also, of "American liquid bluing," a specialty of his own.

A. F. LUMM, successor to George A. Waggaman & Co., manufacturers' agents and general brokers of Houston, has his office here at 6 Main street. He handles grocers' supplies chiefly, on commission for the manufacturers of them in the North and West, and supplies the jobbers of Houston and Galveston with them. The business he succeeds to was established in 1884. Mr. Lumm was formerly with the Waters-Pierce Oil Co. He is an old commercial traveler and has an extensive acquaintance throughout the State.

He is the representative, here, of the following large manufacturers and importers: Armour & Co., of Chicago; the Elgin Condensed Milk Co., of Elgin, Ill.; the Rockford Oatmeal Co., Rockford, Ill.; Wolff & Reissing, of New York, importers of table delicacies; Wm. Numsen & Sons, of Baltimore, the largest packers of canned goods in the world, and numerous other manufacturers. His sales for these concerns in Houston, alone, will aggregate fully \$500,000 a year.

GROCERIES, LIQUORS, PAINTS, DRUGS.

H. HENKE & Co., wholesale and retail grocers and liquor dealers, at 47 to 51 Congress street, do a very large business,

indeed. They carry usually a \$60,000 stock. They have thirty-two persons employed, several of them traveling men, and they are said to do a business of \$600,000 in sales a year. They own their place of business, and have connected with it a cold storage warehouse and ice factory, which gives them special advantages in the business of dealing in such perishables as butter and cheese, in which products they are the largest dealers here. They are manufacturers also of the "Rex" baking powders. They do a State trade, and are a leading house, not of Houston, merely, but of the Southwest.

Their cold storage house is at the corner of Railroad and Third streets, Houston, a position provided with switching facilities by all the roads centering here. The warehouse has forty car loads capacity; and their cold storage rooms, thirty cars. They make ice chiefly for their own use, but supply the city trade in summer, also, from their surplus. They use, themselves, over ten tons a day.

This house was established in 1873 by Mr. Henke, the senior partner. He had been a merchant of New Orleans before that. His partner, Mr. Camille G. Pillot, is a native of the city. He has been one of this firm since 1883. Both gentlemen own property here, and both have interests in the banks. Mr. Henke is a man of exceptionally substantial resources, in fact. Mr. Pillot is a prominent member of the Commercial Club.

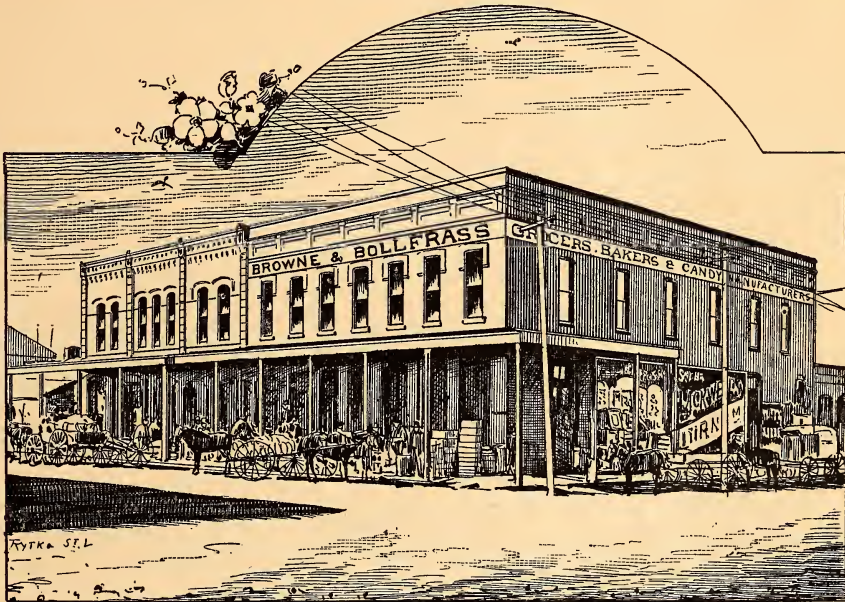
JOHN W. HASKINS & Co., wholesale and retail grocers and liquor dealers, of 89 and 91 Prairie street, are successors in business to M. & John Millinger, Millinger Bros. and P. B. Hurst, manager of the Millinger estate. The first of these partnerships was formed in 1873, so that the house is now eighteen years old. It passed into the hands of Messrs. Haskins and Ed. Browne, his partner, in April, 1888, and they have continued the business at the old stand.

They carry a large and complete assortment of the staples of the grocery trade, and are importers of wines, liquors, ales and porters. They have a large city patronage, and also considerable railroad business. Mr. Haskins is general manager of the business, Mr. Browne having other interests here and at Galveston. Mr. Haskins is well known throughout Southeast Texas, as formerly in the hotel business at Galveston.

The commercial agencies give this house a very substantial rating. It carries a \$20,-

He is a manufacturer and jobber of baking powder, liquid and dry blues, and yeast cakes, a grinder of pure spices and roaster of coffee, and dealer in grocers' specialties, teas, etc. Spices, blue and coffees, put up under his name, are, in fact, his specialties. These he sells by mail order, and through his traveling men also, everywhere in Southeast Texas, to the aggregate of about \$85,000 worth a year.

Mr. Crawford also has another place here, known as the "Wonder Store," cor-



BROWNE & BOLLFRASS, GROCERS, ETC.

000 stock, and does about \$125,000 of business a year. It has two men on the road.

The TEXAS COFFEE, TEA AND SPICE Co., of 130 to 134 Texas avenue, Houston, is the name under which Mr. E. C. Crawford does business. He began in this line in 1879 in company with his brother, but soon after bought him out, and since has been doing business single-handed. He is a native of Arkansas, but came to Texas in his eighteenth year, and began life then as a school teacher, a profession which he abandoned only to take up mercantile pursuits.

ner of Main street and Texas avenue, a retail place, stocked with toys and novelties of a miscellaneous character. He is one of the largest owners of BELLE PLAIN addition to Houston.

BROWNE & BOLLFRASS, wholesale and retail grocers, and dealers in feed and country produce, at 62 to 68 Milam street, fronting Market square, at the corner of Preston, do a cash business chiefly, with customers in Houston and Southeast Texas, and are ranked, by common consent, with the largest houses of their line in the Bayou City. Their sales aggregate

\$300,000 a year, about half of them in groceries, and the rest feed and produce, which two lines make two principal departments of their place. They own their place of business, the property shown in the engraving accompanying this matter.

Mr. Browne, of this firm, has been a resident of Houston since 1851. He has been in the grocery business here for 30 years. He is a member of the Commercial Club, and of the Cotton Exchange, and, with his partner, is a large owner of city real estate. Mr. Bollfrass has lived

connecting all the railroads of the city, and facilities for storage of 1,200 kegs of its superior product.

The Anheuser-Busch Association has facilities for the manufacture of 1,250,000 barrels of beer. Its annual product is upwards of 700,000 barrels and 30,000,000 bottles. Its bottled beer is known by sales of it, in Europe, as well as in this country, in Mexico, South America, and even in Australia and South Africa.

Its business has been concentered by production of a beverage, not merely equal to any other, but better than any. This



THE ANHEUSER-BUSCH HOUSTON BEER VAULTS.

here since his youth, and has been a merchant of the city for twenty years. He, also, is a member of the Commercial Club, and a solid business man.

The ANHEUSER-BUSCH BREWING ASSOCIATION of St. Louis, whose establishment covers several acres there, and has an output and capacity making it the largest concern of the kind in the world, has one of its numerous sales agencies here, at Railroad and Second streets, on the line of the Houston & Texas Central Railroad. It has a refrigerator or warehouse, cooled by refrigerating machines, stables and office here, with side track to the belt line

is particularly the character of its specialties, the celebrated "Budweiser," "Pale Lager," "Faust," "Erlanger," "Liebot-schaner," and "Old Burgundy," all of which are bottled for sale by its agency here. The bulk of its bottled goods is, however, put up at St. Louis. The beer for its family trade only, which beer is unsteamed, is bottled here.

More beer is sold by it in Texas now, than was made by the parent concern twenty years ago. The house here, has for trade territory, Houston and its vicinity. This branch has fourteen employees, and twelve teams for local

delivery, and is an important institution itself. Its manager, MR. C. F. LANGE, came here in 1879, especially to establish a branch for the company here. He had been a business man of San Antonio and Sedalia, Mo., before that. He owns considerable property here, and is a member of the Commercial Club.

W. J. LEMP'S ST. LOUIS GREAT WESTERN BREWERY has one of its sales agencies at Houston, corner of Commerce and San Jacinto streets, managed by Mr. A. MOSER. This agency has been established since 1875. It has been managed by Mr. Moser since 1881. He came here especially to take charge of it, and he has directed it with such success as to make it one of his company's principal South-western agencies.

He has an establishment here with large yards, stables and cold storage facilities, and exceptionally fine receiving and shipping conveniences. It is right on the track of the Houston & Texas Central Railroad here. The refrigerating rooms have capacity to hold eight cars of keg and two of bottled beer. The sales from here are about 225 car loads a year, chiefly those superior specialties of the Lemp Brewery, Lemp's "Lager," "Culmbacher," "Extra Export" and "Extra Pale," bottled or draught.

JAPHET & Co., wholesale dealers in liquors and cigars, at Main and Commerce streets (I. Japhet, the "Co." of the firm name, having nominal significance, only), is a leading house of Houston. Mr. Japhet began business here, as a retailer, in 1869; and, as a jobber, in 1878. In 1881 he went into the wholesale trade entirely.

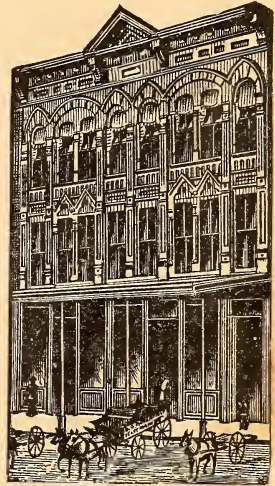
His trade is chiefly in Southern, Western and Southwestern Texas, but he has customers in all parts of the State. He has three men on the road selling for him. He makes a specialty of fine goods, and he is a buyer of aged liquors in all the big markets for them of the country. He has

been very successful in business, and has interests in banks, real estate, and other concerns here. His specialties are Schlitz's Milwaukee beer, for which he is agent, and the following well-known brands of whiskies: "Old Wm. Tarr," "R. Monarch," "T. B. Ripy," "Hazel-nut," "Guckenheimer" Rye, "Orient" Rye and "Nutwood."

FRANK STERNE, wholesale liquor dealer, of 15 Main street, owns the place he occupies there for business purposes—the building shown in the engraving accompanying this matter—a large three-story brick structure, fronting 50 feet on Main by 100 deep. He owns a place also on Franklin street, and one corner of Travis and Franklin streets, and other property here besides, both business and residence. All this property was acquired during a business career extending over 20 years here, 14 of them on his own account, entirely, and in the liquor trade alone.

His business at 15 Main street is wholesale, exclusively. He handles there wines and liquors of all kinds, imported and domestic, but makes a specialty of fine whiskies, which he sells at distiller's prices. He has liquors in bond always at the Galveston Custom House, straight from the distiller, and with the United States gauger's certificate; circular and straight two-stamp whiskeys, and blended and redistilled two-stamp Kentuckies.

Case goods and bar supplies are, however, his specialty. Of these, he carries the fullest and most varied assortment—

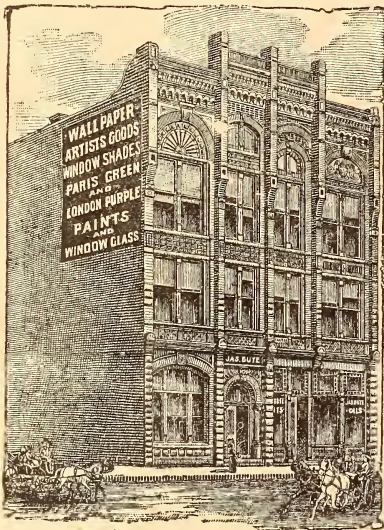


FRANK STERNE'S PLACE.

imported cognacs, rums, gins, cordials, extracts, flasks, corks, etc., and both the imported and California wines.

He can furnish the trade with any of the standard brands of whiskeys—Taylor's, Bond's, Guckenheimer's Rye, T. B. Ripy, Spring Hill, Nelson, Mayfield, Megibben's Edgewater, or whatever may be desired.

JAMES BUTE, wholesale and retail dealer in paints, oils, wall paper, window glass, and art goods, at 25 Main street, and 73, 75 and 77 Franklin street, has probably the largest and most complete establishment of the kind, in the South.



JAMES BUTE'S ESTABLISHMENT.

His three-story Main street building is devoted to the sale of wall paper, window shades, pictures and art goods, and here can be seen as pretty a store, with its artistic finishings, as can be found in any of the Northern cities.

In the rear of, and connecting with the Main street front, is the paint, oil, and window glass department, fronting 50 feet on Franklin street, and running back 200 feet, in which is carried by far the largest stock of these goods to be found in Texas.

Mr. Bute makes a specialty of Paris green and London purple, for poisoning

cotton worms, and his place is recognized headquarters for such goods.

The trade of this house has been growing at a rapid rate, during the past few years, under the present management, and now extends all over Texas and part of Louisiana.

Mr. Bute is a man of property, enterprise and influence, and has stock in several of the solid concerns in the city. He is always ready to forward, to the extent of his ability, any project looking to the advancement of the Bayou City.

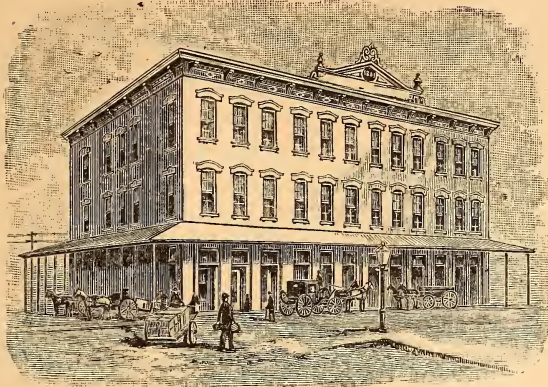
CONKLIN, GEORGE & GAINES, wholesale druggists, of 53 Main street, have been established since 1860. They carry a \$90,000 stock, have a State trade, and four men on the road selling for them, and do about \$300,000 in sales a year. They have a large surplus stock stored in the basement of the Hutchings house, and in the building next to their jobbing house, and have a retail drug store also at 61 Main street.

They handle all the staples of their trade—drugs, chemicals, proprietary and patent medicines, druggists' sundries, surgical instruments, perfumery and toilet articles, etc., and many specialties besides.

Mr. Conklin, of the original firm, is dead. Messrs George and Gaines, the surviving partners, are both men of substantial resources and property interests here. The former has stock in the city banks and is interested also in other Houston enterprises.

BRASHER, REICHARDT & Co., wholesale confectioners and jobbers of cigars, fruits, nuts, etc., at 49 and 51 Commerce street, have about 25 hands employed making candy, and are producing, with machinery, about 2,000 pounds of it a day. They occupy a large two-story building, the upper floor of which is used for a factory and the lower for sales rooms. In the lower one they carry the largest stock of fine and fancy creams,

nuts, chewing gums, etc., to be found in Southeast Texas. They are large jobbers,



HALFF & NEWBOUER BROS.' PLACE.

also, of both domestic and imported cigars. They have four men on the road, and are doing about \$125,000 in sales a year.

Messrs. Brasher and Reichardt are young men, but they were raised to business pursuits here, and were already proficient in them when they embarked in this line. Mr. Chatham, of the firm, was formerly in the manufacture of cotton gins at Bryan, Texas. He came here to go into partnership with Messrs. Brasher and Reichardt, when they started eight years ago.

DRY GOODS HOUSES.

HALFF & NEWBOUER BROS., wholesale dealers in dry goods, notions, boots, shoes and hats, corner of Franklin and Fannin streets, are the leading house of that line, not merely in Houston, but in Southern Texas. They carry a quarter of a million of stock, have thirty or thirty-five hands employed, ten of them traveling men, and do \$1,000,000 in sales a year.

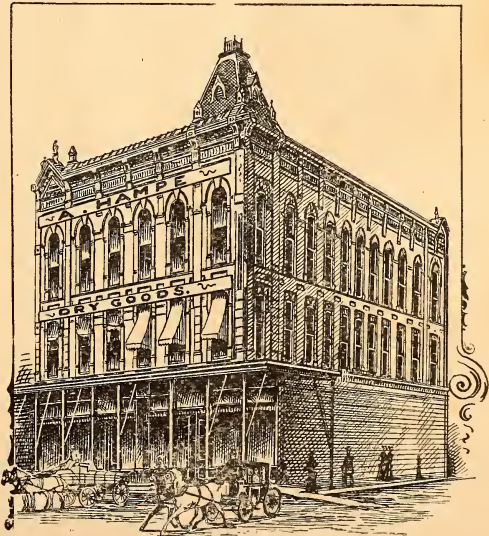
They are successors to the McIlhenny Dry Goods Co. They bought out that company in 1885. Mr. Halff, before that, had been one of the firm of Halff, Weis & Co., of Galveston, a leading firm of that city, for many years. Mr. J. S. Newbouer was in business at Brenham.

He lives in New York now, and attends to the buying and importing business of the house, at his office, 26 Howard street. Mr. Halff and Mr. Ed. Newbouer manage the business here. Mr. Halff is vice-president of the Houston Land & Trust Co., and is interested also in banks and other enterprises here.

This is a house buying direct from the manufacturers, thoroughly equipped with capital, long established and of the highest reputation.

A. HAMPE, dealer in fancy and staple dry goods, at 77 and 79 Main street, has the trade of the fashionable people of Houston and its vicinity. His is the only exclusive dry goods house of the city. He runs his establishment upon metropolitan methods, in departments whose stock is replenished twice a year by himself and his buyers, by a trip to New York and other large Eastern markets.

These departments are as follows: 1, foreign and domestic dress goods; 2, silks,



A. HAMPE DRY GOODS HOUSE.

velvets and trimmings; 3, white goods and linens; 4, hosiery, gloves and cor-

sets; 5, notions and fancy goods; 6, ribbons, laces and embroideries; 7, window draperies - of all descriptions; 8, table linens, towels and napkins; 9, flannels, blankets and woollens; 10, shawls, wraps, jerseys, etc.; 11, domestics, prints and gingham.

Twenty experienced salesmen and saleswomen are retained in these several departments, and a special, thoroughly systematized mail order department is run to facilitate the country trade of the house. Mr. Hampe was in the business for many years with several of the largest houses of the West before he came here, and he has had seven years experience of the tastes and wants of the people of this vicinity. The growth of his business in these seven years, from a nominal sum to \$100,000 in sales a year, shows how his efforts to please are appreciated. An engraving of the building occupied by this house, one of the finest and best located in the city, accompanies this matter.

KRUPP & TUFFLY, dealers in boots and shoes, at the corner of Main and Preston streets, carry a \$30,000 stock of leading brands, made by the best Northern and Eastern manufacturers, and do a business of \$75,000 in sales a year. They have the fashionable trade of Houston and its vicinity, and as thoroughly appointed an establishment as there is in any of the leading cities.

They began business here in 1881, and at once assumed a notable position in the trade. Mr. Krupp is an old resident. He came here in 1867. Mr. Tuffly settled here two years later.

They have been successful in business affairs, and both have acquired property and influence. Both are members of the Commercial Club. Mr. Tuffly is a bank director, and a stock-holder also, in one of the street railroads of Houston.

THE HOUSTON BOOK & STATIONERY COMPANY, 46 Main street, was established

in 1880, by Lathrop & Wilkins. G. T. Lathrop is now manager of the business. He came here from New Orleans in 1880. He had been in the same line there for twenty years. He is a member of the Commercial Club here, and well known, both socially and in a business way.

This company carries a remarkably full stock of fine stationery, school books, and school and office supplies, pictures and frames, writing and artists materials, base ball supplies, sporting goods, etc. It has a large city trade, and also does a big business by mail order; with the stock usually carried, (valued at \$15,000 as a rule) at least \$50,000 in sales a year.

The house is also the sole agent for the Hammond typewriter, now generally conceded by experts to be the best machine in the market. It carries a full line of typewriter supplies in stock. Correspondence is solicited by the firm, and catalogues are sent on application.

HARDWARE AND IMPLEMENTS.

DUNLAY & GEISLER, wholesale and retail dealers in hardware, fire-arms, ammunition, sporting goods and sewing machines, occupy a place at 70 and 72 Travis street, with a work shop for general repairing in the rear. They carry a \$25,000 stock, and have a jobbing trade covering all the country within a radius of 200 miles of Houston. They do about \$100,000 of business in the aggregate a year, and, in the line of guns and ammunition, are one of the largest, if they are not the largest house, of their line in the State. They have two men on the road in their trade territory.

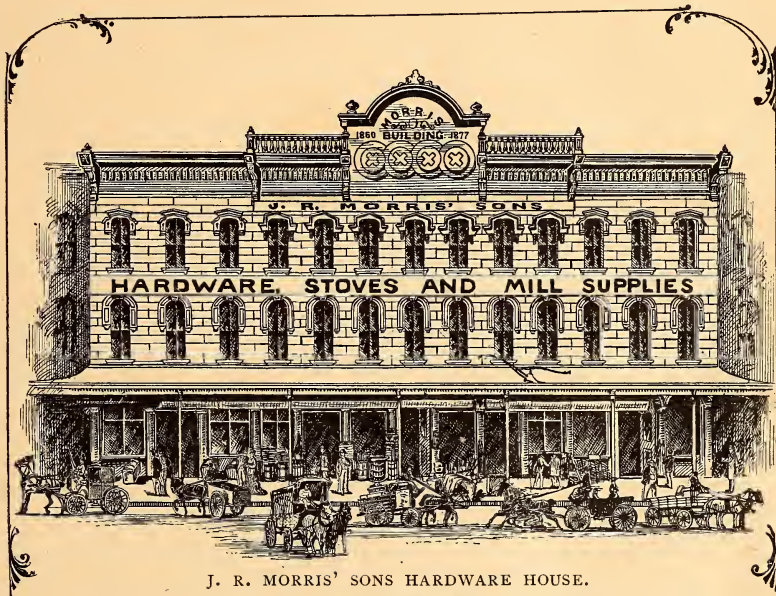
They carry a large and varied line of hardware, guns of all descriptions, and fishing tackle, and are manufacturers' agents for the New Home Sewing Machine Co., the Baker Gun & Forging Co. and the Cartridge Manufacturing Association. They have selling agencies also for

the Winchester Arms Co., Remington Arms Co., Colts' Arms Co., Hunter Arms Co., Ithaca Gun Co., Stevens' Rifle Co., Parker Bros. and Dupont Powder Co. For the New Home, Baker Co. and Cartridge Association they have special sales agencies covering Southeast Texas.

The business of this house was established in 1879 by the firm of Cummings & Geisler. Mr. Dunlay, who was formerly one of the division superintendents of the Southern Pacific Railway, bought Cum-

two men on the road in Middle and Southeast Texas selling for them, thirty-eight employes altogether, and carry a stock valued at something like one hundred and twelve thousand dollars.

They occupy a place—that shown in the engraving accompanying this matter—80 by 135 feet, and of three floors. The first floor is a salesroom for shelf hardware, principally, and stoves; the second is used for the manufacture and sale of tinware, and the third is a storage and



J. R. MORRIS' SONS HARDWARE HOUSE.

mings out last year. Mr. Geisler is a practical gun maker. He served his time in the business in New Orleans before he came here.

J. R. MORRIS' SONS, wholesale and retail dealers in hardware, tinware, and mill supplies, and manufacturers of tin and sheet iron work, at 47 to 51 Main street, are the oldest house in their line in Texas, and the largest house of the kind in Houston, if not also in the State.

They date from an establishment made here in 1847 by the father of the Morris Bros., R. B. and B. P., who are the principals in the business now. They have

sales department for stoves, plows and farmers' and tinnners' tools. Besides this place they have two large warehouses also, on Travis street, in which they carry a surplus stock of the heavier materials of their trade. They own both these properties.

They are agents here for the Charter Oak stoves, Disston saws, John Deere and Brinly plows, Blake steam pumps, the Boston Rubber Belting Co. and the Western wheel scrapers. They make galvanized and other metal cornices in their shops, and have also a plumbing and steam-fitting department.

JOSEPH F. MEYER, wholesale and retail dealer in heavy hardware, iron and steel, buggies, carriages and farming implements, at 26 to 32 Franklin street, has been in business here since 1867, and has built up, in the 24 years since, the largest trade of the kind in Southeast Texas.

He carries a very large stock, and his business extends not only all over Texas, but into parts, also, of Louisiana and Mexico. He handles a complete line of

lated to redound to the city's benefit. He came here from Tennessee, in 1867, and has been in business for himself continuously since he was sixteen years of age. A notable characteristic of his business methods is, that for the past ten years he has not purchased an invoice of goods, but what he has discounted his bill for it, *i. e.*, paid inside of thirty days.

By the successful conduct of his business affairs during his long career, he has



JOS. F. MEYER'S HARDWARE HOUSE.

Eastern and Northern made carriages, of such standard makes as the Columbus Buggy Co.'s; also all other classes and descriptions of vehicles. His stock of iron, steel and heavy hardware, is the most complete and varied in the entire State.

Mr. Meyer is one of the public spirited men of Houston, who do not hesitate to contribute liberally at all times, both time and money, to forward any project calcu-

accumulated considerable of a fortune, and is interested in a number of local enterprises, among them the Houston National Bank, of which he is vice-president; the Mutual Building and Loan Association, of which he is president, and the Houston Barrel and Cistern Factory, of which he is vice-president. He is also an alderman of the city, and as a citizen, very generally respected in the community which his lot is cast.

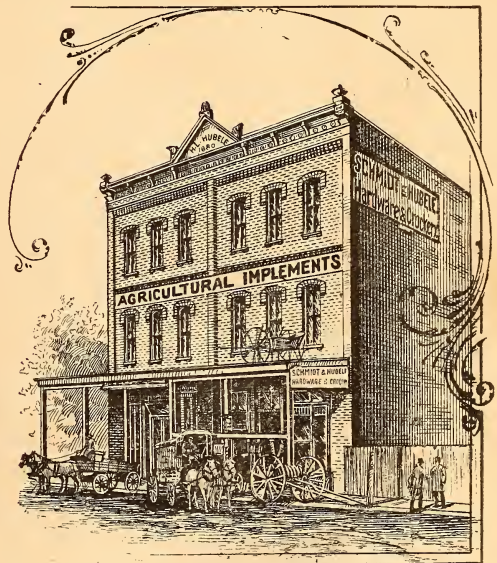
C. W. ALSWORTH, wholesale and retail dealer in agricultural implements, of 257 Preston street, has been in that line here since 1866—on his own account since 1885. Besides his salesrooms, he has a large warehouse at 28 and 30 Commerce street, in which, in addition to implements and hardware, he carries harness, wagons, and plantation supplies, tools, cutlery, etc. He is special agent for B. F. Avery & Sons' plows, cultivators and stalk cutters; for the Buckeye mowers, Thomas hay rakes, South Bend wagons, Perkins wind-mills, Howe scales, and other standard farm implements, and he handles barb wire, hay ties, corrugated iron, etc., largely, also.

He is, also, one of the real estate firm of ALSWORTH & MARSTON, of this city, and is the owner of considerable property here himself. He is a member of the Commercial Club, and, as a merchant, stands high in the general opinion.

GEORGE DUMBLE, jobber of hardware, stoves, pipe and machine supplies, at 37 Main street, has been established in that line here since 1871. He has been a resident here since December, 1852, and a hardware merchant of Houston for nearly forty years. His stock is one of very great variety. He handles cooking and heating stoves, both coal and wood burners, of modern patterns, and has a fine line of mantels, in wood, marble and iron, with tile for the same, cutlery, builders' hardware, plumbers' tools and supplies, pipe and steam fittings, fence and barbed wire. He is also the agent here for belting made by the New York Belting & Packing Co.; for Fairhaven marble and marbled slate mantels, for Henry Disston & Sons' circular saws, for the Northampton & Tanite Emery Co., for Fairbanks scales, and the Knowles steam pumps.

SCHMIDT & HUBELE, wholesale and retail dealers in crockery, glassware, tinware, hardware, agricultural implements,

stoves and cutlery, at 211 Preston street, between Louisiana and Milam, date from an establishment made by Martin Schmidt, senior member of the firm, so long ago as 1865. Mr. Schmidt has been a resident here since 1858, and is one of the oldest merchants of the city. He is a man of wealth, acquired in trade, and of other resources. Mr. Hubele has been in the business with him for many years. He acquired his interest in the house last year.



SCHMIDT & HUBELE.

This house has lately built for itself a fine new brick warehouse, in which it will carry complete lines of the goods and wares mentioned at the beginning of this account of it. It has a State trade, and is especially well-known throughout South-eastern Texas.

THE KING IRON BRIDGE & MANUFACTURING COMPANY, of Cleveland, Ohio, which has constructed many of the finest bridges in Texas, has its South-western head-quarters at Houston, with S. A. OLIVER & BRO., of 110 and 112 Main street, as its general agents. This company is known, the country over, by the work it has turned out in the shape of

truss, arch, swing, and wooden bridges, and especially by its wrought iron and steel bridges for rail roads and highways.

The King Bridge Company was organized in 1858, and has a paid up capital of \$225,000. Its works at Cleveland cover nine acres of ground. In them several hundred hands are employed, and, besides these, numerous forces are engaged in erecting work throughout the country. It has been represented in Texas by Mr. S. A. Oliver since 1874, and has had its head-quarters, for the territory of Texas, Louisiana and Arkansas, at Houston, since 1879.

During Mr. S. A. Oliver's agency for the company, he has taken orders which have been filled by it, for more than two-hundred bridges, besides structural work, the whole involving contracts aggregating some millions of dollars. In Texas, the company's bridges may be seen in every well settled portion of the State, particularly in the counties of Austin, Bell, Brazos, Bexar, Brown, Fayette, Gonzales, Guadalupe, Gregg, Grimes, Hamilton, Harris, Hood, Karnes, Lavaca, Mitchel, Colorado, Coryell, Dallas, Denton, Falls, Fort Bend, Navarro, Rockwall, Tarrant, Travis, Victoria and Washington, and besides in many others. It has also erected numerous rail road bridges.

The San Jacinto street bridge, which connects the Second and Fifth wards of the City of Houston, is one of the most substantial structures in Texas, and was built by Mr. S. A. Oliver's company. The bridges on Louisiana, Preston, and Sabine streets, of the same city, are also the work of the King Iron Bridge & Manufacturing Company.

Plans and estimates, and, in fact, any desired information concerning bridge work, will be furnished by the company, through its agents, S. A. Oliver & Bro., upon application. The office of the Messrs. Oliver is one of the best appointed in the country for their special

line of business. Employing, as they do, the very best engineering talent to be procured, their plans, estimates, and drawings are based on purely scientific principles, and involve the latest and most approved methods known to the profession.

SMITH, PEDEN & Co., wholesale dealers in iron roofing and fencing, and builders' iron of all kinds, at 2 Main street, Houston, are the representatives here of the CLEVELAND ROLLING MILL Co., of Cleveland, Ohio, with territory embracing Texas, Louisiana, Arkansas and Mexico. They are buyers direct from the largest iron manufacturers of Ohio and Pennsylvania, with special facilities in their relations with these, and with the railroads of the Southwest, to do a car lot trade. They handle iron and steel in every merchantable shape, and their specialties are the following:

Juniata galvanized sheet iron, block sheet iron, galvanized corrugated iron, painted corrugated iron, with nails, shingle bands, iron fencing and ornamental iron work of every description, coppered steel bed-spring wire, tinned steel bed-spring wire, tinned mattress wire, baling wire, annealed fence wire, galvanized barbed wire, galvanized and black staples, bar iron and steel. They are large dealers also in felt roofing materials.

Their warehouse for storage purposes is situated on the tracks of the Houston & Texas Central Railroad, in the First ward. It is 50 by 100 feet dimensions, and has capacity for the storage of fifty car loads of iron, with side track at the door, giving them shipping facilities unsurpassed. Cars from all the roads centering here can be switched into it without charge.

Iron has come into general use for fencing, roofing and like purposes on account of its strength and neatness, and is a favorite material throughout Texas and the Southwest. Smith, Peden & Co., therefore, make a specialty also of con

tracts to furnish fencing, siding, or roofing in any part of their trade territory.

Mr. Smith established the business of the firm in 1884. Mr. E. A. Peden, who is well known here as formerly with the cotton house of Inman & Co., went into partnership with Mr. Smith last year, and Mr. D. D. Peden, father of E. A., was admitted March 1st, 1891.

SANBORN & WARNER, the sole agents for Texas of the Glidden Patent Steel Barb Fence Wire, made by the Washburn & Moen Manufacturing Co., of Worcester, Mass., have made Houston their headquarters since 1877. Their place of business is 53 Franklin street.

They do the largest barb wire business in the Southwest. No other establishment, in fact, in this part of the country, compares with them in that particular. Last year their sales aggregated \$1,200,000. They order now from the manufacturers, whose agents they are, not car-loads of material, but train-loads of it. They usually carry seventy-five to a hundred car-loads here in stock, so as to fill orders promptly, and they have sold, since they started here fourteen years ago, wire enough to construct over 100,000 miles of three-wire fence, or a single line of barb wire that would extend around the globe twelve and a half times.

The use of the word, "they," in this connection is, however, somewhat misleading. Mr. Sanborn is sole principal in the house. He began with a partner, but is now doing business alone. The old firm name is permitted to stand, but he is sole proprietor of the business.

He is the leading stock-breeder of this State. He owns large tracts in the Panhandle of Texas, on which he has cattle, or has leased to ranchmen. He also owns a 10,000 acre ranch, well improved, in Grayson county, North Texas, between Whitesboro and Sherman, on the Texas & Pacific Railway, which is one of the most extensive breeding establishments in

the world. He now has on it upwards of 1,200 head of horses, consisting of pure-bred Percheron French draft, pure-bred French coach, and grades of the same strains; standard-bred trotting stallions, jacks and jennets; and 600 head of pure-bred and high grade Galloway, Shorthorn and Hereford cattle; and his success as a breeder demonstrates the fact that as fine horses can be raised in Texas as in any State in the Union.

MISCELLANEOUS LINES.

SI PACKARD, of Houston, is the largest dealer in cord wood and stove wood in the South. He owns wood-lands, situated about eleven miles from here, on the Texas Western Railroad, from which he derives a large part of his supply, but most of it comes from Clemons, also on the Texas Western, but forty-five miles distant.

He handles fire wood of all kinds, chiefly oak, however. He maintains large yards here, at the corner of St. Emanuel and McKinney streets, in the Third Ward, covering an area of 31,250 square feet, and has his office down town in the Burns' Building, corner of Main and Prairie streets.

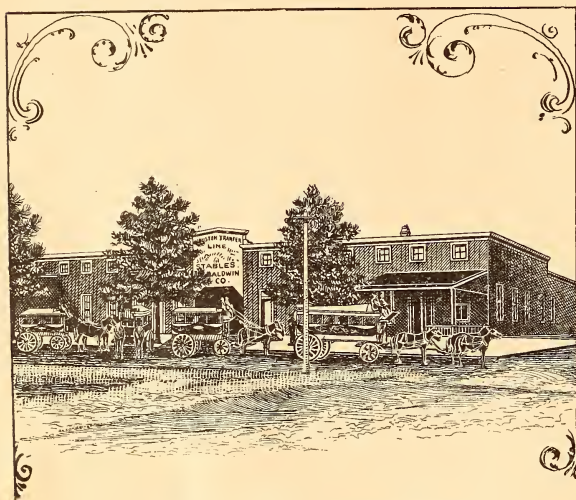
He carries, in his yards, the largest stock of wood in the State. He has in them, also, a sawing and splitting machine of the latest pattern, with capacity to cut thirty-six cords a day of ten hours.

He is the proprietor, also, of the TROY STEAM LAUNDRY here, described in the chapter following this.

COCKE BROS. (Richard and Wm. I.), dealers in coal and wood, and transfer men, have large yards and stables in the Fifth Ward, at the corner of Wood and Willow streets, and offices at 56 Franklin street. They have machinery for sawing and splitting wood, and they handle both Pittsburg and Colorado coals. They also have a number of teams engaged in

hauling furniture, pianos, safes, etc. In this latter line, they are the longest established and best equipped concern here. They keep, for that purpose, seventy head of mules, and do most of the business at Houston. They have from fifty to seventy-five hands employed, altogether; and their business will aggregate \$200,000 in receipts a year.

Richard Cocks, one of the brothers,



J. C. BALDWIN & CO.'S TRANSFER STABLES.

manages the business. They have been established since 1885.

CLEDE & BRANDT, successors to Griffin & Clede, painters and paper hangers, and dealers in wall-paper, ready-mixed paints, painters' supplies and artists' materials, at 48 Fannin street—the Opera House building—have been painting contractors here for years, but have only recently embarked in trade as dealers in painters' supplies, of which commodities they now carry a very complete and varied stock.

They have been in partnership only since '91 began, but both were in the business before that. During the time they have been here, they have executed contracts upon some of the finest buildings, public and private, here; among others, the following: The Sweeney & Coomb's Opera House; W. D. Cleve-

land's, J. E. Pillott's, C. Lombardi's, John Kennedy's, E. Raphael's, A. Hampe's, and Chas. P. Shearn's residences; and numerous other jobs of equal magnitude.

Their specialty is house and sign painting, advertising signs and paper hanging. Correspondence from any part of the country is solicited by them, and estimates will be furnished promptly upon application.

The HOUSTON TRANSFER LINE—J. C. Baldwin & Co.'s baggage transfer and bus line, runs four omnibuses to and from all depots, and eight baggage wagons for the transfer of trunks, mail, etc. It employs twenty-five hands for this work, and has it thoroughly systematized, so as to avoid troublesome mistakes.

Baldwin & Co., have the mail contract here, covering transfer of the mails from the twelve different roads centering here to the post-office. They have twenty teams and forty men for heavy hauling also, like the removal of boilers, engines, safes, machinery, bulky weights and household furniture.

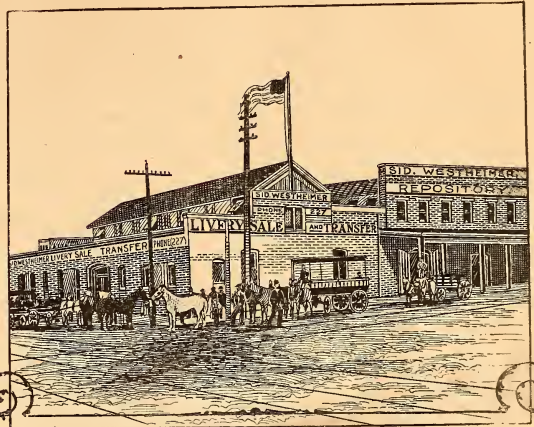
The TRANSFER STABLES, situated at 30 Louisiana street, corner of Congress, are headquarters for this transfer business. Here they do a boarding stable business also, maintaining, for this purpose, accommodations for some 150 horses. They buy and sell horses also. Their downtown office is at 64 Main street.

The "Co" of the firm is H. B. Rice, who acquired his interest the first of the current year. He is an old resident, however, and was formerly engaged as public cotton weigher here for several years.

Mr. Baldwin is one of the oldest citizens of Houston, and has acquired considerable property by good management of his business, amongst which are these stables.

Mr. Rice is also a large property owner. He has a ranch of a thousand acres, situated 21 miles from here, which he has devoted to fine stock breeding, more especially blooded horses and Jersey and Holstein cattle. On this place he has about 400 cows, and he has another place nearer the city, on which he runs a creamery. It is of 45 acres, and he keeps there, usually, about 75 cows. He was the first man in the State, in fact, to start a creamery, and he has established a large and rapidly growing trade in milk and cream.

tracts for moving houses, safes, boilers and machinery. He buys and sells horses, mules, carriages and wagons, and he has



SID. WESTHEIMER'S STABLES AND CARRIAGE REPOSITORY.

SIDNEY WESTHEIMER's, livery, sale and transfer stables, situated at Commerce and San Jacinto streets, are the largest in Houston. They afford employment to 30 men. They have accommodations for 85 head of livery and boarding horses, and have as stylish a lot of rigs for hire as there is in the town.

carriages, excursion wagons and saddle horses for hire. He has the finest horses, driving or draft, in the State. His stable is 100 by 100 feet, of brick, new, and has every modern convenience.

Mr. Westheimer has been a business man here since 1874. He was formerly in the general merchandising and live stock trade. He went into the livery and transfer business in 1883, and has built up a very profitable patronage indeed.

He is also engaged in business here as the sales agent of the Standard Wagon Co., of Cincinnati, and he carries in his repository adjoining the stables, a line of their superior vehicles in stock.

He has wagons and teams for hauling furniture and pianos, and he takes con-



HOUSTON'S MANUFACTURES.

THEIR VOLUME AND KIND.



WHEN the census of 1880 was taken, the manufactures of Houston were, apparently, not worthy remark, for no mention was made of them in the special volume of the statistics of cities. Mark now the progress made since.

The pamphlets of the Cotton Exchange, pending the publication of the new census reports, are authority for the statement that the manufacturing establishments of the city, and industrial concerns classed with them, now number 160, employing 5,000 hands; that the capital embarked in them, is \$3,750,000; the raw material consumed by them, annually, \$3,058,000; the wages paid, \$2,220,000; and their output of the value of \$6,500,000.

Houston, indeed, by reason, very likely of her superior transportation facilities and the store of raw materials at hand for manufactures, displays a greater gain industrially, in the period instanced, than any city of the State; and, from present appearances, is on the high road to distinction as the manufacturing city of the Southwest.

Some very large works, here, have originated in the available supply of raw products, and the distributive facilities of the city. Among these are three of the largest cotton oil mills of the country, half a dozen large planing mills, a stove foundry, a rolling mill, a car-wheel works, and the repair and construction shops of three railroad lines. Outside these, the productive enterprise of the city is engaged in lines of considerable variety, such as the manufacture of ice, cheap clothing, tin-

ware, wagons, awnings, harness, trunks, brick, marble works, soap, etc., industries arising chiefly in local demand.

NOTABLE CONCERNS.

THE railroads are the largest employers of labor at Houston. In the three shops of the Southern Pacific, Houston & Texas Central, and Houston, East & West Texas roads, 750 hands are employed, and in the service of the transportation companies at Houston, altogether, some 2,500, to whom nearly \$2,000,000 of wages is annually paid. The Southern Pacific employs 1,262 itself; the Houston & Texas Central, 665; the Houston, East & West Texas, about 300; the Bayou barge line, 265, and the yards of the other roads the remainder.

The largest iron works are those of the railroad companies, but there are several others of note, the rolling mill, the car-wheel works, the stove foundry and a machine shop, altogether employing about 200 hands, and having an output of about \$500,000 a year.

The three cotton oil mills employ 475 hands, the four compresses, about 375, and four large planing mills, about 350 between them. Other large employers of mechanical labor are the rolling mills, car-wheel works and stove foundry, just mentioned, the creosote works, barrel factory, woodenware and soap works.

Next after the railroad shops, the oil mills of Houston are the greatest factories of the city. They are among the largest mills of the kind, if indeed, they are not, as a group, the largest in the country. Their joint capacity is 233,500 tons. Their production last year, was 6,250,000 gallons of oil, and 42,500 tons of oil cake.

They paid out in wages, about \$5,500 a week, or \$275,000 for the year.

The planing mills of Houston, are, most of them, of large size. Two of them employ over a hundred hands. Their aggregate annual output is valued at upwards of \$1,500,000.

Seeing clearly that manufactures give variety and stability to commerce, and aware of the rare advantage their city enjoys, of transportation facilities and available material for them, the business men and property owners of Houston are bestirring themselves to secure the establishment of other industrial enterprises also. They have organized as the Commercial Club of Houston, to spread abroad information concerning it, and have been liberal in their subscriptions to new concerns or in the donation of sites for them; with the result that several, of more than ordinary importance have been secured, and others are proposed or projected.

Among the new works in course of construction, are a moss collar and bagging factory, to utilize largely the Spanish moss so plentiful in Tidewater Texas, and to invest about \$300,000 in its plant; a fertilizer factory, by a local stock company, and a 300 barrel flour mill, by Dallas parties. New Orleans capitalists are also investigating the advantages of the city for the location of a 500 to 1,000 barrel sugar refinery.

ADVANTAGES AND OPPORTUNITIES.

THE special advantages of a location in the City of Houston for manufactures, may be briefly set forth as follows:

1. The ample supply of raw material available in the lumber and timber, the cotton, cotton seed, sugar, wool, hides, and other staples produced in the immediate trade territory of the city, and in the iron of the contiguous Cherokee district of East Texas.

2. The cheap fuel supply assured by the competition of Alabama and other coals brought by water, with Indian Territory and Texas coals by rail.

3. The comprehensive transportation facilities, and competitive rates afforded, which, with the raw materials at hand, have furnished the opportunity for the works already established.

4. The increasing labor supply of a city receiving steadily large accessions of population.

5. The growing market of the city and its field, now settling up as fast as any part of the land.

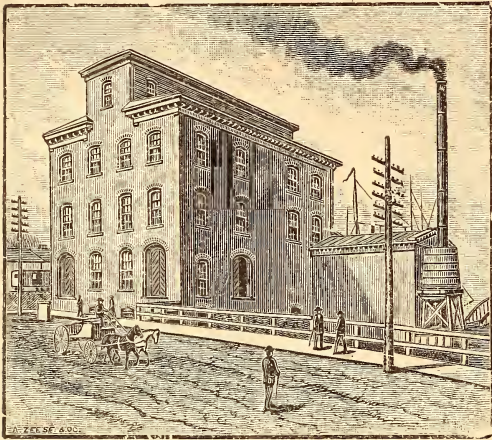
6. The cheap building sites obtainable, some of them merely for the asking; the plentiful water supply, the low tax rate, and other favoring circumstances.

The pineries of East Texas and the adjoining parts of Louisiana, interspersed with cypress and hard woods, afford a timber supply sufficient for the consumption of fifty years to come. The iron fields of Cherokee county, Texas, are less than 150 miles distant, and the furnaces of that district are producing largely now. Houston is centrally situated with respect to the greatest cotton-growing district of the world.

The price of manufacturers' coal, at Houston, is \$3.50 to \$4.25 a ton. Besides the various coal deposits of Texas that are being worked, the State has begun to consider, by special investigation, the utilization of its extensive lignite deposits. The laborer at Houston has the advantage of a genial climate; cheap living in a country which produces, bountifully, vegetables and fruits, and household supplies; and the easy acquisition of a home.

The matter of sites has already been touched upon in the interviews reported with leading real estate agents on pages 49 to 63 of this work. The water of the bayou is said to be excellent for steam purposes, and the facility with which the artesian wells have been successfully sunk

—some thirty of them to depths averaging less than 500 feet—disposes of the question of water.



HOUSTON FLOUR MILLS.

The industries which, with these advantages, might be successfully prosecuted, are the following: Iron works (of all kinds) and agricultural implements, especially: sash and door and furniture and box making; cotton and woolen milling, tanning; flour milling, for both export and home consumption; and, incidental to these, the minor concerns working up their finished production.

In the following sketches, some of the manufacturing concerns of the city are noticed:

BUILDING MATERIALS.

THE BERING MANUFACTURING Co., organized in January, 1891, is successor to A. Bering & Bros., planing mill men, established here for over 30 years.

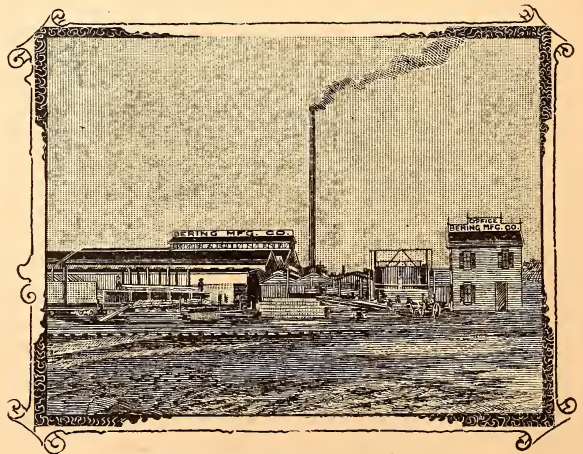
The plant and yards of this company covers fully four blocks of ground at German street, near the Union Depot. They lie along the line of the International & Great Northern Railroad, where it enters the city, and on the Texas Western, and have track connection, also, with all

the other roads centering at Houston. The establishment embraces two large main buildings, one of them 70 feet by 130, and the other 50 by 130, and both two stories high, numerous sheds, dry kilns, a boiler house, etc. These afford 40,000 square feet of flooring; so that this is the largest concern of the kind in the city.

It is also the best equipped. The company has a capital stock of \$40,000 and is the owner of its premises. It has fully \$75,000 invested in the business. It employs 75 hands. The equipment comprises three planers, with a daily capacity of 50,000 feet, three moulding machines, of 15,000 feet daily capacity, and a complete outfit of sash, door and blind machinery of the latest pattern.

The specialties of this company's manufacture are cypress sash, doors and blinds, inside finish, mantels and stairs. A very large stock of rough and dressed lumber and shingles, averaging 2,000,000 feet, is carried by it; and, besides this, a very large and very varied stock of glass, which is received direct from the manufacturers of Muncie, Indiana, and Pittsburg, Pa., and handled in car lots.

Conrad Bering, president of the company, was a member of the old firm, its predecessor. He is engaged also in the



BERING MANUFACTURING CO.'S MILLS.

jobbing trade in sash doors, lumber, etc.,

here, with his brother, as described on page 76. He is an old resident of the city, and during a long and successful business career, has accumulated considerable property and timber lands. F. C. Bering, secretary and treasurer, and A. C. Bering, assistant manager for the company, are his sons, and so, also, are T. C. and H. J. Bering, who are stockholders in the company.

A. Teichman, the company's manager, has been connected with the mills for ten years, and having been in the business since 1870, has a very extensive and expert knowledge of it. He is a stockholder in the company, and has general supervision of all its affairs.

THE PHOENIX LUMBER COMPANY, of Houston, operates the mill formerly run by the M. T. Jones Lumber Company, at Providence and Maffit streets, Fifth ward. It has \$40,000 capital, a factory equipped with the finest and latest machinery for manufacture of sash, blinds, doors, mouldings, stair work, store front, and house work generally, and employs 115 hands. Last year (1890) it turned out \$260,000 worth of work, a great part of it for the new buildings put up here, but also for structures in other parts of Texas, especially the southern and southeastern parts of it.

The Phœnix is one of the largest planing mills here. The Phœnix company acquired it in 1889. That company has for its officers: S. A. Oliver, of the King Iron Bridge Company, president; Jas. Bute, wholesale dealer in paints and oils, vice-president; J. E. McAshan, of the M. T. Jones Lumber Company, and the South Texas National bank, secretary and treasurer, and W. D. Mihills, manager. The other interests of these gentlemen are described in this work in connection with other topics to which they more nearly relate.

R. D. GRIBBLE & COMPANY, manufacturers of, and dealers in lumber, cypress.

cisterns and builders' supplies at Semmes. Conti and Providence streets, have a mill there employing forty to fifty hands.

The partners in this business reside—Mr. Gribble, at Gainesville, and Mr. O. T. Lyon, in Sherman. The mill and yards here are managed for them by Mr. C. A. Langford.

THE HOUSTON BARREL & CISTERN FACTORY, McKinney street, between Broadway and East Broadway, was established as a private enterprise in 1872, and was incorporated in 1889. The proprietary company has \$25,000 capital paid in. P. R. Carson, of Carson, Sewall & Co., wholesale grocers of Houston, is its president, J. F. Meyer, vice-president of the Houston National Bank, vice-president; T. W. House, banker and cotton factor, treasurer; E. Blobber, secretary and manager, and C. H. Hoencke, superintendent.

There are about 30 skilled coopers employed by this company to make barrels and iron bound casks of all kinds, for the Texas and Southwestern trade. Sugar and molasses barrels are specialties of the factory, and a great many cisterns and tanks are made by it also, and it is equipped with machinery for the manufacture of heading, staves and barrels. It is the largest factory of the kind in the State, and it has shipments to all points in Texas. It has reputation, also, for both materials and workmanship, and its prices will compare, all things considered, with those of any competitor in its field.

HENRY HARTMANN, manufacturer of, and dealer in lumber, sash, blinds, etc., on the north side of Buffalo Bayou, near the Sabine bridge, has been a resident of Houston, and chiefly engaged in the lumber business and kindred lines, since 1854. He is a carpenter and cabinet maker by trade, and has had a life long experience in the line of building material.

His mills, and the yards surrounding them, cover two acres. Most of this

ground is under shed. His mills are equipped with machinery for manufacture of sash, doors, blinds, house finish, fence-posts, etc., and for general job work. He has skilled workmen employed, and every facility, in fact, for the trade.

Mr. Hartmann is president of the German Society of Houston, an organization of the residents of the city, who are natives of the Fatherland, for mutual benefit and fraternal purposes. He has been successful in his business, and has acquired a substantial fortune by giving it strict attention. Correspondence with him should be addressed 26 Houston avenue.

THE HOUSTON BRICK WORKS COMPANY, which has works and yards at the corner of Trinity and Wilson streets, Houston, employing 125 men, was incorporated in 1884, and has \$60,000 capital. F. A. Rice is its president, H. H. Lummis, secretary and treasurer, and David Rice, superintendent of manufacture. The capacity of the works is about 50,000 a day, or 15,000,000 a year. Machinery is employed for manufacture.

President Rice, of this company, is president also of the Montgomery Mill & Lumber Company of this city, and has other interests here. Secretary Lummis is a prominent attorney of the city, who is also interested largely in the Montgomery Mill Company. The president is the manager of affairs in the office, which is in the Cotton Exchange building.

Arch, fancy and ornamental brick are moulded at these works, to order. Its specialty is common building and paving brick, and these it produces in larger quantity than any other establishment of the kind in Southeast Texas.

THE GREEN'S BAYOU BRICK WORKS are located on Green's Bayou, twelve miles south of the City of Houston, and from this situation, derive their name. They are owned by M. S. Bell, and are managed by R. E. Bell, her son.

These are new works, lately established, but they are turning out a fine quality of ornamental building brick and drain tile. They employ about twenty hands, are equipped with machinery, and their output is about 35,000 a day, or 10,500,000 a year. This product will be largely increased before long.

The machinery used at these works is of Penfield & Sons make, the best in use, particularly for the specialty of the works, ornamental building brick. The clay beds owned by this firm are as fine quality as any in the State, and a demand has been growing for these brick which gives the works patronage already in all parts of Southeast Texas.

The office of these yards, in Houston, is at No. 8, Liberty avenue.

THE KANSAS CITY BRICK WORKS, in the First ward of Houston, near Beachan Springs, and about three-quarters of a mile from the Court House, cover seventeen acres of ground, on which there are fine clay beds. These yards employ twenty-five hands, and have capacity to produce about 40,000 brick a day. They were established last year by L. Morely, of Kansas City (whence the name), and were bought by Mr. John Tomfohrde, hotel-keeper and liquor-dealer, soon after.

They are run on fine pressed brick for the building trade here; and the equipment of machinery with which they began has been enlarged and improved by the present proprietor, who finds a first-rate demand for all he can make.

Mr. Tomfohrde has his office at 64 Main street. He is the proprietor, also, of the TEXAS HOUSE here, 54 Milam street, facing the Market House, and of a liquor business in the same building.

DAN. CROWLEY, wholesale and retail dealer in lime, cements, and other masons' and plasterers' materials, at 6 Commerce street, was formerly with the firm of Van Alstyne & Co., engaged here in the same line. He went into

business on his own account in 1882. He was a plastering contractor before that, here and in other parts of the South, and was a manufacturer also of artificial stone, a line which he still conducts in conjunction with his other business.

He is an importer of Portland and Rosendale cements, and one of the largest, if not the largest dealers at Houston, in sewer pipe, lime, sand, plastering hair, etc. Last year, his sales in this line aggregated \$25,000.

In artificial stone, he did nearly as much. He makes capitals, brackets, coping and trimmings, etc., for architectural decorations, far superior to any native stone. He furnished stone for the Capitol Hotel here, for the Sterne building, for Judge Masterson's residence, and for the following buildings in other places: St. Patrick's Church, and the new Medical College, Galveston; the State Agricultural College, at Bryan; and other jobs as notable.

CORNICE AND IRON WORKS, ETC.

THE HOUSTON CORNICE WORKS, 21 and 23 Commerce street, corner Travis, are owned and operated by ERNEST NECCO. He is successor in business to M. Curtin, who was established in this line fully thirty-five years ago. Mr. Necco was Curtin's foreman and bought him out in 1887.

These works employ from 15 to 25 hands regularly. They are the largest works of the kind in Houston. They do work for all parts of the State, and many of the public and other large buildings of Texas were provided with galvanized iron cornice and skylight work by them. These, and tin, sheet iron, and copper wares are specialties of this establishment.

Contracts are now being executed by Mr. Necco for cornice, roofing or ornamental work, on court houses at Lake Charles, La., Conroes and Granberry,

Texas, and for the same class of work on the new Sealy medical college, at Galveston. He has executed contracts, already, on the new post-office building here, and on Sweeney and Coombs' opera house, two of the finest buildings of the Southwest.

THE BAYOU CITY IRON WORKS, 45 Railroad street, near the Grand Central depot, Houston, cover an area of about a square there and employ some 50 hands, in manufacture of engines, boilers, shafting and pulleys, house and furnace fronts, grate bars, iron and brass castings, pipe work, and machine repairs. They were established in 1840, and are owned and operated by A. and E. F. McGowen.

They were the first works of the kind started here. Judge McGowen, senior member of the firm, came here with the outfit for them fifty years ago, from Alabama. He brought his plant up Buffalo Bayou, and opened up in full blast, at a time when Houston was only a thriving backwoods settlement in the Lone Star Republic. He has been very successful in business, and has acquired considerable property, among other pieces, the land these works are on.

He has also achieved distinction in public life, and has held offices, which along with his business, have given him an acquaintance throughout all the State. He has, in fact, served the city of Houston, in one official capacity or another, continuously since 1850. He has been its mayor and alderman a number of times, county judge and Chief Justice of the county, and is now county treasurer. His partner in the business is his son, also a large real estate owner here, and a member of the Commercial Club.

This foundry does, perhaps, the largest business in repair work of any here. It has, also, a notable business in columns, house fronts, and other architectural work.

C. SCHWARZ, manufacturer of, and dealer in, carriages; wagons and harness,

at 181 to 187 Preston street, does the leading business of that kind at Houston.

His place covers nearly half a square there, and has departments for manufacturing carriages and wagons, to order, painting and trimming, and fine harness work; also a repository for the sale of the Studebaker and Tennessee wagons, "Planet Jr." horse hoe cultivators, and steel wheel sulky rakes, and other implements for which he has sales agencies.

COTTON OIL MILLS.

THE NATIONAL COTTON OIL Co. has mills at Houston, Galveston, Waco, Dallas and Palestine. Its mills here are situated at the junction of the Houston & Texas Central and Southern Pacific railroads. They furnish employment to 225 hands, consume 375 tons of seed daily, and turn out about 14,000 gallons of oil in the same time, besides meal, oil cake and linters. During the season just past,



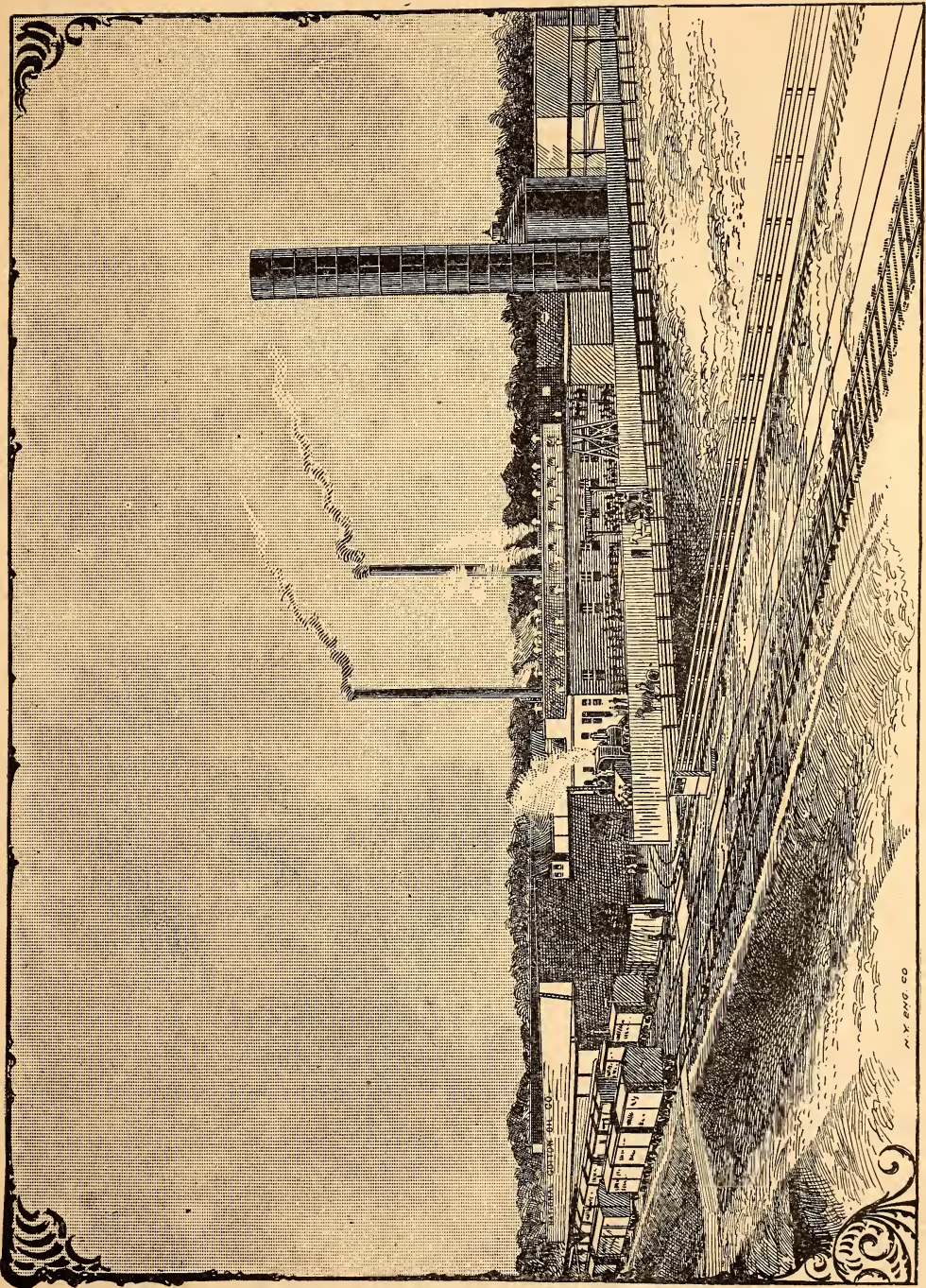
HEINER'S BUILDING, HOUSTON.

Mr. Schwarz has about twenty-five hands employed, and does a State trade of about \$50,000 a year. He has been successful in the business during the fifteen years he has put in at it here, and has acquired some valuable property out of its profits.

He owns his place of business, and is one of the stockholders in the Merchants' & Planters' Oil Mills of Houston, and has other interests in business concerns here, outside his regular vocation in trade, besides.

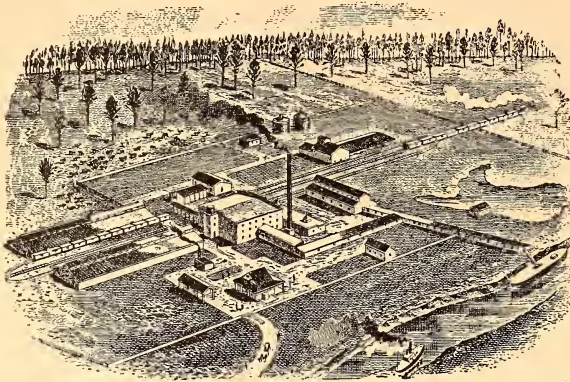
they worked 60,000 tons of seed, and turned out 3,000,000 gallons of oil and 20,000 tons of oil cake. They pay cash for seed, and buy all offered them.

The company that owns these mills is capitalized for \$250,000. J. L. Kane, of Galveston, is its president; B. Adoue, of Adoue & Lobit, bankers of Galveston and Dallas, is its vice-president; and G. C. Street, of this city, is resident secretary and manager of the Houston mills. Mr. Street is a member of both the Cotton Exchange and Commercial Club.



MILLS OF THE NATIONAL COTTON OIL CO., HOUSTON.

THE MERCHANTS' AND PLANTERS' OIL Co., of Houston, was organized in 1889, and has had its mills in operation about



MERCHANTS & PLANTERS OIL CO.'S MILLS.

two years. It has a capital of \$250,000, and the following principals: T. W. House, banker, cotton factor and sugar planter, president; W. D. Cleveland, wholesale grocer and cotton factor, vice-president; T. C. Dunn, assistant cashier in House's bank, secretary and treasurer; and J. S. Price, general manager. It employs 125 hands; and, with a capacity of 175 tons of seed a day, does about \$300,000 of business a year. Its pay-roll is about \$1,000 a week; its product, chiefly, refined butter-oil, of which it produces about 800,000 gallons a year, and besides about 7,000 tons of seed and cake, the remainder of the pressed seed being fed to some 2,500 head of cattle that are ripened for market with it.

The mills of the company were built under the supervision of Mr. Price, who came here from Charleston, S. C. He put up the mill of the Southern Cotton Oil Co., of Columbia, S. C.

The mills here occupy ten acres of a hundred-acre tract, situated on the line of the Texas Transportation Co., just outside the city limits, owned by the company. On this tract are the pens and sheds for the cattle; the gin, seed bins, oil tanks, machine shops, electric light

plant, and other accessories of the works. The seed bins have 15,000 tons capacity; the tanks will hold 300,000 gallons.

Mr. House, president of this company, is one of the wealthiest and most enterprising men of the city. He has a very large fortune, invested, for the most part, in Houston industrial and business concerns. So, also, has Mr. Cleveland. Manager Price has had many years of experience in the manufacture of cotton-seed oil, and he has made this mill the model cotton oil mill of the South.

MISCELLANEOUS CONCERNS.

THE LEON SMITH MANUFACTURING COMPANY of Houston, which is engaged in manufacture of shirts, drawers, jeans overalls, jerseys, and cassimere pants, at 32 and 34 Fannin street, occupies there a new building put up expressly for it. This building is 50 x 100 feet, and three stories high. It is equipped with machinery for the business, and in it 180 workmen and girls are employed. The company has about \$60,000 invested in this factory and with capacity to make about 600 garments a day, is doing a business of



LEON SMITH MANUFACTURING CO.'S PLACE.

\$150,000 a year, and increasing its sales every day. It has three men on the road, selling for it, and is doing the best busi-

ness of the kind in the State; is the largest concern, in fact, of its line in Texas.

This business was established in 1889, by Mr. Smith. Mr. R. H. Talley, soon after, embarked in it with him. They claim their goods the best sold in this market, and the favor with which they have been received seems to verify the claim.

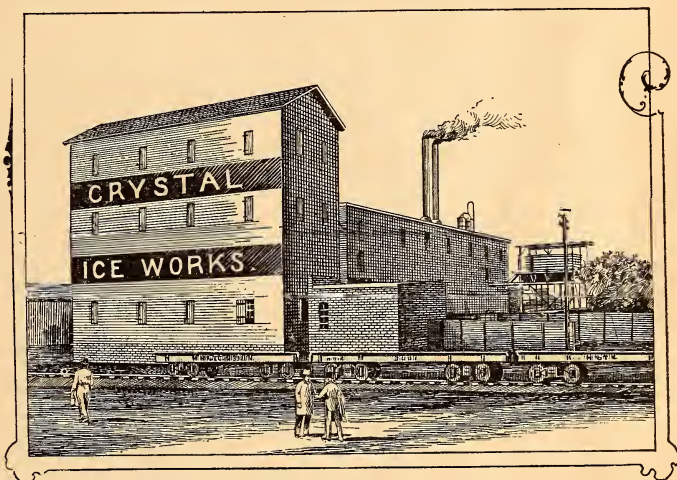
THE CRYSTAL ICE WORKS, situated on Buffalo Bayou, at the foot of McKee street, in the Fifth ward of Houston, shipped last year, to interior points, 131 carloads of their product, and sold 1,500 tons in the city besides, and this was their first year's business. They make ice from pure distilled artesian water, with a new patent ammonia gas purifier, the invention of Mr. Zilker, one of the proprietors of the establishment.

ZILKER & MCGAW, own and operate these works. Mr. Zilker came here from Austin, and Mr. McGaw from Fort Worth. The former was in this same business in the State capital of Texas, and has cold storage interests in San Antonio now. He is a man of wealth and business experience, pretty well known throughout Central and Southern Texas. Mr. McGaw was formerly with Wells, Fargo & Co.'s Express Co., in Fort Worth.

They bought the old Houston elevator property and refitted it for ice manufacture. This property gives them large storage capacity, but they hold very little of their product, preferring rather, to sell it off as rapidly as they can get cars for shipment. Their capacity is 40 tons a day. Their well flows 300,000 gallons a day.

THE HOUSTON ICE Co., which has its office and works at the corner of Wash-

ington and Fourth streets, is one of the largest, if it is not the largest, ice works, indeed, in Texas. It employs from 70 to 80 hands, has an output of 60 tons a day, and is a shipper to all parts of the State. It is the agent here for Val Blatz Milwaukee bottled beer, and for Chr. Moerlein's superior Cincinnati beer; is a dealer in wood and coal, and does quite a cold storage business with the produce men of Houston. It has cold storage chambers of ten tons capacity, ice machines of the latest improved pattern, and a location on the track of the Houston & Texas Central Railroad here, which



CRYSTAL ICE WORKS OF HOUSTON.

gives it special facilities for car lot shipments to all points.

Its ice is made entirely from pure artesian water.

This company was incorporated in 1887. H. Hamilton, an alderman of the city and a wealthy resident, is its president; B. Adoue, of Adoue & Lobit, bankers of Galveston and Dallas—one of the solid men of the State, in fact, is vice-president, and H. Prince, secretary and treasurer. Mr. Prince is general manager of the business. He is the owner of the Prince Building, corner of Main and Prairie streets, and of other real estate

here, a member of the Commercial Club, and a director of the Planters and Merchants National Bank of Houston.

The UNION BOTTLING WORKS, 94 and 96 Milam street, Houston, were estab-

trade which he has followed, with great success here for thirty years.

The TROY STEAM LAUNDRY, 92 Prairie street, is owned by SI PACKARD, who is also in the wood trade, here, on a very



F. H. POTHOFF & CO.'S UNION BOTTLING WORKS.

lished in 1879. The present proprietors, F. H. POTHOFF & Co., acquired them in 1881. These works have an output of 300 dozen a day, of soda, ginger ale and mineral waters; and this product is shipped by them, largely, throughout Texas and Western Louisiana. Three teams are required for local delivery of it.

The members of the firm of F. H. Pothoff & Co., are F. H. Pothoff, the managing partner, and Geo. E. Henrichsen. Mr. Pothoff came here from Galveston in 1879. He was in this same line there. Mr. Henrichsen is of C. H. Bering & Co., building contractors, a line of

large scale. He is successor, in the proprietorship of the laundry, to Hamilton Bros. & Packard.

The TROY is fitted up with all the latest appliances and devices for the business. It has ironers, polishers, mangles, and all the so-called "Troy" improvements; is the only laundry in the city, in fact, equipped with "Troy" machinery. It has twenty hands steadily employed, and two teams for local delivery; and, besides, has local agents in all the important towns of Houston's trade territory, to facilitate its extensive business out of town.

DEALY & BAKER, job printers and book binders, of Fannin street, between Congress and Franklin streets, are successors to the old house of Ed. Smallwood, with whom both the partners served their time, Mr. Dealy as a book-binder, and Mr. Baker to the printer's trade. They became partners of Smallwood in 1883, and bought him out in 1885.

They have recently moved into a new building, specially fitted up for them—

employing about twenty hands, and find their business prospering and growing right along.

S. ANDERSON, photographer, of 85 Main street, has followed this profession for forty years. He began in it at Galveston in 1851, and remained in it there until 1857, two winters which he spent in Houston, excepted. In 1857 he sold out his Galveston place, and opened a gallery in New Orleans, where he continued in



TROY LAUNDRY, SI PACKARD, PROPRIETOR.

that situated as above—and have the place equipped in the latest fashion for general printing and book binding, in which specialties they excel. They are

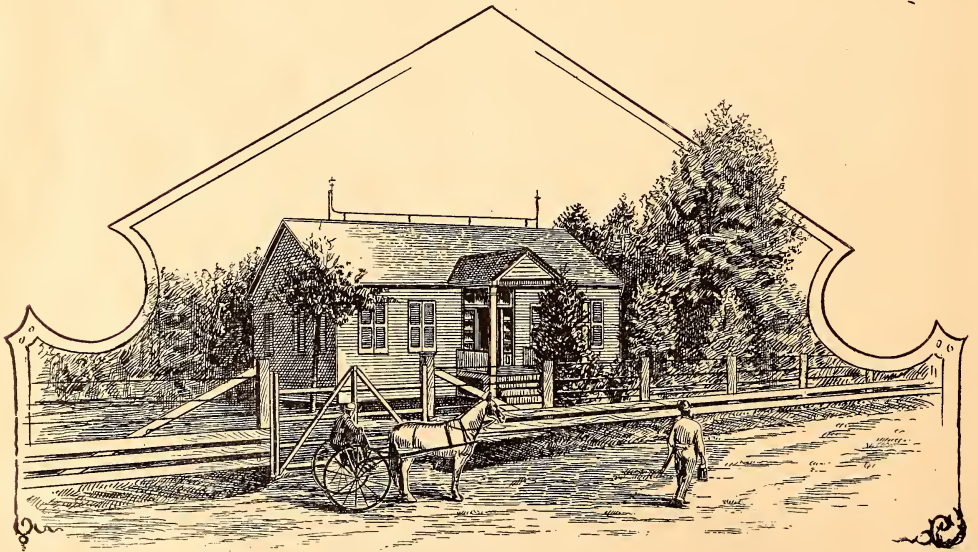
the business until 1882, and then, his establishment having been destroyed by fire, removed to Houston, in which city he took up a permanent abode.

Toward the close of the war, he visited Europe, to perfect himself in his art, and upon his return, enlarged his business and has since spared neither pains nor expense to keep fully abreast of the highest standard prevailing in it; so that now, with experienced assistants, fine instruments, and all the necessary accessories of furnishings, appointments and light, he has facilities for producing work unsurpassed in this country. His charges for good work, moreover, are very reasonable.

Many of the engravings in this work

were made from photos furnished by Mr. Anderson. He carries on hand a large supply of local views, which are for sale at moderate prices.

The illustration accompanying this matter, is a view of Mr. Anderson's farmstead, situated at Eureka, a station on the Houston & Texas Central Railroad, about six miles from here. He owns there a tract of 50 acres, on which he has expended considerable time and money. He has a vineyard and an orchard there, and he proposes to make it a model farm in every respect.



FARM HOUSE OF S. ANDERSON, SIX MILES OUT OF HOUSTON.



THE STATE OF TEXAS.

INTRODUCTORY COMPARISONS.

THE story of Texas should be familiar to every American. Not alone for the superlative spirit of the defenders of the Alamo, unparalleled even, as its memorials declare, by that desperate resistance of Thermopylæ, which had one messenger of defeat, while the Alamo had none. Nor yet for the triumph of Liberty upon the tearless field of San Jacinto. For it is but an example of the eternal fitness of things that prodigies should precede, and such Titanic throes as these attend the birth of such a State. But as much for the wise abnegation of its founders, when they renounced the honors of a precarious sovereignty for the more substantial advantages of federation, and as well for the enlightened course they pursued with respect to education and their public domain. For their prescience, in fact, as to all the interests of their posterity.

And while many fine and graphic epithets have been applied, and many bold, and not a few ingenious comparisons been drawn, to illustrate the grandeur of the State of Texas, but few of these descriptives quite contrive to do the subject justice. For comparisons and epithets, it is evident, and marshallings of phrases are as inadequate to depicture this majestic

State—already in its exuberance of resource, as in stupendous length and breadth, the State of States, not to speak of what it will be in the ripening fullness of time—as they are to image that glorious epopee of the Lone Star Republic—of the Alamo of San Antonio de Bexar, of San Jacinto, of Milam, and Bowie, and Crockett, and Travis, and Houston, by which and by whom this incomparable temporality was confirmed to the all-conquering Anglo-Saxon domination forever.

The son of this soil may be pardoned, then, the State pride that determines him to preserve, undivided and undiminished and inviolate, his blood-bought heritage of Mother Earth; a heritage which has the breadth of ten degrees of latitude and the length of fourteen of longitude; which, before the last admissions, measured the fourth part of the Federal Union, and is yet, excluding polar Alaska, an eighth of the whole—274,356 square miles, 175,587,840 acres, three-quarters of it susceptible of agricultural or pastoral production, and besides that three-quarters, a mineral area larger than all Pennsylvania, and more timber lands than the whole of Indiana. Which has more grazing lands than all Kentucky, more tobacco lands than all Virginia, more wheat lands than all Minnesota, more sugar lands than all Louisiana—enough, indeed, the experts say, to provide four times what this country consumes—more cotton lands than all Mississippi, and more lands equally well adapted

to cotton, to grain, or to fruits, than any one of these has all told. Which has a coast line of 700 miles, whereon and along must be located the embarcaderos for the surplus products of the vast plains west

of every resource but population, and with a more even climate than any of them, Italy, perhaps, excepted. Which could support, as well as these, the pomp and power of Cæsars. Which has the splendid attributes, in short, of Nature's own most favored realms and empires.



TEXAS CYPRESS SWAMP.

of the Mississippi and east of the Rockies, peopled already with ten millions of busy souls. Which might sustain in abundance the sixty million people of the nation and as many opulent and powerful cities as the country has now; or might raise, upon its broad and fertile acres, fifteen million bales of cotton to clothe the world, and feed fifty millions of people besides.

Which is very much larger than either Italy, or France, or Germany, and considerably greater in area than Austria-Hungary, richer in all the natural endowments that give to these their commanding position in the industries, fuller

AGRICULTURAL DIVISIONS.

TIME has dissipated many popular fallacies with respect to Texas. The extension of railroads, the spread of population, the dissemination of information through newspapers and bureaux of immigration, have corrected abroad many erroneous impressions of its social conditions and climate, and of the distribution of its arable areas, concerning which last matter but dim ideas prevailed, until very recent times, within the State itself. The accreting assessed valuations of the State, largely due to the increased acreage in Western Texas farms, is convincing to the man who is open to conviction, that even the supposed desert of the Staked Plain the *Llano Estacado* of the old geographies, all its ancient Spanish land-marks obliterated by the plow,

will respond to tilth with any equal acreage of older States. And every day brings fresh disclosures of unsuspected fruitfulness in newly furrowed grounds. Certain it is that if Texas has not, as predominating features, the interminable fens and impenetrable everglades, with their rank profusion of primitive *flora*, that distinguish the Louisiana and Florida lowlands, nor at the other extreme the Heaven-kissing hills and Pelions piled on Ossas of Colorado and California, it has still no lack of scenic diversity, and all the less of waste and barrens.

Texas may be roughly described as a vast plain of irregular contour, extending

northwesterly from the Gulf of Mexico, with an extreme length of 700, and breadth of 500 miles, and rising from the sea — imperceptibly, almost, over so great a length — to an elevation, at its farthest inland limits, of 2,500 feet. The Sabine river separates it, in large part, from Louisiana on the east, the Red river from Arkansas and Indian Territory on the north, and the Rio Grande from Mexico on the south and southwest. As to its physical features, it may be broadly partitioned into three distinct divisions — the flat region of coast lands, 50 to 150 miles wide; the middle district of undulating prairies, 200 to 300 miles wide, and the higher and broader western prairies, broken somewhat in the southwest by the spurs of the Mexican mountains. From an agricultural standpoint, these divisions are sometimes increased to six—the southern coast, the timbered uplands of East and Central Texas, the central black lands, the northwestern red loam lands, the western and northwestern plains—the latter further distinguished as the “Panhandle of Texas” — and the alluvions of the Brazos and other rivers; which rivers have little navigable utility, but are extremely serviceable as drainage system for the eastern half of the State, through which, for the most part, they lead.

The State has a temperate and a more uniform climate than its subtropical position and vast area seemingly denote. As between the northernmost and southernmost points in the State, the variations are naturally greatest. Districts open to the full draft of the dry north wind are the coolest. Fort Elliott, in the Panhandle, is one of these; Denison, on Red river, another. Eagle Pass, on the Rio Grande, enjoys distinction as the hottest place in the State. The coast

counties have a mean annual average of 53 degrees; the State, as a whole, of 60. The influence of the Gulf moderates the climate of all Texas, and over it the periodic “Norther” of the winter season is seldom forceful enough to prevail. The State, in its entirety, is remarkably healthful, and the high prairies of the West have an atmosphere that is especially dry and pure.

The annual rainfall varies from fifty inches or so along the coast, to forty in the central region of the State, and four-



COTTON PLANTATION, TEXAS.

Missouri Pacific System.

teen or sixteen in the extreme West. The belt of twenty to twenty-five inches of rainfall reaches nearly to the western

confines of the State, and those districts of the Pan-handle and Staked Plains, formerly mistakenly considered too arid for cultivation, it has been discovered, have a more seasonable and larger rainfall than Colorado, New Mexico, Wyoming, Western Nebraska and a great deal of Dakota, Montana and the Pacific Slope. Water, too, has been found almost everywhere immediately beneath the surface, so that the problem of irrigation is, in many parts of the so-called dry lands, almost ready-solved.

The most compactly settled farming region of Texas is that lying east and north of the Colorado river. The characteristic of the coast line of the State is its long sand-barred lagoons, in many places especially favorable for oyster plantations, a fact just beginning to be appreciated. Broad savannas affording excellent pasturage, as well as swamp and timbered tracts, are features of the coast lands. The rich district of the "Sugar bowl" of Texas lies just southwest of Houston and Galveston, and it is said that \$15,000,000 is invested in cane growing and allied industries thereabouts.

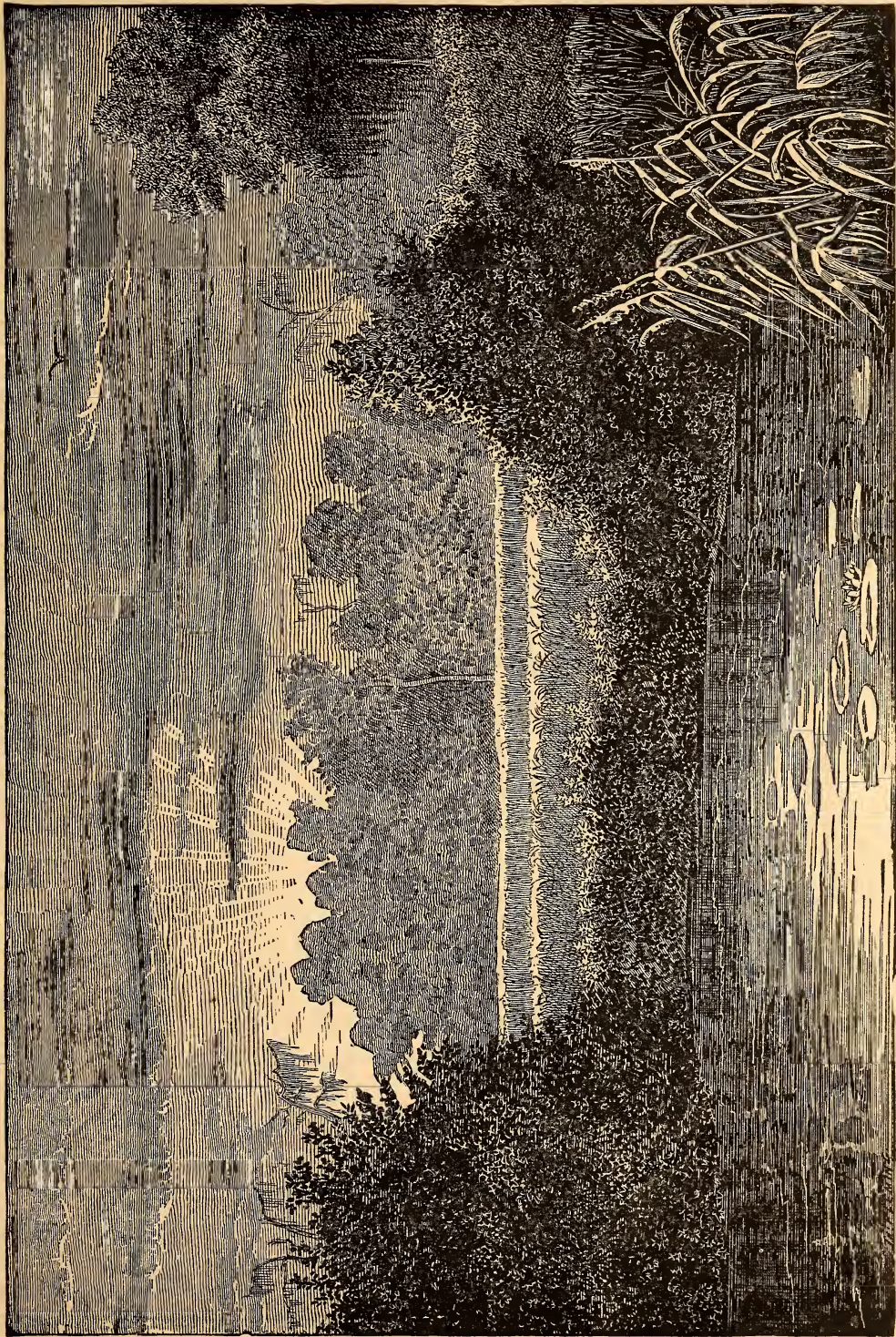
The Central Black Prairie Lands stretch from Red river southwest to the vicinity of San Antonio, in a belt 140 miles wide at the north, 100 in the middle and 50 to 60 at the south. In this agricultural division are Dallas, Fort Worth, Austin, Waco, and other forward cities of the State, and the greater part of the cotton crop of the State is raised in it.

The Northwestern Red Lands comprise in large part the Pan-handle. South and west of this region, and west of the Colorado river, which flows through Southeastern Texas, is the STOCK REGION, much of which also is largely susceptible of cultivation, and over which the envious husbandman already casts a longing eye. The counties north and northwest of San Antonio are considered particularly well suited for sheep-raising.

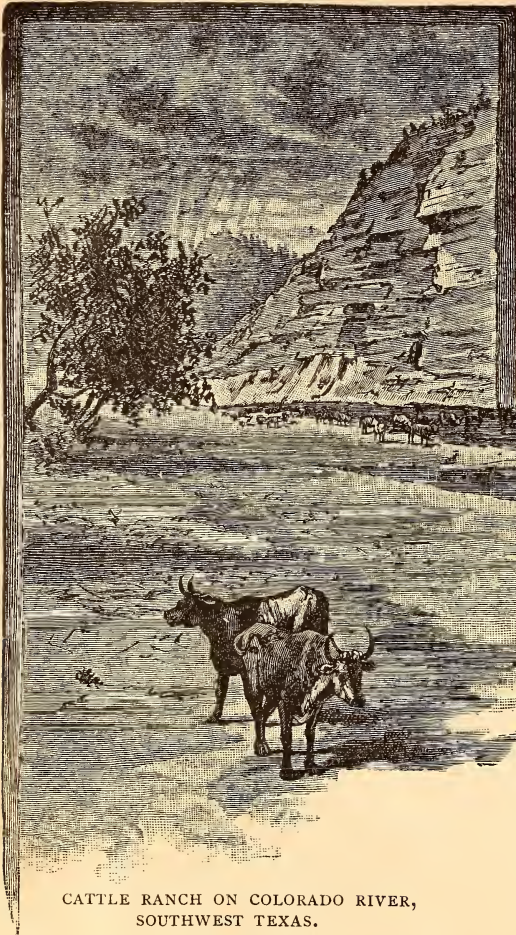
PRODUCTION AND VALUATIONS.

THE CROP REPORT OF TEXAS for the year ending August 31st last, is a sufficient measure of the productiveness of these several regions. Texas produced during that year 1,300,000 bales of cotton valued at \$75,750,000; 75,500,000 bushels of corn, \$28,500,000; 18,800,000 bushels of oats, \$5,350,000; 5,000,000 bushels of wheat, \$4,250,000; potatoes, worth \$3,000,000; hay, \$2,750,000; fruits, \$2,300,000; sugar and molasses, \$2,200,000; garden products, \$2,100,000; miscellaneous farming staples, such as honey, wine, etc., \$1,400,000; and in addition sheared 16,982,245 pounds of wool valued at \$3,603,406, from 3,466,678 sheep; slaughtered 261,550 head of stock worth \$2,615,500; shipped 625,000 head of cattle worth \$12,500,000, and 25,500 horses and mules worth \$1,530,000, a grand total of nearly \$148,000,000,—more than the agricultural production of the six New England States, Maryland and Delaware together. MR. JULIUS RUNGE, president of the Galveston Cotton Exchange, who speaks with the authority of large experience, estimates the market value of the products of the soil of Texas for the crop season of '89-'90 at \$170,000,000.

Or the wealth of the State may be taken as a measure of its fruitfulness. The assessed valuation for the year 1889, shown by the official summaries of the tax rolls were: Real estate, \$480,135,007; personal property, \$249,040,577, a total of \$729,175,584, an increase of assessed values of nearly \$50,000,000 in a single year, of \$202,000,000 since 1883 and of \$507,000,000 since 1871. As the tax assessment is considered generally equivalent to little more than fifty per cent of the real value of the property assessed and what escapes taxation, these figures may be doubled without overstating the truth; that is to say, Texas has



SUGAR PLANTATION, ON THE LINE OF THE INTERNATIONAL RAILROAD, BRAZORIA COUNTY, TEXAS.



CATTLE RANCH ON COLORADO RIVER,
SOUTHWEST TEXAS.

\$960,270,014 of real estate and \$498,081,154 of personal property, or \$1,458,351,168 total valuation, an increase of \$100,000,000 in the last year and of \$404,000,000 in the last seven. In 1879 the assessed valuations of Kentucky, then the foremost Southern State, were \$318,000,000; of Virginia, \$308,000,000, and of Texas, \$304,000,000. In the race for precedence, Texas, in accretions of wealth as in population, has fairly distanced both these competitors.

These figures show the average wealth per capita of 2,300,000 people in the State to be about \$634. The summarized tax roll exhibits a levy against 115,869,464 acres of farming land, valued at \$335,000,000; town lots, \$125,000,000; 7,700

miles of railroads, \$59,000,000; 7,261,769 head of cattle, \$47,603,363; 1,357,358 horses and mules, \$36,650,260; goods, wares and merchandise, \$29,000,000; lands of non-residents (in back counties unorganized), \$20,000,000; manufacturers' tools, material, etc., \$9,800,000; money on hand, \$13,682,371; sheep, 4,280,111 head, \$5,032,293; hogs, 1,120,947; goats, 544,538, and 8,594 jacks and jennets, \$2,761,635.

The State has for it, the nominal bonded indebtedness of \$4,237,730, and has a surplus in its treasury. Its tax rate, twenty cents on the \$100, *ad valorem*, twelve and a half cents school tax, fifty cents State revenue poll and \$1 school poll, would produce, upon the assessment of last year, nearly \$3,000,000 of revenue, a sum ample for all the expenses of government, which thus far has been economically administered.

As a body politic, it has assets, consisting of public lands, county bonds and school moneys, of nearly \$200,000,000. Its farm mortgages are only \$25,000,000, as compared with \$701,000,000 in Ohio, \$620,000,000 in Illinois, and \$350,000,000 in Michigan, and less than those of any other growing State. There are 8,500 miles of railroads in the State, which, at the low valuation of \$25,000 a mile, are worth, in the aggregate, \$467,500,000.

LANDS FOR SALE AND SETTLEMENT.

THE lands available for settlement in Texas are *first*, those open to pre-emption; *second*, railroad and State capital grants now in market; *third*, the State school lands, and *fourth*, those of

private owners. Within the first three of these classes some 64,000,000 acres are comprised, a domain twice as large as the State of New York. Not all this is purchasable, but there is certainly a sufficiency for choice. By the terms of her admission to the Union, Texas reserved all her public lands, and has disposed of some 32,000,000 acres in aid of railroads, and 3,000,000 acres to the syndicate that built the imposing pile of the new capitol at Austin.

The State, says Land Commissioner Hall, has about 25,000,000 acres of common school lands for sale, of which, perhaps 500,000 acres is valuable for the timber on it. It has also 4,000,000 acres subject to pre-emption. The settler on these latter must have the lands he takes up surveyed and recorded at the general land office, and must occupy and improve them for three consecutive years. The whole cost of surveying and land office fees is about \$11. The price of the school lands is: Dry grazing and agricultural, \$2 an acre; watered lands, \$3 an acre; timbered lands, \$5. Payments exacted for agricultural and grazing lands are one-fortieth cash, balance in thirty-nine years, with interest at five per cent. Timber lands are cash, and minerals found on school lands are reserved to the State. The State has no tide lands for sale. The school lands are situated in all parts of the State, but chiefly in the southern, western and northern parts of it.

Extensive tracts owned by private parties are in the market, at prices approximating, where they are in the same neighborhood, those of the State lands. Time sales are commonly made by these proprietors. The Houston land owners and dealers mentioned on pages 49 to 63 of this work, have such lands for sale.

HOUSTON'S SURROUNDINGS DESCRIBED.

THREE of the six grand divisions into which Texas is naturally partitioned by its peculiar topography, are embraced in the trade territory proper of Houston. These three are the Southern Coast prairie region, including the Brazos alluvial district, or Sugar Bowl, of the State, the Central Block prairie region, as a whole the greatest cotton field of the world, and the great pine belt of the Eastern side of the State.

These three divisions comprise, in their entirety, an area of nearly 115,000 square



TEXAS FARM, NEAR
HOUSTON.

miles, 72,600,000 acres, dimensions greater than any of the States, California alone excepted.

Not all of these three kingly demesnes, however, are Houston's exclusive appanage. Galveston competes with it for jobbing trade at its very gates, and the great Texas cotton belt supports, along with it, all the centers of any note in the State. But it is the great market for the principal staple of each of the three, for the sugar of the coast lands, the lumber of the pineries, and the cotton of the central counties of the State.

The area of the Coast Prairie region of Texas, toward which, Houston, by reason of its transportation facilities, occupies a commanding position, is about that of the State of Mississippi, viz., 47,680 square miles. The coast line of the State has a conformation differing from any other of the Union. It is bordered by an almost continuous chain of low sandy islands, one of which is the site of Galveston, and another, Padre Island, a hundred miles long. It has few commodious natural harbors, and the enterprise of the day is largely directed to making them for it; not for its advantage merely, but for all the country of the West behind it. The largest and best is the bay of Galveston, on an arm of which, 50 miles inland, Houston has risen.

The mainland of this Tidewater district of Texas is low and flat, but not especially marshy. All the large rivers of the State, except the Red, traverse it flowing seaward, in their order proceeding southward: the Sabine, which, bisecting the great southwestern pine forest of Louisiana and Texas, forms the Eastern boundary of the latter State; the Trinity, on which Dallas and Fort Worth both are situated; the Brazos, whose bottoms are famed for their fertility; the Colorado, which has its sources in the "Panhandle district" of the extreme northwest of the State; the Guadalupe, the Nueces, and,

finally, the Rio Grande, the Southern boundary of the Republic.

Houston is nearly exactly central with respect to those parts of the coast region lying between the Sabine and the Colorado, a distance, as the crow flies, of about 200 miles. The northerly end of this district adjacent to the city is pine lands; the southerly, the richest alluvial sugar bowl prairie and bottoms; the intermediate parts partake of the character of both.

The vicinity of the mouth of the Sabine is the swamiest part of the state. Lumbering here is the principal business, and small craft, engaged in that trade, ply on the river. Harbor improvements are in progress at the mouth of the stream. The rest of the coast region westward to the Colorado, is, for the most part, prairie, interspersed with "motts," or groves of the prevailing growth of oak or pine, and intersected by timbered bayous and creeks. Gigantic magnolias are a characteristic of the environs of Houston, and of the banks of the river on which it is, the Buffalo Bayou.

The richest soils and the largest farms of this coast region are along the streams; the undrained, open prairies have usually fertile loam soils, but as yet they are largely, especially along shore, devoted to grazing; at most to the making of hay.

Cotton production begins pretty well inland, but it is the opinion of experts that cultivation of the Sea Island variety would pay close to the Gulf.

Cattle are largely raised in this district of the State still, but the industry is undergoing the change notable throughout all Texas, namely, the breeding of small herds of improved stock on farms, instead of large herds on the ranges. The acreage in cotton is, consequently, being rapidly extended, but two other lines of farming industry grow here faster in favor.

These are the culture of sugar cane and the growth of garden produce and fruits.



VINEYARD AT MARIENFIELD, TEXAS.



COTTON PLATFORM AND COMPRESS, CENTRAL TEXAS.

The first of these is highly remunerative, but under present conditions it requires considerable capital. The area adapted to it in Texas is vast; enough, it is said, to supply the entire consumption of the Union.

Horticulture and truck farming are expanding pursuits in the neighborhood of Houston and Galveston. Climate and soil here are especially favorable to the production of the tenderer temperate fruits and vegetables, and also of the fig, orange, and other semi-tropical varieties. Pear orchards and pecan groves have been largely set out.

Cotton grows luxuriantly in this coast region of Texas. It yields frequently from 600 to 1,000 pounds of seed cotton to the acre, and usually three-quarters of a bale of lint; corn lands yield forty to

fifty bushels, and sometimes eighty; sugar, 1,200 to 1,500 pounds, with the usual quantity of molasses or syrup; potatoes, from 100 to 500 bushels; strawberries, net as much as \$1,000 to the acre. And fertilizers are unknown.

The fisheries of this coast region promise, at no distant period, to be a source of great wealth. Farming the oyster has already met with success.

Lands in the coast region range in price from \$2, for unbroken, to \$100 and more, for fine sugar lands in the Brazos region. The State has school lands for sale, at \$2 to \$5 an acre, in nearly all the counties along the coast.

Other cities of the State, as we have said, participate with Houston in the trade of the Central Black Prairie region of Texas, in which cotton is the leading crop.

just as Galveston does with the city in the coast region; but these central prairies are, in large measure, tributary to Houston, the cotton market. They embrace about 26 counties, having an aggregate area of 26,050 square miles, the production of which is the better part of the State's vast cotton crop of nearly 2,000,000 bales, besides corn and wheat in the more northerly counties; fruits, cultivation of which is rapidly extending; cattle, and of products not agricultural, toward the eastern side of the State, considerable lumber also. The cotton they send to market, is the main stay of the commerce of Houston.

The maritime pine belt of the South Atlantic States extends into Texas, all along the Eastern side of the State, to about midway between the Trinity and Brazos rivers. South of the 31st degree of north latitude, between the Sabine and the Brazos, is a forest of long leaf pine, reaching to within 20 miles of

the coast. Beyond this, westward, are forests of loblolly pine, and, north of them both, a forest area of the short leaf variety, which is the southwestern extension of the Arkansas pineries. The swamps that line the larger streams flowing into the Gulf, still contain also large bodies of cypress, and hard woods are very generally intermingled with the pines.

The long leaf pine forest of East Texas encroaches upon the very outskirts of Houston, but the principal seats of the lumbering industry are at Beaumont and Orange, on the Neches and Sabine respectively, and approximately a hundred miles from Houston. Houston is, however, by reason of its railroads, and its Bayou passage to sea, the greatest of southwestern lumber markets.

In the very midst of the great pineries of East Texas are the iron fields of Cherokee County, not much more than 150 miles north of Houston, by rail. This



SHEEP RANCH, MIDLAND, TEXAS.

field is now being exploited by New Orleans and other parties, and several very large furnaces have lately been put in operation. Houston expects to share, as a growing manufacturing center, in development of this resource of the country adjacent it. There are oil wells, also, producing copiously, in this same section.

Harris county, in which Houston is situated, and of which it is the county seat, is one of the richest agricultural counties of the State. It has 2,300 farms and ranches. The acreage devoted to agriculture and stock breeding in it is about equal. The assessed valuations of the county are \$20,000,000, about \$5,000,500 of that city property, and about \$300,000 of it live stock on farms. The tax rate is: county, 50 cents; State, 32½; or 82½ total; and 12½ cents of this goes for the schools, of which there are many. The county has 300 miles length of good wagon roads. It is a particularly fine county for cotton, corn, cane, fruits and early vegetables.

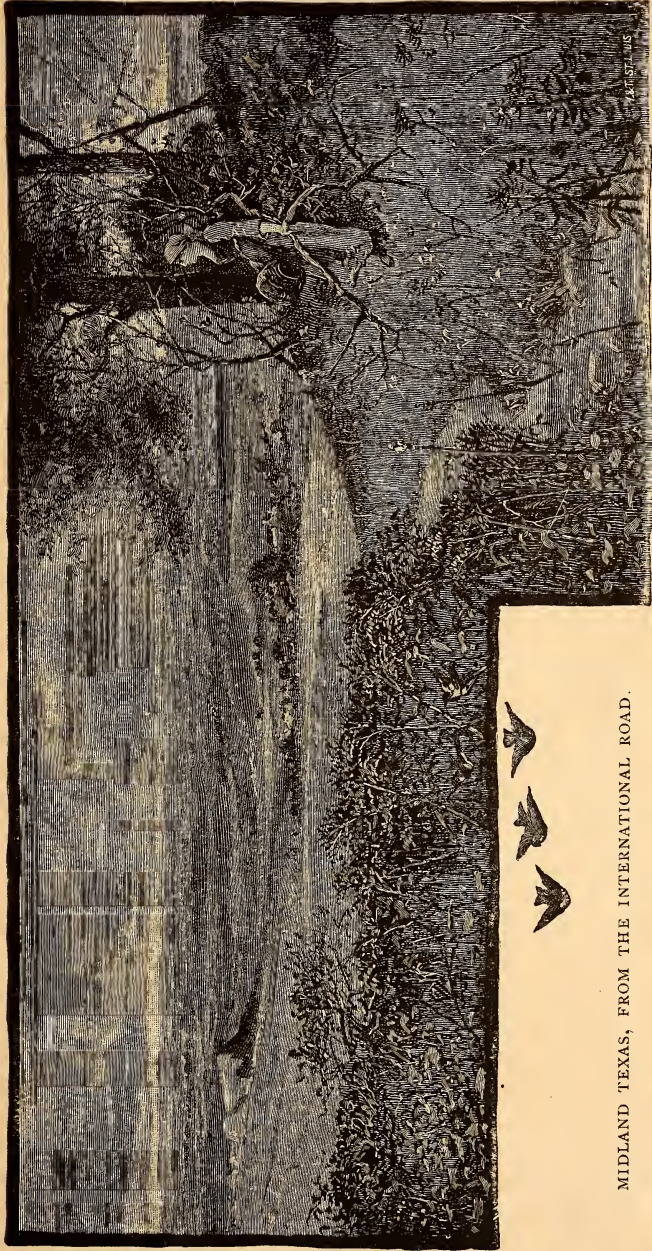
TIMBER, MINES, MANUFACTURES, HARBORS.

THE most valuable pine forests of Texas lie mostly between the Trinity river and the eastern State line. There are other extensive forests of pine in Eastern Texas, but their woods are of an inferior merchantable quality. The demand, already large, of the treeless country west and northwest of this supply, and of Northern Mexico, makes it of more than ordinary importance. It was estimated, in 1880, that of long leaf pine alone, these Eastern Texas forests had twenty billion feet standing, and that besides, there were other pine woods making the timbered area of Texas twice as large as that of Alabama and Mississippi combined. Hardwood timbers likewise abound in many parts of Eastern Texas. The timbered acreage of the State, at last accounts, was 46,302,000 acres; the timber standing, of all kinds, 67,508,500,000 feet.

The advancement of Texas in manufactures has been nearly as notable as in agriculture; but, until recently, the enterprise displayed in this direction was chiefly that prompted by local exigencies, and no attempt had been made to explore its mineral areas in the interest of its industries. The State, however, has now undertaken a thorough geological survey, and the preliminary investigations of its bureau, disclose already as amazing an affluence of dormant resource within the bowels of the land, as there is to be garnered upon its surface. In addition to the petroleum, and salt, and guano, and gypsum, and fire clay deposits, the granite, marble and other valuable building stones of the State, discovery has been made of silver and gold, and of natural gas and iron fields and copper ledges of extraordinary magnitude, and three great coal beds, one in the center of the State, having 20,000 square miles area, one on the Rio Grande of 3,700 square miles, and a third underlying fifty-four counties, have been defined.

DALLAS and FORT WORTH have already awakened to the prospect of manufacturing eminence unfolded for them by the iron and coal beds lying in juxtaposition in the counties west and southwest of them. Capital in both cities has embarked in coal mining in these contiguous districts, and in railroad projects to render them accessible. SAN ANTONIO and AUSTIN, both of which Nature has equipped with available water power sites, have a vital interest in their development; and the progress of LAREDO has been vastly accelerated by the special advantage that city enjoys, of coal mines adjacent.

THE STATE, in the last decade, has passed through a stage of transition. It is still largely an agricultural and pastoral commonwealth, but it has been fruitful also in these maturing years, of important mechanical industries. By the census of 1880, Texas had \$9,250,000 invested in



MIDLAND TEXAS, FROM THE INTERNATIONAL ROAD.



DUCK SHOOTING ON GALVESTON BAY.

manufactures, and an annual product of \$20,000,000. It is to be within bounds to say that these figures have doubled since. The tax assessment of last year, on manufacturing plants, implements and materials alone, in Texas, was \$9,855,427 itself.

In the list of the State's productions, lumber is third. At a convention of the lumber men of the State, held recently at San Antonio, a capitalization of \$100,000,000 was represented. The cotton seed oil mills of Dallas, Palestine, Houston and Galveston rank among the largest in capacity, of the country. Cotton and woolen mills have lately been established at several points in Texas—one at Dallas, and another, just receiving its finishing appointments, at Galveston. Local organizations of capital are prosecuting both these ventures. Fort Worth, Denison and Laredo are undertaking concerns of the same kind. Refrigerating and beef packing plants have been put in operation at Victoria and Fort Worth, by the Stockmen's syndicate, and one is contemplated also for Galveston. The flour mills of Fort Worth, Dallas and Galveston are of the first order of equipment.

There are unlimited opportunities afforded, throughout the State, for other manufacturing concerns: In the pine and cypress and furniture woods and building stones of the State; in the countless beeves and the profusion of fish and oysters and fruits for canning and packing; in a superfluous store of hides for tanning, and incidentally for the products of leather; in a superabundance of bone and horn; in iron and copper and salt and oil and sugar and coal and water powers. Galveston, with its facilities as a market for foreign and domestic coals, its ample supply of excellent water, its cheap sites, and its shipping conveniences by land and sea, is an inviting spot for such enterprises, and quite a number have been founded there of late.

The configuration of the continent

clearly establishes the Texas coast region as maritime province for all the great West beyond the Mississippi. Commerce already clamors for ports along the Gulf. But Nature, lavish of her bounties of soil and climate and mineral wealth, has been niggard of havens for the white winged messengers of the deep blue sea. Accordingly the work of harbor construction has been undertaken at four points on the shores of the State: At Sabine Pass, on the dividing line between Louisiana and Texas, so as to make a roadway for the vast lumber traffic of the great forests of both States; at GALVESTON, which is assured the rank of a port of the first class, with thirty feet of water, by special appropriation of government funds; at the mouth of the Brazos, where private capital is engaged in making a ship channel, and at Aransas Pass (terminus of the San Antonio & Aransas Pass Railroad, and very nearly too of the Mexican National), for which project the government is sponsor also. The time is not far distant when the avenues between the trade centers of twenty States and Territories west of the Father of Waters, and the great world beyond seas, will be shortened from 200 to 1,900 miles, or an average of 650.

POPULATION, CITIES, SCHOOLS.

Texas has a population variously estimated, pending the national census of 1890, between the figures 2,300,000 and 2,700,000. The State has been peopled largely by a steady migration into it, from all the older and more crowded States. This colonization has proceeded of late at a rate equaling the settlement of the Northwest a few years back. And these homogeneous accessions have immensely expedited growth. With it the lesser foreign admixture, chiefly frugal and thrifty Germans, has been all the more readily assimilated. The Spanish-American element of San Antonio and the

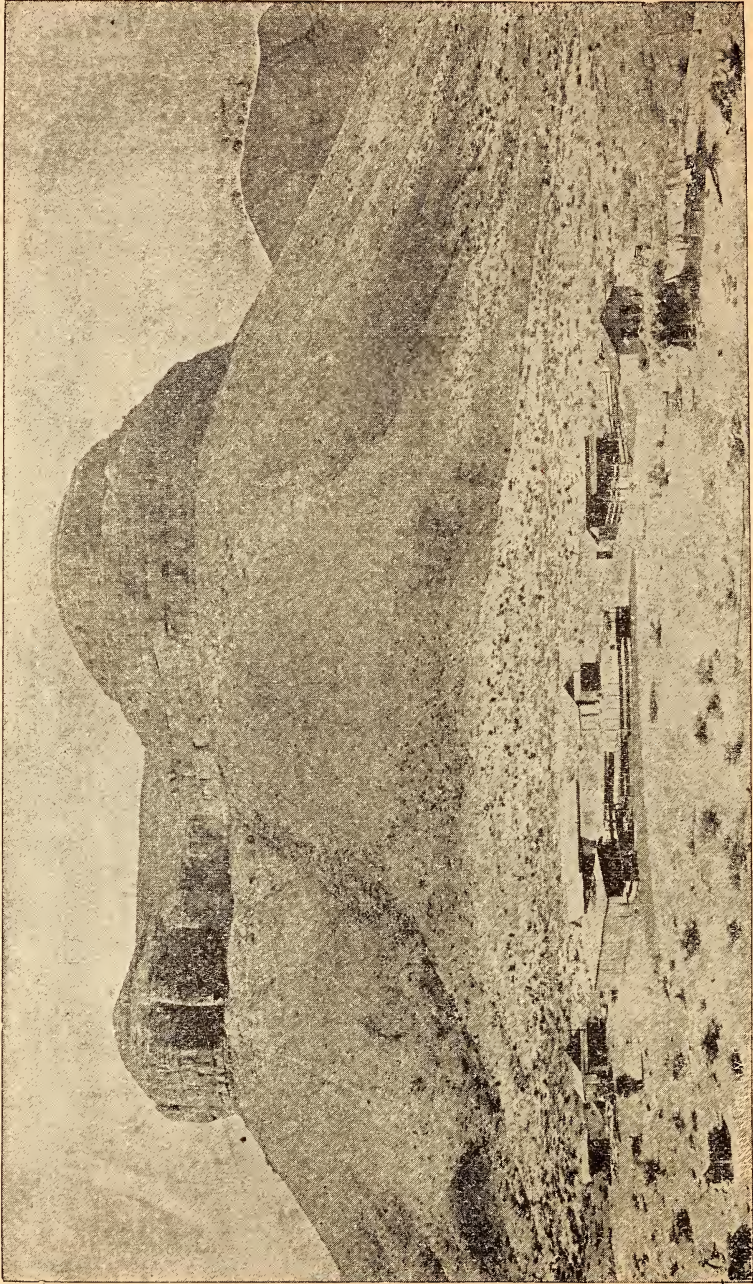
border is fairly lost in the stream of humanity now dispersed over all the State, and the negro, proportionately less numerous than in any of the old slave States, is likewise less here of an impediment to progress.

Although Western Texas is rapidly settling up, the great bulk of the popula-

tion of the State is massed in the district about 250 miles wide, extending the length of its Eastern border. In this division was raised the million and a third bale cotton crop of 1889, and its diversified industries sustain, as in old Spain, seven notable cities, the port of Galveston, Houston at tidewater, San Antonio and



FOREST PRIMEVAL, EAST TEXAS.



SILVER MINING CAMP, WEST TEXAS.

Fort Worth, the outermost of the seven, Waco, the most central, Austin, the State capital, and Dallas. The aggregate population of these, by the State reports of '87, was 200,000. It is very likely now 100,000 more. Others there are also of minor but growing importance, Denison, Sherman, Paris and Gainesville, chiefly among them. The border towns of Laredo and El Paso are also rapidly attaining to prominence. The rapid metropolitanization of these rising cities of the State is a manifestation of the energy, intelligence and forward aspiration of Texas.

The Texan has doubtless acquired a certain individuality from his environment. The race does everywhere. But as between the settled portions of the State and its sisters of the Union generally, it would be difficult to define the differences there are of social aspects. The same spirit of respect for law, religion, opinions, pervades the mass here, as there. As liberal support is given to press, schools and institutions. The household gods and domestic virtues are as generally cherished. And as all traces of the war are now obliterated, so also sectional spirit is blotted entirely out. Other issues—issues of greater concern to Texas, demand consideration. And the very speed of its evolution the more rapidly antiquates the past.

The public school system of the State was established by the foresight of the fathers of the Lone Star Republic, which preceded it, upon a most enduring foundation. The reservation of lands for public education is 3,542,400 acres granted the various counties and 29,000,000 held by the State, which, valued at \$2.50 an acre, is \$81,355,000. Besides this there is invested in land notes, bonds, and cash, for the benefit of the schools and universities of the State, \$19,700,000, so that the State's school fund is over \$100,000,000, a munificence that accords with its own material grandeur.

The pro rata expenditure by the State last year for schools was \$4 a head, or \$2,182,460 for the 545,616 children of school age in the State. About seventy-five per cent of these attend, and 12,000 teachers are retained to instruct them. The Texas University, located at Austin, and the Agricultural and Mechanical College, situated at Bryan, have their own endowment funds, and the State maintains two Normal schools, the "Sam Houston," at Huntsville, for whites, and a colored institute at Prairie View. Permanent provision has been made also for public asylums for the blind, the deaf and dumb, the orphans, and the lunatics of the State.





BALLOON ROCK, SANDSTONE CANYON, TEXAS & PACIFIC ROAD.

W. W. WALKER, 1907

SOUR LAKE MINERAL SPRINGS.

THE TEXAS SANITARIUM.

SOUR LAKE, situated in Hardin county, Texas, near the line of the Southern Pacific Railroad, about 65 miles from Houston, was a sanitarium for the Indians of Texas before the white occupation of the State. It was to this place, says tradition, that the untutored but not unobservant aborigine repaired with his "galled jade," after an arduous season of war or the chase, to recuperate.

It has been a health resort also, since his day, for the people of Southern Texas; but the title to the property on which it is, was, until lately clouded. Recently, however, it has passed into hands alive to the possibilities unfolded by spreading its fame abroad; and its new owner is improving it and advertising extensively its advantages and attractions.

Sour Lake is about eight miles west of the Southern Pacific station of the same name, from which it is reached, comfortably and expeditiously, by a hack line, traversing a good country road. It is on an elevation somewhat higher than the surrounding country, and has the mellow atmospheric envelopment and charming sylvan environment that distinguishes the Gulf coast region of Texas. Cool drafts reach it from the sea, unobstructed by intervening highlands, and it lies embowered in a grove of grand old oaks, interspersed with maples, gums, magnolias and other indigenous growths of the forest.

Sour Lake has an area of about two acres. Near it is a salt lake a mile and a quarter by two-fifths of a mile in area, and alongside it are thirteen mineral wells and springs, each a fountain of healing

waters with properties differing one from the other, and each from the rest.

In this respect—the variety of the waters and the diversity of ailments for which they are beneficial—it is unique, without a parallel, pre-eminent among American spas.

The lake—the larger one—bubbles like a cauldron. It has mineral constituents that give it an acrid taste, and is charged with natural gases, by force of which its restorative elements are commingled like stirred-up Bethesda's of old. An enclosure of two large swimming pools has been made within it, affording room for fifty of each sex to bathe. These are the so-called "iron and acid baths," peculiar, of all the great globe, to this one spot.

Thirty-one private baths are also provided to utilize the waters of the springs, some of which pour forth white sulphur water and some blue. There is an artesian flow also of lubricant oil, which, in its natural state, is much commended for cutaneous affections, and is shipped also for this and other purposes to all parts of the land. The earth charged with the ingredients of the lake and wells, is serviceable too, for external application. And near at hand there are beds of bitumen or asphaltum, which have commercial value as well as medicinal importance.

Persons suffering from skin diseases like eczema, tetter, scald head and scrofula; from rheumatism and venereal diseases; from dyspepsia, chronic diarrhœa, constipation, paralysis and general debility, find speedy relief and usually complete restoration at Sour Lake. The waters here are

considered, too, a sure cure for the morphine, opium or liquor habit. And syphilitic diseases are successfully treated with the mud and lake baths, and without the use of mercury.

The remarkable cures of female diseases which have been effected by bathing in the sulphur and acid baths and by the application of the sulphur and acid earth of this wonderful place, deserve especial notice. The petroleum oil, which reaches the surface through a tube inserted to a depth of 60 feet under ground, used externally, is a certain remedy for long standing sores, carbuncles, piles and like affections.

Prof. J. W. Mallet, who occupies the chair of analytical chemistry in the University of Virginia, and is an authority on such subjects, has this to say of these springs: "The assemblage at Sour Lake, of acid, saline and sulphurous waters, earth charged with acid and saline ingredients, deposited sulphur, mineral tar and natural combustible gas, is well worthy attention, both from a scientific standpoint in view of the special geological conditions here encountered, and in connection with the medicinal application of most of the materials in question for the relief of various ailments. The locality considered as a sanitarium appears to have many incidental advantages; especially a mild climate, pleasant and of good repute on the score of general healthfulness for residence both summer and winter."

And Sour Lake is a pleasure as well as health resort. The salt lake is an excellent boating course and fishing ground. In the adjacent woods both large game and small abounds—deer, red fox, wild turkey, quail, snipe, squirrel and even, though at a few miles distance from the settlement, wild cat and bear.

The hotels at Sour Lake were built only

a few years ago. They have been entirely renovated by the new management. The grounds have also been improved and beautified, and the baths put into first-rate condition. A complete system of drains and ditches, in conjunction with the deodorizing characteristics of the waters, renders the place entirely healthful. There is scarcely a possibility for the germ of malaria to originate in the air of these springs. A daily mail has been established and a bus line is run to and from all trains. Everything has been provided for the recreation, entertainment and comfort of guests. The proprietor of the springs owns also the farm adjoining, and from this the hotel table is bountifully supplied with the choicest genuine country produce.

Rates will be furnished by the management upon application. Special rates are made to families for the season (or less time in proportion), and for children and servants. Campers will be accommodated at a reasonable rate.

Water from the Springs, and mineral mud and tar are put up in special packages for shipment.

A consulting physician resides on the ground.

Sour Lake Springs are owned by Capt. S. S. Ashe, of Houston. He has been a resident of the State for the last forty years, and is well and widely known, both politically and socially. He bought the thousand acre tract embracing the Springs in August, 1890, and has expended a large sum to improve it; and he hopes to make it eventually the rival of Hot Springs, Ark., which, with its greater advantages and the right sort of management, it should long ago have been.

Capt. Ashe's manager at the Springs, is Mr. E. P. Anderson, an experienced man.

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