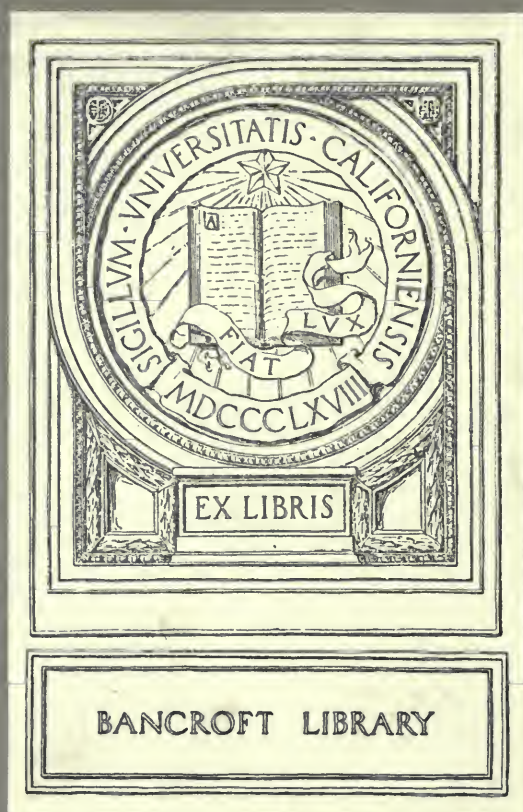


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[Morrison Andrew]

The PORT OF GALVESTON

GEO. W.
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GALVESTON

AND THE

STATE OF TEXAS



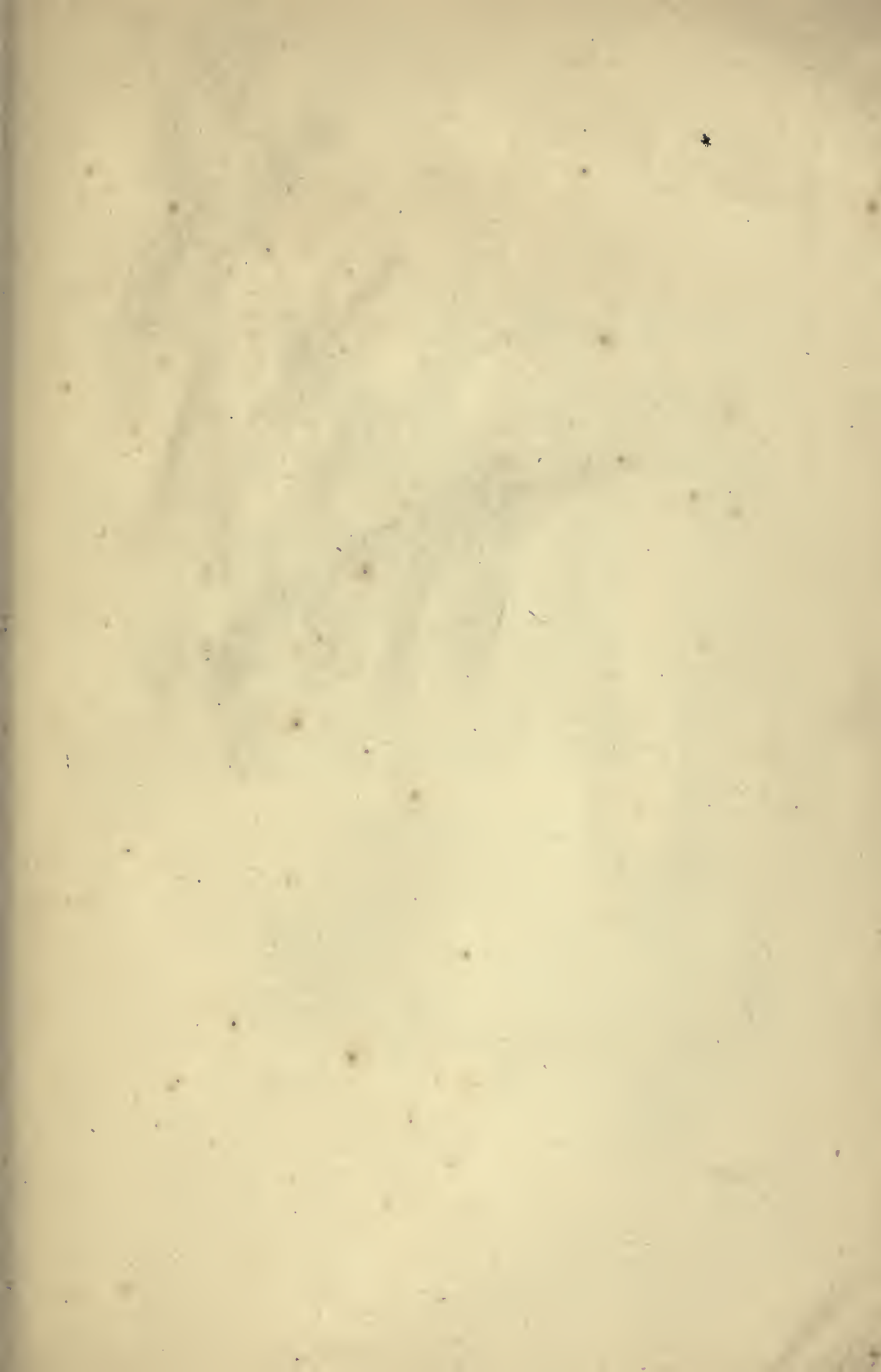
1. Galveston Briefly Described.
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With Illustrations Showing the Architecture and Appearance of
Galveston, and the Scenery of the State.

Edited by Andrew Morrison for Geo. W. Engelhardt.

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GALVESTON—PAST AND PRESENT.

The Engelhardt Series: American Cities.

BY ANDREW MORRISON.

THE PORT OF GALVESTON.

WHATEVER geographical or social distinctions were once defined by the terms "the East" and "the West" applied to the States of the Union, they describe now, sections, in many particulars, of widely variant industrial conditions. The two divisions have the common bond of federation and nationality, but their commercial interests, over so vast a realm, are far from identical, and in many respects are decidedly antagonistic; just as debtor and creditor have amicable relations, but occupy adverse ground.

The East is compactly peopled. The West, while a fourth at least, of the inhabitants of the country, is dispersed over its prodigious area, is but sparsely settled yet. The East has its lands partitioned, and, as a whole, highly cultivated and improved. The West has spacious provinces still unconditioned, and an agriculture involving, in many parts, costly works of irrigation and novel methods of tilth. The East has its resources largely determined and utilized. The West is revealed, by the shallow surveyance already made, and not half its superficies fairly explored, indescribably endued with natural wealth.

The East dominates in trade, manufactures, finance, transportation, and councils of State. And the West, with its infant industries and inceptive projects, is chiefly indebted to it for the means to pursue them, as it likewise is for the migration, which, proceeding out of the older States, arterializes the new. The East has splendid and opulent cities, adorned with the triumphs of architecture and art; great capitals of fashion and luxury, as well as of commerce; established centers of institutions and ripened civilization. In the West, where all is evolution and transition, the essays at these, in the main, are inconsiderable yet. The one, in short, is the blossom of progress; the other its bloom.

But the blossom is one of glorious promise as a full-blown flower. The West, we may assume for argument's sake, is the trans-Mississippi region, although it may be more accurately divided perhaps, at the 92nd Meridian, from which the industrial conditions graduate, much like the modifications of climate from the

equatorial line. This West then, beyond the Mississippi, embraces 826,000,000 acres or 67 per cent of the Union. It has a demesne of forest broader than all the British Isles. It is the principal source of the World's supply of the precious metals. Colonization of it proceeds faster than anywhere else on Earth. And measured by the productive capacity of an equal area of Europe, it would support easily, if its arable lands were as thoroughly tilled, 240,000,000 souls.

With a little less population than Spain—about 15,000,000,—it had a surplus of the staples of husbandry in 1889, worth more than the entire revenue of that proud and ancient power. The estimate of its production of the four leading staples that year, in round numbers was: Cattle 4,990,000, cotton 2,000,000 bales, wheat 242,000,000 bushels, corn 1,001,500,000 bushels. The estimated excess of these products over consumption was 4,170,000 cattle, 1,950,000 bales of cotton, 169,000,000 bushels of wheat, and 785,500,000 bushels of corn; or reduced to tons, 28,637,722, enough to freight 9,545 vessels of 3,000 tons each.

And yet, notwithstanding this extraordinary surplus, farm mortgages accumulate the labors of Sisyphus for the cultivators of the soil in some of the most fruitful districts of the West, and they have been driven to the expedient of making a fuel of their corn. Multifarious circumstances conjoined, have produced this situation, but the opinion is concurrent that it arises largely from inadequate outlets for exportation. The ports of the Pacific are too far distant from the World's great markets to be generally available. Those of the Lakes are winter-bound, and those of the Gulf and Southeastern seaboard, of insufficient accommodations for the shipping required. And although the West has a quarter of the railroad mileage of the world, and nearly half of that in the country at large, transportation charges, over the distances that must be traversed to the North Atlantic Coasts, are practically an embargo upon its foreign trade.

The West, clamoring, by special convention, for removal of these disabilities has been heard at the seat of government. A commission of Engineers, ordered to find, on the Texas Coast, a site for a harbor nearest to all points inland beyond the Mississippi, has made choice of the PORT OF GALVESTON. That city, slowly, accreting, like the shelf of the sea on which it is founded, has been known hitherto as the furthestmost American cotton port, second in rank of those in the South, and as the foremost city of Texas. The certainty of an appropriation of \$6,200,000 by Congress, to complete the improvement of its harbor, long under way, ordains it, at length, the SEAPORT OF THE WEST, and unfolds it a destiny of maritime ascendancy, of grandeur and of power.





GALVESTON BRIEFLY DESCRIBED.

THE ISLAND, BAY AND PORT.

GALVESTON ISLAND rises from the foam of the Mexican Gulf, where it lashes the coast of Texas, about sixty miles southwest from the Louisiana line, a long, low, narrow bank of sand, stretching, as it seems from the open sea, leviathan-like, motionless, upon the heaving waters. It bears away from Northeast to Southwest, with an extreme width of three miles and length of twenty-eight, and lies so low that a single fathom's rise of the inconstant sea, might easily submerge it. Bolivar Peninsula, a slender strip of the mainland, prolonged Southwest so that it nearly aligns it, is the counterpart of the island in all but complete isolation, and these two natural storm-barriers, breakwater the bay of Galveston, which has an area of 455 square miles. The entrance to the bay is between them. It is about a mile and a-half wide, and has thirteen and a quarter feet least depth at the bar. Just inside it is the harbor, a basin, by official measurement, affording 463 acres of thirty-foot anchorage, and 1,304 of twenty-four. Government improvements of both bar and channel are now in progress.

The Island itself is largely desert, and as rude a creation as ever was summoned out of the depths. Artesian soundings

disclose it a concreted mass of marine debris, clay-marl chiefly, thinly coated with sand and disintegrated shell. Inlets, bayous and lakes intersect it, but much of its surface is as barren as if fresh from old Neptune's hand. It is however, generally, though scantily clothed, with stunted sylvia and indigenous brush, and the gay patches of garden and thrifty truck farms, scattered here and there upon it, are indications that its soil is kindlier disposed to verdure, than at the first sight it would seem. And out of this same sterile soil, at the uppermost end of the Island, spreading the full width of it there from bay shore to sea shore, up springs the city of Galveston, the very flower of Texas cities, expanding gloriously, if slowly, among the brilliant blossoms of Civilization in that garden of the Southwest, like its own oleander, the South Sea rose.

Very lovely is Galveston, this Oleander City of Texas, far from destitute of either picturesque prospects or urban charms. Far different too, its aspects, from those at its genesis, in 1837, when it was visited by the distinguished ornithologist Audobon, who, beholding nothing more inviting, of its site, than marsh and mud flat, and its only *rara avis* disporting in the well-ruffled plumage of the then new-made Lone Star Republic, "was not much impressed with the place." The morass he saw has been converted since,

partly by filling and partly by dredging, into solid quays and docks, along which compact lines of warehouses, compresses, factories and freight yards, stretch away for a couple of miles.

The languor of a perennial summer land may pervade its embowered residence precincts, but the port of Galveston is instinct everywhere with varied phases of maritime traffic. Out here on the wharves, where the welkin creaks, like a

land; and here, where swart Piscator is idling the hours away angling for crabs and pan-fish, the mosquito fleet, a maze of coasters, steam and sail, is relieved of its burthens, — shingles and cordwood from the Sabine region, sugars from Brazilia, wool and hides and horns from Corpus Christi, Black Warrior coals, and Kennebec ice, cedars and fustic, perhaps, from the Carib Sea, and Mexican ixtle.

At all these docks, shipping and rail-



RESIDENCE OF A. WEIS OF WEIS BROS.

plague of frogs, with the echoes of maul and capstan and horse-hoist, drowning the hoarse rejoinders of seamen to landmen, and the air is heavy with odors of hemp and tar and bilgy effluvia, brawny black-skinned longshoremen swarm, dispatching the lading of sea-tramps. It is here that the cotton and cotton-oil cake, destined to feed the looms and the herds of Europe, is exchanged for the wines of Bordeaux, the coffees of Rio, the hardware of Sheffield, the Portland cements, and the tiles and glassware of Antwerp.

It is there yonder, the shallows' land, with the oysters and truck of the main-

road meet, and all along shore, are scenes of animation and bustle and commotion. Even there, out where Ariel sportively ripples the stream, eddying the scum and the drift ashore, where the passing cloud and the bellying sail, and "the yachts that float with pinions spread, like the birds of passage overhead, are imaged faintly as in a glass"—there too are puffing tugs in their harness of hemp, with funnels belching inky smoke, straining away at ponderous tows, as if perforce, they must bear them bodily out to sea. For it is at the port of Galveston, that as exuberant an empery of Nature as there is in the

New World, pours, from its horn of plenty, its contributions of textiles and provisions and breadstuffs, to clothe and sustain and enrich the Old.

DISTINGUISHING CHARACTERISTICS.

THE traveler approaching Galveston from the mainland by rail, over either of the trestles that bridge the shoals of the bay, beholds the city first in the least inviting of its aspects. But, as the docks where the depot is, draw nigh, it is evident that the salt ponds and tide lands, that are such conspicuous features of the landscape, have commercial, if not picturesque perspectives. This part of the city is given over for terminal grounds, to the three great Southwestern railroad systems,—Gould's, the Southern Pacific and Santa Fe,—that connect at the wharves with the merchantmen frequenting the port.

Our passenger by train is deposited in



RESIDENCE OF G. H. MENSING, OF MENSING BROS. & CO.

the midst of the business quarter, which, with its salients of water front piers and causeway, is projected over the area of at least a hundred squares. The wholesale district covers, compactly, twenty-five of these. Imposing *magasins* of trade, here, in one instance extending the full length of a block, give to this part of the city a decidedly metropolitan character, and it is easy to credit the statement, in view of the show the warehouses make, that three of the jobbing houses of the city do a business aggregating \$6,500,000 a year. One street, the Strand, so-called because it marks the inner line of reclamations from the bay, is occupied generally by the houses engaged in the various branches of the traffic in cotton—factors, exporters, buyers, brokers and the like. The offices of the steamship lines that carry the staple as freight, the importers, the banking, insurance and other financial concerns of the city, are also upon it, or



NEW CITY HALL.

on the parallel thoroughfare beyond, and the intersecting streets. Factories and cotton, coal, and lumber yards, flank this

board and crystal glazing; which glazing mirrors the passing throng.

And images all the contrasts of condi-



RESIDENCE OF GEORGE SEALY, OF BALL, HUTCHINGS & CO., BANKERS.

district as far out as the new manufacturing quarter of the West End.

Back of this realm of Commerce-in-Bulk, is its life-like diminutive, the domain of the shop-keeper of Galveston. Here, aggregated upon three long, and from the rectangular plan of the city survey, straight streets, are representatives of all the ancient and honorable guilds and crafts, antedating the rise of the jobber: Messrs. Mercer and Draper and Cordwainer—next neighbors to Mme. Modiste and M. Perruquier,—Sir Leech and Sir Knight of St. Crispin. Or, to descend from metaphor to every day terms, the quarter of retail dry goods dealers, grocers, shoemakers, milliners, druggists, pawn-brokers, barbers, restaurants and hotels. Here are the big department stores, carrying as varied a stock in trade as anywhere under the sun, gay with extrinsic embellishment of gilded sign-

tion, complexion, occupation, and costume, a Southern seaport can show: Sailors in shore togs, cowboys in from the range; hawkers of smuggled fabrics, fakirs, tourists, mendicants; darkies in tatters, butterflies of fashion tricked out in the latest mode; fustian and jeans everywhere elbowing purple and fine linen, like the push-carts in the roadway obstructing the progress of the sumptuous equipages of wealth and state. All this and very much more, instantaneously imprinted; and disclosed by the sunlight flashing alternately from show window on this side, to show window on that. Ending here where honest traffic degenerates into pitfalls for Jack Ashore. And exhibiting, side by side, the social extremes of city life.

Nothing provincial the night scenes here, in the balmy winter season, when the cotton "is moving" and the streets

are alive with "samplers" and "screw-men," spending prodigally a weekly stipend that would be considered a handsome recompense in many of the learned professions. Nothing apparent here that the retail trade of the city is circumscribed at all by its insular position, as by some it is said to be. Crowds on the corner, at yon stand of the pinchbeck vendor. Crowds at the theatre door. Crowds surging by. Shop doors wide open. Lights. Music. A little Vanity Fair, like Broadway and the Bowery in minim.

Galveston, as yet, makes little pretension to the monumental in architecture. It has some types, however, distinctive among its public edifices, for a certain strength of design and simple effectiveness, if not also of grace and originality. The Cotton Exchange is one of these, and is also a building becoming the rank

of the port in the trade. The Custom House, with its shapely tower, is a somewhat stately structure, and there are elements, at least, of the impressive in the long facades of the Ball and Rosenberg Schools, to which an additional interest attaches, in the fact that they were gifts from the public-minded millionaire residents, whose names they respectively bear. Many of the business fronts of Galveston are disfigured by the ever-present wooden awning, extending out to the curb. The elevations of the Masonic Temple are thus barbarously obscured.

The forty-three residence blocks of Galveston, swept clean by the fire of 1885, have been almost entirely rebuilt. This restoration has been made in the architectural styles prevailing since, and it has given to the residence quarter, in conjunction with the additional building



JOHN SEALY HOSPITAL AND STATE MEDICAL COLLEGE.

improvements of the last few years, a new and modern face. Some few examples are left yet, however, of the old time broad-verandaed, Grecian pillared, Southern home, surviving amidst its surroundings of innovation and transition, like its occupants of the old school, in a new day and generation. The costly mansions of Galveston, new and old, bear out the assertion frequently made, that the city, long since recovered from the waste of war, is, for its population, one of the richest in the world. There are two at least of its homes, the Gresham and Sealy residences, truly palatial.

In August, 1886, a phenomenal tidal wave crept into the very heart of the city, nipping in its course, as if by a Northern frost, the beautiful but tender oleanders that formerly hedged the highways. It is to be regretted that they were never replanted in the streets; but they flourish again as luxuriantly as of old, along with the rose, the magnolia and jasmine, in every garden. Such an encroachment of old Ocean is unlikely to happen again, for the island is beyond the usual path of the equinoctial storms, and the formation of the beach is such as to break the force of the angry waves.

And such a beach as it is! Stretching for thirty miles, from end to end of the island. A firm, hard driveway, smoother than any asphalted road. And breaking upon it, its entire length, a surf, in which all the sun-baked denizens of midland Texas might disport, if they wished. With its Beach Hotel and Pagoda baths for these sojourners. Boulevard, seaward prospect and public baths, within the very gates of the city. A Commons such as no other possesses. And over all the radiant Southern sun, his beams tempered by the cool Gulf breeze. Over all the blue empyrean or the star-lit vault. And in this setting, Galveston, the Gem of the Gulf.

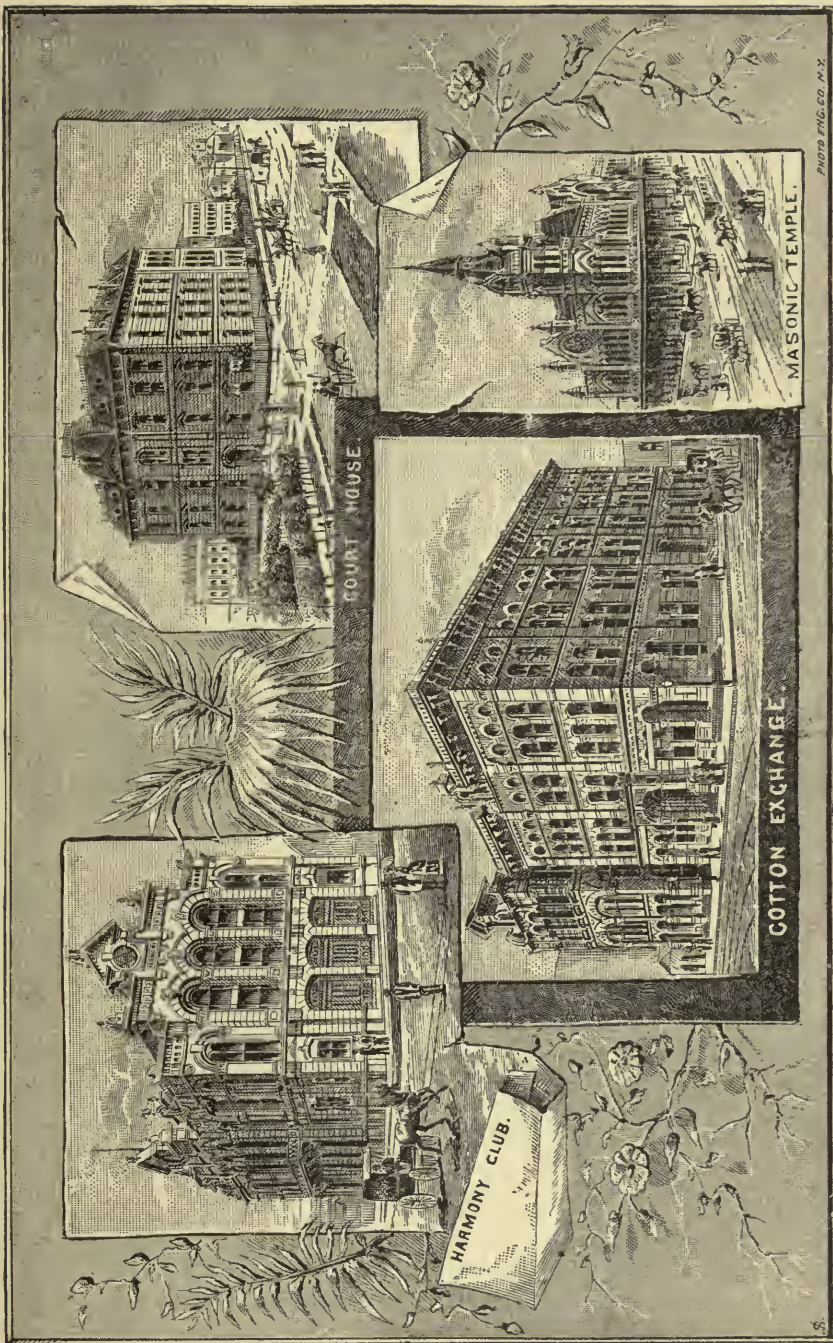
HISTORY AND GROWTH.

THE Island of Galveston figures in American history first in the romantic age of Spanish discovery, and it has been the scene of casual events that incidentally, but inseparably connect it, with the rise and decline of the Spanish power.

While the all-conquering Hernan Cortes was still engaged in subjugation of the Aztecs, Pineda, a captain in the service of the governor of Jamaica, was circumnavigating the Gulf from Yucatan to Florida; seeking, in accordance with the dim impressions prevailing then respecting the continent, a passage to the Pacific, and thence to the Indies. He explored carefully every bay and inlet on his way; among the rest, doubtless, the bay of Galveston.

In 1527, Narvaez was commissioned to extend the Empire of Charles the Fifth in the unknown lands of the West. The circumstances of his appointment made him the especial rival of Cortes, by whom, on a prior occasion, his projects were boldly thwarted, and he himself returned amain to port from the high seas. He set sail this time, however, from Cuba, in force, but the strength of his expedition was very much wasted by innumerable adversities sustained in the Everglades of Florida; and he finally entrusted his person and fortunes, in a frail makeshift of a craft, one of a number of cockles comprising his fleet, to the open Gulf — a gulf destined to be a Gulf of Oblivion for him, in which his star should be extinguished forever.

In a terrible storm, somewhere off the mouths of the Mississippi, his boat foundered, and he was drowned; and the expedition was scattered, literally to the four winds of heaven. A single boat's crew of survivors sought refuge on Galveston Island — a sorry enough asylum, betwixt the range of the red cannibals of the mainland, and the deep sea. The



PUBLIC BUILDINGS OF GALVESTON.

savages at first treated them with kindness, but afterwards with extreme cruelty, provoked very likely, by their own ungra-

The Isle of Misfortune, Galveston remained, until, in course of time, that disparaging title was converted into Isla



RESIDENCE OF B. ADOUE, BANKER.

cious conduct. A remnant of fourteen was held in captivity for six long years, and in remembrance of their sufferings, past and present, they called their prison Misfortune Island.

Four, at length escaped, de Vaca, Castillo, Dorantes and a negro, and beset with perils all the way, traversed, in the guise of "medicine men," the wearisome breadth of the continent, to the settlements of their kinsmen on the Gulf of California. There, afterward, the negro enlisted with Coronado for that chimerical quest of his, of the fabled Madre de Oro, and its seven treasure cities of Cibolo; in pursuance of which wild goose chase, he is believed to have scaled the lofty peaks of Colorado, and crossed the trackless prairies of Kansas. Thus, three centuries and a half ago, the first Christian denizen of the Island, penetrated the hostile regions that are bound now to Galveston, with iron bands of trade.

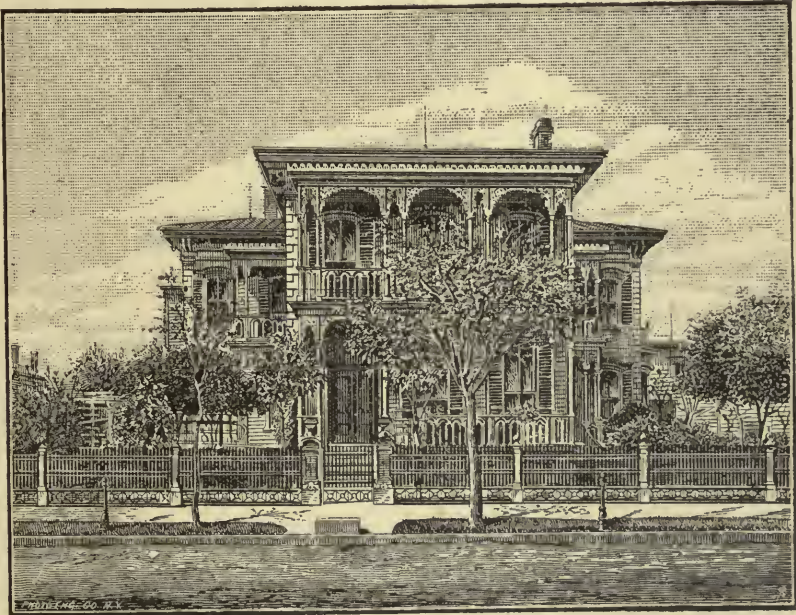
Blanca, an epithet suggested doubtless, to the mariners of the Gulf, by its barren stretches of sea-bleached sand. And at some particularly propitious phase of the seasons, it must have been, that it was styled, again, the Islé of Aranjuez, which name, a corruption of the Latin for "Altar of Jove," was borrowed from a charming resort of the Spanish court. The bay, meanwhile, had been christened Espiritu Santo, a name profaned, while it served to harbor those scourges of the Spanish Main, the Dutch and English and mongrel buccaneers of the seventeenth and eighteenth centuries. It was surveyed, in 1783, by order of Viceroy Galves, sometime also, during the Spanish regime, Governor of Louisiana; in a long line of incompetents and corruptibles, one man, at least, of honor and abilities and action. From him, island and bay and city have finally derived the modern appellation, which is one and the same for all three.

And now enters upon the scene, an erratic, an extraordinary personage. Not to say an enigmatical also. The most singular in all these chronicles of Galveston. Interesting and picturesque, like Robin Hood and Rob Roy, whom he may some day rival in song and story, to a humdrum and prosaic age like this. But not perhaps to be judged by its standards; by those rather of the season and the circumstances of which he was the product. Jean Lafitte, the outlaw of Barataria. Lafitte, smuggler, slaver and privateersman. Pirate, perhaps, also. Who knows?

And yet, no less a judge of men, and of mettle too, be it said, than Old Hickory himself, clasped hands with this same Jean Lafitte, and entrusted a post to him, as honorable as dangerous, the command of the artillery, on that field, memorable to our cousins-german the British, the

ers there, procured straightway from the master of the White House then, an amnesty for all their past offenses — offenses, prosecutions for which, instituted by Governor Claiborne, of Louisiana, were then hanging over their heads.

Fiction blends easily with the facts of history in the accounts of such a man. In person, tall, of course, handsome, symmetrical and stately. In manners, bland and dignified and courtly. In character, reserved and silent; not without policy; as absolutely correct in his habits as his attire. In action, intrepid. And terrible as a lion when roused. The conventional attributes — fashionable in dress, easy in deportment, French in accent, polished and fluent in conversation, agreeable, and if need be, generous; but inexorable when occasion required. And born to rule. “The front of Jove, Hyperion curls, an eye” — he had a habit



RESIDENCE OF CAPT. CHAS. FOWLER,
AGENT OF THE MORGAN LINE OF STEAMERS.

field of Chalmette, the field of the decisive battle of New Orleans. And the services rendered by him and his follow-

of drooping the lid of one, — “like Mars to threaten and command.” Romance, truly, enwraths him, with its immortelles.

"A stray sheep" he calls himself, in his correspondence with Claiborne, "wishing to return to the sheep-fold." A sailor "under the flag of the Republic of Cartagena," and with papers regularly drawn. "A loyal citizen still," if he has "evaded" the payment of customs—the said evasions consisting in armed resistance to authority as well as contraband trade. All his offenses "forced upon him by certain vices of the laws." He and his adherents "still worthy to discharge the duties of citizens: still ready to exert their utmost efforts in defense of their country," *provided*, ah! PROVIDED: "a stop is put to the proscriptions against them." And declaring in a fine spirit of *amor patriæ*, that if an act of oblivion introduced in the Territorial legislature by his friend, John Blanque, and urged by his lawyer, Edward Livingston, fails to receive executive sanction, that he will "instantly leave the country, to avoid the imputation of having co-operated toward an invasion which cannot fail to take place, and, so rest secure in the acquittal of conscience."

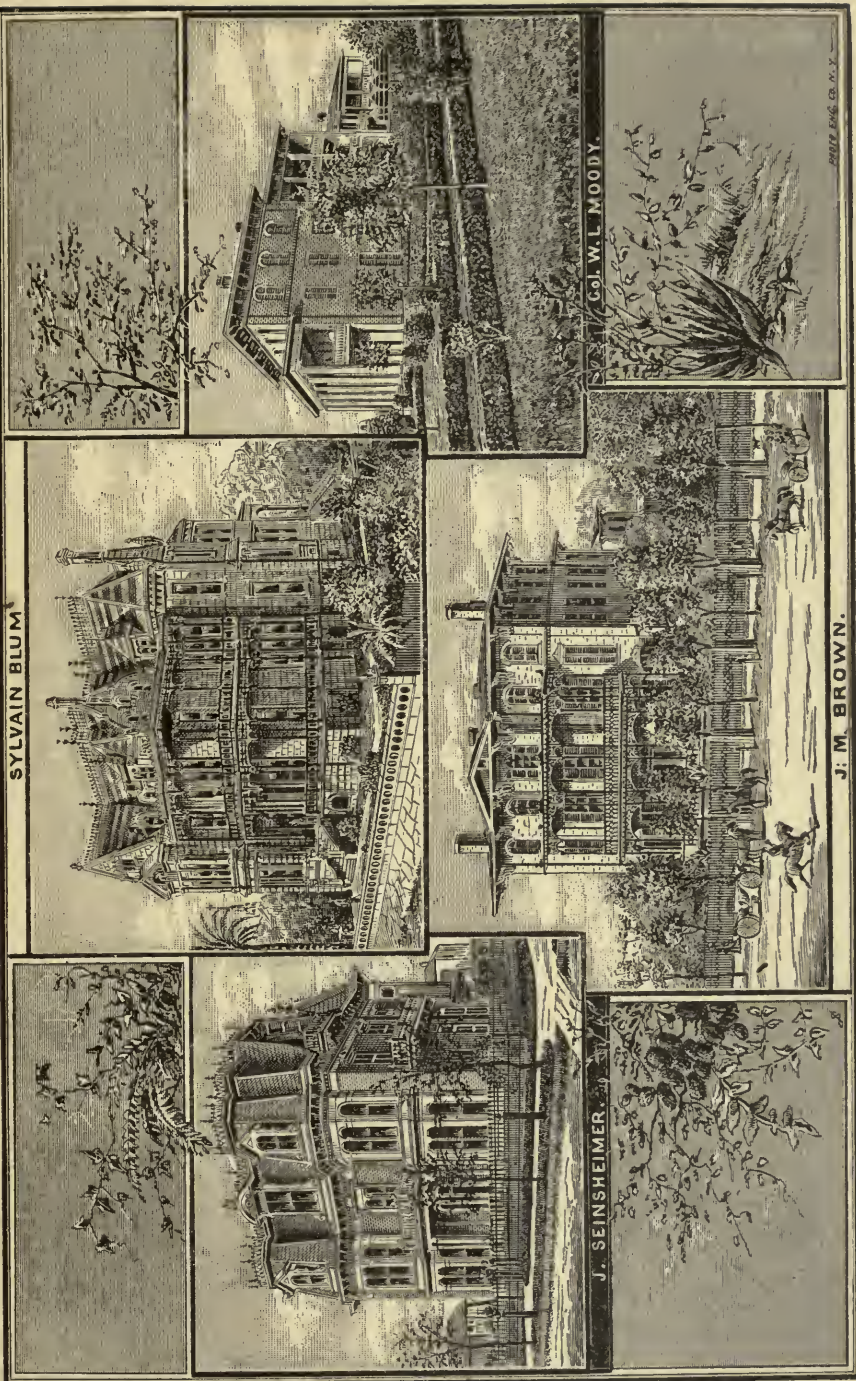
Claiborne is charged with a sort of activity in this matter, pernicious in war time; but properly conscientious, and thoroughly patriotic on both sides, are the negotiations throughout. Was it that Jackson recognized in the smuggler chief a kindred spirit? Or merely a knight in the great chess game he must play? Certain it is, at all events, that Lafitte rejected some very tempting British bribes. And whatever his sins in the eyes of the law, they were countenanced, and justified, by many of the honest men of his day; were such, in fact, as the accompanying circumstances extenuate, if they do not entirely efface.

By virtue of his Cartagenian letters of marque, Lafitte took possession of Galveston Island in 1817. What need of more formal title? Don Luis Aury, grandiose as "commodore of the com-

bined fleets of Mexico, New Granada Venezuela and La Plata," did indeed claim prior occupation, but his pay chest was exhausted, and his paymaster took service with the new Lord of the Isle. Under whose banner too, soon assembled as motley, as precious a lot of rascals—adventurers, refugees, outlaws, cutpurses, of every empire and rule, and past masters in every degree of crime, as ever consorted in frontier camp, which, in its gaming and drinking and brawling, Campeachy, Lafitte's settlement, somewhat resembled.

But a decent semblance of order was strictly enforced. And by one man's will was the simple but ample code maintained. With neither scepter, nor crozier, nor Senate, nor gray goose quill, nor yet with my ladies fan, did our Cæsar reign supreme. And yet by a moral suasion that had the weight of lictor's rods. In the midst of the town a gallows was raised, from which, significant of the master's displeasure, once dangled the body of a certain Captain Brown, who had been guilty of depredations on the soil of the Union, contrary to orders. When the officers of the United States came to demand him, the *corpus delicti* was gravely delivered to them, with judgment duly certified. A whole decalogue of injunctions was condensed in that leafless gallow-tree. Barring Lafitte, the place was the ideal commune. Liberty, Equality and Fraternity—share and share alike,—of toil, of hazard, of hardship, and of rich reward.

The usual population of Campeachy was about 1,000. Its commerce for the size of the place, was enormous. The waning marine of old Spain was frightfully harried by the privateers of Campeachy. Hither flocked Puritan Boston, and Quaker Philadelphia, to mingle with the unregenerate and trade their produce for foreign brandies and fabrics. The old relations with New Orleans were



RESIDENCES OF GALVESTON.

renewed. But the most profitable traffic was in slaves. The Bowie Brothers, Resin, and Jim—he of the Alamo—were in it.

Such was Galveston Island from 1817 to 1821. Until, in fact, Lafitte's occupation was rendered unprofitable by the acknowledgement of the independence of the Spanish colonies, and his location as untenable by the surveillance of the United States. He, therefore, piped a picked crew aboard his flag-ship, the *Pride*; applied the torch to Campeachy, and with white sails checkered against the blue void, soon left its red embers behind. But no memory of his exploits thereafter, good or ill, is embalmed now either in sea myth or Creole lore. Fading fast—fading—faded—out of mind, is Jean Lafitte, like the *Pride* vanishing upon the dim horizon that day.

For fifteen years after Lafitte's departure the Island was abandoned to the osprey and the sea mew. Austin *pater patriæ* of the Texans, endeavored to obtain a grant of it from the Mexican government, to found a city upon it, but was unsuccessful. In 1836-7 it was identified with the Texas revolution; merely, however, as a haven for the dependents of the patriots in the field. The Ilium of that Homeric age was San Antonio. And as Troy's were to the Greeks, its traditions are likely to be an inspiration for the Texans, when its stones have crumbled.

The city of Galveston was founded in 1838 by Michael B. Menard, a French Canadian, who had been one of the most active partisans of the Lone Star Republic. He paid the Republic \$50,000 to confirm him the headright of Seguin, 4,621 acres, the site of the city, and organized the City Company, from whom all the land titles of Galveston descend.

Grim war discovered Galveston in 1860, a busy city of 7,300 souls, with \$10,000,000 of aggregate annual trade. It left it in

1865, pillaged, ravaged, and well-nigh desolated. It was alternately beleaguered by North and South. And incidents of that unhappy period are, to many of its residents, living memories yet. With peace, however, prosperity returned. Recuperation thereafter was rapid. The steamship lines were re-established. The railroads projected before the war, from the city as a terminus, were constructed. The growth of the city since in population, trade and wealth, is due mainly to these augmented and still augmenting facilities for internal transportation, linking it to twenty-two States and Territories of the West, and to those of our neighbor of Mexico, where not even post roads were made before.

In 1870 the population of Galveston was 13,898. Its aggregate business for the year was \$18,320,000. In 1880 it had 22,248 inhabitants and \$30,000,000 of trade; \$2,375,965 of that, the value of its manufactures. In 1885 the population was 40,000 and the trade \$47,000,000. In 1887, the fraction of commerce represented in the cotton trade of the city was \$35,000,000 alone. The wholesale trade was \$20,000,000 besides, and the manufactured product, \$3,315,000. The assessed valuations had been raised from \$10,000,000 in 1870 to \$14,904,856 in 1880 and \$21,000,000 in 1887, at which conservative figure they have been continued since.

The population, by the last issued city directory, is 51,443; the jobbing trade, \$25,000,000; the exports, foreign, \$65,000,000; the imports, foreign, \$2,000,000; the domestic imports, including goods in transit and destined for California, the West and Mexico, \$85,000,000. The bank clearances of 1889, were \$70,000,000; the output of manufactures (estimated), \$5,003,800. The progress of the city has been most notable in the traffic in cotton, exports of which were 800,000 bales in the season of 1889-90, nearly twice as much as in 1880—

81; in manufactures, which have increased in respect of product 112 per cent in the last decade, and in shipments west-bound, in transit, the increase of which in late years has exceeded the most sanguine anticipations of the common carriers, sail and rail.

THE CITY AND THE WEST.

VISTAS of a mighty Galveston in the future, are disclosed in this growth of the port as an entrepot and emporium for the West. For eighteen years the government has been engaged, in the desultory way characteristic of the execution of national improvements, in the work of removing the bar at the entrance to Galveston harbor, so as to make it a port of the first class, namely, one having thirty feet of water at its mouth. This work, as one affecting not merely local interests, but the commerce of half the Union, has never, until lately, received the attention it deserves.

Efforts to hasten it have been persistently made by the city at successive sessions of Congress, but usually with little, and sometimes, no avail. The auxiliary work of the inside bar was undertaken by the city itself. Municipal moneys were also expended for professional opinions as to the feasibility of the undertaking in government hands. So eminent an engineer as the late Capt. Eads, was willing, in his lifetime, to contract for it, at the government's own figures; but he declined to lobby a contract through. And the national appropriations for the work, meanwhile, were doled out with a sparing hand.

Meanwhile, too, the Occident was compacting apace,—in population, in industries, in influence and in wealth. Its pastures were teeming with cattle. Its fields producing a superfluity of the staples of export. Its mines and its woods as bountiful as its soil. But with its avenues

to tidewater leading chiefly to the Atlantic, a long and costly haul, in some parts, particularly in Kansas, a strictly agricultural State, the conditions of production, transportation and market, approached the anomaly of famine impending where the granaries were fairly bursting with corn. This state of things was of vital concern to all; it affected the railroad of the West, as well as the merchant and farmer.

The West was roused to action. It met twice in convention. It secured an examination, by engineers, of the Texas coast, for a deep water harbor. The engineers decided Galveston the only available point. The West urged upon Congress an appropriation of \$6,200,000 to complete the work begun there. A bill, making this provision, has passed the Senate. It is pending, at this writing, in the House. The prospect is, that it will pass.

CLIMATE, HEALTH, WATER SUPPLY.

WINTER and summer alike, the Gulf moderates the climate of Galveston, making it at once the pleasantest and healthiest city of the South. But for its daily breeze the ardent addresses of Old Sol all summer long, would be almost unbearable; but for it the mistral of Texas, the "norther," descending regularly from the Dakotas during the winter, would robustiously prevail. Drafts from the deep, cool in the hot season, warm in the cold, mollify them both.

The maladies of the dog-star are rarities here. His flame is neutralized, for man and beast, in an atmosphere charged with ozone. And once only, within memory, has old Boreas invaded this province of Phæbus, on Christmas day of that winter of rigors, 1885, upon which occasion the shipping in the harbor was coated with ice; a freak of the Frost King, impressive, to many of the residents of the

city, as the most signal meteorological manifestation of their lives.

July is the hottest month at Galveston. Its maximum temperature is usually 93; its average 83. The range of the thermometer in December, by reports of a term of years, is between 18 and 72, and the mean temperature for that month is 53. And though the island lies five degrees to the north of the zone of the banana, its winter extreme of 18 degrees, permits that fruit to mature.

Hygeia has an ally here in Nature itself; in the sea and the soil and the savory air. The breeze, blowing steadily and unobstructed over the low-lying island, bears away the noxious exhalations of the population. The porous sands of the site of the city, absorb, not only the surface drainage, but also the fifty inches of annual rainfall which is constantly leaching it out; for Galveston has no public sewer system yet. Malaria is infrequent at Galveston. There are no diseases especially prevalent. Quarantine, strictly enforced against all infected ports, is a sufficient barrier to Yellow Jack. Naturally one of the healthiest cities in the world, the death rate of Galveston, fourteen to the thousand, is lower than that of any seaport of the land.

A general water supply, which was long a desideratum hardly second in importance to improvement of the harbor, has been provided by sinking artesian wells. The city has eight of these wells, flowing altogether 2,000,000 to 2,500,000 gallons every twenty-four hours, and five others besides; and these, with six or eight deep wells sunk by private enterprise, and the cisterns filled by the rainfall, with which every household is supplied, furnish an abundance of the element for domestic and sanitary necessities, for the extinguishment of fires, and for manufacturing purposes. From wells alone four million five hundred thousand to five million gallons are obtained, and this quantity

can be increased a third at least, by pumping.

The city has provided a pumping station to facilitate the flow from its wells, a reservoir and stand pipe; and thirty-three miles length of mains have been laid in the streets to distribute the water. The pumps have 6,000,000 to 7,000,000 gallons, and the storage tank 1,174,000 gallons capacity. The stand pipe is 152 feet high and will hold 547,000 gallons. The works complete, cost \$450,000, for which amount 5 per cent 40 year bonds were issued. The water is drawn from "veins"—which from the volume they yield, might rather be called rivers—situated from 795 feet least, to 1,346 greatest depth underground, and it is exceedingly wholesome and clear.

GOVERNMENT, TAXES AND DEBT.

GALVESTON presents the outward semblance at least, of an orderly and well governed city. • While it has always a large floating population of seafarers, and a very gregarious element in its twelve and a half per cent of negroes, a police force of forty men suffices for the protection of property and life. The lesson that vice thrives in darkness, has been mastered by the authorities; and the streets are lighted throughout by the city's own electric plant. R. A. FULTON, Mayor at present, is authority for many of the statements made herein.

The corporate limits embrace an area of six and a half square miles. There are 128 miles of streets and 17 of alleys, and two and a quarter miles front of wharves to be patrolled and maintained. Three and a half miles of the business streets are paved with wooden blocks, and four miles with shell. Where necessary the grades have been raised, and filling is in progress to improve the drainage of the streets. A system of water and sewer mains combined, has been proposed, but the work has not yet been commenced.

The annual expense of the principal branches of the public service is, approximately, as follows: General salaries \$30,000, police department \$32,000, fire department \$45,000, street lights \$20,000, street improvements and other public work \$32,000, public health and hospital \$23,000, schools, city's share, \$40,500, interest and sinking fund \$100,000.

Taxes were levied to provide for these disbursements during the fiscal year 1888-89, at the rate of \$1.70 on the hundred dollars, against property valuations of \$20,314,334, which is about two-thirds only, of the real value of the property assessed, personalty excepted. This assessment was segregated as follows: Lands \$9,506,019, improvements thereon, \$6,188,676; personal property (about a tenth of actual values) \$4,619,639. Of the \$1.70 tax rate, 20 cents went for the schools. The revenue derived by taxes, \$345,000, was, however, scarcely a third of the city's receipts. The tax funds were augmented by licenses, market rents, dividends from wharf property, etc., so that the total revenues of the year, were \$903,000. The disbursements were \$722,000. The total tax rate, city, county and State, for all purposes is \$2.57½.

The bonded debt of the city, largely a legacy of the corrupt and disorderly era of Reconstruction, is \$1,500,000. It is funded so as to be in gradual process of extinction. Assets of the city, consisting of taxes due, wharf and railroad stock, public property, like market, school and engine houses, the city hall, hospital, etc., more than offset it. The hospital is valued at \$35,000; the city hall and market house, \$80,000, and an additional market \$10,000; five public squares and a park site, \$133,000.

The fire department has apparatus worth \$46,500; its buildings are valued at \$18,500. It has been a paid department five years. There are 51 men enrolled in the corps. It has five steamers, one Hayes

truck, six hose carts equipped with 7,000 feet of hose, and twenty horses. The various houses make five stations for the command. The water supply is now considered ample for any exigency. There are 350 double hydrants attached to the thirty-three miles of water mains of the new works, and the old street cisterns are still serviceable. In case of fire among the shipping, the lighters in the harbor act as auxiliaries to the department. The efficiency of this arm of the body politic is illustrated in the fact that the loss last year, upon property valued at \$400,000, was but \$7,000.

PLACES OF RESORT—STREET RAILROADS.

WHILE some of the public squares have been dressed in floral garb, little attention has yet been given to the matter of a public park. The beach, however, which is a thoroughfare and resort for all the people of the city, rich and poor, high and low alike, supplies in large measure this want of general recreation grounds. In the outskirts, too, are Woollam's Lake and the Fair Grounds, and a number of gardens to which the denizens of Galveston betake themselves for relaxation, among them that of the GARTEN VEREIN, a social organization of the wealthier residents which has reclaimed an enclosure of several acres from the waste of sand. It is not a garden of flaunting blossoms in brick-bordered, mathematical beds, but a lovely place of floral parterres, and shrubbery, and velvet sward, of rustic arbor and shady nook, with a club house and pavilion where the members and their families find respite from the dust and heat and turmoil of the heart of the city.

THE PAGODA BATHS, situated on the beach, facing the Beach Hotel, take this name from their architectural style. They cost the company that constructed them \$12,000. They afford facilities for 600

persons to bathe in the surf an hour, and unlimited room for sight-seers besides.

The general plan of these baths is that of a grand promenade leading from the beach to a hundred-foot pier, flanked on either side by octagonal structures that have long wings extending out from them

furnished with the artesian water of Galveston, and no extra charge is made for the use of these accessories. The promenade is 30 feet wide and is furnished with seats.

This bath house replaces one built some years ago, which was insufficient to accom-



RESIDENCE OF H. M. TRUEHEART, REAL ESTATE AGENT.

over the waves. The entire building rests upon piling about 15 feet high, and the water is reached by a broad stairway descending from the center. The pagodas are 80 feet broad, and the wings are 58 by 150. In these latter are 120 single and 94 family dressing rooms. Shower baths are provided, which are

moderate the summer visitors to the beach. It is said to be the most commodious, and is certainly one of the handsomest establishments of the kind in the country. Arrangements have been made for the safety of those who divert themselves in the breakers, and for the comfort and entertainment of their companions as well.

These baths are owned by a stock company of prominent residents. F. M. Spencer, Col. Walter Gresham, C. D.

city, and furnish transit facilities to all these places of resort for a five-cent fare. The lines of Galveston are all owned and operated by a single corporation, the Galveston City Railroad Company, which has \$937,000 invested in its venture. The Beach Hotel was built and is owned by it. This company is about to substi-



VIEWS OF GALVESTON.

Holmes, George Murdock and J. H. Atchison are its directors; F. M. Spencer is president, J. H. Atchison, secretary and Geo. Murdock, manager.

Street railroads, passing through the principal streets, ramify all quarters of the

tute the over-head electric system for horses as motive power. And this step is but one of many examples of re-awakened enterprise since Galveston has been wedded in interest with the Great West.

SCHOOLS, PUBLIC AND PRIVATE.

ON Avenue H, Galveston, there is an imposing edifice, crowned with a sort of cupola or dome. It derives from its great length, almost the full measure of the block on which it stands, a certain air of architectural dignity, and its spacious inner corridors and halls, produce a corresponding effect. Graven upon the stuccoed front of this building are the words: BALL HIGH SCHOOL; and in one of its chambers has been set up, by the school children of the city, a marble bust of its founder, the late George Ball, of Ball, Hutchings & Co., bankers, who supervised, as well as paid for its construction, and presented it, ground included, a gift unconditional, to the city in which his fortune had been acquired.

In another district of the city, on Eleventh street, between Avenues G and H, is a building scarcely less striking without and as thoroughly appointed within. This also is a school and a gift to the city, the gift likewise of a banker, Henry Rosenberg, who, as Ball, his exemplar did, has raised, while still in the flesh, the most enduring memento of his life. This school cost the donor \$79,000; the Ball school is valued, with its site, at \$90,000; and at K and Twentieth streets is another, built with the public funds, that cost \$35,000. The eight public schools of the city with their furniture and fixtures and grounds, are scheduled at \$300,803.

Donative or tax-built, these schools of Galveston, all things considered quite equal to those of which the Hub of New World culture boasts, are an embodiment of the sentiment of the community with respect to education. A sentiment grounded in its public policy, by the very founders of the commonwealth, whose munificent provision of revenue and lands for the support of its schools, \$100,000,000 in the aggregate, justifies

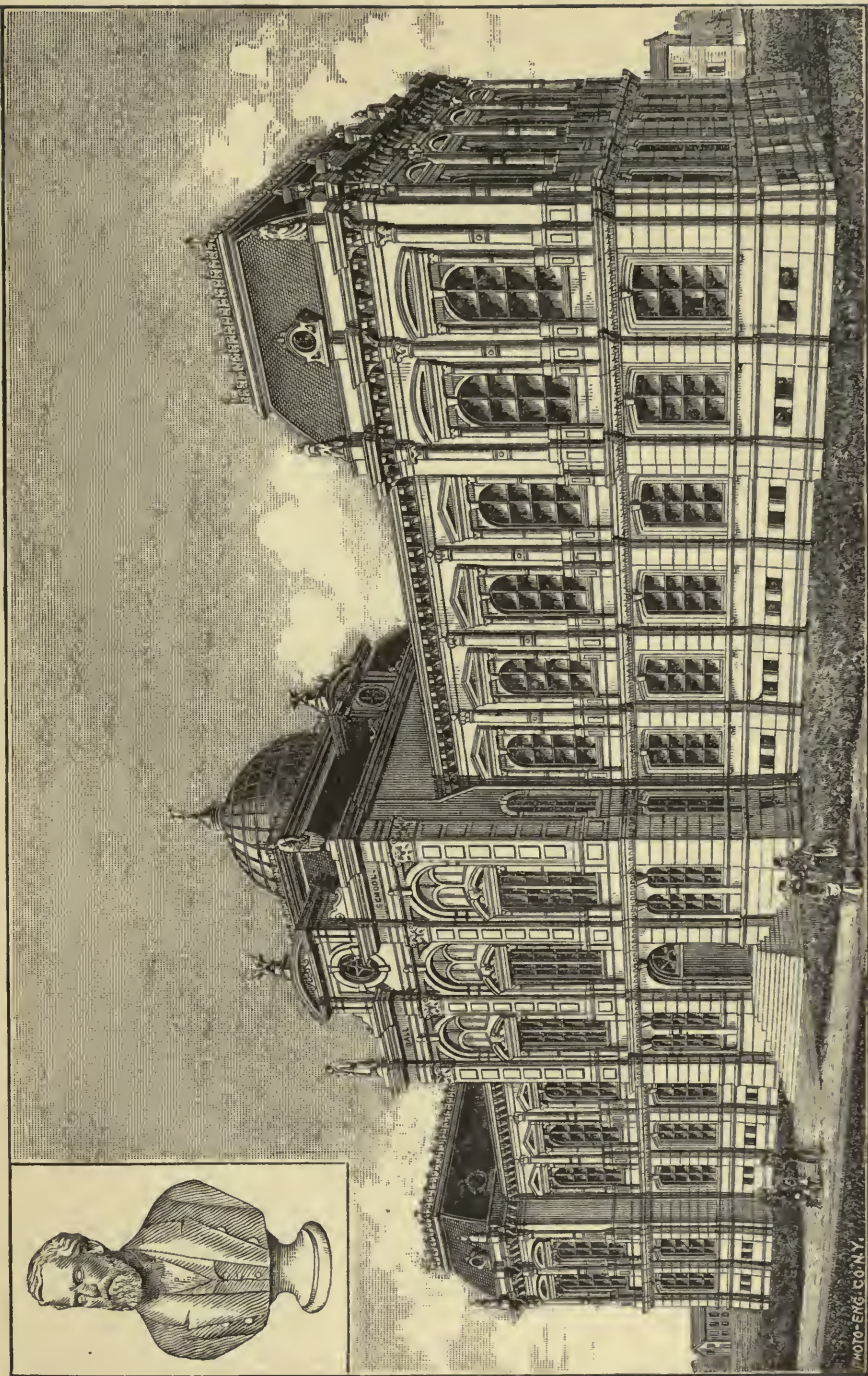
all the encomium this wisest of state measures evokes.

Galveston forms, in the educational scheme of the State, an independent school district, entitled, however, to a per capita share of the State's appropriation for schools, which for the 8,780 children of school age enumerated last year—of whom 4,780 were enrolled—amounted to \$44,000. The city contributed from her own levy of taxes \$40,000 more, and during the year almost \$100,000 altogether, was expended upon the public schools of Galveston.

A board of trustees, an elective body, governs these schools, with the assistance of an executive officer or superintendent. This position is now held by Jacob Bickler, an experienced man. There are five schools for the white children of the city and three for the colored, who number a fourth of the enrollment. Black or white, equal facilities are afforded to all. The teachers number 102. Their salaries range from \$50 to \$200 a month. The studies and methods of instruction differ little from those in vogue in other American cities. Drawing and vocal music are features of all the courses. Latin is taught the high school classes, English, only, in the others. There are no grades preparatory for college. The State provides normal and university instruction, and the Galveston system is the common school, pure and simple.

Two things are worthy of remark in this connection: Galveston was one of seven American cities awarded the gold medal of the last Paris Exposition for the daily work of its schools; and Galveston—as much because it is already something of an educational center, as for its clemencies of climate—is the meeting place of the Texas Summer Normal, an organization of the teachers of the State for mutual improvement.

THE TEXAS MEDICAL COLLEGE, a State institution located at Galveston, has



BALL SCHOOL AND BUST OF ITS FOUNDER.

professional direction of the new John Sealy hospital, a benefaction vested in the city, and has other special advantages to

of the faculty. His associates in the work of instruction are Drs. B. E. Hadra, Hamilton A. West, H. P. Cooke, Ed.



URSULINE CONVENT.

offer those who desire to perfect themselves in the healing art. Its plan of instruction comprises lectures, quizzes, clinics, practical demonstrations and laboratory work. It has a graded curriculum, requiring attendance at three courses of lectures, and daily clinics, medical and surgical, are held in the hospital. Its laboratories of chemistry, physiology, anatomy and pathology are especially well equipped.

Among the members of the faculty of this college are specialists thoroughly competent to elucidate the theory and practice of those branches of the study of medicine known as pathology and bacteriology; diseases also of the eye, ear and throat, of the skin and genito-urinary organs; and these are taught in the regular course. Dr. J. F. Y. Paine is Dean

Randall, jr., J. H. Wysong, George Dock, C. W. Trueheart, Geo. H. Lee, Geo. P. Hall, and Chas. C. Barrell.

The most notable of the private schools of Galveston are those that follow:

THE URSULINE CONVENT at Galveston, is an institution, which in its field, the education of young ladies, is unexcelled. It has a healthful and pleasant situation on the blocks bounded by Avenues N and O, Twenty-fifth and Twenty-Seventh streets, about midway between the business district of the city and the beach. The illustration accompanying this matter is an accurate representation of its ample frontage and substantial architecture,—indications of the commodious and comfortable appointments within,—but it gives no hint of the spacious and attractive back-ground of the picture—the exten-

sive enclosures for recreation behind the buildings, the adjacent mansions and the gardens of the wealthy residents of the city, the broad driveway of the beach, the long lines of white-capped breakers thundering upon the shore, and the glorious prospect of open sea beyond. It is a site that has special charms. And if, as has often been said, there are moral influences in a cheerful environment, then these surroundings of this institution, are not the least of its many advantages.

But it was not entirely for its picturesque features, that a site was chosen by the founders of the academy, beside the Gulf. It is the benign office of this balmyest of Summer seas, to mellow the climate of all Eastern Texas; and Galveston, nearest its warm and heaving bosom, is its most favored beneficiary. It is true that the island is low; but it would be

of the Gulf blow daily over the Ursuline school, and that its record for healthfulness is exceptionally high.

This may be ascribed as much to the sanitary appointments of the academy and to the solicitude of the ladies in charge, as to the genial and even climate of the Oleander city. Particular attention is paid to the food of boarding pupils, to the ventilation of their apartments, their exercises and relaxations. The methods of instruction and discipline employed by the Sisters, are substantially those of other first-class schools, but the system is elastic and discriminating, and it is not the purpose to cast all the pupils in the self-same mold. The aim is to shape the character as well as mind; to cultivate orderly habits and lady-like manners, as well as learning. And the hundreds of graduates of the school, who are the pride



difficult to recall, at any elevation, a more wholesome mean of atmospheric conditions, than the Gem of the Gulf enjoys. Certain it is, in any event, that the zephyrs

of the home circle and the ornaments of society throughout the State, are some measure certainly of the success attained in these particulars, by this order at Galveston.

The courses of study embrace all the branches of a solid and refined education. The languages, drawing, painting, music, needlework, etc., are taught by nineteen ladies of the community and eleven household assistants, who are members also. Mother St. Agnes is Superioress. Tuition, including all the privileges of instruction and board, is \$100 for the session. A discount is made for less than the full course, or for two or more children of the same parents. Instruction is given to fifty young ladies of the city who live at home.

The institution is chartered and is empowered to confer degrees. It was founded in 1847 by a company of Sisters from New Orleans. And to those who were residents of the city, when it was alternately beleaguered by rival forces of the North and South, the old convent building, will be reminiscent, as long as it stands, of that historic and heroic past. It was in this convent, that, during the successive sieges of the city, the defenceless and dependent were sheltered. In it these daughters of St. Angela eased the last hours of those who fought, with equal valor, to maintain conflicting traditions. In it, reposed, as in a sanctuary, the dead of both invader and defender. And in it, only, of all this war-bound island, during those years of havoc, had white-robed Peace a lodgement.

THE CONYNGTON BUSINESS COLLEGE is established in Houston as well as here, to provide the residents of both places, as well as of the State at large, educational facilities specially adapted for those who intend to engage in business pursuits. The system and methods of this institution have been perfected during the five years since its foundation, by the management of the Messrs. Conyngton, whose reputation in educational matters is more than merely local. Both gentlemen are connected with the Texas Summer Normal, a permanent association of the teachers of

the State for purposes of education, and both are likewise identified with the management of the editorial corps of the *Texas Journal of Education*, the leading educational magazine of the State.

The faculty at Galveston comprises six experienced instructors and at Houston the same number.

These teachers have been with them almost since the foundation of the school, and are experts in their several specialties. The studies of book-keeping, commercial law and business practice, including penmanship, constitutes what is called the Business Course. Then there is a corresponding course of instruction in short-hand and typewriting, including composition and such knowledge of English grammar as is necessary for practical business use. For those who desire to take these courses, and are not adequately prepared, they maintain a preparatory department where instruction is given in the ordinary English branches, having as its aim the preparation of its pupils to write and compose a first-class business letter and to be quick, sharp and accurate in all arithmetical calculations.

For the benefit of young men who are busy during the day, they run night schools also nearly the whole year round. These are well patronized in both cities. Their terms are reasonable considering the advantages afforded.

Another feature of the management of this institution is, that nearly every student competent to hold one, is provided with a situation, shortly after graduating. The fact is, business men complain that they can not get students enough to fill the positions that are open to these graduates. The College will shortly move into new, enlarged and specially prepared quarters here.

The indications are many that Galveston is destined to be a great capital of commerce. Numerous and weighty concerns combine to foster its growth. With

its foreign shipping houses, its general insurance agencies, its cable station for South American and Mexican dispatches, and other special advantages, it leads all the Southwestern cities now. As such, it is headquarters for the TEXAS PHONOGRAPH Co., who have exclusive rights for all Texas to the patents of Edison, Painter and Bell, covering the different applications of "that marvel of marvels, the speaking machine."

Considered as a device merely, the phonograph is an extraordinary thing. But it promises to have vastly greater importance in the civilization of the future, as an instrument furthering all the business of life, and is likely to hold a place corresponding with that of the telegraph and telephone, and like conveniences. Inanimate as it is, it is already the monitor and familiar of editors and authors; for them the goddess Mnemosyne, mother of the muses, materialized. An entire novel has been committed to it, by word of mouth, for a recital later to a copyist, and the voice of England's Grand Old Man, and of the cantratrice Patti, have been embalmed in it to delectate unborn ages.

THE TEXAS PHONOGRAPH COMPANY is a Galveston institution. The greater part of its stock is held by residents of the city, among them some of the foremost, financially here. It is capitalized to the amount of \$500,000. H. Lee Sellers is its president; Hugh R. Conyngton, secretary, Thos. Conyngton, general manager. Associated with these gentlemen as directors are John H. Atkinson, R. S. Willis, and Edward Lasker of Galveston and Robt. Gibson of Dallas. The company has commodious and elegant quarters at the corner of Tremont and Mechanic streets.

PRESS, DRAMA AND SONG.

A HANDSOME pressed brick building, finished in terra cotta, and situated next to the Cotton Exchange, as one of the

engravings in this chapter shows, is occupied by the *Galveston News*, the leading daily of the city. This building cost \$100,000 and the stock of the corporation proprietary, \$300,000 worth of which has been issued, is quoted on 'Change above par. The *News* was founded in 1842, and was conducted, during the eventful period of the war, by the late Willard Richardson, a man of mark in Southwestern journalism. It has been eminently successful also under the management of Col. A. H. Belo and associates, who are the owners besides of the *Dallas News*, an organ second only in Texas to it, in merit and influence. As an enterprise therefore, it is more than merely a reflection of forty-eight years of the life of the city. It is a gauge as well of its progress and prosperity during that time.

The *Tribune*, published by J. W. Burson, is the only evening issue. The *Texas Post*, a weekly, has for its constituency the German residents of the city and its vicinity. The sects and the trades, educational and other interests, also have representatives in the press of the city. The *Journal of Commerce*, devoted to the industrial and commercial concerns of Texas, is the official paper of the State Association of Architects. It has 5,000 circulation. A stock company, of which E. F. Redfield of the Redfield Company, dealers in building material at 171 Mechanic street, is president, and J. E. Gallaher, manager, publishes it.

A very general interest in current literature is evinced by the patronage accorded the bookstores of the city. The municipality contributes \$1,500 a year to sustain the free circulating library of the Galveston Lyceum, and the public has access also, through members, to the collections of books of the secret orders.

The drama is supported at Galveston in a discriminating as well as liberal spirit that draws the best talent of the

stage to the city. Galveston enjoys distinction among Texas cities as the only one in which the incomparable Patti has sung. Music has votaries in every household, and choral societies of both German and American membership flourish. It is somewhat an indication of the attention given to the refinements of life, that one of the largest music houses of the South has been established and upbuilt here, that of Thomas Goggan & Bro., described in another part of this work.

Galveston is by no means an art center. But there are meliorating influences in the accumulations of wealth in the city, wherein taste and elegance originate, and whereby only, native production is likely to be fostered. A single example of commemorative sculpture there is in one of the cemeteries of the city. The memorial of a merchant, Moritz Kopferl, first president of the Gulf, Colorado & Santa Fe Railroad. A life size group of matron and children, expressing mutely, but eloquently, in the marble of Carrara, and the fine Roman bronze *relievo* beneath them, the bereavement of his relict. Beside which costly tribute to a simple citizen of Galveston, the dust of Menard, its founder, of Magruder, its defender, and of Wigfall, its senator, lie all unhonored. A contrast which, however, it must be admitted, might be drawn as well for many a larger and richer place.

That greatest of all artists, the sun, beaming steadily, throughout the seasons, in an almost unclouded sky, lends his aid to further and perfect the work of the Galveston photographer. The profession is favored likewise by the liberal patronage bestowed by wealthy and fashionable residents. Superior work, especially in portraiture, is, accordingly, done in the city—the best, perhaps, by JUSTUS ZAHN, whose gallery and studio is at 418 Tremont street. Mr. Zahn's acquirements, gained in his early life in Germany, have been rounded out by experiences in several of

the large cities of this country, and he has made himself proficient in all the branches of his business. Many of the engravings in this work were made from views taken by him, the artistic spirit of which it has been scarcely possible to reproduce in the hard metallic medium of electro plates. Mr. Zahn is successor to P. H. Rose, who had reputation before him as a skillful photographer.

SOCIETY AND PEOPLE.

GALVESTON is a minor type of the cosmopolitan city, and is as liberal in its pursuit of diversions as the Athens of the Apostolic era with respect to stranger Gods. The celebration of a *Mai fest* or a Fall of the Bastile, has participants of every nationality. Its resorts are enlivened by the presence of the large floating population attracted by its prosperity, measurably so by the non-resident attaches of the foreign houses busily engaged, for more than half the year, in the cotton trade.

As a seaport and summer resort it is tolerant of gambling and social vices. These proceed retiringly behind closed doors. Sunday law is not strictly enforced. The proprieties of life are, nevertheless, very generally observed.

Galveston has several associations devoted to physical culture and athletic sport, among these the *Turn Verein*, and a base ball club. For the national game finds favor with the populace just as elsewhere in the land. It has no driving club, but it has many reinsmen and horse fanciers, by whom the beach and the Fair grounds are used as a speeding track. It has several militia commands also, cultivating zealously, as everywhere in the South, a knightly spirit, as well as a thirst for distinction in arms. But the pride of the residents is the Island City Boating and Athletic Club, which has achieved first honors at many of the regattas in

Southern waters, and of which, many of the merchants of the city are honorary members. It has a fine club house on one of the wharves, and a full complement of racing and pleasure craft.

The Union Club is an association of the business men for social relaxation. Galveston has a liberal sprinkling of German citizens and of whites from the adjacent Creole State. But the predominating element of the population is American; if not to the manor born, thoroughly Americanized; and from it the best society of the city takes its tone. It is a conservative society, this of Galveston, holding fast to many of the social traditions and conventionalities of the *ancien regime*. And but little infected with fashionable follies. A society of intelligence, refinement and true gentility, basing its distinctions less upon wealth than on moral worth.

A society recognizing its duty to its dependents of the enfranchised race. Not unmindful of its obligations with respect to religion and the humanities. Having along with many high-minded and honorable, its share of generous and public-spirited men. To one of whom, the late John Sealy, of Ball, Hutchings & Co., bankers, the State is indebted for a noble foundation, the hospital building which bears his name. This institution is leased to the city, by which it is maintained as a public charge.

ST. MARY'S INFIRMARY, one of the largest and finest institutions for the restoration of invalids in the Southwest, is located at Eighth and Market streets, a delightful situation, away from the noise and bustle of the business precincts of the city. It is a spacious structure, manifesting externally the comfort that reigns within it, has ample grounds, and the most attractive environment of the residence quarter; and it is visited daily by the refreshing and wholesome Gulf breeze, itself a tonic for bodily ailments, and a

healing balm for the dispirited and distressed.

St. Mary's is conducted by the Sisters of Charity of the Incarnate Word, who conduct also St. Joseph's Infirmary at Houston, and whose reputation has been established by the perfect system and order of their management, as well as by their tender ministrations and heroic devotion to duty, here and everywhere, in seasons of pestilence and calamity. Mother Augustine, one of the most experienced ladies of the order, is its Superioress. The medical staff is directed by Dr. C. H. Wilkinson, who is also surgeon in chief, and Dr. M. Singer is house surgeon.

Over 17,000 patients have been treated at St. Mary's since its establishment in 1866. It has special facilities for those who desire personal attention and private conveniences, and for patients of both sexes from the interior, to many of whom, it is commended by the country physicians. It has the character of a quiet and retired home rather than of a public institution; of a home providing the careful nursing, the appetizing fare and the individual consideration, that many, indeed most of the sick, require.

LIVING AND HOTELS.

GALVESTON rivals New Orleans in the profusion, variety and cheapness of its market products. It has its restaurateurs too, like that Epicurean city, specially devoted to the gratification of the palates of the local *bon vivants*. The Gulf is the natural home of the pompano, the red-fish, the Spanish mackerel and the oyster, and the packing of these denizens of the warm salt waters for shipment to inland cities, is an expanding industry of the city. The prolific gardens and orchards of the contiguous mainland, produce abundantly, besides the fruits of the temperate zone, the fig, the banana, and the orange; and along with these are displayed in the stalls,

many comestibles entirely unknown in colder climates.

Favored with such facilities for a superior *cuisine*, the hotels of the city can be charged with neither a doubtful nor a frugal hospitality. Of those open the year

round, the GIRARDIN and TREMONT are the best. The BEACH, situated directly upon the Gulf shore, is the favorite resort of the summer visitors. These three houses have accommodations, between them, for over a thousand guests.



NEW FEDERAL BUILDING, GALVESTON.

TO BE USED FOR CUSTOM HOUSE, UNITED STATES COURTS AND POST OFFICE.

GALVESTON AS A RAILROAD CENTER.



ALVESTON is the Gulf terminal for all three of the powerful and comprehensive railroad systems of the Southwest, Gould's Missouri Pacific

lines, the Santa Fe lines and those of the Southern Pacific system. It is the seaboard station for most of the Texas traffic of these lines, New Orleans only competing in this particular with it; and it is the tidewater outlet besides, for very much of their business originating outside the State. The Union Pacific and Rock Island systems, steadily advancing their outposts southeastward, the former by its lately acquired "Panhandle" line from Denver to Fort Worth and the latter south-bound from Kingfisher, Kan., to Fort Worth and San Antonio, are likely also to make it their sea-side destination, and other roads are projected toward it.

The three systems that already afford it transportation advantages, have an aggregate length of 25,000 miles of track. They interchain Southwestern communities having 12,000,000 of population in the aggregate, for whom, one and all, Galveston is the gateway to the sea. They are the arterial system of the commerce of all that vast region, west of the Mississippi and lying between the twenty-ninth parallel of latitude, approximately that of Galveston and Guaymas, Mexico, and the thirty-ninth, very nearly that of Kansas City, Denver and San Francisco, a region almost if not quite equal in area to a third of the Union, and, prospectively, its richest parts.

This is the territory inland, tributary in the commercial sense to Galveston. The State of Texas has, according to the

comptroller's report for 1890, 8,468 miles of track herself, all which is available for the trade of Galveston, either directly, by the three roads described in this chapter, or indirectly, by their branches and auxiliaries.

THE INTERNATIONAL AND GREAT NORTHERN Railroad, familiarly known as the International Route, because it is a trunk line, through 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 Northeastern Texas, 496 miles southwesterly to Laredo on the Rio Grande, through Overton, Troupe, Jacksonville, Palestine, Hearne, Milano Junction, Rockdale, Taylor, Round Rock, Austin, the State Capital; San Marcos, New Braunfels and San Antonio; and from Palestine, in mid-Eastern Texas to Galveston 200 miles south, through Crockett, Trinity, Willis and Houston. It has branches from Overton to Henderson, Mineola, through Tyler to Troupe, Round Rock to Galveston, Phelps to Huntsville and Houston to Columbia. By its connection with the Texas & Pacific Railway, from Longview to Texarkana, and thus with the St. Louis, Iron Mountain & Southern Railway, or Iron Mountain Route, the International forms the shortest line between Galveston, Houston and St. Louis. Pullman Buffet Sleeping Cars, making the trip eleven hours fifteen minutes quicker than any other route, ply between these points. A line of Pullman Buffet Sleepers is also in daily operation between Laredo, San Antonio, Austin and St. Louis, Mo., proceeding north without change, via Texarkana and the "Iron Mountain

Route," and *vice versa*. making the trip eleven hours quicker than by any other route. Pullman Buffet Sleeping Cars are also run daily between San Antonio and Kansas City, without change.

At Laredo, direct connection is made with the Mexican National Railroad, which has Pullman Buffet Sleeping Cars to and from the City of Mexico. Thus practically, an unbroken sleeping car line is provided between St. Louis and the City of Mexico. Accommodations through can be secured at either point, and the change at Laredo occurs in a Union Depot and at seasonable hours.

Between St. Louis and the City of Mexico, this route is 263 miles the shortest and 17 hours 15 minutes the quickest, both ways. Between Galveston and the City of Mexico, this route (via Austin and Laredo) is seven hours quicker than any other route. The grand old Sierra Madre Range of mountains is in full view from the car windows the greater part of the route; the scenery indeed along the line of the Mexican National, is conceded the most picturesque in Mexico.

With these advantages, the International & Great Northern Railroad is unquestionably, the Trunk Line to and from Mexico; also between the cities in South and Southwest Texas and St. Louis, Chicago, New York and the East. That fact is attested by its business, which is continuously increasing and requiring large additions to its already extensive equipment. Although it is as thoroughly appointed, in all of its departments as any road in the land, and is providing excellent service to both traveling and shipping patrons, its policy is progressive and it is steadily anticipating its requirements, by placing orders for new locomotives, cars and passenger coaches.

It will be observed by reference to the sketch of the route of the International in the preceding paragraphs, that Austin, San Antonio, Laredo, Houston, Gal-

veston, and other of the largest and most flourishing towns in Texas, are directly upon it. LONGVIEW, its northern terminus, is a place of 3,000 population, with quite a large trade. It is the county seat of Gregg county, which has a soil specially adapted to the growth of fruits, and it is 282 miles from Galveston. Busy and thriving places, too, are Overton and Henderson in Rusk county, which had standing, according to the last census reports, 2,816,000 feet, board measure, of merchantable pine, and which has exhibited the superior products of its orchards at fairs in other States. MINEOLA, northern terminus of the Mineola branch of the I. & G. N., is 290 miles from Galveston. It has 2,500 people and is the largest town in Wood county, a country of many streams and water powers. Mineola ships 25,000 bales of cotton a year.

TYLER, in Smith county, 265 miles from Galveston, is a bustling community of 10,500 people. It has noteworthy manufactures, among them four fruit packeries—significant of the attention given to fruit culture in the country adjacent—it ships strawberries to both Denver and Kansas City, and it sends to the greater markets of the land some 21,000 bales of cotton a year. It has the electric light and an opera house, and is the county seat; and is further distinguished as the place where three superior tribunals hold regular sessions, the State Court of Appeals, the Supreme Court of Texas and the United States District Court. PALESTINE, Anderson county, 200 miles from Galveston, is a place of 8,000 population, and of important and diversified industries. It has a large and powerful cotton compress, a mammoth cotton seed oil mill, a big foundry and machine shops and the general offices and shops of the I. & G. N. road. It has its ice factory, electric light plant and a supply of most excellent

water adequate for the demands of future growth. The prolific soil of the adjacent country, producing besides fruits, early vegetables and cotton, a great variety of the staples of Texas, contributes, with its manufacturing enterprise, to give prestige and prosperity to Palestine. Its shipments of cotton during the season aggregate nine or ten thousand bales.

TAYLOR is in Williamson county, where the I. & G. N. crosses the M., K. & T., has a cotton trade of 15,000 bales, branch railroad shops and a population of 4,000, which it confidently expects will be doubled within the next two years. GEORGETOWN, also in Williamson county, 355 miles from Galveston, has 3,500 people, 15,000 bales shipments and five or six hundred thousand dollars of business a year. It is notable also for its Methodist University, its Chautauqua Assembly grounds and its mineral springs. Williamson county, it may be remarked parenthetically, exhibited at the Atlanta International Cotton Exposition of 1881, a fleece that weighed 40 pounds. The animal from which it was taken yielded 25 pounds a year for five years. The county, in fact, is famous for its flocks throughout the State.

AUSTIN, the capital of Texas, is situated upon an eminence rising from the Colorado River, in Travis county, and commanding, from Capitol Hill and other positions within the city, an extended and pleasing prospect. The general elevation, about 650 feet above sea level, unfolds a panorama of rugged mountains and undulating prairie and broad and fertile valleys, of winding river, primeval woodland, verdant fields and fallowed lands, hardly surpassed in the land; and the city itself has elements of the picturesque in keeping with its environment. It is considered one of the most attractive cities of the State, and is of note also for its salubrious climate, substantial business architecture, tasteful

homes and social refinement. The new State capitol, the most imposing pile west of the Mississippi, and but little if any inferior to the New York capitol at Albany, is located at Austin. It is modelled after the capitol at Washington, and is a structure becoming the rank and pride of the State. Austin is a jobbing center of considerable importance. Its yearly cotton shipments are 25,000 bales. The current and course of the Colorado at Austin is particularly favorable for the development of manufacturing powers, a work which has lately been undertaken in the public interest by the municipality itself.

SAN MARCOS, Hays county, and NEW BRAUNFELS, Comal county, are places of about 3,000 population each, shipping about 15,000 bales apiece and both lying upon streams affording water powers, which are utilized to run saw and grist mills and other industrial establishments. San Marcos is famous for its scenic surroundings. The San Marcos river takes its rise here, in a spring bursting from the base of the mountains near the town. New Braunfels was settled years ago by a thrifty class of Germans. The Comal river at this place, would, it is believed, furnish more power by far than is now utilized.

SAN ANTONIO, the Alamo city, is situated, by the course of the I. & G. N. road, but 154 miles from the Mexican border. Its geographical position and railway connections, establish it as the gate city and entrepot of Mexican trade. It has 60,000 population, and with the rapid settlement of its tributary territory in Southern and Southwestern Texas, is growing fast. It has a military post disbursing \$1,500,000 of government money, the Mexican consulate for the entire frontier, has a wool trade of 7,100,000 pounds, which is about a third of the product of Texas, and important banking and jobbing concerns. Its charming environment and its memo-

rials of an eventful and historic past, and more than all else perhaps, in its later stages of growth, the balm of its climate, which is particularly efficacious in restoration of the consumptive and debilitated, are attracting many from the older States. San Antonio's advantages are exhaustively treated in a special edition of the ENGELHARDT SERIES, now in press.

LAREDO, southwestern terminus of the I. & G. N. R. R., is situated on the Rio Grande river, the border line between Texas and Mexico, about 600 feet above sea level and in an exceedingly healthy locality. It has 15,000 people and is the county seat of Webb. Its position makes it the portal for commerce between the United States and the Republic of Mexico, and it is fast becoming the commercial and manufacturing center for Southwest Texas and Northern Mexico. The imports and exports for 1890, estimated by the monthly increase over last year, will amount to \$20,000,000. It has the largest car and machine shops west of the Mississippi river, a large cotton gin and milling works and a number of flourishing manufactories. The attention of manufacturers throughout the United States is being attracted to Laredo by the unlimited quantity of cheap coal mined there, the abundant raw material, ample water supply, splendid climate and the extensive and growing markets in Southwest Texas and Mexico. Besides its water works Laredo has an electric light plant and also an electric motor street railway. During the past year fifteen modern stores and 250 residences have been constructed. What has been built on the heights, a beautiful chain of hills east of the city, which are connected with the business portion by the electric motor street railway, makes quite a city of itself. That Laredo is destined to become one of the leading trade centers of the great Southwest, is admitted by all who have given her advantages even a cursory examination. The soil of the

country adjacent produces from three-quarters to a bale an acre, and the tenderer sub-tropical fruits may be grown without protection.

ELKHART, Anderson county, has recently attained a measure of prominence by the discovery there of copious mineral springs. A hotel has been built there to make it a resort. CROCKETT, Houston county, 164 miles from Galveston, ships 10,000 bales of cotton a year. This county had 3,216,000,000 feet of loblolly pine in it at last reports. TRINITY, 136 miles from Galveston, is the principal railway station of the county of the same name, which is also heavily timbered. HUNTSVILLE, Walker county, has the Sam Houston Normal school, a State institution, and the principal penitentiary of the State (with its cotton mill, shoe factory, saddlery and other manufacturing departments) to enliven its business. WILLIS, Montgomery county, is 97 miles from Galveston and is the end of two freight divisions of the I. & G. N.

HOUSTON, on Buffalo Bayou, a navigable stream that empties into Galveston Bay, is 50 miles from Galveston. Its population is 40 000. It is the county seat of Harris, and besides being one of the great railway centers of the State, presents the peculiar conditions of an inland city, having also the advantages of a seaport. Houston's commercial, manufacturing, educational and social advantages entitle the city to rank with the most progressive and attractive places of the Southwest. The manufacturing interests of the city are large and are increasing both in variety and importance. Its industrial enterprise has representation in cotton seed oil mills, flouring and grist mills, plow factories, four large brass and iron foundries, three cooperage establishments, car wheel works, extensive brick manufactories and other lesser ventures. Around and near the city of Houston, market gardening is an important and profitable

industry. Much attention has been given to the cultivation of strawberries, grapes and fruits of all kinds.

THE INTERNATIONAL, by the State Comptroller's report, represents an investment of \$27,945,714. Its total business last year aggregated, \$3,228,840. The passengers carried numbered 462,161; the freight hauled 795,032 tons, as follows: lumber, 190,000 tons; manufactures and merchandise, 155,957; coal, 96,832; miscellaneous, 73,854; live stock, 62,607; cotton 57,820; grain and flour, 52,476; other agricultural products, 43,115; lead ore, 15,128. It has 1,345 cars, coaches and locomotives and 2,532 employes.

THE HOUSTON & TEXAS CENTRAL RAILROAD, originated before the war and was to have made this city its southern terminus and starting point then, but, owing to the indifference of the community toward it at that time, construction was begun instead, at Houston. In Texas, as elsewhere in the South, the conflict of arms, stayed all railroad projects, but in 1867, when business was generally renewed, a new era of railroad building opened, and work was resumed on this line, and in a few years it had proceeded rapidly northward until Denison at the State line was attained, a distance of 338 miles. In its progress northward, Hempstead, Navasota, Hearne, Bremond, Groesbeck, Corsicana, Dallas, McKinney and Sherman, the most prosperous and populous place in Eastern Texas, were successively reached.

An entrance to Galveston was afterward effected over the old Galveston, Houston & Henderson's right of way, and branches have been built out from the main stem of the road as follows: Hempstead, west to Austin, one hundred and fifteen miles; Bremond, northwest to Albany (intended to be continued through the "Panhandle" of Texas to New Mexico and Colorado), two hundred and thirty-two miles; Garrett, northeast to

Roberts, fifty-two miles; and Garrett via Waxahatchie, northwest to Fort Worth, fifty-three miles.

By its termination at Denison, the Houston & Texas Central has connection with the Missouri, Kansas & Texas road of the Gould System, north-bound through Indian Territory, Kansas and Missouri to Kansas City and St. Louis. Its other connections are numerous, chief of them these: At Galveston, with the Morgan line of steamers for New York; at Houston with the East & West Texas narrow gauge and the Southern Pacific, (with which latter as a road of its own system, it has close alliance); Fort Worth and Dallas, with the Texas & Pacific west-bound for El Paso and east-bound for New Orleans; at Fort Worth also with the new Denver & Fort Worth road recently absorbed by the Union Pacific, and having Denver at its other extremity, and with the Fort Worth & Rio Grande road for Grandbury and Stephenville; at Corsicana and Waco with the St. Louis, Arkansas & Texas, which effects a junction with the Iron Mountain road at Texarkana, and itself proceeds on to Cairo, Ill. At Hearne and Austin the Houston & Texas Central is crossed by the International & Great Northern of the Gould System, and at Navasota, Brenham and Morgan by the Gulf, Colorado & "Santa Fe" Southwestern and transcontinental system.

The many small but growing feeders of the trade of Galveston that are on this route, make it of great advantage to the city. It traverses twenty-seven counties of Eastern Texas, the most populous and affluent of the State. While it is closely related to the Southern Pacific road, it is particularly, as to its management, policy and situation, a Texas road, and although, owing to financial complications, not particularly pertinent to this description, 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 all 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 lands along its route, business opportunities, and the characteristics of the State that now affords the most inviting of all American fields for colonization and enterprise.

The report of the State Comptroller of Texas recently issued, gives the total length of this road as 579 miles. Its cost by the same authority was \$27,679,903, its earnings in 1889, \$3,264,362, its operating expenses, \$2,409,923. It owns 2,009 cars, and employs 1,937 persons. The principal items of its freight traffic during the year were, lumber 121,660 tons, cotton 80,877 tons, cotton seed 35,744 tons, grain, flour and mill products 24,606 tons, live stock 23,754 tons, agricultural products 16,390 tons, coal 35,710 tons, manufactured goods and general merchandise 376,935 tons. Its total freight traffic was 565,207 tons.

A. C. Hutchinson, general manager of the Southern Pacific system at New Orleans, is president of the Houston & Texas Central road; Chas. Dillingham, Houston, vice-president and receiver; A. Faulkner, Houston, general passenger and ticket agent.

THE GULF, COLORADO & SANTA FE RAILROAD is a Galveston enterprise; an instance of quiet but intensive spirit on the part of representative men of the city, and a complete rejoinder to all criticisms upon the progressiveness of the community. It originated with capitalists here, was prosecuted to completion as a trunk line extending entirely through the State by them, and although it has been attached to the great Southwestern system of Santa Fe lines, several of these parties

still retain their interests in it, and one of them is its vice-president; so that title is regularly established to it as a Galveston creation and a Galveston project.

The first fifty miles of the road were built with the assistance of a \$200,000 subsidy, voted by the county of Galveston. Financial complications stopped further procedure then and for three years after. In 1878 the road was sold under foreclosure. It was bought by the real promoters of the venture—those who had funds to make a start in earnest—John and George Sealy, J. H. Hutchings, Geo. Ball, Leon Blum, Henry Rosenberg and about fifteen other capitalists of the city, by whom from \$200,000 to \$500,000 apiece was contributed to continue construction. Henry Rosenberg was its first president.

Under this management it was rapidly pushed northward and in 1882 reached Dallas and Fort Worth, and at the time of its absorption by the Santa Fe system in 1887, it had a main line of 517 miles from Galveston to Purcell, Indian Territory, besides its branches in this State. These branches have been extended somewhat since, and it now has a total mileage of 1,162 miles, 1,058 in Texas, or nearly a seventh of the length of its system, which has 7,707 miles. The State Comptroller's report of Jan. 1, 1890, shows that it cost to build \$23,766,000, that it takes about \$3,250,000 a year to operate it and that its earnings for 1889 were \$3,761,500. It has 3,231 employees.

A junction is effected by it with the main line of the Atchison, Topeka & Santa Fe road at Purcell, and it is thus made the Southeasterly grand division of the Santa Fe system. Its branches are all within the State of Texas, viz.: Alvin to Houston, 24 miles; Somerville to Conroes, 72 miles; Temple to San Angelo, 226 miles; Cleburne to Weatherford, 40 miles, and Cleburne to Paris, 152 miles; and Ladonia to Honey Grove,

12 miles. Besides Galveston, Houston, Brenham, Temple, Lampasas, San Angelo, Fort Worth, Dallas, Gainesville and Paris, thriving cities of the State, are on this line or its branches.

It makes connection with all the railroads of the State at one or other of these points, with the Houston & Texas Central; the Southern Pacific; Houston, East & West Texas; San Antonio & Aransas Pass; International & Great Northern; Missouri, Kansas & Texas; Texas & Pacific; St. Louis, Arkansas & Texas; Fort Worth & Denver City; Fort Worth & Rio Grande, and the St. Louis & San Francisco; also at Galveston with all the foreign and coastwise steamship lines.

It is a direct route to Kansas City over connections with roads of its own system, and from there to Chicago; and is the best route from Galveston to all parts of the central States of the far West. It runs through a better cotton district than any of its competitors of Eastern Texas, and Galveston has a distinct advantage from the vast traffic in that staple it facilitates, and from distribution of goods in return for that product, over it. It hauls to Galveston wool and corn, cattle grain and Mexican and Colorado ores, as well as cotton and cotton seed, and carries out of the city chiefly, general merchandise, flour, fruits, vegetables, coffee and sugar in large quantities, cotton bagging and ties, planting implements, coal and coke and block tin. Its relative position as a road and its value to Galveston are both indicated by the fact that in the month of September last (1889) it handled 56 per cent of the total receipts of cotton at Galveston, and in October 47 per cent.

The traffic report of this road for 1888 is an interesting exhibit of Galveston's strength as a trade center, and of the origin of the staples of her commerce, and since it also discloses the character-

istic business of the road, a summary of it can hardly be considered a digression from the purpose of this chapter.

The total tonnage carried by the road in that year was 696,617, of which 364,997 tons were carried north and 331,617 tons south. Of the north-bound shipments, 107,171 tons originated at Galveston; and of the south-bound 161,645 tons were destined for the city, a total of 268,816 tons. The tonnage originating on the road and carried north was divided as follows: cattle, 68,950 tons; other live stock, 9,670 tons; flour and grain, 12,984 tons; wool, 468 tons; lumber, 108,466 tons; the south-bound tonnage had for its largest items: cattle, 7,715 and other live stock, 2,583 tons; wool, 5,091 tons; lumber, 18,461 tons; cotton seed, 23,287 tons; hay, 3,732 tons; stone for jetties and other building material, 35,142 tons.

Of cotton carried by it during the year, Galveston received more than any market on its line. Of general merchandise, a third of that carried by the road nearly, originated at Galveston; of lumber 30 per cent originates in Southeastern Texas on its line or on lines connecting with it, and it is destined largely for Northern Texas, Kansas and Indian Territory, which have no timber lands; of grain and flour, 80 per cent originated in Kansas and about 20 per cent was carried north from Galveston and other places on the line; of cattle and live stock hauled by this road, 87 per cent was taken to Kansas City, Chicago and St. Louis, the remainder to Galveston; while of wool, which comes over this road from Western Texas, over 90 per cent, destined for Eastern markets, passed through the hands of Galveston shippers.

The shipments from Galveston by this road in 1888 were general merchandise, 42,125 tons; railroad material for other roads in Texas and Mexico, 42,077 tons; coal, 9,807 tons; flour, 3,826 tons; salt, 2,268 tons; bagging and ties, 1,665 tons; lumber, 1,452 tons; vegetables and fruit,

1,421 tons; cotton seed products, 1,193 tons; machinery, 764 tons; grain, 573 tons: total, 107,171 tons. These are the commodities, that with cotton, make the bulk of the city's business.

The traffic of the road was greater in '89, than in the year preceding it. The report of the State Comptroller of Texas credits it with a freight traffic of 735,325 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 the year 440,385 passengers were carried by it. About 30 freight trains are now run by it daily each way, four of them in and four out of Galveston, and 26 passenger trains, four in and four out of the city. As a member of the Santa Fe system, it has ample rolling stock, including Pullman and chair cars for its passenger service. The road bed is in course of continuous 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 the road are of iron, and as a whole, its condition is as good as that of any road in the country.

As its seaboard terminal, Galveston is favored as much as possible by it. The road has shops here employing about 150 hands, and as many more men are on its local pay roll. It has freight yards of about 700,000 square feet area at the west end of the city, and owns 160 acres fronting the channel, on the eastern end of the island, between Fourth and Tenth streets. This was purchased with the view of building wharves and elevators, to provide facilities for the transshipment of grain and other Southwestern products, and the management has plans under consideration for its improvement.

The company has also along its line, in this State, acreage and town lots, for sale

with some excellent chances for investment in the growing towns upon it, in and adjacent to which, it offers tracts at from \$2 to \$100 an acre, and lots at corresponding prices.

The managing officers of the Santa Fe are A. Manvel, president; Geo. Sealy, 1st vice-president; J. F. Goddard, 3d vice-president; J. W. Rinehart, 4th vice-president; J. H. Scott, general superintendent; W. H. Masters, general freight agent; H. G. Thompson, general passenger and ticket agent; T. W. Jackson, general land agent. Mr. Manvel's headquarters are in Chicago. The others are all stationed in the company's general office building, corner of Strand and Bath avenue, Galveston.

OTHER RAILROAD MATTERS.

THESE three trunk lines have all been forehanded in the acquisition of terminal and warehouse grounds here. The International has obtained a portion of the water front, upon which to build coal and grain elevators, wharves and other facilities to promote the increased traffic anticipated from improvement of the bar. The Southern Pacific, parent corporation of the Houston & Texas Central road and Morgan's Steamship line, has a grant of tide lands situated on the harbor opposite the city, from the county, for the same purpose, and the Gulf, Colorado & Santa Fe has established shops and made other improvements of a permanent character.

BY MEANS OF THE TRUNK LINES running to Houston, Galveston has the service of the San Antonio & Aransas Pass Railroad, ramifying, with a main line and branches 595 miles long, all of South-eastern Texas, below the line of the Southern Pacific road, and between San Antonio and Corpus Christi on the Gulf Coast. The lines to Houston also afford it the facilities of the Houston, East &

West Texas, a narrow gauge road 192 miles long, penetrating the pine forests of Eastern Texas.

THE GALVESTON & WESTERN, a narrow gauge line, chiefly used for hauling sand, and for local excursions, extends for fifteen miles down the Island of Galveston. It was originally planned to make the city the northern terminal of a projected line to the City of Mexico, but the scheme fell through. It is still mooted, however, from time to time, as likewise, is the project of an air line from Galveston to the northern boundary of the State, and a grand North and South line from some point in the Dakotas to Galveston, and also lines from Central

Kansas, Kansas City and other places north.

A matter of closer concern to the people of Galveston, is the question of a bridge to the mainland, periodically raised, and lately given rather more attention in the press than usual, without, however, decisive action. The two railroad bridges are temporary structures, without a foot-way. The daily market supplies are largely brought into the city by small craft, and a Union bridge that could be used as a public thoroughfare, would be a special convenience to the body of the people, as well as for trade. It is estimated that such a bridge could be built for \$1,000,000.



BANKING, LOANS, INSURANCE AND REAL ESTATE



THE fact that a very large part of the banking business of Galveston is done by private bankers, makes it difficult to arrive at the exact amount of capital embarked in the regular banking channels of the city. It is certain, however, that it is at least \$10,000,000 in the aggregate, and probably more. Of this amount, \$1,876,938 is contributed by three established national banks, the First National, Galveston National and National Bank of Texas, by a new national bank, the American National, now just completing its organization, and by one bank with a State charter, the Island City Savings Bank, which does a commercial business also.

The surplus and undivided profits of these five banks, at the time of their spring statement, 1890, was nearly \$400,000, an amount indicating conservative management a general characteristic of these institutions. The deposits with the five aggregated at the same time \$2,640,000, \$360,897 of this savings deposits, their loans and discounts, \$2,500,000 and their total resources, \$4,300,000.

There are, at Galveston, four staunch private banks, Ball, Hutchings & Co., a firm accredited by common report with fully \$6,000,000 resources, Adoue & Lobit, a partnership of the most substantial individual investments, H. Rosenberg and W. L. Moody & Co. A large amount of capital is employed here by capitalists and agencies, in banking, note broking and mortgage loans, and it is next to impossible to compute its total. A moderate estimate makes the capital represented by the private banks at least

\$6,000,000, and by the land and loans agencies of the city, \$3,275,000.

It is certainly to be within bounds to consider the banking capital of a city having \$25,000,000 of jobbing trade, and with cotton, \$77,500,000 of annual business, as \$10,000,000 at least. But other facts bear out the statement. The bank clearings of the year ending Sept. 30, 1889, one of the private banks not included, were \$71,865,673, an average during the cotton season of three to four millions a week and three to four hundred thousand dollars in the dull term between the season of 1888 and 1889. The increase over the year preceding was \$15,155,837, or 28 per cent. The clearings during the season just closed, were four to four and a half millions a week, indicating for the year ending Sept. 30, 1890, \$100,000,000 of total clearings, as much as the inland cities which have twice Galveston's population and clearings largely augmented by speculation and boom. Here to the contrary, where business is chiefly legitimate merchandising the increasing clearings signify solidly compacting wealth.

Eight per cent is the rate of interest usually exacted by the banks, but money can be obtained as low as six. The ruling rate of commercial discounts for gilt edged paper is 8 and 10 per cent. Exchange, owing to the exporting and importing traffic of the city, makes a particularly large fraction of the business of the banks. During the cotton season New York exchange is at a buying rate of a quarter to three-eighths discount, and the selling rate is par. For the remainder of the year the buying rate is par to three-eighths discount, according to the circumstances of trade, chiefly those of cotton transactions, and similarly, selling

an eighth to a quarter premium. Foreign exchange is governed by the New York rate.

Mortgage loans are made for the most part by the regular loans agencies; but little is done by the private banks. The ruling rate on city real estate loans is 10 and 12 per cent, legal country loans are 12 per cent. Cotton, as the leading staple of trade, makes the great bulk of the business of the banks. After that, general merchandising contributes most.

The following sketches describe the banks and loan companies of the city more in detail.

THE NATIONAL BANKS OF GALVESTON.

THE GALVESTON NATIONAL BANK, corner of Tremont street and the Strand, is successor to the Texas Banking and Insurance Company, an old and very substantial institution, established in 1870. The facilities of the old bank were of a local character and its sphere of action somewhat circumscribed, facts largely due to its limited capital. These considerations led to its nationalization in November, 1889. From \$200,000, its capital was increased to \$500,000, paid in, and this enlarged capital, supplemented by the additional liability of half a million dollars afforded by wealthy and responsible stockholders to the depositors, was the means of drawing immediately to the Galveston National Bank a large and substantial patronage, not only from the city of Galveston but also from every point in the State.

The management remains in the same capable hands; with the addition of Mr. L. R. Bergeron, formerly identified with other large and influential moneyed institutions, as assistant cashier. Mr. R. S. Willis continues as president, Mr. H. A. Landes, as vice-president, and Mr. T. J. Groce, as cashier. The directors are Messrs. Willis, Landes and Groce, J. G.

Goldthwaite, Fen. Cannon, A. C. Baker, W. K. McAlpine, J. P. Davie and J. H. Burnett. To those acquainted with the Galveston business community, these names are a "tower of strength." Mr. Willis, as head of the great house of P. J. Willis & Bro., is one of the foremost of Southern capitalists and merchants. Mr. Landes, is of the firm of Wallis, Landes & Co., wholesale grocers and cotton factors in Galveston for the past thirty years. Mr. Groce, a gentleman of sterling business qualifications, was formerly of Jemison, Groce & Co., cotton factors, and for the past five years vice-president of the Texas Banking and Insurance Co. The other directors are men of high character and solid resources. Mr. Goldthwaite is a large stockholder in the house of P. J. Willis & Bro.; Mr. Cannon, a grain dealer and extensive importer; Mr. Davie, a wealthy hardware dealer; Mr. Baker, a prominent figure in the cotton trade of the port. and Messrs. McAlpine and Burnett, well-known real estate owners of Galveston.

The deposits of the Galveston National Bank, as reported in its official statement to the Comptroller of the Currency at Washington, Feb. 28, 1890, were \$1,187,670.58.

The loans and discounts at the same time were reported as, \$1,049,003.01.

The total resources, \$2,752,709.22.

The Galveston National Bank had then, besides its capital, \$20,038.64 of net undivided profits, the accumulation since its recent organization.

The Galveston National Bank lays just claim to the largest and most comprehensive system of correspondence of any Texas bank. It has correspondents at every banking point in the State and substantial representatives at all important money centers, principal of which are: The Mercantile National Bank, the Hanover National Bank and the Bank of New York N. B. A., of New

York City; the Hibernia National Bank, New Orleans; the National Bank of Commerce and Continental National Bank, St. Louis; the National Bank of Commerce and American National Bank, Kansas City; the Corn Exchange Bank, Chicago, and the Joint Stock Bank, Limited, London. These numerous connections enable the Galveston National Bank to handle all lines of the banking business in a prompt and thorough manner and at the same time materially strengthen its present extensive resources.

THE FIRST NATIONAL BANK, corner of Strand and Twenty-second street, was organized in 1866 with \$200,000 capital. It has \$300,000 now, and by its statement of January 27th last had \$100,000 surplus, and \$54,000 undivided profits besides. Its total resources then were \$1,198,823, its deposits \$659,823 and its loans and discounts \$675,777. As a leading bank in the principal seaport of the Southwest, and one of the primary cotton markets of the world, it has a very large collection and exchange business; and for these transactions maintains the relation of correspondent with the following institutions in other leading cities: New York, the National Park bank; Boston, the Maverick National; Chicago, the First National; St. Louis, the Third National; New Orleans, the Louisiana National and N. O. Canal & Banking Co.; San Francisco, the Pacific National, and London, England, Kleinwort Sons & Co.

The First National of Galveston has been fortunate in its management. Its directory is made up of the foremost business men of the city, and they have given it a progressive policy. It was the first bank here to reduce the rate of exchange and discount after the war, and it has been as liberal in its accommodations to local enterprises as sound methods would permit. Julius Runge has been its president since it was organized in 1879; E. S. Flint, of Lammers & Flint, cotton and

wool factors, is vice-president; L. M. Openheimer, cashier. The directors are Julius Runge, M. Lasker, Leon Blum, John Reymershoffer, Albert Weis, Julius Weber and H. Kempner.

Mr. Runge is German consul here and city treasurer. As administrator of the city's finances (in his capacity of chairman of the Finance Committee of the Board of Aldermen of Galveston) between 1877 and 1880, he was chiefly instrumental in refunding the city's indebtedness and restoring her credit, which after the war, was for some time at a very low ebb. He is a leading spirit in many other enterprises here besides the bank, in fact was a prime mover in many of the most notable corporate concerns of the city, among others, the Galveston Cotton and Woolen mills, the new Packing Company, cotton compresses, street railways, land and loan companies, etc. He is a member of the firm of Kauffman & Runge, cotton factors, and is president, also, of the Cotton Exchange of the city.

Mr. Lasker is a capitalist and land owner. Mr. Reymershoffer is one of the proprietors of the Texas Star Flour Mills here. Mr. Weis is a wholesale dry goods dealer. Mr. Weber is the representative here of the great German cotton house of Knoop Frericks & Co. Leon Blum is the senior member of Leon & H. Blum, wholesale dry goods dealers, and president of the Leon & H. Blum Land Company, both ranking among the largest enterprises of their kind in the West or Southwest. H. Kempner is one of the largest capitalists in Texas, and is a cotton factor, in which trade he has long received on consignment, more cotton than any other firm in the Southwest.

THE NATIONAL BANK OF TEXAS, corner of Twenty-second and Strand, had, at the time of its statement of Sept. 30th last, total resources of \$423,633. Of this \$267,608 was loans and discounts. The capital stock of this bank, \$100,000,

is all paid in, and it appears also that it has a \$20,000 surplus and \$22,000 of undivided profits. The deposits with it daily are about \$175,000. Its loans and discounts run from \$250,000 to \$325,000. It has especial facilities for prompt collections and returns throughout Texas. Its New York correspondents are the American Exchange National and the Importers and Traders' National.

The National Bank of Texas has had good management from its foundation in 1866, and it is in hands now that continue to give character and standing. Col. W. L. Moody is its president, W. L. Moody, Jr., son of Col. Moody, banker and cotton factor of New York and Galveston, is vice-president, G. D. Morgan is cashier. The directors are Mr. Wallis, W. L. Moody and W. L. Moody, Jr., T. C. Thompson, of the Thompson Drug Co.; J. F. Smith, of J. F. Smith & Bro., sash, doors and blinds; Geo. M. Courts, of Clark & Courts, printers and stationers, and Col. Walter Gresham, attorney and legislator.

Cashier Morgan has been connected with this bank for the past seven years. He was formerly its teller and was elected cashier at the January meeting of the directors.

A NEW NATIONAL BANK, the American, was organized lately by the election of directors as follows: N. Weekes, F. Lammers, G. B. Miller, J. D. Skinner, John Focke, Gust Heye, W. F. Ladd, J. E. Wallis and J. E. Rogers. Mr. Weekes was chosen president, Mr. Lammers vice-president and Mr. Ed. McCarthy, formerly cashier of the Island City Savings Bank, cashier. The capital stock of this bank is \$500,000. It will be ready for business about the first of June.

STATE AND PRIVATE BANKS.

THE ISLAND CITY SAVINGS BANK OF GALVESTON, which has enjoyed a very

large measure of prosperity and success of late years, has recently, by a transfer of interests, passed under control of the Citizens' Loan Company, which, as the account of it on another page of this work discloses, counts its stock in the bank amongst its most substantial assets. In consequence of this transfer, there has been a change, lately, in the executive personnel of the bank, but it proceeds along the same lines which have widened its sphere as a savings institution and broadened its scope for commercial business at one and the same time.

Mr. Albert Weis, whose manufacturing and commercial interests are referred to in another part of this book, has been elected president of the bank. His administrative abilities are of so high an order that they have been accorded like recognition in other important local enterprises with which he is identified. Mr. Jos. F. Campbell, cashier, is a gentleman of large and varied business experience, and of an energy and application that particularly fit him for the position to which he has been chosen. Mr. F. Woolverton, assistant cashier, has been connected, for many years, with the National Bank of Texas, and assumes this new position with a ripened experience that makes him a valuable accession to the staff of the institution.

The directors chosen for the ensuing year are the following prominent and successful business men of Galveston: M. Ullmann, of Ullmann, Lewis & Co., wholesale grocers, who is also vice-president of the bank, a merchant so widely and favorably known that his name is a source of strength to the institution; Julius Runge, of the firm of Kauffman & Runge, and president of the First National Bank of Galveston; Gus Lewy, of Gus Lewy & Co., wholesale grocers; M. Lasker, capitalist and president of the Lasker Real Estate Co.; Robert Bornefeld, cotton buyer; R. B. Hawley, of Hawley &

Heidenheimer, commission merchants and importers of coffee; J. Weinberger, of Ratto, Lang & Weinberger, candy manufacturers, importers and wholesale dealers in fruits; J. S. Rogers, manager of the Texas Co-operative Association. The character and standing of these gentlemen is a guarantee that the reputation established by the bank will be maintained unimpaired, and that its business will develop in the future as it has in the past.

On April 1st, 1890, when a statement was rendered by it, the Island City Savings Bank had a capital paid in of \$100,000 and a surplus of \$100,000 and had undivided profits besides of \$50,900.37. The deposits with it at the same time aggregated \$627,260.80, and of total resources aggregating \$896,274.49, there was credited to loans and discounts, \$528,746.19, to sight exchange on New York and other points, \$219,222.19 and to cash on hand \$110,834.60.

Savings deposits of \$360,897.67, were a showing of its utility to the thrifty working classes of the city. Four per cent interest is paid on such deposits, which are taken in amounts as small as fifty cents. It thus affords a safe and remunerative depository to persons who are encouraged, by its assistance, to economize sums that might otherwise, perhaps, be frittered away.

While the savings department of the bank is of special importance to it, and will be conducted and guarded with jealous care, its commercial business is by no means of small proportions. Exchange and collections are notable features of this branch of its business. It has facilities for collections on all Texas points that are unsurpassed, and has on its list of correspondents the following banks in cities doing a considerable business with Galveston: In New York City, the Bank of New York (N. B. A.), and the Chemical National; in New Orleans, the State National; in St. Louis, the Fourth

National; in Kansas City, the Midland National; in Chicago, the Northwestern National, and in Cincinnati, the Equitable National. Bills are also drawn by it on all principal cities of this country and Europe.

Correspondence and inquiry is invited by the management of the bank. It will have careful, prompt and business-like consideration. The methods employed by the bank are similar to those in vogue in like institutions elsewhere. Its cashier and subordinates are all under bond, and are forbidden pursuits conflicting with their duties. Its books are regularly inspected by its directory. It is the only bank in the State authorized by law to receive trust funds for heirs and minors. It has been established for twenty years.

BALL, HUTCHINGS & Co., corner of Strand and Twenty-fourth street, have long been the most notable private bankers of the South. They are ranked uncommonly high among bankers generally as to their resources; they have larger transactions than many of the incorporated banks of the country, and they carry the name of Galveston to many remote places where little else than their high standing is known of its general business affairs. Their name is made familiar by exchange drawn and transactions with the National City and Fourth National banks, New York; the National Bank of North America, Boston; the Mechanics' bank, and St. Louis National, St. Louis; the Louisiana National and Whitney National, New Orleans, and Baring Bros., London.

The surviving partners of the original firm of Ball, Hutchings & Co., Messrs. J. H. Hutchings and George Sealy, are men of large and valuable property possessions. Mr. Hutchings is identified by interests in them, with most of the prominent enterprises of the city. He is president of the City Company, which laid the foundations for the municipality of Galveston 50 years ago, and from which all

the land titles of the city originate; has been president of the Galveston Wharf Co., which controls the water front of the port and is engaged in cotton compresses and other ventures of every sort.

Mr. Sealy has been president of the Gulf, Colorado & Santa Fe R. R., and was one of the most active in its reorganization and building after the reverses at one time met with. He is a director and prominent member of the Cotton Exchange, and he has interests also in very many of the corporate enterprises of the island. He is now building on Bath avenue, what gives promise of being the finest private residence in all Texas. The firm owns also extensive sugar plantations on the Brazos in Texas.

Nor has their interest in Galveston been manifested only in the material advancement of their environment. Mr. Sealy has contributed both time and money for religious, charitable and educational purposes. In all popular measures, as the movement for deep water, he, acting for his firm as well as for himself, has exerted him to the utmost to forward the matter in hand. Upon occasions of public movement, the advice, as well as influence of the firm, is early solicited and is as promptly enlisted, and the words of the junior partner have weight in the counsels of the Cotton Exchange, which is the commercial chamber of the city.

Mr. Hutchings came to Galveston in 1845. He engaged in merchandising business, and was for a number of years in partnership with John Sealy (deceased) at Sabine, as cotton factors and general tradesmen. The firm of Ball, Hutchings & Co., comprising the interests of Geo. Ball—the founder of the Ball School here—of Mr Hutchings and Mr. John Sealy (the founder of the Sealy Hospital), was established in 1854 to do a general business in cotton and the staples, with banking in connection. Gradually the banking business overshadowed all other interests

of the firm and after the war trading was discontinued. Mr. Geo. Sealy acquired his interest in 1865. The surviving widows of Messrs. Ball and John Sealy also have an interest each in the bank.

The transactions of this bank during the past year, it is said, reached the enormous aggregate of \$90,000,000.

ADOUE & LOBIT, bankers, at Strand and Twentieth street, are rated as having resources quite as substantial as any banking house in Texas. Their investments in the most profitable enterprises of the city are evidence of that. Mr. Adoue is president of the Galveston Cotton Seed Oil Mill, one of the largest in the Southwest, is one of the principals in the Galveston Steamship and Lighter Co., vice-president of the Texas Ice and Cold Storage Co., president of the Electric Light Co., president of the Galveston Bagging and Cordage Co.; and the firm is interested in many other concerns here and in other parts of the State. He and Mr. Lobit are partners also in the banking firm of Flippen, Adoue & Lobit of Dallas. In any and every undertaking with which they may be connected, they exhibit a most energetic and enterprising spirit.

Messrs. Adoue & Lobit began business as merchandisers and bankers in the country in 1865; but, foreseeing the rise of Galveston, established themselves here in 1873, and have devoted themselves to banking business. They have the patronage of the largest business houses and many of the corporations here, and they do more foreign exchange business than any bank of the city. Mr. Adoue is the consul here for Sweden and Norway.

W. L. MOODY & Co., bankers and cotton factors, corner of Twenty-second and Strand, have a capital embarked in their business (according to its exigencies) of from \$500,000 to \$750,000. Col. Moody, senior member of the firm, has been a cotton factor here since 1866, and



REPRESENTATIVE MEN OF GALVESTON.

having been prominent also in public affairs in which the city has been especially concerned, like the movement to secure deep water for the port, has considerably more than a local reputation. He was a gallant soldier of the war, and concluded his service in behalf of the South, possessed of both scars and laurels. He was president of the Cotton Exchange for twelve years, was one of the most active promoters of the project for the Gulf, Colorado & Santa Fe Railroad, has been a State legislator, and his name has frequently been mentioned for higher offices of a similar character. He displayed his financial abilities while a member of the State Legislature, by negotiating sale of nearly \$2,000,000 of State bonds; he has been a director of many enterprises, such as railroads, banks, etc., and until quite recently, besides being a director of the Texas Banking & Insurance Co., was president of the National Bank of Texas, which has its banking house in his building.

His qualifications for financial business are thus clearly indicated. He has associated with him, his son W. L. Jr., who is the manager of the New York branch of W. L. Moody & Co.'s bank, F. B. Moody, also his son, and L. F. Moody, his brother. The banking house of Moody & Co. was only established in 1887, but already its business is such as to call for a separation of it from the cotton business of the firm. These interests however, the growth of years, are too large hastily to abandon. Last season W. L. Moody & Co. handled 25,000 bales of cotton and 300,000 pounds of wool.

As bankers, the firm purchase and sell stocks on commission and handle bonds and investment securities. The New York concern is at 44 Wall street.

H. ROSENBERG's private bank ranks high among the financial agencies of Galveston. Mr. Rosenberg began business

here in 1843 as a dry goods merchant, and has been a banker exclusively since 1874. In that year he organized the Galveston Banking and Trust Company, which he has since succeeded. He maintains the only safe deposit vaults of the city.

Mr. Rosenberg owns a great deal of rental property in Galveston and has large landed possessions besides, in different parts of the State. He is a stockholder in most of the corporate enterprises of the city, and is vice-president of the Galveston Wharf Company. The Rosenberg School, shown in an illustration of this work, was built by him, and presented, completely appointed, with its site, to the city. The building alone cost \$70,000.

LOAN AGENCIES OF THE CITY.

THERE are twelve organizations engaged in loans and building operations at Galveston, and lately the prospectus of a new Co-operative Savings Association has been issued. Three of these are loan companies exclusively, long established, very successful, of large capitalization and resident stockholders only. These three, the Texas Land and Loan Company, the Citizens' Loan Company and the Lasker Real Estate Association, have \$1,368,500 of capital paid in, and accumulated profits; the Texas Land and Loan Co \$530,000 of cash capital and earnings, the Citizens' \$536,000 of capital and undivided profits and the Lasker Association \$302,000 of capital and surplus.

THE CITIZENS' LOAN COMPANY, which has offices on Strand between Twentieth and Twenty-first streets, was chartered in April, 1879, with \$300,000 capital stock, to be paid in installments by the subscribers, for the purpose, primarily, of accumulating funds to aid its members to acquire and improve Galveston real estate; but also to acquire both real and

personal property as a corporation, and to loan on unencumbered real estate, stocks, bonds and other securities. This

of net earnings, three dividends of two per cent each had been declared during the year, leaving the \$36,000 of undi-



RESIDENCE EAST END OF GALVESTON.

latter, in the course of business, has become its speciality.

From the report of its auditors, dated April 9, 1890, its eleventh annual statement, it appears that it has total assets of \$746,134 as compared with \$708,320 a year before, and that the principal items of assets were \$248,798 of loans on real estate, stocks, etc., 1501 shares of the First National Bank of Galveston, valued at \$241,615 and 953 shares (a controlling interest, lately acquired by it) of the Island City Savings Bank, valued at \$238,726. Accounted liabilities were its capital stock of \$550,000, five per cent bonds outstanding to the amount of \$41,000, bills payable \$119,000 and \$36,000 of undivided profits.

The total income for the year was \$72,263, the disbursements on account of management \$9,648. From the \$62,614

vided profits spoken of, still remaining. The gross profits compared to capital stock were 13 per cent, to assets 9½, and the net profits were 11½ per cent of the capital stock and 8½ of assets.

It appears from this statement that the Citizens' Loan Company is not only one of the most prosperous and substantial of the financial agencies of Galveston, but that it does a conservative and sure business and in its aggregated transactions suffers nothing by comparison with some of the local banks.

Of the original management of the company, one official only is still directing its affairs, Mr. Albert Weis of Weis Bros., wholesale dry goods of the city. Mr. Weis is also largely interested in manufacturing and other business projects here. He is president of the Citizens', and has associated with him in its direc-

tory, Julius Weber, Gus. Lewy, C. Fowler, Jr., H. J. Runge, M. Lasker and J. Rosenfield, all prominent business men of Galveston, notable as traders in cotton, merchandise, real estate, etc. Mr. Rosenfield is vice-president of the company, Mr W. F. Beers of Beers, Kennison & Co., insurance agents, secretary, and Mr. R. V. Davidson attorney.

The company, as has been said, has lately bought the majority of the stock of the Island City Savings Bank, a local institution of substantial resources and high credit.

THE LASKER REAL ESTATE ASSOCIATION, is a loan and investment company, chartered by the State, engaged in business here and in other parts of Texas for the last four years, and having \$252,500 paid in capital and a surplus of \$50,000. Its operations are confined to improved property, located in Texas.

The loans of this association are made upon as liberal terms as those of any company engaged in the business in the

State. Principal and interest may be paid in monthly installments. The amount loaned depends on the value and prospects of the security. Interest is 8 to 12 per cent. The association buys property and holds it for rental chiefly.

Those interested are men as substantial as any in Texas. Mr. Morris Lasker, president of the company, is one of the largest real estate owners of the State. He was formerly a merchant here in the wholesale grocery business, but is interested now in enterprises of a miscellaneous character, such as the Galveston Cotton and Woolen Mills, the Lone Star Cracker Factory, the Citizens' Loan Co. and the First National Bank, etc., of this city, in all which he is a director. Mr. Adoue, the vice-president, is of the firm of Adoue & Lobit, bankers of this city, and Flippen, Adoue & Lobit, bankers of Dallas, is an ex-president of the Electric Light Co. of Galveston, and now president of several other local corporations.

The secretary and treasurer of the



SUBURBAN RESIDENCE, GALVESTON.

association is Mr. D. Sachs, a resident here for several years, a graduate of Heidelberg, where he matriculated as Doctor of Laws. He has an ample experience of the business he is entrusted with. The offices of the association are on Mechanic street, between Twenty-first and Twenty-second.

REAL ESTATE AND LANDS.

PROSPECTIVE enlargement of the Island City, disclosed by the favorable congressional action on the Galveston harbor bill, has enlivened the real estate business already. In the transfers of the first nine weeks of the current year values aggregating \$2,000,000 were involved; in the first three months of the year, \$7,000,000 worth of property changed hands; and the sales since show a steady weekly increase. Outside capital gave the first impetus, but the residents of the city display their faith in its future by liberal investment themselves. Some of the most experienced and enterprising of Western operators, anticipating a rise in prices, and desirous to participate in it at the outset, have been drawn here, and there is every reason to believe that a genuine revival in realty has begun.

But the influences forwarding Galveston are *in esse* as well as *in posse*. The substructure of a solid city has been concreted here by fifty years—the war excepted—of steady growth. Once only in the history of the place has the spirit of inflation resulted in boom, in 1871, when many who had purchased on a rising market were forced to a sacrifice to meet the payments they were pledged to make; and this experience was so impressive a lesson, that it accounts, in part, for the very moderate prices of Galveston property to-day.

An enhancement of property valuations at Galveston may be predicated upon material conditions. Upon a growth in

population during the last decade from 22,250 to 51,500, or 133 per cent. Upon a growth in manufactures during the same period from \$2,375,000 to \$5,000,000, or 115 per cent. Upon a growth in trade at the same time, not counting the extraordinary Western transit business of the port, developed in the last ten years, from \$30,000,000 for the year, to \$87,500,000, or 292 per cent, and of exports, foreign, from \$16,750,000 to \$52,000,000, or 212 per cent. And incidentally, upon the metropolitanization of the city meanwhile, metropolitanization through permanent improvements of architecture, of water supply and public works; through multiplying social and educational advantages, and its growing favor as a summer resort.

Whatever her aspirations as the seaport of the West, the growth of the city is furthered most by the aggrandizement of Texas. Since 1880 the population of the State has increased from 1,500,000 to 2,500,000, at the least 75 per cent; the crop product from \$85,000,000 to \$170,000,000 market values, 100 per cent; the the railroad mileage from 4,000 to 8,400, 110 per cent, and the assessed valuations from \$304,000,000 to \$729,000,000, 140 per cent. And still, settlement of the unoccupied areas of the State proceeds at a rate that has evoked the prediction of a banker of Galveston, that the growth of the State in the last ten years, will be repeated in the next three.

The animation of the Galveston real estate market is exhibited rather in a greater demand for property than in rapidly advancing prices, except, perhaps, in the West End, where factories are concentrating. Property here is still very much lower than in Dallas, for instance, or in other prosperous cities of the country; and beginning at its circumference, this demand for realty has gradually extended inward to the very center of the city. The transfers at first were mainly

of acreage and outside tracts. The effect of an active market has been to list improved property in the business precincts, which has not been on sale for years.

The prices prevailing at the beginning of the year, are given as follows by a firm long established here in the land and real estate business, and doing perhaps the largest business of any in that line.

Property in Galveston is sold by the lot, single or double, usually. Blocks from the bay front on avenue A, to avenue M inclusive, are 300 feet by 260, and comprise ten lots 26x120 feet each. Beyond that there are fourteen lots to the block, and in the outskirts four. The Strand is the principal wholesale street. It is well built up and but little of it is for sale. Tremont is the main avenue north and south from the bay to the beach. Five years ago \$30,000 was offered and refused for the improved corner of Tremont and Strand. About the same time \$20,000 was considered a good price for property on Strand. Improved property there is worth \$15,000 to \$40,000 according to the area, single or double, of the lot, and the value set on the improvements.

Not counting improvements, lots on Market or Tremont street, in the retail quarter, are worth \$20,000. There is little if any here for sale. Six lots 42x120 each at Eighteenth and Market streets, just on the edge of the business quarter, could be got for \$15,000 last winter. They have certainly advanced since. The fashionable residence quarter lies along and adjacent to Tremont street and Broadway. First-class inside residence sites are worth \$1,500 to \$2,000 a lot; less choice locations \$1,000; on Broadway or Tremont street, \$2,500. These prices are for lots from ten to twenty blocks from the business center. Outskirts lots, are worth \$300 to \$500, and residence lots near factories or in other depreciating situations \$500 to \$800. Manufacturing sites, with shipping facilities adjacent, are worth \$9,000

or \$10,000 a block of fourteen lots. There has been an advance of 30 to 40 per cent in a year, in West End sites, due to the building of factories there. Acreage outside the corporate limits, at Fifty-sixth street, suitable for platting, has been selling at \$150 to \$250 an acre.

Topographical conditions make the probability of growth greatest westward. The eastern end of the city is already densely settled. The gradients of the island are such as to make both streets and lots immediately available. There is ample room adown the length of the island for extension, and for choice of sites for any purpose, business, residence or manufacturing. The titles are all derived from the Spanish grant of Seguin, through Menard, founder of the city, and the City Company, his assigns. Abundant water is provided for all by the city's new artesian works. There is a gas and an electric lighting company having public franchises, besides the municipal plant. Street cars afford transit facilities everywhere in the city. No onerous burdens of taxes for householders or licenses for manufacturers are levied. Taxes are \$2.57½ per hundred for all purposes, city, county and State. Business generally is brisk, but living is as cheap as anywhere in the land. And the climate, take it for all in all, is very near the golden mean. The estates of J. C. League and J. L. Darragh, have city lands for sale, and the City Company also has tracts to dispose of.

The income from rental property is likely to increase as prices enhance. Rents are now quite low. Especially so for business property, for which leases are usually given running from 3 to 5 years. A three or four story place, suitable for a warehouse or factory, rents for from \$250 to \$325 a month. A large store, suitable for retail dry goods or business of that character, in a very good location, would bring \$250 to \$300 a

month. Offices rent for \$12.50 to \$25 a month. Residences of eight to thirteen rooms \$50 to \$65, of six rooms \$25 and of four \$8 to \$12.50.

lands: The L. and H. Blum Land Co., P. J. Willis & Bro., the Lasker Real Estate Association, Col. Walter Gresham and H. M. Trueheart & Co.



H. M. TRUEHEART & COMPANY'S BLOCK.

Farm lands on Galveston Island, from the nature of the soil chiefly desirable for truck, are worth, near the city, \$50 to \$75 an acre; twelve or fifteen miles out, \$15 to \$20. Unimproved lands in Southeastern Texas, in the district contiguous to the city, are worth \$1.50 to \$4.00 an acre; improved lands, \$5 to \$10, according to situation and improvements. They are excellent, as a rule, for cotton, corn, vegetables and both the temperate and semi-tropical fruits, and they afford, in many parts, the finest of pasture. Such lands can be purchased in tracts of from 5 to 10,000 acres. The Galveston, Houston & Henderson R'y has a 9,000 and a 10,000 acre tract on its line within 25 miles from Galveston, which can be bought for \$2.50 to \$3 for the 9,000 and \$5 to \$10 for the 10,000 acre tract. The tide lands near Galveston are reclaimable only by dyking. On the mainland they can be bought for \$2.50 to \$3 an acre. The following Galveston parties are very large owners of Texas

PROMINENT AGENTS OF GALVESTON.

H. M. TRUEHEART & Co., land agents, Twenty-second street, between Mechanic and Strand, are leading dealers in Galveston property and in lands all over Texas, established in 1857, and transacting most of the local business of that character for many years past. Incidentally they do quite a rental business, and have been entrusted with the management of a number of estates and properties here as well as throughout Texas; and they own and represent owners, of tracts on the Island of Galveston outside the city, which have been divided into 10, 15 and 20 acre lots, for truck and dairy farms. One of the most notable sales recently made here was that effected by them, by which 1,300 acres of the mainland, across Galveston Bay from the city, was purchased by a syndicate to found a suburban city. These parties afterward disposed of this tract at a considerable advance, and the purchasers

from them are maturing the project for the new town.

Messrs. Trueheart & Co. are also the representatives of owners, resident and non-resident, having between three and four million acres of Texas lands, much of it in the market. In this aggregate is comprised farming, ranch and grazing lands in all parts of the State, and lands also in that vast timbered region of the State which the government statistics show is twice as great as the timbered area of Alabama and Mississippi combined, though these are in no wise insignificantly clothed with forest themselves. Besides headquarters here, at the metropolis and chief seaport of Texas, they have associate local agents in every county, and traveling agents; connections giving them unsurpassed facilities for sales of lands to immigrants and investors, and for examining, surveying, protecting, rendering for and paying taxes, and in fact all matters pertaining to lands all over Texas. Transactions can thus be effected as well or better than can be done by a local agent direct, and at no greater expense to the owner. The long experience of the firm in the business, qualifies it thoroughly to give information with respect to these lands; and is a guarantee to those having relations with them of fair treatment.

Mr. Trueheart began business here in company with his father, J. O. Trueheart. In 1871, Mr. John Adriance became a partner. In 1878, Mr. Lucian Minor acquired an interest, and these gentlemen are the firm still. They have been very successful in the business and have considerable property

of their own, together with investments in other local enterprises.

In the compilation of this work, this firm has been accepted as competent authority with respect to property values, and the figures quoted in this chapter of the book are largely based upon their opinions and statements.

Mr. Trueheart's residence is the subject of an illustration in another part of this work. A building owned by him is also shown herein.

HARDY SOLOMON & Co., real estate agents of long experience in the business at Kansas City, Wichita, Kansas, and other rapidly growing cities of the West, have recently established themselves here, and have opened an office in the Mensing building, corner of Twenty-second and Strand. They have been impressed with the advantages Galveston affords for investment, in the comparatively low price of real estate here, the prospects presented by the growth of the city in population,



MOODY BUILDING, STRAND AND TWENTY-SECOND STREET.

the manufacturing progress, and the certainty of the improvement of the harbor, and they will bring to bear, besides their

knowledge of the business, the facilities derived by relations established with correspondents of means and enterprise throughout the North, East and West.

Mr. Hardy Solomon, senior member of this new firm, is a Virginian by birth, but has been engaged the greater part of his life in promoting the growth of Western communities as a real estate operator. His son, Mr. Albert C. Solomon, and Mr. F. S. Burt, are associated with him. When these gentlemen left Wichita to establish themselves here, the press of that city spoke of their removal to another field with regret, and commended them to the people of Galveston in terms of unqualified praise.

They propose to buy, sell and trade property of all kinds on commission, especially city property, to negotiate loans and handle investment funds; and they have already given an earnest of their intentions by advertising liberally, not only their own business, but the superior attractions of Galveston also both for business and as a place of residence.

SEABROOK W. SYDNOR, real estate agent, Twenty-third street, Galveston National Bank building, has been established in that line here since 1870, and many important property transactions have been effected by his instrumentality, during that period. Negotiations of an uncommon character are entrusted him at this very moment. The most momentous land and investment enterprises perhaps, now in progress in Texas. He is agent here for the Kansas & Texas Investment Co., and the New Birmingham Iron & Land Co., who are owners of the Tosse Belle Furnace, giving employment to 450 men, organizations especially formed to present the natural advantages of New Birmingham, consisting of vast deposits of the finest iron.

Mr. Sydnor is also the representative at Galveston and Houston of the National Building, Loan & Protective Union, of

Minneapolis, Minn., which has an authorized capital of \$50,000,000, and branches in many of the large cities of the country. Shares of this company mature in five years and return 20 per cent per annum to the investors in them, instead of 3 to 6 per cent, the ordinary savings bank rate. He represents also (with A. J. Owens), the Kansas Investment Co., of Topeka, Kan., which has \$600,000 capital, and money to loan on city property and improved farms and ranches.

Mr. Sydnor has lately closed a number of large deals in Texas lands, involving several hundred thousand acres. Operations of that character are a specialty with him, but he has city of Galveston property also listed with him, houses to rent here, and is doing in fact a general real estate and loan business.

BLAGGE, BERTRAND & Co., real estate and insurance agents, of 2212 Mechanic street, is the old insurance firm of Blagge & Bertrand, with an additional member, Mr. D. R. Beatty, formerly of Kansas City, and an additional vocation, viz., real estate. As real estate agents they will handle city and suburban property of all kinds and State lands. They recently made a \$40,000 deal of acreage in Sec. 1, Galveston county, and have others on the tapis.

As an insurance firm they will continue to act as district agents for the Oakland Home Insurance Co. of California, and as local agents for the Lion Fire of England, which has \$10,000,000 capital, the Fireman's Fund of San Francisco, \$2,314,776 of assets, and the Standard Accident of Detroit, \$300,000 of assets. They have followed the insurance business for years here, are well known, responsible and popular.

Mr. Blagge, of this firm, is a native of Galveston, and is said to have been the first child born on the Island. He is the secretary of the Board of Underwriters of Galveston, hereinafter mentioned.

BUILDING IMPROVEMENTS.

THE progress of Galveston is plainly perceptible in the permanent and expensive building improvements of the last few years. In the residence districts especially, this advancement is manifest, but it is scarcely less strikingly exhibited in the new public edifices, and the structures intended for business or factory purposes that have been raised, or are in process of construction.

The great fire of 1885, of which, as has been said in the chapter of this work describing the city, scarcely a trace remains, was not altogether an unmixed evil. The loss by it, \$1,389,000, was covered by insurance to the amount of \$1,138,000, and restoration of the burnt district awakened a spirit of emulation amongst the home-builders of the city, which has beautified all the residence quarter. There has been a visible improvement in the architecture of the city since, and lately very many costly mansions have been erected. Among those now building, the Gresham, Sealy, Lasker, Cannon, Seeligson and Lufkin mansions, are most notable. On the two first \$100,000 each is to be expended and about \$20,000 each on the others.

The list of public buildings completed within a twelvemonth or under way, includes the new City Hall, which cost \$50,000, the John Sealy Hospital, \$50,000, or jointly with the medical department of the State University alongside, \$125,000; the new Custom House, \$250,000; the Rosenberg school, \$70,000; the Fourth district school, \$40,000; the Sacred Heart church, \$75,000; the cotton and woolen mills, \$225,000; the bagging and twine factory, \$300,000. In addition to these there is projected, new shops for the Gulf, Colorado & Santa Fe railroad, for which the citizens have contributed a bonus of \$50,000, a new rope and twine factory and other industrial structures,

several for wholesale business, and some important reconstruction and remodelling jobs. A modernized taste is apparent in the architecture of all these also.

It may be safely averred that \$2,500,000 has been expended for new buildings, public and private, in the last year, and that as large a sum total is involved in the work now in progress. The disbursements for building work of the past year or two, with which the \$450,000 spent for water works may be classed, has made the building trades and the pursuits and industries allied to them flourish correspondingly, and with an enlivened real estate market to stimulate it further the future has as encouraging a face.

The work of ARCHITECT N. J. CLAYTON of Tremont and Strand, the first to begin practice of this profession in the city, is conspicuous among the examples of superior architecture that grace the streets of Galveston. He planned and executed construction of the Tremont and Beach hotels, the Masonic Temple, the building of the *Galveston News*, which has a decidedly ornate facade, the National Bank of Texas or Moody building, the Union club, Santa Fe Railroad offices and residence of George Sealy.

He was, until lately, supervising architect of the Federal building, which, designed for a Custom House and Post Office, is nearing completion on Bath avenue, and he is at present engaged on the \$22,000 residence of Morris Lasker, the new Sacred Heart Church of Romanesque type, and the medical department of the State University, a structure complementary to the John Sealy hospital. The expenditure estimated for these two last named buildings is \$75,000 each, and the commissions for work entrusted Mr. Clayton now aggregate over \$250,000.

Most of the notable buildings of the city are illustrated in this work, by engravings made from photographs taken for the

purpose. Of these the Moody building, Sealy residence, Sealy hospital and Custom House exhibit Mr. Clayton's experience, skill and variety.

Galveston is favorably situated for building operations. It is in a climate that permits work to proceed the year round; a climate and a region inviting to the laborer, who finds it a place with a moderate scale of living expenses, and a liberal rate of wages prevailing. It is less than a hundred miles from the greatest lumber district of the Union, that known in Louisiana as the Calcasieu, and in Texas as the Sabine region. Brick of superior quality is made near it, at Cedar Bayou, and other places on the mainland. The shipping frequenting the port brings cargoes of cement and lime, and other materials for house construction, in quantities that make a center of distribution here, for these commodities. Building sites are low priced and the lay of the land propitious. There are, as we have seen already, in the course of this account of the city, several solid local loan and homestead associations established, ready to provide the property owner of energy and enterprise, or the home-builder, with funds.

THE GALVESTON UNDERWRITERS.

AN insurance business particularly large for the size of the place, is done at Galveston. Extraordinary receipts of cotton, the most valuable of all the agricultural staples, make an aggregate of premiums business which is very extensive indeed. There are twelve fire insurance agencies at Galveston. The most important of these are described hereinafter, and with them, those also of the life companies doing business in the city.

The premium-receipts of the twelve fire agencies, not including cotton policies, are between \$250,000 and \$300,000 a year. The rates have been reduced 25 per cent since the city has provided a

proper water supply, and this reduction, of course, reduces, proportionately, the aggregate of premiums. Two business firms here carry \$1,250,000 insurance on their stocks between them, the houses of Blum and Willis. Cotton is insured mostly, 75 per cent of all received here at least, with the marine companies, who accept it in transit from the interior by rail or barge, in compress or storage yard, on the dock and on shipboard, and through every stage of its transportation until it reaches its final foreign destination. The business appears from the records kept, exceedingly safe, if not entirely profitable. During thirty years, says Chief Oldenburg of the fire department, the losses paid on cotton premium receipts of over \$3,000,000, have been less than \$40,000.

This fact speaks well, too, for the efficiency of the city's fire service, the status of which, at present, is disclosed in the account given of it on page 19 of this work. The underwriters have no voice in its management except as citizens. Neither do they maintain a fire patrol. But all the places for storage of cotton are protected by special appliances and private watchmen. The fire department has the assistance of the lighter tugs, which are equipped with pumps for the purpose, in case of fire in the shipping. The new city water supply is considered an ample defense against a conflagration, such as visited the city in 1885, entailing a loss to the insurance companies of \$1,183,000. The city then, however, was insufficiently supplied with water, and the flames, impelled by a gale from the north, licked up the residences on forty-three blocks of ground.

Since that event, known locally as "the big fire," there have been no extraordinary losses, although 1886, with \$114,000 of total, was a serious period for the companies. The loss to the insurance companies in 1887, was \$34,000, and in 1888,

upon property endangered which was valued at \$400,000, and insured for \$345,928, it was but \$5,611.

Aside from cotton, no merchandise of a very inflammable character enters into the commerce of the port. There are no circumstances now to make the extinguishment of fires especially difficult. Storm winds blow over the Island at times, but not often. Galveston is largely a wooden city, but its streets are wide, its grades easy, and its business structures are, almost entirely, brick. The fire agents are organized as a Board of Underwriters for Galveston. There is no local insurance company.

BEERS, KENNISON & Co., fire and marine insurance agents, on Strand between Twentieth and Twenty-first streets, are the leading underwriters of the city. They represent, as general agents, the Sun Fire of London, the City of London, the Norwich Union, the London & Lancashire of Liverpool, the Southern of New Orleans, and the New Orleans Insurance Association of New Orleans, and as local agents the Lancashire Insurance Co. of Manchester, the Queen of Liverpool, the Sun of San Francisco, the St. Paul Fire & Marine of St. Paul, Minn., and the British and Foreign Marine Insurance Co. These companies have assets that aggregate for the whole, between forty and fifty million dollars.

This agency of Beers, Kennison & Co. is an old, as well as solidly established one. Mr. Beers has been in the business here for twenty years, Mr. Kennison since 1870. They divide the details of management, so that Mr. Kennison has the general agency work to supervise, and Mr. Beers the general management of local and marine business.

It would be difficult to find, in any city, a general agency better equipped for its business than this; whether the character of the companies represented, the experience of the firm, or its reputation in the

community be taken into consideration, or any two of these characteristics, or all combined—in any event it is one that will easily bear comparison with any in Texas.

C. E. ANGELL & Co. (C. E. Angell, the "Co." being nominal merely), Twenty-first and Mechanic, is the local agent of the Liverpool & London & Globe Insurance Co., which does a larger business and takes heavier risks, when compensated for it, than any company doing business in the South. He is also the State agent and manager for the Greenwich Insurance Co. of New York, which has \$1,401,000 of assets; for the Hibernia of New Orleans; the Western Home of Sioux City, Iowa; the National Fire Insurance Co. of New York; the Providence Washington Insurance Co. of Providence, R. I.; the Mannheim of Germany, and the Sea Insurance Co. of England, the last two marine companies, having respectively \$3,064,268 of assets and \$2,334,716.

Mr. Angell is a native of the city, and one of the most active and energetic of the younger generation of business men. He bought the agency of M. Quin, Esq. (for the London & Liverpool & Globe only), from his estate in 1883, and has added the other companies since. He does a very excellent business, and stands high as an underwriter throughout the State.

J. M. O. MENARD, doing business as J. M. O. Menard & Co., underwriters, Strand, between Twenty-second and Twenty-third streets, has been in the insurance business here for 20 years, and has been in it on his own account since 1871. He is one of the oldest, best known and most successful insurance men here. He is the general agent for Texas of the Trans-Atlantic Fire and New York Bowery Companies, is district agent in Southwestern Texas for the East Texas of Tyler, Tex., and Alamo of San Antonio, and is local agent for the German-American of New York, the Phenix of Brooklyn, the Anglo Nevada of San

Francisco and the Alamo Fire of San Antonio. These companies have assets, aggregating for them all, something like \$15,000,000.

Mr. Menard is a native of the city, and a relative of Michael B. Menard, the founder of Galveston; is in fact the only male representative of the family now living here. He has been an Alderman of the city, City Assessor and City Treasurer, is a property owner, and a gentleman much esteemed for social as well as business qualities.

JAMES SORLEY, STUBBS & Co., general insurance agents, Mechanic street, between Twenty-first and Twenty-second, over Heidenheimer & Co.'s, are the representatives of companies here whose aggregated assets are \$34,000,000. One of them, the Scottish Union and National, has \$17,500,000, and another, the Home of N. Y., \$9,000,000. Besides these they act for the Trans-Atlantic of Hamburg, the Connecticut of Hartford, the Sun Mutual of New Orleans, the State Investment of San Francisco, the Burlington of Iowa, Greenwich of N. Y. and the Fidelity & Casualty Co., security, accident and steam boiler insurance, of New York.

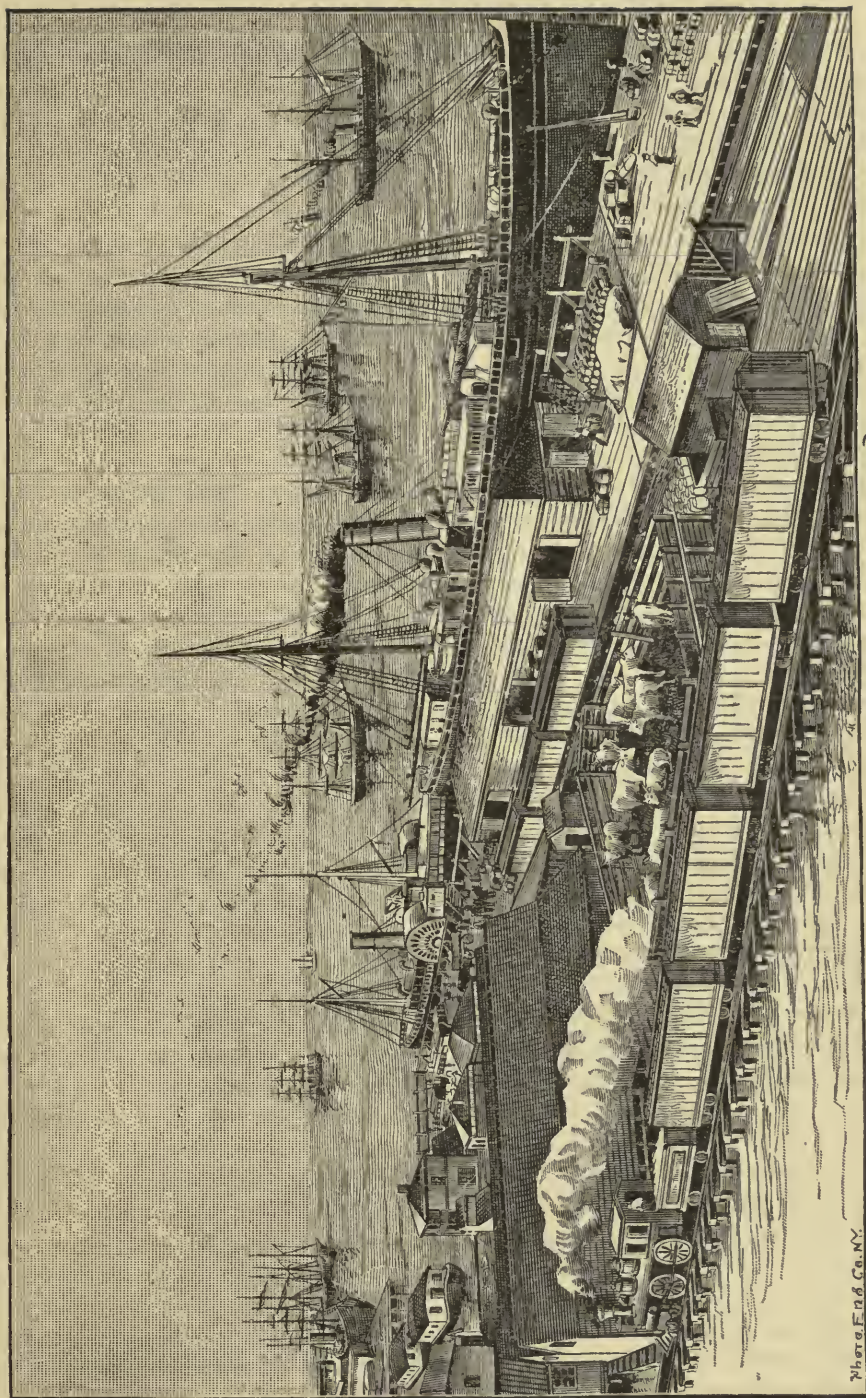
Mr. Sorley of the firm, is also the agent of the Lloyd's of London, the Liverpool Underwriters' Association and the American & Continental Underwriters.

Mr. Sorley has been a resident here since 1851. He has been Collector of the Port and an Alderman of the city and also a cotton and shipping merchant. He has been in the insurance business since 1866. He is a gentleman of the highest reputation in the community, and he has considerable distinction as a local statistician. Mr. Stubbs, the junior partner in the agency, has been in the business twelve years, and is one of the best qualified of the local underwriters. He is a native of the city, and has been a partner with Mr. Sorley for about a year.

C. M. GUINARD & Co., insurance agents, Reymershoffer building, 2202 Mechanic street (C. M. Guinard, the Co. being nominal), is the representative here of the following companies: The Continental of New York, which has \$5,177,000 of assets; the Fire Association of Philadelphia, \$4,250,000; the Norwich Union, \$4,000,000; the Western of Toronto, \$1,975,000; the British America of Canada, \$1,800,000; the Marine of St. Louis and Commercial Insurance Co. of California. He is special Texas agent for the Continental and also agent for the Travelers Life & Accident Co. of Hartford, having \$8,000,000 assets, and the American Surety Co., \$1,950,000.

The character of the fire companies for whom he acts is best illustrated by the fact that they paid \$145,000 in cash, without discount, for the losses they sustained by the great fire here on Nov. 13th, 1885. Mr. Guinard is one of the oldest of the local underwriters, and he has been one of the most successful of them. He has large lines of insurance entrusted him by the business men of the city. He was secretary of the Merchants' Insurance Co. of Galveston while it was in business. He is a director of the Peoples' Loan & Homestead Association and president of the Neptune Ice Company, and is interested also in the Galveston Cotton & Woolen Mills. He has been an officer of the local board of Fire Underwriters for the last eight years, and has been in the insurance business here for twenty-four years.

THE EQUITABLE LIFE ASSURANCE SOCIETY of the United States, which is represented here by Ladd M. Waters & Bro., its Texas and Arkansas agents, exceeds every other life company of the world in the following particulars: For four years it has had the largest outstanding assurance; for ten years the largest 4 per cent surplus, and for ten years also, has exhibited the largest annual new business.



W. H. F. & C. O. N. Y.

DOCK OF THE COASTING STEAMERS, GALVESTON.

Its ratio of assets to liabilities is 128 per cent. Its record, during the thirty years it has been established, discloses a business in excess of that of nearly thirty companies established meanwhile in the United States combined; in excess of the thirty leading British companies in recent years, and nearly twice as much as the current business of the eighteen leading French companies; and the like comparison made with respect to the most prominent German companies, is also a revelation of the superiority of the Equitable.

The Equitable has been foremost also in bringing about reforms in the methods of life insurance. It was the first to introduce Tontine assurance, the most popular plan of the day in this country. It originated indisputable insurance in the United States and voluntarily adopted the incontestable policy clause, evincing in the celebrated Dwight case, contested by nineteen other companies, but promptly settled by it, its adherence to a principle of its own establishment. Credit is due also to the Equitable for the free Tontine policy which gives absolute liberty to its policy holder to pursue any course in life best pleases him in one year, and an unconditional claim in two years.

The Equitable's newest form of policy is a simple promise to pay, like a bank draft, with no conditions whatever on the back of it. It is unrestricted as to travel and occupation after one year, incontestable after two years, non-forfeitable after three years, is payable immediately it matures, draws tontine profits, and gives the possessor of it a choice of six methods of settlement at the end of the tontine period.

The Equitable is distinguished also among the life companies by the substantial character of its assets, and by the enterprise it has exhibited in giving them a permanent value. Its building in New York city is considered the finest example of a structure devoted to business purposes in the great metropolis; and it

has raised in Vienna, Berlin and Madrid, massive architectural piles that are notable even in those great Old World capitals.

The agents here readily obtain business for a company of such resources. Several policies for \$50,000 and upwards have been written by them here for leading citizens. Mr. Ladd M. Waters has been in the life insurance business for several years here. He is a native of the city and well known among the business communities, not of Galveston and its vicinity alone, but of all the territory allotted his firm by the company. His brother and partner, Mr. W. M. Waters, is stationed at Dallas, and is in charge of their agency affairs there. The Galveston office of this firm is on Strand near Twenty-second street.

THE MUTUAL RESERVE FUND LIFE ASSOCIATION of New York is doing a beneficent work in Texas. Having established agencies throughout the State, with representative men in charge, it deserves mention here.

This association has achieved the grandest success ever known in life insurance business. Although only organized in 1881, it had, at the close of the year 1889, the amount of over \$181,000,000 of Insurance in force, had paid death claims amounting to over \$7,600,000 (of which over \$1,800,000 was paid in 1889) and had accumulated a Reserve Fund of over \$2,300,000 for the protection of all its policies.

In these first nine years of its existence the Association has done the largest business ever done by any Life Insurance Company in the same time; and comparing its business with the three largest companies in the world, it is three times as much as the Equitable, more than seventeen times as much as the Mutual and more than twenty times as much as the New York Life Insurance Co.

It has, in fact, effected a revolution in Life Insurance and has proved that it can

be furnished, when relieved from the heavy investment features of the old system, at a cost which is within the reach of all, thus allowing a workingman to provide for his family where formerly he could not do so on account of the high cost.

The Natural Premium system, under which the Mutual Reserve is operated, furnishes Life Insurance at the lowest possible cost, with perfect security, and is the result of practical experience, which has been utilized in perfecting the system. This system of Life Insurance is especially a benefit to the citizens of Texas as it calls on them to pay only the net cost, and leaves their capital in their own hands for use in their own business, thus benefiting the entire community, directly and indirectly, instead of drawing large amounts from the State annually, to be invested in other States, as is the case under the old system.

The Mutual Reserve is now the peer of any company in the world and as its management has been investigated over a score of times, by the legal authorities of as many States, without once meeting with aught but commendation, it is one of the recognized institutions of the country, and its motto, "not for a day, but for all time," is a most appropriate one.

The Mutual Reserve is the only Company which has protected its accumulations by placing them in trust and removing them from the absolute control of its officers. This it has done by placing its Reserve Fund under a Deed of Trust, which is the best known protection, and furnishes the best security a policyholder can have, with the great Central Trust Co. of New York, which has assets of over \$25,000,000.

The cost of Insurance in the Mutual Reserve, for each \$1,000 annually, is at the age of 25, \$13.76; age 30, \$14.24; age 40, \$16.17; age 50, \$21.37, and at the age of 60, \$43.70, or about one-half the rates of the old system, and this cost is divided

into bi-monthly payments, ranging from \$1.80 at age 25 to \$6.78 at age 60 every two months, thus making the payment so small that every one may participate in its benefits.

As Life Insurance is acknowledged to be the best protection a man can give his family, and as the Mutual Reserve furnishes it at the lowest possible cost, with security, those desiring to protect their families should consult some representative of the Association and learn the full particulars of its system; and this step can hardly be taken too soon.

The operations of this Association have been rapidly extended, and it is now doing business throughout the United States, Canada, Great Britain, France and Continental Europe.

The Association is doing a large business in Texas, and Mr. E. B. Harper, its energetic president, is to be congratulated on having secured the co-operation of an efficient corps of representatives in the State. Mr. A. C. Bloss, Manager of the Central Department, which includes Texas, has been identified with the Association since its first year, and has placed many millions of business on its books; he is a most indefatigable worker, and keeps his department in the front rank of State agencies. Mr. R. T. Byrne of Galveston is the General Agent of the Association for Galveston, Houston and Southeastern Texas, and has already made a reputation for the Association in his section, wherein he is doing a very large business.

Messrs. P. S. & J. P. Pfouts (Pfouts & Pfouts) of Dallas, General Agents for Northeastern Texas, are live business men and are meeting with deserved success and securing their full share of business. Messrs. Warner & Raymond, of Austin, are General Agents for Austin and vicinity, and their well-known reputation as business men guaranteed their success from the start. Mr. L. B. Morrison, of

Gatesville, General Agent for several counties in his vicinity, is crowding other companies, and lets no one get ahead of him. Mr. F. B. Bailey of Palestine, has several counties under his charge as General Agent, has incited great interest in Life Insurance, and gets plenty of business in his territory. Mr. W. F. Beard of Cleburne, is also an active worker and has secured also a large business. Mr. J. J. McDaniel of Mineola, another General Agent, has already made a record and will doubtless keep

it up. General John M. Claiborn, now located at Rusk, is one of the latest appointees, and those who know him say, that he will do his full share in introducing the Association in his vicinity.

These General Agents have many able assistants, and as Texans always show their appreciation of a good thing when they see it, and as the Mutual Reserve is undoubtedly "a very good thing indeed," its great success is readily accounted for.





MARITIME BUSINESS AND FOREIGN TRADE.



SINCE 1880, Galveston has risen to the rank of seventh seaport of the country, and has sustained her title to maritime prestige over all the cities of the Union except New

York, San Francisco, Boston, New Orleans, Baltimore and Philadelphia, by the number of her home fleet and coastwise and transient arrivals, and by her customs and wharf collections.

The vessels owned and documented in the Galveston customs district number nearly 200. Their gross tonnage is over 8,000. The entries of coastwise vessels are now between 300 and 400 a year; the tonnage of them, about 350,000. Clearances are approximately the same. The entries, foreign, are 375 steamships and 130 sail, and the tonnage about the same as that of the coasting aggregate. Clearances foreign, likewise approach the coasting figures. Sea freights aggregate, therefore, 700,000 tons in, and about as much out of the port of Galveston. This statement does not include the small craft carrying produce, lumber, etc., and plying in and out of the port, and into adjacent coast waters.

As cotton is the staple chiefly freighted, the customs statistics vary from year to year, according as the demand for it is greater at home or abroad. The state-

ment of the exports and imports of the city that follows, furnished by N. W. CUNNEY, collector of the port, is a measure, however, of its foreign trade.

The total value of the imports of Galveston in 1886 was \$1,059,825. In 1887, it was \$1,694,676. In 1888, it was \$1,740,606. To July 1, 1889, \$970,000. The total exports of 1886 were valued at \$16,955,801; of 1887, \$18,819,492, and of 1888, \$14,462,947. The noticeable difference in these two years was due, not to any decreased business of the port, but simply to the fact that the railroads built into Mexico, diverted a considerable traffic that formerly went south from Galveston by sea. The statement of exports too, does not include the whole movement of cotton to European ports; for within the last few years the shipments from Galveston abroad by way of New York have largely increased.

A comparison of the imports of 1888 with those of the first half of '89, the latest figures obtainable, shows an increasing business of the port in nearly every leading item. The total importations of cement in '88, were valued at \$19,548. In the first half of last year they were \$12,531. The imports of coal and coke in '88 were \$56,809, as compared with \$31,728 in the first half of '89, and similar comparisons in the case of coffee show figures of \$401,768 and

\$300,943 respectively; cotton ties, \$95,382 and \$64,934; dry goods, \$244,713 and \$114,720; hardware, \$472,294 and \$264,068; salt, \$37,457 and \$17,000; wines and liquors, \$56,760 and \$33,694; sundries, \$355,465 and \$128,501. This same relative rate of increase would indicate imports of \$1,945,230 in 1889, the principal items being, coffee, \$601,886; dry goods, \$238,440; hardware, \$528,126.

The exports are little else than cotton and cotton oil cake. Three to four hundred thousand bales of cotton are exported foreign direct; the remainder *via* New York, and about 30,000 tons of oil cake is also loaded at the Galveston wharves. The item of sundry exports has varied in three years from \$50,000 in value to \$150,000.

The customs figures show a growing trade in the dye wood known as fustic, a product of the Central American States; also in alligator skins from the tropics. But the greatest increase of imports is in Mexican coffees. A year or two ago, an effort was made by houses interested in the trade, to increase the importation of English tin-plate for St. Louis, Kansas City and other Western markets, but damage resulting from lighterage forced the parties concerned to abandon the undertaking. All this new business, like the proposed shipment of Texas beef in special refrigerator steamers, and the development of a foreign grain trade, which was inaugurated by F. Cannon and others, assisted by the Santa Fe road, with the shipment of 32,000 bushels of Kansas corn in May last, depends largely upon the government's improvement of the bar to the harbor, although local enterprise is actively enlisted to prosecute these projects with only the present facilities of the port.

BAY, CHANNEL AND BAR.

Its natural conformation divides the Bay of Galveston into two parts, the

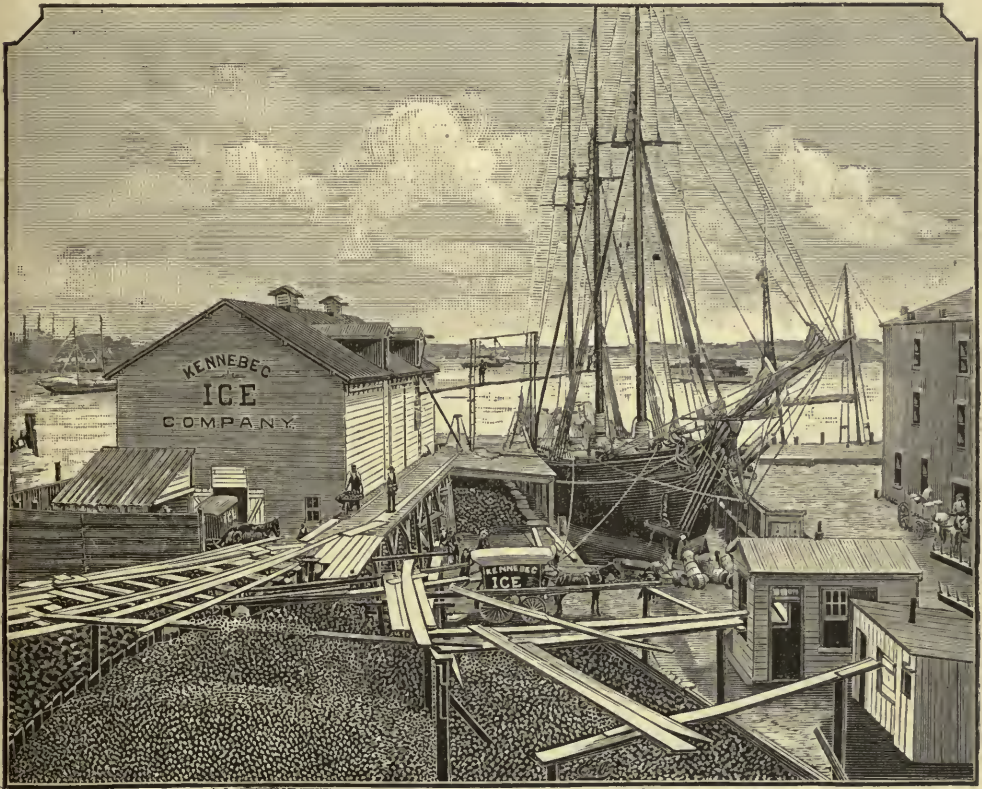
Upper Bay, enclosed entirely within the mainland, and serviceable chiefly as a means of internal transportation, and the Lower or West Bay—Galveston Bay proper—between the island and the mainland opposite it, which affords a safe and commodious harbor for the shipping of the port. The Upper Bay extends a distance of thirty miles from the entrance, and is about thirty-five miles across in its widest parts. It is ten or eleven feet deep over about a fourth of it, and has a ship channel excavated for eighteen miles through it to Buffalo bayou, on the banks of which Houston is situated, about fifty miles by rail from Galveston. The Trinity, one of the principal rivers of Eastern Texas, debouches into this Upper Bay at one of its furthest Northern extremities.

The Lower Bay is one and a half to two miles wide. It covers an area of 135 miles. No point in it is more than twelve miles from the main entrance, for there are two, one to the West at San Luis pass, which has not been in use, even by small craft, for years, and the other, an opening from the Gulf into both Lower and Upper Bays, between the eastern end of the island and Bolivar Peninsula. Just inside this entrance there are two channels, divided by a shoal. One leads to the Upper Bay, and the other sweeps past the city into the Lower Bay and forms the harbor of Galveston. It is about 200 hundred yards wide, and has an average depth in front of the city of thirty feet. The gorge of this entrance to the harbor is about 8,200 feet wide. The harbor has 460 acres of 30 foot anchorage inside this gorge, and 1,300 acres of 24 foot depth, 500 acres of which, however, lie outside the gorge.

Two bars, an inner and an outer bar, obstruct this entrance to the harbor. The inner bar has twenty-one feet of water upon it at mean low tide, the outer thirteen and a quarter. This is an in-

crease of twelve feet in the former since 1867, three feet of which was added by the forces of Nature and nine by the expenditure of municipal moneys, and this depth can be indefinitely increased should removal of the outer bar require it. That had twelve and a quarter feet when the government improvements, now in progress, were commenced, so that already a

The outer bar lies four miles seaward beyond the gorge. The project of the government engineers is simply the construction of jetties rising five feet above high tide, parallel or nearly so at a distance of a mile and a half apart, for the length of 54,000 feet. One has been constructed already to the length of 16,000 feet. The conditions being dissimi-



COAL AND ICE WHARF.

foot of depth has been secured upon it, which, little as it seems, is a matter of vast importance to the commerce of the port, not only as an extra accommodation for its shipping, but as a showing also, of what can be done, by continuing the work. A vessel of 1,767 tons register crossed this outer bar last fall without lightering at all, and on January 6, last, the steamship *Marchioness*, drawing fifteen feet six inches of water, passed over.

lar, these jetties are somewhat unlike those at the mouth of the Mississippi, with which they have sometimes been compared, but the principle of construction is much the same. The amount already expended on them is \$800,000; the amount necessary to give a 20 foot depth of water on the bar is \$2,200,000, and 30 feet, \$6,200,000; and this is the sum appropriated for the work in the bill which has passed the U. S. Senate and

is now pending in the House of Representatives, with excellent prospects of passage. The bill provides for the expenditure of \$1,000,000 a year on the work, so that in two or three years, if the



MARINE WAYS.

bill passes, Galveston would be a port of the second class—one with 20 feet depth at its entrance—and in six years a port of the first class, or one with 30 feet or more of depth at the bar.

WHARF AND LIGHTER FACILITIES.

THERE are eight pilots licensed for Galveston. They have two boats in service, a steamer and a sailing craft. The lighterage and towing facilities of the port are also ample. There are two companies embarked in this business and operated in conjunction.

The depth of water over the bar not permitting large vessels, heavily laden, to enter the harbor, THE GALVESTON STEAMSHIP & LIGHTER CO. was organized in 1880, by its present principals, for the purpose of providing adequate lighterage and towing facilities for the shipping frequenting this port. Messrs. Adoue & Lobit, the bankers, T. Wm. English, engaged in the coal and iron trade and also a principal in the new bagging factory here, and Capt. J. Moller of J. Mol-

ler & Co., ship brokers, organized the company. Mr. English is president of it now, Mr. W. L. Moody, cotton factor and banker, vice-president and Mr. Adoue general manager. The office of the company is at No. 1 Kuhn's Wharf.

The company now has a capital stock of \$80,000. It has in service four steam lighters and one steam tug. Any of these craft can be used as towboats, and in fact, they are in frequent use to fetch sailing vessels from the outside anchorage ground to the wharves. Their most common and greatest utility as a port facility is however, to give extra dispatch to the loading of vessels drawing more water than is on the bar. They enable the company, with a sufficient force of hands (which sometimes numbers 125 to 150), to handle 7,000 bales in 24 hours, that is, to transport that much cotton from the wharf to the vessel in anchorage, and load it aboard of her.

The gentlemen who have put their capital into this maritime convenience are interested in other enterprises which have full exposition under appropriate classifications of this work and which need not therefore be minutely referred to here.

FOURTEEN TO FIFTEEN FEET DRAFT, we have seen, is about the limit for vessels crossing the bar, and thirty feet, as has been said, is the depth in the stream. A depth of about fifteen feet is maintained at the wharves by dredging. The wharf frontage now, is about two and a half miles. There is a sufficient area of tidal basin available for its extension to meet the demands of the future. The wharves are owned by a corporation in which the city has a third interest. The earnings of this corporation, about four per cent per annum on its capitalization of \$2,626,000, indicate a moderate scale of wharfage rates.

PORT CHARGES of all kinds, it is claimed for the city, are reasonable in comparison

with those prevailing at other places. The facilities of the port for loading and discharging and general stevedoring, and for refitting and victualling ships, are of the most comprehensive character. The wharf company maintains a wharf-railway, for the transfer of freights from the railroads to shipping, and *vice versa*, and also marine ways.

SWEENEY & Co., stevedores, Twenty-first street between Strand and Mechanic, apply themselves exclusively to the loading of cotton and cotton seed products and do half of the work of that kind done at this port. They employ during the cotton season, an average of twenty-five gangs of screwmen, of five men to a gang, besides other laborers to the number of 250, all told, a force indicating the very large business they do here.

The partners in this firm are C. C. Sweeney, Thos. W. Kirk and Geo. W. Sweeney, a son of the senior member. Mr. C. C. Sweeney established the business before the war, and was of course obliged to discontinue it during that eventful era for Galveston, but he re-es-

Sweeney could devote his attention to the duties of office. His term having expired he resumed his place as general manager.

Mr. C. C. Sweeney has also been Commissioner of Immigration for Texas and a Pilot Commissioner for Galveston. Mr. Kirk has been a resident of Galveston since 1866, and has followed the stevedoring business ever since he came here. Mr. Geo. W. Sweeney is a native of the city and is the office man of the firm.

CHARLES CLARKE & Co., stevedores and contractors, corner of Center street and Strand, are engaged as stevedores discharging and loading other freights than cotton, and have the bulk of the miscellaneous business of that character here. They buy and sell ballast, furnish steam engines and hoisting horses for a reasonable compensation, to do any class of work, on or off the docks, and make a specialty of submarine diving.

As contractors, they are chiefly engaged on government work. They had a \$100,000 contract last year for removing the bar at Aransas Pass, and have recently



BOAT LANDING.

established it in 1865, and continued it until 1884, he was appointed Collector of the Port by President Cleveland. Mr. Kirk and Geo. W. Sweeney, his son, then took charge of the business, so that Mr.

finished supplying rock for the jetty work at the mouth of the Brazos, a \$37,500 contract with private parties engaged in that engineering enterprise. They have also recently contracted with the Brazos



J. MOLLER & COMPANY, SHIP AGENTS, LOADING STEAMER WITH COTTON.

Canal Co. to supply it with \$78,000 or more of rock and they are prepared to enter into contracts for supplying rock to the extent of from 500 to 1,000 tons daily. They have, employed altogether, some 250 or 300 men, and their facilities comprise, besides ample capital, a steam towboat, six lighters, and fifteen steam hoisting engines.

Mr. Chas. Clarke has been a stevedore and contractor of Galveston since 1865. His partner is Mr. Robt. P. Clarke, who came here from Massachusetts in 1883 and became a partner with Mr. Clarke in 1888.

FOREIGN STEAMSHIP LINES.

"MANY steamers of the class known as "tramps" seek Galveston for cotton freights in the fall and winter months.

They are somewhat irregular in the matter of arrival and departure, but the number of them increases every season, over the one preceding.

J. MOLLER & Co., ship brokers, sail and steamship agents, importers of coal, coke, salt, etc., Strand, between Twentieth and Twenty-first streets, do an extraordinary business. As ship agents they are exporters of 250,000 to 300,000 bales of cotton a year and 15,000 tons of oil cake; and as coal dealers they import 20,000 tons in the same time. They shipped, August 30th last, the first cotton cargo of the past season, 3,390 bales, to Liverpool, by the steamer "Ame-thyst."

They are the agents here for the "Texas-European" Steamship Line, plying between Galveston, and Liverpool, Havre

and Bremen, and for the "Black Star" steamship line, running from Galveston to Liverpool, and they are the consignees of numerous sailing vessels that frequent this port. They have business enough to employ one hundred men on the wharves and are largely interested besides in the Galveston Steamship & Lighterage Company, of which one of the firm is secretary.

Capt. Moller is the vice-consul also of Denmark and of Russia here, with jurisdiction over the territory comprised by Texas, Indian Territory, New Mexico and Arizona. He was formerly a shipmaster, but has been engaged in these lines here since 1879. His partner, Mr. Thos. H. Sweeney, has been a resident of Galveston since 1868. He was formerly engaged as a stevedore here in com-

pany with his brother, Chas. Sweeney, lately Collector of the Port. Mr. Sweeney himself has been an Alderman of the city, and is considered a remarkably energetic man in mercantile and maritime affairs. Both he and Capt. Moller have important investments in enterprises of that character, among the rest are in the coal business as L. C. Leith & Co., Daragh's Wharf.

L. C. LEITH & Co., importers of foreign and wholesale dealers in domestic coals, cements, coke, etc., have been three years established and have trade throughout Texas. The business of this house is an outgrowth from that of J. Moller & Co., ship agents of this city, sole proprietors of it, a firm whose large importations requiring division of management and separation of interests, a new



SCENE ON A COTTON DOCK.

partnership was formed; and this branch of their business was placed under the direction of Capt. Leith, formerly a ship-master, but a resident here since 1881.

The firm of L. C. Leith & Co. does some retail business, but is chiefly engaged as a wholesale dealer in steam, house and blacksmiths' coal, English patent coke, English and German Portland cement and salt. Some 20,000 tons of coal were handled by it last year and two cargoes of salt. Vessels consigned to J. Moller & Co. discharge at Leith & Co.'s place on

touching *en route* at Key West, Florida, and the same number returning. It has three steamers engaged also in a New York and Florida line, and ten boats in service altogether, iron steamships, especially constructed for the Gulf trade, and commanded by the following experienced masters: The "Leona," a new boat of 3,500 tons measurement, Capt. Bolger; the "Nueces," Capt. S. Risk, 3,367 tons; the "Comal," Capt. J. Risk, 2,950; the "Lampasas," Crowell, master, 2,942; the "Alamo," Lewis, 2,942; the "San



MALLORY LINE STEAMSHIP AT SEA.

Darragh's Wharf, immediately on the water front, where rail and ship meet. The shipping facilities of the house are therefore unsurpassed here, and rates can be given to all parts of Texas as low as it is possible to get them.

NEW YORK STEAMSHIP LINES.

THE MALLORY LINE, or New York and Texas Steamship Co., runs three steamers a week out of Galveston for New York,

Marcos," Burrows, 2,840; the "Colorado," Evans, 2,764; the "Rio Grande," Connors, 2,656; the "State of Texas," Williams, 1,696, and the "City of San Antonio," Wilder, 1,652.

These vessels carry both freight and passengers, and are thoroughly appointed for passenger business. They are speedier than the special freight carriers. They make the trip of nearly 2,000 miles along the Southern coast in six or seven days, have large and airy state rooms, accom-

modating two, bath and smoking rooms, and meals served as well as in the best hotels. The steerage accommodations are also superior. Through tickets can be secured in New York via this line to all points in Mexico, Texas, the South-western territories and California, and *vice versa*, at rates which are a considerable reduction on all rail fares; and excursion rates are made every season. The travel during the summer months is large between Galveston and New York and in the fall lively the other way.

The steamers of this line get over Galveston bar loaded with 4,500 to 5,000 bales of cotton at 13½ feet draft. Freights to New York from here are chiefly cotton and cotton seed oil, sugar, wool, molasses and ixtle or Mexican hemp. About 150 hands are employed on the Mallory dock here. Large cargoes of general merchandise are carried usually between New York and Galveston. Business, stimulated by the general prosperity of Texas and the growth of railroad traffic, in which this line participates, is rapidly increasing. The line is independent of railroad influences, but connects with all that focus here, and also at New York with the steamers for foreign ports.

The Mallory line has been established about 20 years. C. H. Mallory & Co. are New York agents and managers of the line. C. H. Mallory is president of the company operating it; E. Spicer, vice-president; H. R. Mallory, treasurer; Wm. Mason, secretary; Chas. and Robert Mallory, directors. These officials are all located at New York. The agents of the company here are J. N. SAWYER & Co., Strand near Twenty-fourth street. Capt. Sawyer inaugurated the Mallory service by bringing the first boat here, and soon after he had done so settled here as its agent. He has been its representative here ever since, and has handled the important interests involved with ex-

cellent tact and judgment. Mr. Hampton Young has been associated with him for about 13 years. He supervises the office details.

THE MORGAN LINE, or to be more exact, Morgan's Louisiana & Texas Railroad and Steamship Company, derives its name from Chas. Morgan, a capitalist of New York, New Orleans and Galveston, who was among the first to perceive the rising importance of Galveston as a seaport, and who established a line of steamers from New York to New Orleans and this city, so long ago as 1845. The exigencies of the service developed, finally, the railroad feature of this company's business, a line from Morgan City on the Louisiana coast, to New Orleans, affording a more direct means of communication than the river and sea passage from the Crescent to the Oleander city. Some years ago the Southern Pacific Railroad Company purchased the Morgan interests and has since operated the steamship line as a subordinate, but independent organization, of which the president and general manager is Mr. A. C. Hutchins, the Southern Pacific agent at New Orleans.

The Morgan Company is capitalized at \$10,000,000, and besides the railroad, owns and operates a fleet of ten steamers, several coasters, and the auxiliary Houston barge line of the Houston Direct Navigation Co. The steamers of the line, the "Chalmette," "Lone Star," "El Monte," "Excelsior," "Algiers," "Eureka," "El Paso," "New York" and "El Dorado" are employed in the trade between New York and New Orleans and Galveston; also in trips from New Orleans to Key West and Havana and to the ports on the Texas and Mexican Gulf coast from both New Orleans and Galveston. They are freight carriers chiefly, but they have accommodations also for passengers.

The New Orleans and New York line has two steamers sailing from each port

weekly, the Galveston line one. The largest vessels of the line are on the New York and New Orleans route. From New York to Galveston by the Morgan line, is 1,850 miles. This distance is made in seven days. No passengers are carried on the New York lines, but they are taken for the passage between New Orleans, Charlotte's Harbor, Key West and Havana, a distance of 800 miles, or a three days' trip.

Steamers of this latter route leave New Orleans every Wednesday. Between New Orleans and Brazos Santiago, they run three times a month, and between New Orleans and Vera Cruz twice a month, touching at Galveston both ways. They thus leave Galveston for Brazos Santiago every ten days and for Vera Cruz the "Harlan" sails the 2d and 17th of each month and arrives home the 11th and 26th. The Coast line runs only from November 1 to May 1, the New York and New Orleans line, however, the year round.

Freights are taken at New York for delivery at New Orleans, Mobile, all Mississippi river points, Galveston, Houston, Indianola, Corpus Christi, Brazos Santiago, Brownsville, all Texas interior points, and also freight destined for Old and New Mexico, Arizona and California. General merchandise, heavy freights particularly, make the bulk of the cargoes brought this way; cotton, for which the New Orleans steamers have a carrying capacity of 10,000 bales and the Galveston steamers 4,600 bales each, is, with sugar, molasses, cotton seed oil, wool and hides, the principal item of traffic eastward-bound. The general business of the line is increasing. It is accelerated considerably by the growth of the Southern Pacific Railroad system and its connections, of which, as has been said, the Morgan Line is part.

THE HOUSTON DIRECT NAVIGATION Co., an adjunct of the Morgan Line and Southern Pacific, owns six towboats and

twenty* barges plying between here and Houston, on Galveston Bay and Buffalo Bayou. During the season September 1 to May 1, a tug towing five barges makes daily trips. They bring from Houston cotton and cotton oil, cake, seed, etc., and return with general merchandise. The facilities are equal to a traffic of 15,000 bales a day. Other tugs owned by this same company are used for towage and barge service in this harbor.

The two enterprises, the steamship line and the Houston company, employ during the cotton season, here and at Houston, several hundred hands. About 200 laborers are engaged at the company's dock here, and as many more at the Bayou city. The vice-president, secretary and treasurer, and superintendent of the barge company are located at Houston where connection is made with the Southern Pacific. The local superintendent is L. P. Dignan.

Both companies have their landing here at Central Wharf. CAPT. CHAS. FOWLER is manager for the Morgan Line and president of the Navigation Co. Capt. Fowler has been an Alderman of the city for the last five years and a Pilot Commissioner of the State for twenty. He is chairman of the Building Committee of the John Sealy Hospital, a local benefaction, is president of the Texas Ice Co., and a director of the Houston & Texas Central Railway. He has been with the Morgan Line for thirty-four years, for ten years as master of steamships, and for twenty-four as its Galveston agent. He is a man of property and influence; and his residence is one of the finest in the fashionable quarter of the city. A cut of it embellishes page 13 of this work.

THE GALVESTON AND BRAZOS NAVIGATION COMPANY has two steamers of light draft in the coast and river trade of Galveston. These ply chiefly up the Brazos river into "the Sugar Bowl of Texas."

SHIP CHANDLERS AND GROCERS.

H. MARWITZ & Co., ship chandlers, grocers and liquor dealers, corner of Mechanic and Twenty-second streets, carry a \$50,000 stock, and have both a city and State trade. The bulk of the business of the house is, however, with the shipping frequenting the port, and to supply that trade a very large and miscellaneous stock of rope of all kinds, and hawsers, duck, oars, anchors, chains, blocks, naval and engineers' stores, and ship's hardware is carried by it. Among other agencies the following are held by it: For Walter Coleman & Son's blocks and sheaves; Leonard & Ellis' valvoline oils; Henry N. Stone's Edson's patent diaphragm free pumps, and the Revere Copper Company's yellow metal. Provisions and ship stores make also a large part of its stock.

The "Co." of the firm name is nominal merely. Mr. Marwitz, who founded the house in 1860, is sole proprietor. He has been a resident here since 1851, and is one of the best known and most substantial citizens of Galveston. He is a director of the Island City Savings Bank and the Texas Cotton Press Co., is a stockholder in numerous other enterprises here and is a large property owner. He has, therefore, ample resources for his business.

T. L. CROSS & Co., ship chandlers, manufacturers' agents and commission merchants, corner of Center street and Strand, is the firm name adopted by Mr. Cross, formerly of Schneider & Cross, grocers and ship chandlers, for the business he has been pursuing by himself since June, 1889. Schneider & Cross dissolved and divided their trade, Mr. S. taking the grocery department, and Mr. Cross, believing Galveston sufficiently large to justify it, the ship chandlery department of the old firm's business. He is the only person engaged exclusively in ship chand-

lery here; the other Galveston houses of that line all do a grocery business also.

He is agent for the Boston & Lockport Block Company, and handles all the productions of that concern sold here; for W. J. Woolsey, Jersey City, copper paints, and Q. S. Backus, of Middletown, Conn., braces. When the Westbrook Manufacturing Company recently withdrew its agencies from the Southern ports, New Orleans excepted, he bought all its stock of duck, and is carrying a larger line of it than anybody here. He has a \$15,000 stock and is doing already about three times that much business a year.


Mr. Cross has been a resident here since 1859, and a business man of Galveston ever since the war. He is a notary public, with considerable maritime patronage.

CAPT. C. NICOLINI, grocer, ship chandler and importer of wines and liquors, tobacco and cigars, corner of Strand and Twentieth street, has been a resident here for the last six years. Having spent a long period of his life as master of an Italian merchantman, he is well adapted for a trade that brings him into relations with persons of the maritime professions. He handles groceries at wholesale and retail, and does both a State and city trade in them.

In the liquor business, which is run as a separate department, he has his brother for a partner. In this line they handle, besides imported goods of all kinds, the finest of Kentucky whiskies, and are in regular receipt of consignments of California wines direct from the districts of the Golden State in which they are produced.

Capt. Nicolini has visited, in the course of his vocation as a seaman, the greater part of the known world, and has spent a considerable time in India and China. He is the Italian consul here. Mr. D. Nicolini, his brother and partner, was in business as a trader of the Mediterranean coasts, and he too has, in his time, commanded deep water craft.

GALVESTON AS A COTTON MARKET.

OTTON is easily first of the staples of commerce at Galveston. Out of a total trade of \$100,000,000, approximately, for the year ending September 30, 1889, the cotton year of the Southern cities, the value of the cotton received in this market was \$52,500,000. In bales the receipts were 809,341, an increase over the season preceding of 190,630, or values of \$12,390,950.

The increase in receipts since the season of 1884-85, has been, in round numbers, 240,000 bales, and \$22,000,000 of values thereby; since 1880 it is 515,267 bales and \$43,250,000 in values. But one Southern city, New Orleans, has a greater cotton trade, and but two cities of the country, New Orleans and New York, are larger cotton markets. Savannah which, for many years, has been a spirited rival of Galveston for place, has fallen behind in the race, chiefly because of the advantage this city has in the extension of the area of her back country of Texas, devoted to cotton.

The cotton crop of Texas last year was 1,300,000 bales. Galveston therefore handled a quantity equal to sixty-two per cent of the State's product, and an eighth of the product of the South. About half the receipts of this market are destined ultimately for Northern looms; the other half goes abroad, to Liverpool largely, for Manchester and other English spinners, to Havre, Bremen, Hamburg, St. Petersburg and other Continental ports. The statement of the Collector of the Port, in the chapter preceding this, shows that the shipments to European ports from Galveston *via* New York, continue to increase at a greater relative rate than the shipments foreign direct. This is because New York affords superior advantages as

a distributing center both domestic and foreign, and because the deficiency of this port in respect of its bar necessitates an extra levy upon commerce for lightering the larger vessels.

COMPRESS AND STORAGE FACILITIES.

FOR such a trade as this of Galveston in cotton, the most comprehensive compress and storage facilities are requisite. These are provided by the Gulf City Cotton Press & Manufacturing Co. and the Taylor Compress Co. which operates, besides its own compress, the Factors and Shippers presses, owned by the Southern Cotton Press & Manufacturing Company. Over \$1,500,000 is invested in these various enterprises. The buildings are all substantially built of brick and are connected by side track with both railroads and shipping. The four compresses in them are of the latest pattern, and with their machinery 4,750 bales a day can be compressed. The yards and sheds have storage capacity equal to 114,000 bales a day or 680,000 for the season, and this capacity could be largely increased by utilizing yards now lying idle.

THE TAYLOR COMPRESS COMPANY, which has its offices corner of Post Office and Thirtieth streets, owns the presses and warehouses covering two and a half blocks on Market street, between Twenty-ninth and Thirty-second streets, and is operating, under lease, besides its own, the Shippers and the Factors presses, the former situated on both sides of Mechanic street, from Twenty-eighth to Thirty-first, and the latter on both sides of Church, between the same thoroughfares, or four blocks each. The Taylor Compress Company has two compresses, one of 1,200 tons power, equal to 800 to 1,000 bales a day of ten hours; the other of 4,000 tons and 750 bales a day. The

Shippers has an 800 to 1,000 bales a day press, and the Factors one of about the same capacity. The storage capacity of the yards and warehouses of the Taylor press is about 30,000 bales a day, or 150,000 bales for the season, and of the Shippers and Factors, 400,000 bales a season. The three presses, therefore, have facilities to compress 3,250 to 3,500 bales a day and storage for 500,000 bales in a season. From present indications the lessee company will handle at the Taylor, for the cotton buyers, the spinners' buyers, exporters and shippers located here, during the present season, (1889-90,) 100,000 to 115,000 bales, and at the others (the Shippers chiefly), 80,000 to 90,000, or from 180,000 to 240,000 bales.

These presses are all located adjacent to the railroads entering the city and are connected with them by special tracks. They are equipped with the Taylor pattern of steam and hydraulic presses. The Taylor Compress Company's new 4,000 ton Miller press is the most powerful compress in the South. It is furnished with "cut offs," and can be adjusted in a few minutes to give any pressure required on a bale of cotton. Where four of the cylinders are used it can turn out 120 bales an hour by putting 2,000 tons pressure on each bale. With six cylinders the bale receives a pressure of 3,000 tons, and with all of its eight cylinders in use it exerts a pressure of 4,000 tons on the bale. With this compress the company guarantees to load a 40,000 pound standard box car with 80 bales of 520 pounds each, or more than its full capacity, and to put 5,000 bales into a vessel of 1,000 tons register.

The Taylor Compress Company has no open yard; the whole property is covered with one and two story brick warehouses completely roofed in. The other two have the usual arrangement of covered sheds, open at one side, and open central yards. They are all well provided with the facilities to extinguish fire, and have

an ample force of employes to guard against it. The Taylor press employs about 100 men and the other two about the same number each. There are wells and cisterns, hydrants and hose provided them, and Babcock extinguishers distributed throughout, for any incipient blazes. Automatic sprinklers also are to be put into the Taylor press warehouses next season.

The Taylor Compress Company, operating these presses, was organized in 1876 by buyers and shippers and others interested in the trade, to build the Taylor press, which derived its name from the patentee of the compress ordered for its use. The Taylor press originally put in has been replaced by those already mentioned, and greater power, speed and efficiency has thus been secured. The officers of this company are Wm. F. Ladd, of W. F. Ladd & Co., cotton buyers, president; Thomas Gonzales, of Sloan & Gonzales, cotton buyers also, treasurer, and Wm. Crooks, general manager. Mr. Ladd is vice-president of the Cotton Exchange and has long been one of the most prominent figures in the cotton trade here. He is secretary and treasurer also of the Galveston Bagging & Cordage Company and is interested in a number of other local enterprises. Mr. Gonzales is too, a notable man in the Galveston cotton market. He likewise has been vice-president of the Exchange, and his firm is regarded one of the most substantial in the business.

The Southern Cotton Press & Manufacturing Company, owning the Shippers and Factors presses, is a corporation having \$1,000,000 capital, and owning besides these press properties, the old Merchants, now given over to storage, and some twenty-nine blocks of ground all told, the whole worth fully as much as its capitalization. J. H. Hutchings, of Ball, Hutchings & Co., bankers, is president of the company.

LEADING HOUSES OF THE TRADE.

FACILITIES for the traffic of every sort are provided,—railroad, banking, commercial; the latter by a number of houses of exceptionally substantial resources, among whom the following are notable:

W. F. LADD & Co., Strand and Twenty-first street, having been in the business for nearly half a century, is one of the most solid cotton houses of the South. Before the war this house was known as Ladd & Armory, and after the close of that eventful period as A. H. Ladd & Co. the senior member then being the uncle of the senior member of to-day, W. F. Ladd. This house buys in this market and through correspondents throughout the interior, and handles during the season from 50,000 to 60,000 bales of the staple. For many years it has had established connections with Northern manufacturing centers and it is a house whose standing and character makes it a thoroughly representative establishment. Mr. W. F. Ladd is president of the Taylor Compress Co., and president of the Gulf City Cotton Compress & Manufacturing Co., vice-president of the Cotton Exchange and chairman of some of its most important committees, is secretary and treasurer of the Galveston Bagging Co., director of the Galveston Cotton & Woolen Mills, and director of the Texas Land & Loan Co. Mr. J. C. S. Spencer, the "Co." of this firm, is also vice-president of the Taylor Compress Co. and a director of the Galveston Wharf Co.

LAMMERS & FLINT, cotton factors and commission merchants, Strand between Twenty-first and Twenty-second streets, are large dealers in the leading staples of Texas such as cotton, wool, etc. They have been prominently identified with the commercial interests of the State for the last twenty-five years and are classed with its leading business men. They get consignments of cotton from all parts of the

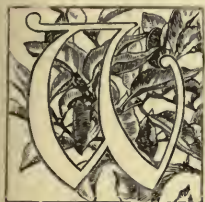
State, and their rooms often contain the samples of 5,000 bales of cotton on hand and for sale; and they receive considerable shipments of wool for sale in this market, from the different wool-growing districts of Texas as well as from neighboring States, and make advances upon shipments at the reduced rates of six per cent interest per annum. The members of this firm are connected in various ways with the moneyed institutions and industrial enterprises of Galveston and they have long been resident here.

AGENCIES ARE MAINTAINED HERE by many large foreign houses, who buy in this and the Houston market, and send out buyers also into the country districts. There are numerous brokers in the staple too. Changes in the trade, resulting from railroad methods, the building of compresses in the interior, and dealings of shippers with the countrymen direct, have diverted some business from the factors; but this loss has been more than made good by the growth of the wool and hide business, and of importations of coffee, in which many of them also engage.

The merchants of all classes in the trade and with them many of other lines, are organized as a COTTON EXCHANGE, which, of late, in response to the general desire, has assumed the functions also of a Board of Trade for the city. It has 151 active members, and its action voices popular opinion with respect to the business interests of both port and city. Julius Runge, banker and cotton factor, is its president, leading merchants its directors.

Three large new manufacturing concerns lately established in the city, witness the reciprocal relations developed between the planter of Texas and the merchant of Galveston, a jute bagging mill, a cotton goods factory and a cotton rope and twine mills. These are described hereinafter, in the chapter of this work on the manufactures of the city; and so also are the cotton oil mills of Galveston.

GENERAL TRADE OF THE CITY.



WHILE cotton overshadows all the other lines of trade at Galveston, not merely in respect of its volume, but as well from the industries dependent upon it, the commerce of the city still has considerable variety, and numerous other branches of business serve as a measure of its enterprise and progress.

Galveston has about fifty large jobbing houses. Some of these do business upon a scale that would rank them among the foremost in any city. Most of them are long established. Many of them have extraordinary resources. Several of them employ from a dozen to thirty drummers. Three of them do, between them, \$6,500,000 in sales a year. Two of them carry insurance on their stocks to the amount for both, of \$1,200,000. There has not been a failure of note in several years.

Seaports, as a rule, do a third more business than inland cities of equal population. Galveston, in point of fact, does a half more than the same sized places in Texas. The estimate of the *Galveston News* that its jobbing trade alone, irrespective of cotton, manufactures, building improvements, real estate transfers and retail business, is \$25,000,000 is very modest indeed. It is likely very much more. The importations of coffee, hardware, dry goods, cotton ties, coal, liquors, salt and sundries, we have seen already, were \$1,750,000 in 1888 alone, and are fast rising above \$2,000,000 a year. The grain trade of the city is between \$750,000 and \$1,000,000 a year. The produce business is little less. Sugar receipts from the Texas plantations, although they

increase little, if any, are upwards of \$500,000 in the aggregate. The lumber trade rises above \$1,000,000. Wool and hides, not counting the shipments through, which, in the absence of a record, may be anything from \$1,000,000, or \$10,000,000, are certainly \$1,500,000. Here are \$6,000,000 alone, not counting the regular commercial lines, like groceries, dry goods, clothing, drugs, paints, etc.

The jobbing capital of the city, as given in the *News*, is \$10,000,000. The grocery sales aggregates \$12,500,000; dry goods, \$5,000,000; clothing and furnishing goods, \$1,500,000; boots and shoes, \$1,000,000; hardware and agricultural implements, \$2,000,000; lumber, sash, blinds and material of that character, \$1,250,000; cotton cake and oil, \$1,500,000; live stock, \$500,000; drugs, paints and oils, \$650,000; ties and baling stuffs, \$600,000; crockery, furniture and sundry classifications, absorb the remainder of the total. These figures do not cover the manufactures or retail trade of the city at all, which two items would add ten or twelve millions more to the grand aggregate.

The importations are a measure of the business done. They amount to \$2,000,000 as compared with \$10,000,000 for New Orleans, a city of five times the population of Galveston, but having very similar trade. The imports of coffee, for 1889, estimated by the report of the first half year were \$601,886, an increase of fifty per cent. According to F. Cannon & Co., the importations of coffee are doubled over two years ago. From Rio 75,000 to 80,000 bags now come yearly. According to Miller & Ayers, the receipts of Galveston, direct and indirect, are 100,000 to 125,000 bags a year.

The next largest item to coffee was

hardware, \$538,136; then dry goods, \$229,440; cotton ties next, \$129,868; wines and liquors, \$67,398; coal and coke, \$63,456; salt, \$34,000; cement, \$25,062; sundries, \$257,002; total, \$1,936,238. Among the exports, the most notable, besides cotton, are wool, hides and peltries, grain and flour, sugar, cotton oil, cake and meal.

The estimated business of the city, founded upon these items, is cotton, \$50,000,000; jobbing lines, \$25,000,000; retail trade, \$1,500,000; manufactures, \$10,000,000; building improvements and public works, like the jetties, water works, etc., \$2,500,000; real estate and miscellaneous, \$1,000,000; goods in transit, west-bound, \$7,500,000; total, \$100,000,000. This is an under, rather than an over estimate.

The trade territory of Galveston is described in the chapters concerning her transportation and maritime interests. It is continuously extending. Galveston has a larger business with New York on the one hand, and San Francisco on the other than any Southern city, New Orleans excepted. It has a very considerable Mexican trade. It is a convenient point for foreign shipping returning homeward from the ports of the Gulf and South America, and seeking cargo. It is the only port of Texas, and of all the great West back of it to the West, Northwest and Southwest. It has competitive freight rates in its systems of transportation by land and water. It has more manufactures than any city of the State to give its mercantile business variety and stability. It is a wealthy city, with the resources within itself to continue its advancement.

THE LEADING JOBBING HOUSES.

P. J. WILLIS & BRO., cotton factors and importers of and wholesale dealers in groceries, dry goods, notions, dress goods, boots and shoes and hats, is the oldest and

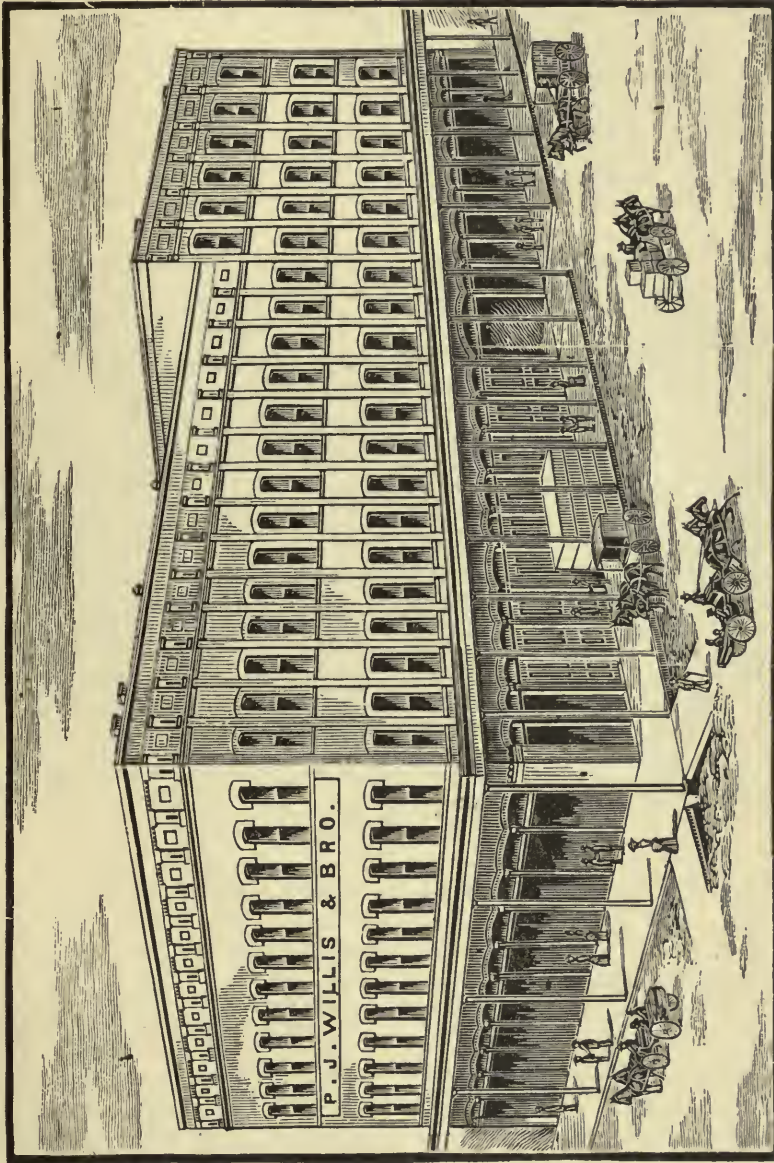
foremost house of Galveston; and in the matter of aggregate business, stock carried and general resources, has few, if any, rivals in its trade territory, Texas, Louisiana, Indian Territory, Arkansas and Mexico.

It was established in 1839, when Galveston was hardly more than an outpost of the great commercial world. The resources for its foundation here were compacted at different points in the interior, and the solid fabric of a metropolitan enterprise was raised here with them in 1867, by P. J. and R. S. Willis. In that, the developmental stage in the history of this trade center—for the city, while the first in Texas was yet somewhat obscure—the business of the house naturally was restricted; but it grew apace with the country looking to Galveston as a market, and not many years later was recognized in New Orleans, then the undisputed mistress of the Gulf, as a strong competitor of many of the largest houses of that important place. Gradually but surely rising among these and other rivals, a position was attained by it far above mediocrity and for years it has sustained the reputation of Galveston over a wider field than any of the local mercantile concerns.

In 1873, it is recorded, P. J. Willis, then senior in the firm, died, and his children having inherited his interest, the firm was reconstructed. R. S. Willis, of the original firm, P. J. Willis, a son of P. J. deceased, and J. G. Goldthwaite, his son-in-law, are the partners now. The estate of Wm. H. Willis, who died May 16th, 1888, also holds an interest. For the purpose of perpetuating the name and business, the partners sometime ago concluded to incorporate, and did so last July, under the name of P. J. Willis & Bro. No change was made, however, in the management. The same capital was continued in the business and the direction of affairs remains in the same competent hands.

Mr. R. S. Willis is one of the most respected and wealthiest merchants of the city. He is president of the Galveston National Bank, a reorganization of the

of Texas, acquired during his long and successful business career. The other gentlemen of the firm also have solid resources of a similar character.



P. J. WILLIS & BRO.'S ESTABLISHMENT.

old Texas Banking & Insurance Company, and has large interests in many of the most important financial and business enterprises of the city. He owns also real estate here and lands in various parts

The firm owns the block occupied by it for business purposes, the Willis buildings on Strand, two connected brick structures covering the area of half a square, one three and the other four stories high, as

represented in the illustration set in this matter. This property is situated adjacent to the central railroad depot here, and has side track communication with all the lines that terminate here. It is also close to the wharves and ship landings. The various floors afford 100,000 square feet of storage surface, but this is all necessary, extraordinary as the figures seem, for the vast and valuable stock carried, comprising in the greatest fullness and variety, all the staples and many special-

ities are superior in scope and in detail to those afforded by any house of the Southwest.

MENSING BROS. & Co., wholesale grocers and cotton factors, are one of the firms that sustain, by an annual business closely approaching a round million of transactions, the commercial prestige of Galveston. Like the other large concerns of the city, they have grown from small beginnings with the development of the resources of the city and State, but the



MENSING BROTHERS & COMPANY'S PLACE.

ties of the lines enumerated at the beginning of this account.

The business of the house is of a varied and miscellaneous character; but it is thoroughly systematized by a division into departments, and is conducted with a perfection of method unusual except to houses long established and as affluent as this. The advantage of doing business with such a house is evident—a house whose rating is the highest accorded by the commercial agencies; whose lines of goods are the most comprehensive, and whose facil-

position they occupy in the trade they are classed with, is largely, as it always is, the result of their own diligence, enterprise and good management.

The partnership of Mensing Bros. & Co. as it is to-day, is the succession to a consolidation of the interests of two old houses here, G. H. Mensing & Bro. and Moore, Stratton & Co. made in 1882. G. H. Mensing & Bro. were cotton factors only, up to that time, while Moore, Stratton & Co. were in the wholesale grocery business. The consolidated

house was known for two years as Mensing, Stratton & Co., but when Mr. Stratton withdrew in 1885, leaving his old associate, Mr. James Moore, in company with Mensing Brothers, the name Mensing Bros. & Co. was permanently adopted.

Fully \$300,000 of capital is embarked in the stock, facilities and working resources of this house. It has five men on the road in Texas. It handles from 8,000 to 12,000 bales of cotton a year. It is therefore not surprising that its business rises to a figure between three quarters of a million and a million dollars in the grocery business alone. The staples of the grocery trade are all handled — provisions, coffee,

State. Mr. G. H. Mensing was in the cotton trade at Brenham before he came here; has been in it, in fact, since 1868. Mr. Wm. Mensing has been in his brother's company, in all his enterprises since 1869. Their place of business is corner of Strand and Twenty-second. An illustration accompanying this matter shows its external appearance, and on page 7 of this work is a picture of the residence of the senior member of the firm.

LEON & H. BLUM, importers of and wholesale dealers in dry goods, notions, hats, boots and shoes, etc., corner of Mechanic and Twenty-fourth streets, is a house sustaining the prestige of Galveston



LEON & H. BLUM'S ESTABLISHMENT.

sugar, molasses and general plantation and farm supplies especially. Some wool and hides also figure in the firm's transactions.

The burdens of management are divided between the partners as follows: Mr. G. H. Mensing attends to the grocery business, cotton sales and to affairs on 'Change, Mr. Wm. E. Mensing to the credits and office details. Mr. G. H. Mensing is president of one of the local compress companies, and has stock in a number of profitable enterprises; and so also has his brother. Mensing Bros. are of German derivation and were raised in this

as a trade center, in the full extent of the city's tributary territory. It is a house carrying a stock invoiced at \$750,000 to \$1,000,000 in the aggregate, and doing a business upwards of \$5,000,000 in volume a year, throughout all the States of the Southwest, and also in Mexico. It has an organization perfected during over thirty years of successful business, and employs some ninety persons in the house as salesmen, clerks, porters, etc., and about thirty more as traveling men. Its system of management is one of many departments, any one of which does the business of an ordinary house, each having its buyer and

each conducted separately, but the whole under the direction of an experienced general manager and assistant to the principals, Messrs. Leon and Hyman Blum, gentlemen known, by the important character of their enterprises, investments and resources, not only throughout the length and breadth of Texas but in all the great markets of the country in which the lines they handle originate. They have intimate relations with the manufacturers of these lines and can sell on the closest margins, and the big stocks they carry make them largely independent of ordinary fluctuations.

A. Blum, an elder brother of the partners, now some years deceased, and Leon Blum, senior member of the firm, laid the foundations of this extraordinary business before the war. In 1865 the firm name, Leon & H. Blum, was adopted. The partners then were Leon, Hyman and Sylvain Blum, to whom Leon and Hyman Blum succeeded later. Messrs. Leon and H. Blum are bank directors, stockholders in the most important concerns of Galveston, large tax payers on realty in the city and the controlling spirits in the Leon & H. Blum Land Co., which is capitalized to the extent of \$1,000,000 and has nearly 1,000,000 acres of lands in Texas and other parts of the Southwest for sale.

The premises occupied by this house are a sufficient indication, without further illustration, of the business they do. They own and use the whole of a three-story block, 150 feet by 250, situated on Mechanic street and fronting at the corner of Twenty-fourth. The various floors of this main building afford 112,500 square feet of surface, and a warehouse additional increases this area to 125,000 square feet. Goods and merchandise occupy all this available area, and they frequently have enough purchased and in transit to fill another establishment like it. As these structures were built to the order of the firm, they are especially adapted to the

business and are admirably lighted and ventilated. To an experienced eye the place presents the appearance of a vast emporium or *magasin*, a model of its kind. From it a legion of country traders are furnished with complete stocks of the goods dealt in, and many of the jobbers of the State look to it for their entire supply. Offices are maintained for purchasing and financial purposes at 123 Duane street, New York (in which city Mr. Hyman Blum resides), and at 110 Summer street, Boston. It has been called the representative house of its kind in Texas, and the phrase, hackneyed as it is by frequent application, is, in this instance, no misnomer.

Leon Blum, the head of the house, is largely engaged in prosecution of outside affairs, in which he has investments, and much of his time is therefore busily occupied. He has, however, found leisure for a labor of pride with him, namely, the advancement of the commercial interests of the port, as they are bound up in the agitation for deep water. He has contributed both time and money to this work and has been the representative of the city at Washington when bills were under discussion; and at the two Inter-State Conventions which have been pressing the matter upon Congress with greater assurance of immediate action than at any period of the movement. His weight and influence have been actively exerted indeed in every public matter that could possibly benefit Galveston. Mr. A. Ferrier, long with the house in a confidential capacity, assists him in its management.

THE LEON & H. BLUM LAND CO., which has holdings in half the counties of Texas, was incorporated in 1882, with \$1,000,000 capital. Leon Blum, of Leon & H. Blum, the largest dry goods merchants of the Southwest, is its president; S. Blum, vice-president, and A. Ferrier, secretary and treasurer. It has its offices at the Galveston establishment of the firm

of Leon & H. Blum, corner of Mechanic and Twenty-fourth streets.

The lands of this company to the extent of a million acres nearly, all told, are held for sale in tracts of one acre to 150,000. They are improved, some of them, and others unimproved. The company deals in stock ranches largely, with and without cattle. It is the largest in capitalization, resources and transactions, of the land and cattle companies of Texas.

WALLIS, LANDES & Co., wholesale grocers, importers of liquors, cigars, tobacco, woodenware, etc., and cotton factors, Strand, between Twenty-fourth and Twenty-fifth, are remarkable, not merely for the business the house does (variously estimated at from \$1,500,000 to \$2,000,000 a year), but as much for their long establishment, high standing and rating, and solid resources. Scarcely an enterprise of the city but they have stock in and in many of them they have very large interests indeed. The house was established at the close of the war, in which all the founders of it had actively participated. The original firm had for its principals J. C. and J. E. Wallis and H. A. Landes. The last and second named are survivors of that original partnership. J. C. Wallis died in 1872, and in 1882 Charles L. Wallis, son of J. E., was admitted to an interest.

Five traveling men sell for this house and solicit consignments of cotton in very nearly all of Texas, and in Western Louisiana. The house handles all the staples of the grocery trade, and receives from eight to twelve thousand bales of cotton a year. It is said to be the oldest house of its line, that is to say, longest established and in continuous business, here. It has large dealings in Texas lands as well as cotton.

The senior partner, Mr. J. E. Wallis has been a resident of Texas nearly all his life. It is now some forty-two years since he first came here. He was a store-

keeper before the war, in the country. He is the president of the National Bank of Texas, is vice-president and one of the largest stockholders in the Galveston and Western Railway, the narrow gauge road on the Island, is a large stockholder in the Atchison, Topeka & Santa Fe Railroad, director of the City Company (already referred to in this work), director also of the Gulf Cotton Press Co. and of the Texas Banking and Insurance Co., and with his partner, is a large holder of stock in the new cotton mills and canning factory and the Galveston Twine & Cordage Co.

Mr. Landes is a director of the Texas Land & Loan Co., the Galveston Real Estate & Loan Co., the Galveston Canning & Packing Co., the Galveston Cordage and Twine Co., and is interested in numerous other concerns of a like character.

THE TEXAS CO-OPERATIVE ASSOCIATION, an organization auxiliary in purpose, and allied to the Patrons of Husbandry of the State by mutual membership relations, but operated as a business enterprise independent of the "grange," has very large stores here at the corner of Strand and Twentieth street, and having been nearly twelve years established is widely known by its trade in nearly all the Lone Star State. This Association has been incorporated and \$75,000 of its authorized capital stock of \$100,000, has been paid in. The officers of the Association are R. E. Steele of Cotton Gin, president; A. J. Rose, of Salado, master of the State Grange of Texas (president also of the Texas State Grange Fair, and of the Texas Mutual Fire Insurance Co. P. of H.), secretary; J. W. Waltmann, farmer and store-keeper of Jewett, treasurer, and J. S. Rogers (treasurer of the Grange Fair Association and secretary and treasurer of the Grange Insurance Co.), manager. Mr. Rogers has been manager of the stores here for about ten years, and

much of the success which has been met with, is unquestionably due to his diligence and capacity.

The Association does a wholesale business in groceries, dry goods, notions, boots and shoes and hats, a cotton factorage and commission business,—general merchandising in fact,—and has transactions aggregating for the year, between \$300,000 and \$350,000. Its plan and system of purchase and sales, the co-operative feature—have been found entirely practical; the success of the institution is sufficient proof of that. It began with the exceedingly modest capital of \$265, and for a long time the business done by it was quite moderate, but it has now a working capital of \$100,000, a stock on hand of groceries and dry goods and commodities of these two classes, valued at \$92,219, and, as has been said, an annual business that compares favorably with that of the largest houses here located. The profits of \$310,000 business in 1889 were such that the directors have ordered a sum set apart for a building fund. The Association has now nearly 700 members, Patrons of Husbandry in the State, and although its customers are almost entirely of that order, sales are frequently made to others.

Mr. Rogers has been connected with the Grange movement from its inception. He was one of the first Southwestern organizers of that potential body which now has its ramifications in every State, and he had charge of the first grange store opened in Texas. He came here from Red River county about ten years ago. The Texas Mutual Fire Insurance Co., of which he is also manager, has reduced its limit of risks and is issuing its certificates of membership every day. All premiums paid this company not consumed by losses, revert to the insurer under certain conditions, and assist him in continuing his insurance.

The advantage of the co-operative

method of business, no longer needs demonstration. It has been illustrated in numerous callings, in some instances as the voluntary proposal of employers. It has lately been attracting more than ordinary attention as a remedy for many defects of prevailing industrial conditions. The trusts even have grasped and applied some of its most strengthening and effective features; and since it has exemplification in this very venture of the Patrons of Husbandry, the farmer of Texas has the point, the "nub," and the gist of the whole argument for it, clearly presented to him. The Texas Co-operative Association is not engaged in any propaganda of principles or aims; it is a business concern, organized by business men, for business purposes; and is run as only such establishments can be, on strictly business principles.

WEIS BROS., leading wholesale dealers in and importers of staple and fancy dry goods, boots, shoes, notions, hats, trunks, etc., in the substantial brick structure at 62 to 70 Strand (old numbers), do a business of metropolitan character and proportions. They carry a stock of goods valued at \$500,000 to \$600,000, have ten traveling men selling for them, besides twenty-five salesmen and clerks here, and dispose of \$800,000 to \$1,000,000 worth of goods a year, chiefly in Texas, but considerable also in Louisiana and Arkansas. They have offices and the various lines of dry goods on the first floor, notions and furnishing goods on the second, boots, shoes and hats on the third and fourth, and a surplus stock in a warehouse in the rear.

This house has been well known in years past as Halff, Weis & Co., wholesale clothing and gents' furnishing goods dealers, established in 1872. Mr. Halff withdrew from the original partnership four years ago, and soon after a change was made in the general features of the business, so as to pursue a more miscella-

neous trade in dry goods and the other lines mentioned. In this movement Weis Bros. were only keeping abreast of the times, and wisely adapting their business policy to the changing conditions of the trade of the day. They have always, indeed, since they have been here, exhibited intelligence and enterprising methods of business.

The successful issue of their venture is indicated by the number of other concerns in which the house, or the partners individually, are interested. Major Weis, senior member of the firm, is president of the Citizens' Loan Company of this city, president of the Galveston Water Commission, president also of the Galveston Cotton and Woolen Mills, ex-president of the Island City Savings Bank, and is a director of the First National Bank, of the Texas Land & Loan Co. and Galveston Canning & Packing Co. Mr. R. Weis also has interests of this sort that are valuable. He is the credits and accounts man of the firm; Major Weis, the manager of the buying and sales and other outside details.

Maj. Weis derives his title from service upon Gen. Oppenheimer's staff, Texas contingent Confederate service, he having abandoned his business in Oakland, Colorado county, in this State, to enlist with the San Antonio banker and merchant. In 1865, he returned to Oakland and re-embarked in business as one of the firm of Weis & Bock. In 1867, he sold out to Bock and came here, and was a partner in Strauss & Co., cotton and merchandising, for a time, and until he and his brother bought out Strauss and effected the partnership with Halff. His brother had been with him in Oakland and came with him here. In fact, their business interests have been identical, so to speak, ever since the war.

J. ROSENFELD & Co. (J. Rosenfield, the Co. being nominal) do the largest business of any house here engaged in notions



WEIS BROTHERS' ESTABLISHMENT.

and fancy goods exclusively. Mr. Rosenfield occupies the whole of one building on the Strand, between Twenty-second and Twenty-third, and the ground floor of another, with as varied and well selected a stock of notions, fancy goods, ladies' hats, stationery and toys, as the original markets from which such supplies are drawn afford. He is himself an expert in his business, qualified for it by a life-long service in it, and is withal, an enterprising and thorough manager, giving all his time to his trade. He is a property owner, vice-president of the Citizens' Loan Co. and is a stockholder in a number of other enterprises here.

RICE, BAULARD & Co., dealers in paints and oils, glass, paper-hangings, etc., contracting painters and manufacturers of paints, at 77 Tremont street, do the largest business in their line and are unquestionably the oldest house of the kind in the

State. It was established by Jos. W. Rice, who came to Galveston soon after its foundation, fifty years ago, and who is still actively engaged in the business. He is the oldest merchant, both in years and length of service, in fact, of Galveston—the patriarch of the business community, esteemed generally for a business record without a blemish and for the strength and integrity of his personal character.

Mr. Rice began business here as a master painter. The late Victor J. Baulard was apprenticed to him about forty-five years ago, and in 1850 they founded the



RICE, BAULARD & COMPANY'S PLACE.

house of Rice & Baulard, which was engaged in jobbing and in painting contracts, before the war. About twenty years ago Mr. Geo. W. Outterside, Mr. Rice's partner now, engaged with the firm of Rice & Baulard, and was admitted to an interest in 1881. Mr. Baulard died in October, 1889, and his interest is still held by his widow. Mr. Rice gives affairs a general supervision, and Mr. Outterside manages the outside affairs and does the buying.

They handle painters' supplies of all kinds, paper hangings and window shades,

and are agents for the sale of such standard materials as Collier's, the Southern Co. and Carter's white lead, Devoe's artists' materials, Johnson's kalsomine, and varnishes. Glass is a specialty with them, and they carry a large stock of it. They formerly manufactured paints with machinery, as the Galveston Paint Co., and still employ about ten or a dozen hands on painting work in the city. They carry a \$35,000 stock and have business in both Texas and Louisiana.

F. CANNON & Co., Strand, between Twenty-third and Twenty-fourth, are a leading importing and commission house of Galveston. They have now been about three years established. They are importers of coffee and general commission merchants for the sale of sugar, molasses, flour, grain, provisions, bagging and ties, etc.

HAWLEY & HEIDENHEIMER, importers of coffee and salt, corner of Twenty-fourth and Strand, do a very large business. They are in regular receipt of cargoes from Liverpool, Rio and Mexican ports, and they do a big trade also in sugar. Their sales are car lots altogether, made to dealers in all parts of Texas and the trade territory of Galveston.

Mr. R. B. Hawley of the firm, has been prominent as a merchant here for the last ten years. He was a delegate, representing the city, at the recent session of the Inter-State Deep Harbor convention, held at Topeka, Kansas, and he gives an active support to all measures calculated to forward the interests of the port of Galveston. Mr. Heidenheimer was formerly of Heidenheimer Bros., wholesale grocers, and is still one of Heidenheimer & Co., their successors. He is a man of wealth, the owner of lands and property in the State, and has been a notable figure in the business community for over thirty years.

M. M. LEVY, importer of coffee, manufacturers' agent and merchandise broker,

Strand, between Twenty-fourth and Twenty-fifth, is the sole representative here for a number of the leading grocery, canning and specialty houses of the country, and does perhaps the largest business as a merchandise broker in Galveston. His transactions in coffee, are however, a more important feature of his trade. He handled last year of the Mexican and Brazilian berry many thousands of bags, and had miscellaneous business transactions to a notable amount. He supplies a State as well as Galveston patronage, and nearly all the jobbing houses of this city and Houston are his patrons.

Mr. Levy is a New Yorker by birth and was a merchant in Mexico for some years before he settled here in 1879. He was one of the firm of Uedemann & Levy in 1880, afterward Levy & Coutant, but for the last five years has been doing business for his own account solely. He has intelligent and experienced assistance in his office work and also on the street.

J. W. COUTANT, manufacturers' agent of this city, with offices on Strand between Twenty-first and Twenty-second, represents a number of houses each of which is the recognized leader of its line. Among these are the Samuel Cupples Woodenware Co. and the Diamond Match Co. of St. Louis; James S. Kirk & Co., laundry and toilet soaps, Chicago; H. M. Anthony of New York, "Sterling" ball potash and Horsford's bread preparations; E. R. Durkee & Co., New York, spices and extracts; John Dwight & Co., New York, bi-carbonate of soda, Atmore & Co., Philadelphia, mince meats; Corning & Co., Peoria, Ill., whiskies; the Peoria Grape Sugar Co., glucose; Powell & Smith, New York, fine cigars; L. Pickert & Co., Boston, mackerel; Justin J. Langles & Co., New Orleans, crackers; Henry Verhage, Vienna and ham sausage, Cincinnati.

Mr. Coutant has been in this business ever since he came here, some ten years

ago. He sells to the Galveston jobbers only, and carries a sample stock of these various lines here. He is unquestionably a leading merchandise broker of the city.

RATTO, LANG & WEINBERGER, 67 and 69 Strand, between Twenty-fourth and Twenty-fifth, were established last April by a consolidation of two old houses, Lang & Weinberger and T. Ratto & Co., both of whom had been fifteen or twenty years in business here. This combination makes one of the strongest houses, if not the strongest of its line, in the State of Texas.

The new establishment is engaged in the same lines conducted by these parties before they came together, viz., general commission trade in fruit, produce and cigars, wholesale groceries, and the manufacture of confectionery. Four traveling men are maintained on the road, and thirty-one employes are engaged altogether, most of them in the manufacture of stick and mixed candies, carried on upon the third floor of the firm's place of business. The sales being made comprehend a somewhat larger trade territory than most of the business concerns here attempt to cover, viz., Texas, Kansas, Indian Territory, and from Louisiana eastward to Key West, but this expansion is justified by the enlarged prospects of the house since the union.

The street floor of this establishment is that upon which general sales are made and bulk goods handled; the second holds a stock of cigars and confectionery; the third, as has been said, is the candy factory. The house already does the bulk of the tropical fruit trade of the city, and it has large orders for its specialty, the well known "Eagle" brand of stick candy.

Mr. Ratto of the firm, is of Italian birth, but was raised in Memphis, and has been a merchant and manufacturer of candy here for twenty years. He will give especial attention to the candy trade

of the house. Mr. Lang came here after he had served his four years in the war as a Confederate soldier, and has been in the line he follows now, ever since he settled here. He will give the fruit and produce trade of the house supervision. Mr. Weinberger came here from Austin in 1873. He had been in the business there, and embarked in it with Mr. Lang here in 1879. The office, credits and accounts are his department. All three own property here and have a solid stake in the community. Mr. Weinberger is a director of the People's Loan and Homestead Association and of the Island City Savings Bank.

J. B. AGUILO & Co., general commission merchants, importers of foreign and dealers in domestic fruits and in Western produce, and wholesale grocers, at 212 and 214 Strand, do a very large city business (probably \$85,000 a year), and have considerable patronage in the country also. They make a specialty of the trade in butter and cheese, car-load lots of apples, potatoes, etc., in their season, and are usually stocked up to the extent of ten or fifteen thousand dollars' worth of all the lines they handle. Mr. Aguilo, senior member of the firm, manages the business generally, and Mr. C. Fittger, his partner, goes out on the road to sell the country trade and to solicit consignments.

Mr. Aguilo is a native of New Orleans, but has lived in Galveston since his childhood. He was with Seeligson & Co. and Wallis & Landes, leading houses here, before he went into business for himself, and these, with Adoue & Lobit, bankers, and B. O. Bowers & Co. of New York, are the firm's references. He began business here as one of the firm of Wulf & Aguilo in 1883, but bought out Wulf three years after. Mr. Fittger and he have been in partnership now about a year.

Mr. Aguilo is captain of the Washington Guards, one of the crack militia companies of the State. Mr. Fittger is a

native of the city and has been with Mr. Aguilo from his boyhood.

THE J. S. BROWN HARDWARE CO., the largest in resources and trade and most widely known of Texas hardware houses, presents, in every feature, the characteristics of a house of the highest order. It has been forty-three years established and does a business of \$1,000,000 a year; has an office in New York city, for purchase of its stock; handles the fullest lines of any concern competing with it in its trade territory; and has all the resources to continue it in its lead. Its founder, Mr. J. M. Brown, the longest experienced, if not the oldest merchant of Galveston, still survives and shares in its management, but his son, Mr. J. S. Brown, is the executive head of it. It has increased its capital stock largely since the incorporation of the stock company to conduct the business in 1885.

The stock carried by this house comprises shelf and builders' hardware of all sorts, carriage makers' materials, saddlery hardware, tools of all kinds, agricultural implements and wagons, barbed wire, powder and shot, rubber and leather belting, the Anchor brand of nails, Disston's saws, Howe and Fairbank's scales and wares of every sort commercially classed as hardware. These are supplied it by direct importations, by purchase from the manufacturers, or by its New York buyer, Mr. Le Count, located at 82 Stewart building, and they fill here, the main building of the firm having a block front on one street by 120 on the other and a warehouse opposite besides, larger premises than those of any hardware house south of Mason & Dixon's line. The offices of the house are in its larger establishment, corner of Strand and Tremont street. Altogether 31,000 square feet of floor service is occupied for sales departments.

The J. S. Brown Hardware Co. has six traveling men out. They sell every-

where in Texas, and also in Western Louisiana. It has twenty employes here. J. M. Brown is its president; J. S. Brown vice-president. The former is emphatically, as a business man, self-made. He began business here when Galveston was an insignificant place, and he has grasped all the possibilities that were unfolded in his pursuit, by its growth. He has been a busy man, but he has still found time for other investments, and is a large owner in many of the local enterprises. His residence here

streets. The five views accompanying this matter illustrate the interior arrangements and very complete appointments of this establishment. On the first floor the retail salesrooms and offices cover 44 by 120 feet. These departments are handsomely fitted up in walnut, with show cases for musical instruments of every description, and shelving for sheet music and musical works of all kinds. The mail order department is also on this floor.

The second floor is reached by a broad



is one of the finest examples in the city, of the luxurious old-fashioned Southern home. He has been a representative merchant since the earliest period of Galveston's real development, a time antedating the war, and his son follows in his footsteps in patient and diligent attention to the affairs of the solid enterprise which the elder created, but to which the younger is as much devoted.

THOMAS GOGGAN & BRO., the most notable house of Texas in the music trade, have their headquarters at Galveston in a building owned by them and situated corner of Market and Twenty-second

and elegantly finished staircase. This department is devoted exclusively to the display of the stock of pianos and organs carried by the house, and as many as 150 instruments can frequently be seen in it, among them the finest Steinway, Weber, Mathusek and Hale pianos, and Mason & Hamlin and Kimball organs. There is an apartment on this floor for tuning purposes, and a room designed for the use of music teachers and their pupils. Special attention has been given to the lighting and ventilation of these rooms.

The third floor, is in area, the same as the rest, but it is divided into three rooms,

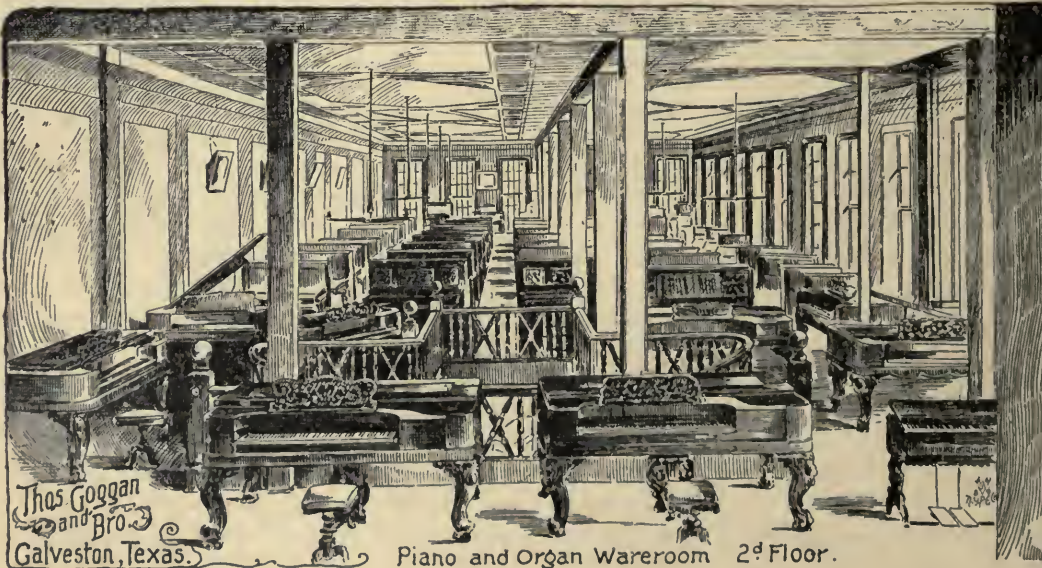


1st Floor - Sheet Music and General Retail Salesroom

two of them 20 by 70 feet each. One of these is utilized for the storage of the very complete wholesale stock of musical wares, merchandise and instruments of the house. Another, as the engraving shows, is the workshop of the house, the most thoroughly equipped in the South. All the tools used in the craft have been

provided for it, and a supply of everything necessary for the repair of pianos, organs and other instruments, is kept on hand in it. A corps of skilled workmen is engaged in it the year round. The remainder of this floor is reserved for bulky goods, packing cases, etc.

The building is of brick, substantially

Piano and Organ Ware room 2^d Floor.



built by the firm, expressly for the business they do. It has its elevator, water cisterns, and every modern appliance to facilitate trade. The house has been engaged in business here for nearly twenty-five years, and since it was first established has survived no less than fifteen competitors. It has successively estab-

lished branches at Houston, San Antonio, Waco, Austin and other thriving cities of Texas, and has acquired prestige among the music houses of the South. Its name is a guarantee for the instruments sold by it, for its policy has been to recommend them for just what they are. Sales are made by it, either for cash or on easy



terms, as low as by any house North or South.

W. H. POLLARD & Co., Water street, Brick levee, foot of Nineteenth street, are importers direct and dealers in masons' and plasterers' material, nine years established. Mr. Pollard started with a partner, but about four years ago bought him out, continuing, however, under the old firm name. He has had a successful experience in the business and is now extending his field as fast as circumstances

in lime, cement, sidewalk and ornamental tiling, fire brick, sand, hair, slate roofing, drain pipe, soapstone finish, marble dust, etc. He handles first-class materials only, carries a large stock and does an excellent business.

He hails originally from Cornwall, England, but has lived here since 1869 and was first engaged in market gardening here. A few years after his arrival, however, he took an agency for Cedar Bayou brick, and so drifted into the line



W. H. POLLARD'S BUILDING MATERIAL WAREHOUSE.

will permit, into the West, with which, relations, fostered by now mutually dependent interests, are rapidly being cemented. His location is unexcelled here for shipping and receiving purposes. He is at the wharf where cargoes can be discharged, with railroad and side track immediately adjoining, where ship and rail, in fact, meet.

Mr. Pollard is agent for Wright's Cedar Bayou brick, the best building brick in this market, for the Dyckerhoff and Wm. Leavitt & Co.'s, Castle brand, and other Portland cements; is a large dealer

he follows. He owns property here and is one of the most enterprising business men of Galveston.

A. J. PERKINS & Co., lumber dealers, corner of Twenty-seventh and Strand, do a very large business; are one of the most important lumber firms of the State, in fact. Mr. Perkins is a storekeeper of Lake Charles, La., and is also interested in the saw mill of Perkins & Miller, from which the Galveston yards of his firm are supplied in part. The firm also owns an interest in a logging railroad in the Lake Charles district, which is one of the most

productive of the lumber regions of the South. Mr. C. H. Moore, the resident and managing partner, is a partner in Lock, Moore & Co., lumbermen of Lake Charles, and also in a lumber mill at Wallisville, Texas. Mr. Perkins is a wealthy man and devotes himself to other affairs in which he has money invested. Mr. Moore is an experienced lumber dealer, and he gives an almost undivided attention to the concerns of A. J. Perkins & Co. here.

He is a man of high standing in the community and is a stockholder in a number of local enterprises. He came here from California in 1867, and was at first engaged, for several years, in the sash, door and blind trade. In 1878 his place was destroyed by fire, and he afterwards was a partner in W. F. Stewart & Co., lumber dealers. In 1881 he severed that connection and formed a partnership with Mr. Perkins. They formerly handled sash, doors, blinds, etc., but now deal only in lumber and shingles, the cut of the Lake Charles and other concerns already mentioned.

They make a specialty of railroad contracts and are shippers to Mexico and all along the Gulf coast. They have about \$50,000 invested in their business here and are doing about \$200,000 of sales a year. They employ several hundred men in the various enterprises of logging, lumbering, mills, etc. Their yards here cover very nearly an entire block.

BYRNE & JONES, lumber dealers, handling also doors, sash, blinds and builders' hardware, at Twenty-ninth and Mechanic streets, have been established about six years. They were raised in the business here and have a thorough knowledge of it. Many of the building contractors of the city are their customers and they have quite a patronage besides in different parts of the State, chiefly along the line of the railroads running out from here.

The partners in these yards, Messrs.

J. P. Byrne and J. C. Jones, are natives of the city, long known here in both social and business circles. They are progressive and energetic, and their house is rising in importance among the solid concerns of the city. Mr. Byrne attends to all the outside affairs of his firm, Mr. Jones to the office, finances and accounts.

WM. SCHADT, dealer in doors, sash, blinds, mouldings, stair work, builders' hardware, paints, oils, etc., at Mechanic and Twenty-eighth streets, is successor to Wm. F. Stewart & Co., a house of the same character established in 1874. He was himself formerly engaged in the lumber business here, and in 1888 he bought out, besides Stewart & Co., the sash and blind business of A. J. Perkins & Co., and of Byrne & Jones. At the same time, he sold Byrne & Jones his lumber business. He began here in the lumber and building materials trade, in 1868, with C. H. Moore & Co. and has followed the business ever since.

Mr. Schadt has about \$30,000 invested in a very complete stock, and is doing an excellent business, not in Galveston alone, but also in all the adjacent country. He has several valuable and profitable agencies, among them that for the Chicago Rubber Paints Co.'s specialty, ready mixed rubber paints. He has had strong competition to meet in building up his business but is now thoroughly established in the confidence and favor of a large patronage.

He came to Galveston in his childhood, and has spent all his life here except the four years of war, during which he served the Confederacy in Hood's Brigade and was in all the engagements in which that command participated. He was wounded at Chickamauga, and in the battles of the Wilderness several times, and was captured at Darbytown; and while he was still under parole as a prisoner of war the civil conflict ended. He is a man of some property here outside his business,

is a director of the Island City Savings Bank, a stockholder in the Citizens Loan Co. and in the Texas Standard Cotton Oil Co. of this city also.

THE REDFIELD COMPANY, dealers in builders' material, at 171 Mechanic street, are State agents for the J. E. Bolles & Co. wire and iron works, Detroit, Mich., William Willer's celebrated inside sliding blinds, Milwaukee, Wis.; the New York Architectural Terra Cotta Co., the A. A. Griffing iron works, Jersey City, N. J., manufacturers of the Bundy radiators, Wm. B. Dunning, Geneva, N. Y., inventor and manufacturer of the Dunning boiler for steam and hot water heating; the Warner Elevator Manufacturing Co., Cincinnati, Ohio; the Van Duzen Gas Engine Co., Cincinnati, Ohio; the Gummey-Speiring Co., Philadelphia and Liverpool, tin plate and metal shingles, and a number of other large manufacturers in building material. They are the only firm in the United States that controls an entire State for the sale of the Willer inside sliding blinds.

They now do a business aggregating over \$250,000 per annum, and rapidly increasing, and their trade extends all over Texas; they have also a large trade in Arkansas, Louisiana and the Republic of Mexico.

Mr. E. F. Redfield, the president and general manager of the company, came from Tennessee to Texas in 1872. He had previously been engaged in business in Nashville and Jasper, in that State; he is a veteran of four years' service in the C. S. A., is the president of the Journal of Commerce Co. here, and is a very enterprising and energetic business man, well known and well liked all over Texas.

EDMOND BROWNE, slater and wholesale dealer in roofing slate, at Houston and Galveston, has his office and yards here at Twenty-first street and Avenue A. He is the pioneer in his business in Texas, and the only dealer of any note in the two

cities in which he has establishments. He has been in this line in this part of the country since 1865, and was in it before that, in Pennsylvania, his native State. He has fifteen hands steadily employed here, on both new and old work, and has about \$20,000 invested in the business. He is also a member of the wholesale grocery firm of J. W. Haskins & Co. of Houston, and has accumulated considerable property in the city on Buffalo Bayou. He does work in all parts of Texas and frequently also in Eastern Louisiana, and is a shipper of the stock he deals in to all points in Galveston's trade territory.

THE GALVESTON COAL COMPANY, which has yards and offices on Strand, between Nineteenth and Twentieth streets, has a trade of very large proportions. It is a dealer in both anthracite and bituminous coals, and handles steam, blacksmithing and domestic varieties in very great quantity. Its receipts are from English, Pennsylvania, Alabama and Colorado mines, and its shipments are to places as far distant as those of Arkansas, Kansas and Mexico, as well as those in Texas and adjacent Louisiana.

This company was organized in 1873. Capt. Robert Irvine, capitalist of this city, is its president; C. L. Beissner, capitalist and Capt. Irvine's partner in lighterage and other business affairs here, and also a very substantial man, is treasurer, and F. C. Jefferey manager. Mr. Jefferey has been managing this business for fifteen years.

PARK & MCRAE, wholesale coal dealers, corner of Twentieth and Strand, are handling eight or ten thousand tons of coal now a year, and expect to complete arrangements, during the current year, by which they will have forty to fifty thousand tons to dispose of, and thus become the leading coal dealers at Galveston. They will then make an addition to their yards, at the wharf below them, 300 x 100 feet, and will put up an elevator having

600 tons daily capacity to handle Alabama coal consigned to them by the Export Coal Co. of Pensacola, for whom they will be exclusive agents. They will continue, however, to handle, as at present, anthracite and foreign coals.

This firm runs nineteen teams for city delivery, and has quite a Texas trade besides. They handle building and filling sand largely also, and have a contract with the city to do all the grading and filling of the streets.

Mr. Park was formerly engaged here in the wholesale grocery business, and is now a member of the firm of H. N. Connor & Co., book and stationery dealers of Ft. Worth, although a resident here. Both he and Mr. McRae are, as this account discloses, enterprising business men; in fact, they may be taken as excellent representatives of the younger generation of Galveston merchants. Mr. McRae came here from Richmond, Va., in 1870, and after a short time spent in banking and insurance embarked in business with Mr. Park. They both own property here and are confident from their own experiences that Galveston's future is hardly yet foreshadowed.

CHAS. DALIAN, importer and wholesale dealer in wines and liquors on Market street between Twenty-fourth and Twenty-fifth, is a Parisian by birth, but has been in the liquor trade in this country since 1853, and in business for himself since 1857. He was in it at New Orleans for thirteen years before he came here in 1865, and established himself.

He makes a specialty of fine goods and importations and besides the patronage of most of the retail dealers of the city has a State trade. He is agent for the Duc de Montebello champagnes, and for J. M. Harper and A. H. Meyers' Schuylkill malt, and he imports direct, celebrated English whiskies, Bordeaux clarets and other French wines and cordials of all kinds. Among other specialties he handles

Psychaud, Ballou and other bitters, and Wm. J. Lemp's St. Louis beer. In short, he carries the finest kind of an imported and domestic stock of high priced goods for which his house is known to be headquarters, throughout the State. He seldom has less than a \$25,000 stock on hand and frequently more, and he does a business of fully \$100,000 a year. He is agent also for Lescarret & Co.'s Bordeaux line of sailing packets which call here at intervals.

Mr. Dalian is the oldest of the local jobbers of liquors, that is to say, the longest established. He has been quite successful in his business and has accumulated a considerable estate, part of which is the property known as Dalian's Gardens on the beach, a place frequented by the best people of Galveston. He is also a stockholder in a number of the local enterprises and industries.

THE PROTECTION OIL Co., under which name Messrs. C. B. Pettit & Co. have been doing business here for a number of years, has its place of business at 2128 Market street. This company is engaged in the trade in illuminating and lubricating oils, and lamps, lanterns and burners of all kinds. One of the proprietors (Mr. C. W. Robinson) is established in Houston and the house has branches and representatives in other parts of the State. The headquarters of the company is at New Orleans, and its affairs there are managed by President Pettit.

The Galveston house, known generally as C. B. Pettit & Co., is managed by Mr. G. R. Christie, a native of this city. A hot competition waged against the Protection, by the Texas representatives of the Standard Oil Co., has been met by the Protection with so much spirit, that of late its greater rival has somewhat abated its efforts. The specialty of the Protection Company is its "Ursolum" brand, a 150 degree illuminating oil, but a very extensive business is done by it in bulk

and barrel oils of all kinds, in gasoline and oil stoves, hanging and standing lamps, burners and chimneys, sold chiefly here, and by mail order in the trade territory of the city.

PALMER & REY, type founders and press builders, of San Francisco, the largest printers' supply house on the Pacific coast, have been established for over thirty years, and are incorporated with \$500,000 capital. They have branches in Portland, Oregon, and Los Angeles, Cal., and in Galveston, the latter established in May, 1889, and under the management of O. Paget, a printer and newspaper man of twenty years' experience. The company has established a branch house in Dallas also, with Capt. J. O. Stanage as manager; but the State trade is to be done from here; and also a business in Eastern Louisiana, New Mexico and Mexico.

Palmer & Rey have a very large foundry and machine shops in San Francisco, and are manufacturing there the "California Reliable" job press and "California Reliable" cylinder press, which have taken many premiums at State fairs, notably at the Dallas Exposition of 1889. They handle printers' material of all kinds, and carry at the branches, as well as in the parent concern, a large stock of these and of inks of all kinds. They have leased a large building here, and have laid in a complete assortment of all the articles in their specimen book, and they contemplate a venture here soon, employing 150 hands, a full account of which will be given in a later edition of this work.

They circulate also a monthly, containing information of interest to those who follow the art preservative—the *Pacific Printer*. Their place is on Strand, between Twenty-second and Twenty-third.

B. R. DAVIS & BRO., wholesale and retail dealers in furniture and carpets, on Market street, between Twenty-fourth and Twenty-fifth, carry a larger stock and do a larger business than any house in the

State. They own and occupy a three-story building, which is 86 x 120 feet, and this is stocked with as complete lines as can be found in one establishment anywhere in this country, the whole valued at \$125,000.

The house has been in business for thirty-two years and is known wherever Galveston has trade. B. R. Davis, who founded it, is dead, but his interest is held by his relict, and the business is managed by the surviving partner, J. P. Davis, who has been one of the firm since 1865. He is a Pennsylvanian by birth but a resident here from his youth, and is a man thoroughly posted in all the details of the furniture trade. He gives an undivided attention to the affairs of the house, which are many and various. It has sixteen salesmen, besides other employes.

BALDINGER BROS., corner of Mechanic and Twenty-second streets, are leading dealers in crockery, glassware, house-furnishing wares and goods, baby carriages, bicycles, etc., doing both a wholesale and retail business, and having a large jobbing trade in Texas and Western Louisiana, and a particularly good local retail patronage. The house is one of the oldest in any line here. It was established in 1843 by the father of its present proprietor, and has been located on the same property since 1850. It was originally a grocery house, dealing in crockery and glassware incidentally, but after the war the present line was adopted by its founder.

The building occupied by this house is a three-story brick. Besides that two warehouses are required for the stock, which is one of as much variety as is usually found in the large cities. It includes imported as well as domestic wares, and is especially complete in all the requisites of domestic economy and ornamentation.

E. E. Baldinger, a son of the founder of the house, is principal in the management

of the business. He is a native of the city and has been in the trade from his youth up.

J. J. SCHOTT, druggist, at 217 and 219 Market street, established himself first in that line here in 1867, and was entirely successful in it. He sold out in 1885 to Tarrant & King, so as to engage in manufacturing specialties, but bought his successors out in 1888, and returned to his original business.

He has, in all probability, the largest retail drug house in the South. He has six prescription clerks besides his regular salesmen, and his stock is as varied as can be found anywhere. He is sales agent for a large number of specialties, among the rest, Bucklin's remedies, Humphrey's and Boericke & Tafel's homœopathic medicines, Hawk's spectacles, Johann Hoff's malt extract, the "Woodcock" rye, and the Irondequoit Wine Co.'s preparations of claret, port and sherry, packed especially for druggists.

His own specialties are numerous. Schott's marking ink is used largely in all the cotton States, for marking cotton. Schott's cologne is preferred by many to the imported article. It sells as far away as New England. He manufactures, also, extracts, oils and essences, tonics, lotions, tooth powders, and a number of proprietary remedies, which have preference with the trade for their selling qualities, and he handles about everything known in the business in the way of sundries, in the various departments of his place.

Many prescriptions received by mail are filled in this establishment, and goods are sent from it to all parts of Texas.

WILEY & NICHOLLS, warehousemen and forwarding agents, corner of Nineteenth street and Strand, make a specialty of heavy hauling, and run seven three-mule floats for that purpose. They number among their patrons many of the principal business houses of the city, and they do considerable business for shippers

of all parts of the country. They have five storage sheds for their warehouse and forwarding business on the block back of their offices; these are 120 by 100, or about 350 feet square. They employ fifteen or twenty hands the year round.

As forwarders they do considerable business for safe, agricultural machinery and implement manufacturers, and their facilities and experience both for these are excellent. Mr. Wiley followed the sea, as master of vessels, until he came here some ten years ago, and then accepted a position with Geo. M. Steirer & Co., in this same line; and Mr. Nicholls was likewise a mariner before he took up a residence here and obtained the place of warehouseman with Steirer & Co. About two years ago they formed a partnership and bought out their employers. Steirer & Co. were the successors to R. P. Sargent & Co., who succeeded to the business of N. H. Ricker & Co., established in 1869, so that the business of Wiley & Nicholls has been established now for over twenty years.

J. LEVY & BRO. have the largest livery and sales stables here, and an undertaking establishment connected with it, and have also sales stables in St. Louis at 1446 Broadway. Their undertaking department here is on Winnie street between Twenty-first and Twenty-second. They have an experienced manager and funeral director employed there, and four hearses, eight carriages and sixteen horses used for no other purpose.

Their general sale and livery stables are on Church street between Twenty-second and Twenty-third. Here they have twenty carriages, buggies, etc., and fifty riding and driving horses. They have about \$50,000 invested in the business in Galveston, and do \$150,000 of trade a year. They are also the largest dealers in carriages, buggies, harness, etc., in the city, and always have a large stock of these on hand in their salesroom and warehouse.

Mr. Ben Levy manages affairs here, Mr. Joe Levy in St. Louis. They came here in 1865 and were in mercantile business at first, but have been in this line solely since 1867 or 1868.

C. D. HOLMES, jobbing and retail grocer and dealer in ship stores, feed and seeds, has been a resident of Galveston for forty-one years, and has been in business here since 1865. He has been a member of the Board of Health, and active always in public affairs, and he is interested in street railroad and other local projects, besides his business.

Mr. Holmes has a large trade with the shipping frequenting this port, and does considerable as a contractor supplying the government. His local retail trade employs three delivery wagons, and his seed trade, mostly with country patrons, is by no means insignificant. His place of business is on Market street, between Twenty-fourth and Twenty-fifth.

THE MERCANTILE AGENCY OF R. G. DUN & Co., which was established in New York in 1841, has nine branches in Texas; namely, Galveston, Houston, Austin, San Antonio, Dallas, Fort Worth, Waco, Sherman and El Paso. One of the district offices is located here, and is managed by Mr. Edward H. Gorse, who

has the southern half of the State under his charge. His district embraces the cities of Galveston, Houston, Austin and San Antonio. Mr. Gorse is well qualified by experience and ability to serve the firm's patrons.

The Mercantile Agency publishes a reference book, containing the names of 1,200,000 business firms in the United States and Canada, with markings for credit and capital. Among the special advantages of this reference book are the State maps, especially engraved and regarded minutely correct, and the postal and shipping guides prepared for the convenience of the mercantile community.

The Agency has a special department, devoted to the collection of past due claims, and their business in this direction is very heavy in the aggregate. No organization in the country collects so large an amount, and the system is thoroughly organized. Its attorneys are under bond, and the charges reasonable.

The main office of R. G. Dun & Co. is in New York city, and there are 132 branches in the United States, Canada and Europe. The office here is located at Strand and Twenty-third streets, the Galveston National Bank building, a block only from the Union Depot.



MANUFACTURING PROGRESS OF THE CITY.



NEW life has been imparted to the industries of Galveston, and a new spirit infused in the people by the provision of an ample water supply. New factories

have been established, old ones enlarged; and local capital has been embarked in three particularly large mechanical ventures: a jute bagging mills, a cotton mills and a cotton rope walk, the first already in successful operation, the second just built and equipped, and the last now building.

This same forward spirit is exhibited in other lines of production also. It can be seen in soap, candy, clothing, patent medicine, wool scouring, oyster packing and other concerns of recent foundation. The growth of the packing industry has been particularly notable; several good-sized can factories have been upbuilt by it. It was in the demand for factory sites at the West End of the city, that the first impulse originated, which has enlivened so much of late, the Galveston real estate market.

Galveston, easily first among Texas cities in trade and wealth, is foremost also in manufactures. Statistics compiled by the publishers of the city directory, Messrs. Morrison & Fourmy, show 161 manufacturing establishments, not counting minor concerns and building and other contractors, and \$5,003,800 of capital invested in them. This would indicate over 3,000 persons employed, \$1,375,000 of wages paid during the year, and a gross product of \$7,500,000 a year, and at twenty per cent average profit, \$1,500,000 of gross returns from the industries, sums considerably in excess of the claims

made for Dallas, the next most important trade center of the State.

Making reasonable allowance for the items not counted in the table of the directory, it is safe to say that Galveston, miscellaneous concerns, building and contractors' work included, has \$6,000,000 of capital invested in the productive industries, and \$10,000,000 of annual product. This is a hundred per cent of increase since 1885.

The 161 concerns of the directory table make 50 classifications, a number exhibiting the variety and diversity of the industries of the city. The most important, as indicated by the capital employed and hands engaged, are the cotton compresses, the bagging factory, the cotton factory, the cotton oil mills, the flour and grist mills, the oyster packeries, the rope walk and the ice and printing works. These industries have a total capitalization of \$3,400,000 alone and fifteen hundred of the population get a livelihood from them.

Other industries, important by reason of the capital embarked in them, and the number of their employes, are the following: Foundries, machine and boiler works, for which \$75,000 capital is estimated; railroad shops, \$36,000; sheet iron and tin work, \$72,000; clothing, \$20,000; soap, \$50,000; crackers and candy, \$93,000; coffee, \$35,500; soda water, \$23,500; patent medicines, \$28,000; wool scouring, \$35,000; marble works, \$35,000; cooperage, \$25,000; cisterns, \$31,000; planing mills, \$50,000; marine railway, \$35,000; saddlery, \$16,800; vinegar, \$10,000; trunks, \$10,000. The gas works of the city represents an investment of \$400,000, and the three electric light plants \$150,000.

WATER FOR MANUFACTURES.

WHILE the growth of the city in manufactures is to be ascribed largely to the success of the artesian experiments, other forces also accelerate it. Some of it arises from local necessity, and much also from the accruing advantages of an enlarged commercial sphere, which has cheapened material and fuel, provided enlarged transportation facilities, and stimulated enterprise. As the venture which has quickened production most, however, the GALVESTON ARTESIAN WELL COMPANY is the most interesting of all the city's later projects.

Before this company was organized progress was measurably retarded by an insufficient water supply. Cisterns for rain water were the sole dependence of the householder and the manufacturer. Many plans were proposed to surmount this obstacle to industrial advancement, as, for instance, the expensive scheme of piping water from the mainland; but, as in that particular case, the difficulties attending them discouraged the attempt. Efforts had already been made too to strike the underground reservoirs of the Island; but they only resulted in failure; and the issue of this adventure, is therefore, regarded here, in the light of an achievement, the tapping, literally, of a well spring of prosperity for Galveston.

Over twenty deep artesian wells have been sunk in Galveston, and others are projected or in progress, and it has been demonstrated beyond a peradventure, that any quantity of water desired can be readily obtained from these subterranean sources at a reasonable expense. This company has drilled fourteen wells here thus far; they vary in depth from 800 to 1,350 feet, and the deepest naturally have the strongest flow. Their capacity is as follows: Galveston Cotton Seed Oil Co., 450,000 gallons in twenty-four hours; Galveston Cold Storage and Ice Co. (two

wells), 600,000 gallons; Galveston Bagging and Cordage Co., 310,000 gallons; Galveston Electric Light Co., 50,000 gallons; Gulf, Colorado & Santa Fe shops, 40,000 gallons; eight city wells, 2,400,000 gallons. The city has sunk also five other wells, on payment of a royalty, with this company's machinery. These five have about 500,000 gallons capacity, and one or two other wells here, make the flow from the artesian sources of supply between 4,500,000 and 5,000,000 gallons in twenty-four hours, an amount that can be increased a third, at least, by pumping.

From the successive strata encountered in boring these wells, it is evident that the island has been formed by slow accretions of marine debris, deposited in layers of clay and sand, or mixed clay and sand, one upon another, until it finally rose above the gulf. The water veins are in the layers of sand, one at 795 feet from the surface, one at 910 feet (on the west side of the island only), providing a bountiful flow, and one, the best vein of all, and the one having the strongest pressure, at 1,346 feet, the greatest depth yet reached by the drill on the island.

The company has \$25,000 of its \$50,000 authorized capital paid up, and complete facilities for the business, including three complete sets of rock tools, two sets of hydraulic tools, and experienced employes. It was organized in 1887. J. W. Byrnes is president and general manager; B. Adoue treasurer, and W. H. Sinclair, postmaster of the city, secretary. It is now engaged in sinking wells at Laredo, on the Mexican border, for the Laredo Improvement Company, and has contracts for work in other parts of the State also.

Besides this of its water supply, Galveston has other advantages for manufactures. It has a progressive community appreciative of the advantages derived from industrial enterprise, and possessed of the surplus capital to embark in them. It has cheap building sites, and low taxes.

It is a seaport, and as such a market for foreign, Pennsylvania and Alabama coals, a fuel supply which, ere long will be supplemented by the product of Central and Southern Texas, where extensive fields are just being exploited. It has, in its rapidly populating trade territory of Texas assurance at one and the same time, of an expanding market, and a plentiful labor supply, and in the resources of this same tributary field, a superabundance of raw material. And it has a climate permitting operations the year round.

Texas alone can supply it the cotton and wool for manufacture of fabrics, the wheat and corn and oats for breadstuffs, the beeves and fruits and fish and oysters for packing and canning, the timber for house work and furniture and wagons, the hides for tanning, the horns and bone for minor industries. Texas alone could supply it with iron from its fields in Llano and other central counties of the State, with copper, marble and granite, cement, gypsum, guano and sugar, to make it one of the world's greatest centers of production.

Texas, said the *Galveston News* some time ago, is sacrificing 33 1/3 per cent of the profits on its cotton crops by paying transportation charges and shipping them abroad to be manufactured, somewhat more on wool, and 50 per cent at least on hides; not to speak of the incidental features of packing, harness making, fertilizers, etc. The saving possible on a single year's cotton crop by home manufacture, it calculated, would be \$20,000,000, enough to establish mills all over the State. Twenty cotton mills might be operated at Galveston as well as one, so far as material is concerned, and in this respect it might easily be made the rival of Fall River. The opportunities for manufactures generally, in a city which is looked to for supplies by the most rapidly settling region of the Union, indeed, are limited only by special circumstances of competition.

NEW ENTERPRISES SKETCHED.

FOLLOWING are some of the more important of the new Galveston manufacturing establishments.

THE ISLAND CITY MANUFACTURING Co. is one of the notable manufacturing concerns established recently, because of the encouraging prospects unfolded for Galveston by the provision of a permanent water supply, and other circumstances enhancing her advantages as a field for business enterprise. The principals in it are gentlemen of long experience in trade here, and accustomed to the direction of affairs of importance: Messrs. M. J. Sass, who has been connected for years with Weis Bros., Block, Oppenheimer & Co. and their predecessors, Greenleve, Block & Co., in a trusted capacity, and L. Weis, a resident of Texas since 1858, and formerly one of the clothing firm of Levy & Weis. These are concerns among the most distinguished in Texas, certainly the foremost in clothing, gents' furnishing goods and kindred lines.

They began in May, 1889, with a full equipment for the manufacture of pants, shirts, overalls and drawers, and have since developed trade in Texas, Louisiana, Arkansas, Old and New Mexico and Arizona. They are employing 125 to 150 hands and have five men on the road selling for them. They occupy three floors of a large building on Strand between Twenty-third and Twenty-fourth, the second floor for their offices and sample rooms, the third for manufacturing purposes and the fourth for stock. Everything points to a speedy realization of their highest expectations with respect to their venture, and to the firm establishment of an industry of material benefit to the city.

Both partners give an undivided attention to the affairs of the business. Mr. Weis superintends the manufacturing details, and Mr. Sass devotes himself to the general affairs of management.

THE GALVESTON COTTON AND WOOLEN MILLS, the buildings for which are now under construction, are perhaps the enterprise biggest with the promise of progress for Galveston. Besides the livelihood

shows, the structure will be one of imposing character, and not without salient architectural features. It is to be of brick 300 by 106 feet and four stories high, with an annex for a boiler house. Two high



THE NEW COTTON MILLS, GALVESTON.

they will afford to the laboring element of population and the incidental business they must make, they will further the centralization here of the traffic which is the life and soul of the port, the trade in cotton. To an appreciable extent, they will be an advantage also to all the State.

This enterprise, like the water wells, also originated with Galveston residents and is promoted entirely with Galveston capital. The Cotton and Woolen Mills company was incorporated in 1889, and work was begun on the factory buildings soon after. A site was chosen in the western outskirts of the city, at Fortieth street and avenue G, and construction has so far progressed that it is confidently expected that the mills will be in operation by midsummer of 1890. As the engraving on this page

towers will dignify its front elevation and a massive octagonal chimney 154 feet high in the rear, will likely make it one of the landmarks of the city.

It will have 25,000 spindles and 750 looms, and will furnish employment to 360 hands, who, under the direction of Superintendent Lawrence V. Elder, an experienced man, will be engaged at first in production of medium weight domestics; but the mill is equipped for manufacture of the finer qualities of goods demanded in the Eastern markets, and these will also be produced as soon as a fair start has been made.

The company has \$500,000 authorized capital. Albert Weis of Weis Bros. is its president; B. Adoue, the banker, vice-president, and Julius Runge, cotton

factor and city treasurer, secretary and treasurer. The directors are Messrs. Weis, Adoue and Runge, J. Reymers-hoffer, Wm. F. Ladd, M. Lasker and George Sealy, all of whom are sketched in connection with other concerns of importance in which they are interested here.

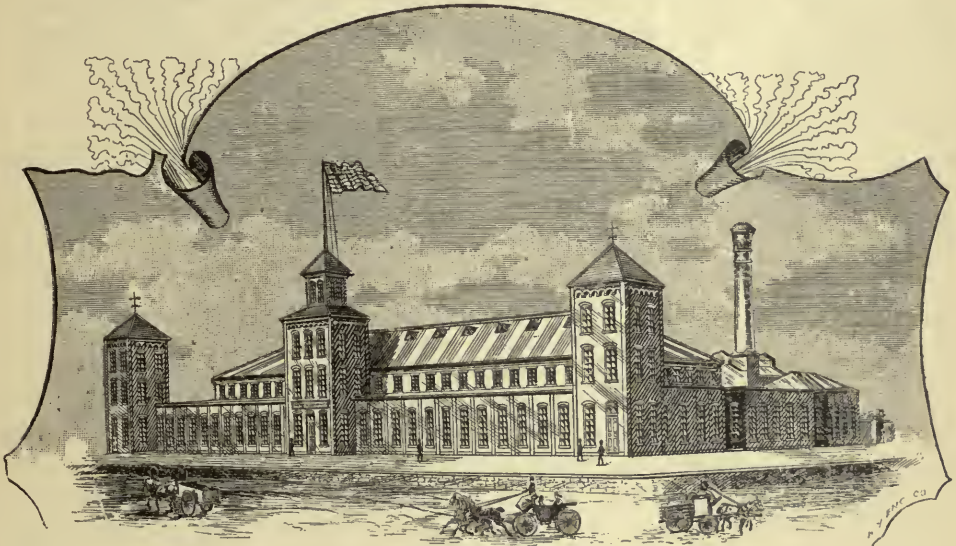
THE GALVESTON BAGGING & CORDAGE FACTORY is one of those recently established enterprises of Galveston which testify at once to the progress, the enterprise and the solid wealth of the city. The company operating this factory was organized in 1888 and has \$250,000 capital paid up, together with a mill that cost, with its site and machinery, \$225,000. It employs 223 hands, and almost its entire product is taken by the Galveston merchants to supply the Texas demand for bagging.

The factory and warehouses cover an entire block at Church and Winnie, Thir-

mote the health and comfort of the operatives. The machinery, comprising thirty-five looms and the appurtenances for hackling and separating the fiber, engines, etc., is conceded an unexcelled equipment. It cost \$125,000 and has all the latest improvements devised to save labor and expedite manufacture.

The capacity of the mills is 4,000,000 yards a year. The jute, originally grown in India, is bought in New York city and stored there for shipment as needed. A new warehouse is about to be constructed on the grounds here, however, especially to hold the raw material which the company will shortly import direct. In connection with the bagging, the company handles also English ties, used with the bagging, for the baling of cotton. This item alone aggregates a matter of some 2,000 tons a season.

To describe the various processes pursued in turning the jute into bagging is



GALVESTON BAGGING FACTORY.

ty-third and Thirty-fourth streets. The building is considered one of the best in the country for the purpose. Its ventilation and accessories of bath, wash rooms, etc., have been especially designed to pro-

hardly the province of these sketches. From the beginning, when the bales are broken and put through the desiccating machinery, until the baling fabric issues from the sales departments, bearing the

company's brand, the operations are many and the proceedings exceedingly intricate. It seems sufficient to say of the company that it supplies a large part of the covering used for the protection of the great staple of Texas, is doing an excellent business, and is, in respect of its management, conducted independently of any other similar venture here or elsewhere. Its resources, facilities and field permit it the utmost latitude for development and enlargement, and measures are being taken to increase its effectiveness. Machinery for making all kinds of twines will be in operation by January 1, 1890, and that part of the factory will employ nearly as many operatives as the departments for production of bagging. It is supererogatory, almost, to remark in this connection, that it has been of equal benefit, as a new industry and productive agency, to both Galveston and Texas.

The officers of the company and principal stockholders are B. Adoue, the banker of this city, president; J. M. Brown, of the J. S. Brown Hardware Co., vice-president; W. F. Ladd, cotton factor and cotton shipper, secretary and treasurer; these gentlemen, with H. Kempner, cotton factor, and T. W. English, iron and coal dealer, directors. They are all men identified by property and social ties with the best interests of the city.

EXLINE & GRUENDLER'S Galveston Wool Scouring Mills were established in the spring of '89 by Theodore Howard, in whose hands the venture was entirely experimental and not at all the marked success the present owners have made it. They put in machinery adapted to the business, and easily achieved the results he aimed at, but fell short of. The establishment is, therefore, another confirmation of the progress of Galveston in manufacturing industry. It may be considered, too, peculiarly a Galveston enterprise, for Messrs. Exline and Gruendler are residents of the city, and long in business here.

Mr. Exline has been engaged in the cotton and wool trade here for over twenty years, and he is consequently an expert in matters pertaining to these Texas staples. It was he who bought out the hardware stock of E. S. Wood & Sons last year, on speculation, a transaction evincing his business characteristics. He is a native of Chicago, and came to Texas first as a Federal volunteer, one of the division of the heroic but ill-fated Custer. His partner, Mr. Gruendler, is a native of the city, and having likewise spent a lifetime in the trade in wool and hides, was far from a novice in lines like this allied to it; although they both found it an entirely new undertaking, and until they had thoroughly established it gave it an undivided attention.

They brought operatives from the North, and put in new machinery of a pattern approved by trial, the Smith bowls, long in use and standard for wool scouring at Boston, and in other large centers of the trade. This machinery has capacity, when 26 to 30 men are employed, which is their usual force, to clean 8,000 pounds of greased wool in ten hours. They are located in a two story building, 40 x 120 feet ground plan, on Strand, between Nineteenth and Twentieth, and have now the most ample facilities for a trade in wool, aggregating 1,500,000 to 2,000,000 pounds a year.

The machinery put in by them cost \$15,000, the building about as much more. They have fully \$50,000 of capital invested in this plant and their business. They will buy from the wool factors in Galveston, and will sell chiefly to the New York brokers purchasing for Eastern manufacturers. They have men on the road also soliciting consignments.

The processes through which the wool is put in this establishment are explained by the following description of their premises: The first floor is their engine room, and has in it also four Smith bowl

scouring machines. The upper floor is used as a sorting, drying, "duster," "fur-picker," "breaking" and packing room. The wool, as it comes from the ranch or warehouse, is first sorted and graded. Next it goes through the "duster," a device whose name indicates its purpose. It then passes through the bowls, which contain a cleansing liquor (the last of them pure water), and thence to a drying room, heated by steam to 120 degrees Fahrenheit. Revolving rakes and other devices and rollers to press out the water, do the work. After drying it is re-sorted to detect irregularities, and then bagged for shipment,

REPRESENTATIVE CONCERNS.

THE following sketches exhibit the characteristics of a representative number of Galveston's leading manufacturing enterprises, their methods, facilities, trade territory, history, principals and other facts likely to be interesting concerning them.

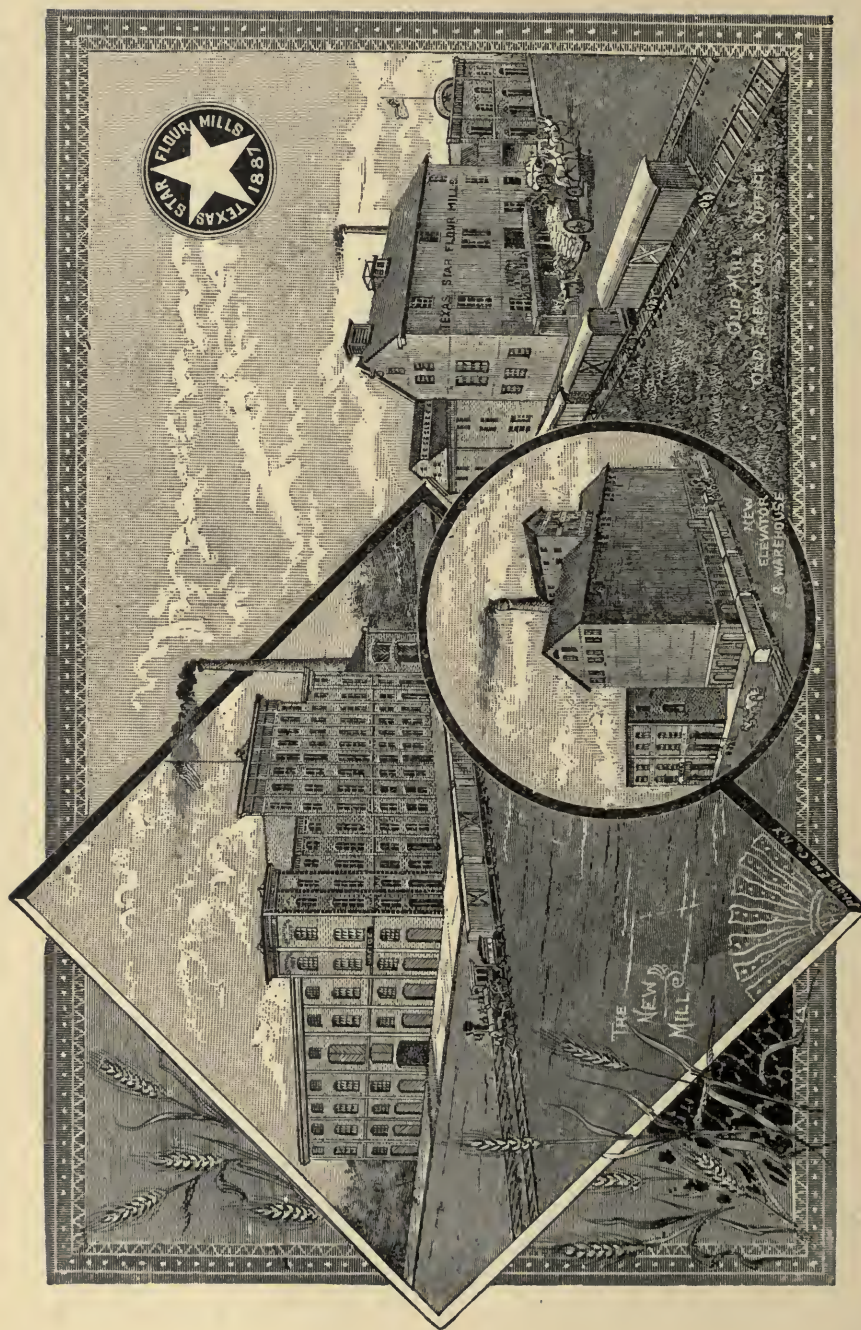
THE TEXAS STAR FLOUR MILLS, shown in the illustration on page 107, are among the largest, if indeed they are not the very largest concern of the kind, in the South. A special interest attaches to them too, for the reason that they are particularly a Galveston enterprise, an undertaking established by residents of progressive business characteristics, with their own money, and developed and upbuilt unassisted by these same principals, from a venture of moderate proportions to one of the first rank among establishments of its class.

The Messrs. Reymershoffer and their associates in these mills, are of German extraction, but they were raised in this State and are thoroughly imbued with the spirit and sentiment of the people of this section; so that this enterprise of theirs is one of the many evidences that the restoration of the South, and its recent

wonderful expansion, should be credited to the native and long-resident stock, whose innate energy, it must be admitted, has wrought the changes that have made the once war-wasted slave States a veritable "New South."

Some little personal mention of these gentlemen is necessary to a thorough comprehension of what they have accomplished. John Reymershoffer, the father of the brothers engaged in management of the mills, came to Texas from Austria in 1854, bringing with him his wife, two sons and three daughters. He embarked in a general merchandising business in Colorado county before the war, and during it was also in business in Mexico. After the war the sons established themselves here in the wholesale crockery and glassware business, as J. Reymershoffer's Sons, and in 1870 converted their resources and interests so as to do business under the same name as general commission merchants, a line in which they still continue to do a very considerable business.

In 1878, the brothers, John and Gus Reymershoffer, although without previous milling experience, organized the Texas Star Flour Mills company. Lothar Becker, since deceased, a miller of experience, and the inventor of several milling devices, C. Bothman and a few other of their Galveston friends, took stock with them. The incorporation had \$50,000 capital. They built a hundred barrel French buhr mill, enlarging it at intervals as their trade grew, until, in 1886, they had a daily output of 350 barrels, and a well established reputation for their product. The development of the business, and the general introduction of roller machinery throughout the country, decided them to build a new mill, and this was completed in 1887 and put in operation about the close of that year. Experts in mill construction were employed to do the work, and provision was made for the anticipated continuance of growth. Machinery suffi-



TEXAS STAR FLOUR MILLS.—J. REYMERSHOFFER, PRESIDENT.

cient to run both the old and new mills was put in, so that the capacity of the establishment now is 900 barrels a day.

They had increased the capital of the company, meanwhile, in 1882, to \$100,000, and again, in 1888, to \$500,000, and had built, besides the new mill, a grain elevator of 400,000 bushels capacity, rigged with separators, conveyors, steam shovel and other facilities to receive 5,000 bushels an hour and to discharge an equal quantity in the same time. They have in the new building also a twenty-five barrel plant for milling rye, and half the building has been so arranged that they can put in the additional equipment necessary to make their capacity 1,200 barrels of flour daily, a step they already contemplate taking.

So much for the history of this project; now, as to the equipment and product. The new mill only is run at present, although the old one could be put in operation if necessary. There are in this new mill sixteen double sets of Noye-Stevens rolls, sixteen Jonathan Mills reels and fourteen other reels for scalping and rescalping, grading, etc.; nine Smith purifiers with Prinz dust collectors and two extra dust collectors besides; forty-nine stands of elevators, two bran dusters, one Homes & Ewell magnetic separator, two Silver Creek centrifugals, aspirating fans, stock hoppers, unlimited shafting, pulleys, etc., four Silver Creek flour packers, and three Stevens' automatic scales, and the necessary cleaning machinery and receiving separators, scourers, polishers and cockle machines of the latest pattern.

The motive power is furnished by a compound condensing engine of 350 horse power and the requisite boiler capacity. The mill is lighted by an electric plant of 225 lights. It is adjacent to the wharves and shipping and has its own side track. The elevator is chiefly used by the mills, but is at the service also of grain dealers and shippers.

Following are the brands manufactured: Kaiser, Auszng, Tidal Wave, Neptune, Gulf Stream, Thetis, Sea Fairy, Mermaid, Edelweiss, Sea Nymph, Undine, Jewel, Melite, Sea Pearl, Hera, Rye Flour, Pumpnickel and Graham. The wheat used is obtained in Texas, Kansas, St. Louis and California. The jobbers of Galveston and Houston are nearly all supplied by this mill. It has quite an export trade to Gulf coast markets and would have a big West India business also if there were shipping facilities available.

The officers of the company and principals in its management are J. Reymershoffer, president; G. Reymershoffer, vice-president, secretary and treasurer; F. J. Becker, head miller; J. C. Kirschner, chief clerk; R. Hayes, chief engineer. The partners in the commission house of J. Reymershoffer's Sons, which has offices at the mills (Center and Water streets), are John and Gus Reymershoffer. They are the owners of the Reymershoffer building, corner of Mechanic and Twenty-second streets, and of other valuable property here; and Mr. J. Reymershoffer is a director of the Galveston Wharf Co., the First National Bank, and of the new Galveston Cotton and Woolen Mills.

THE GALVESTON OIL MILLS, covering the entire square bounded by Strand, Water, Seventeenth and Eighteenth streets, and part besides of another, are the property of an association which has other large mills at Dallas, Houston, Waco, Palestine, Paris and Corsicana. Those here are operated by a stock company of which B. Adoue is president, and J. L. Kane secretary. J. F. Jaques is superintendent of them. Fully \$300,000 is invested in the Galveston plant of this company. The mill building is one of the largest structures in the city and the equipment is a superior one.

It has capacity to work 150 tons of cotton seed a day, from which the product is

100 barrels of oil and 50 tons of cake. Nearly all this is exported, the oil to all parts of the world, the cake chiefly to Germany and England for use as stock feed. Considerable fertilizer is also produced in the shape of refuse hulls. Sacks are furnished planters and the standard price is paid by the company for cotton seed. The works have a large gin house attached, and all told, employ, during the cotton season, probably 220 hands, whose wages make no small fraction of the circulating medium here. Indeed the mill is, from the value of its product, and its permanent character, one of the most beneficial of the manufacturing concerns of Galveston to all classes, laboring and commercial, in the city.

THE LEE IRON WORKS, corner of Thirty-second and Avenue G or Winnie street, is the largest foundry in both the city and State. The buildings and plant of these works cover half the block on which they are located, and this area, 150 by 300 feet, is built up two stories high. The works are equipped with the full complement of labor saving and mechanical devices, machine lathes, rollers, cranes, punches, etc., have a Sellers' patent steam hammer, pattern shop, and every facility known to the trade. They have tools suitable for both heavy and light work, for architectural, steamship and railroad iron work and for saw mill, cotton press and sugar mill building; also for repairing steam engines and boilers of all kinds. They do more work for the Texas and Western Louisiana sugar districts and for the shipping frequenting this port, than any of their competitors. The foundry at these works has ten tons a day capacity. About \$50,000 is invested in this plant, and sixty hands are regularly employed in them.

These works had their inception in a small venture made here about the close of the war by three expert mechanics, C. B. Lee, D. Weber and Joshua Miller.

Ten years later they had made enough to buy the plant of what was known as the Close Foundry; this they removed to the place now occupied by "the Lee." These same parties are the firm of C. B. Lee & Co., proprietors of the works. Mr. Lee is the managing member of the firm. Mr. Weber, who is a moulder by trade, superintends the foundry, and Mr. Miller the pattern and machine shops.

As the patentee of the Lee Ice Machine, Mr. Lee has acquired the business of the Neptune Ice Company, an enterprise described on page 109 of this chapter. He is also interested in real estate here, and is now serving his third term as an alderman of the city. Mr. Weber has real estate investments also, acquired during the long and successful operation of these works by himself and associates, and Mr. Miller likewise is well-to-do.

JESSE ASTALL'S West Strand Iron Works, were established by him in 1866 and have been enlarged by him from time to time since. He had been in business before the war, but the peculiar conditions prevailing here after hostilities were fairly commenced, forced him to abandon his trade. Starting again then when peace was restored, he has built himself up a handsome business, not only as machinist and founder, but as a dealer in mill, railroad and plantation supplies. He has \$25,000 or more invested in the business, and has sales of proportionate character and volume. Amongst other goods and wares of his line handled by him, the following are his specialties: iron pipe and fittings, valves and couplings, steam and hand pumps and injectors, vises, tongs, jet pumps, hose, belting and packing, pulleys and hangers, flue cleaners, engines and boilers. Any of these he can furnish as promptly and as cheaply as any house in Texas.

Mr. Astall's place is located on Strand street between Twenty-sixth and Twenty-seventh.

THE NEPTUNE ICE FACTORY, established in 1883 by Alderman C. B. Lee of the Lee Iron Works, and R. F. George, has since, by incorporation, passed into the possession of a stock company of which J. H. Forbes, confectioner of Market street, is president and W. B. Wallis real estate agent, secretary, but Mr. Lee still retains his interest and operates the place as lessee of the plant and proprietor of the business. He is the patentee and manufacturer of the absorption machinery for making ice, with which the works are equipped, machinery notable from the fact that it was the first used to make ice successfully from salt water.

When the company was organized the equipment was improved and the capacity of the works enlarged. There are now three ten ton machines in daily operation. In connection with the ice house two large refrigerating rooms of ample capacity have been prepared for cold storage, and beer, meats, cheese, butter and other perishables, can thus be preserved here at reasonable charges. During the summer this company finds it necessary to employ about twenty hands, and three delivery wagons are run the year round. The factory is at Eighteenth street and Avenue A.

Mr. Lee has been a resident of Galveston for thirty-four years and a business man and manufacturer of the city since 1865. He is one of the proprietors of the Lee Iron Works, the largest here, and is now serving his fellow citizens, at their solicitation, for the third time as Alderman. The invention and practical application of this ice machinery, the ability displayed by him in the conduct of his iron works, during twenty-five years past, and in the affairs entrusted him as a local legislator, stamp him a man of superior intelligence, enterprise and judgment.

THE TEXAS ICE AND COLD STORAGE Co. is successor to the business of the Texas Ice Co., who, with their connections in other Southern ports, have been the

largest dealers in Northern ice in the South for years. Since the successful issue of the artesian borings here, however, the importation of New England ice has practically been abandoned, and, fortified with a natural flow of about 300,000 gallons a day, or 600,000 when the pump is applied, the equipment of this company for manufacture of ice is ample for all ordinary purposes. This equipment (two H. D. Stratton absorption machines—one fifteen and the other twenty-five tons daily capacity,) gives them facilities sufficient for the production of forty tons a day, and they have storage capacity for twenty-five car-loads. They employ twenty hands the year round and do the largest ice business in Texas.

Ice is sold in car lots by this company, and special rates are made for large quantities. It is delivered also throughout the city. The company is agent also for the Anheuser-Busch Brewing Co., of St. Louis, the largest brewers in this country, and the one producing, unquestionably, the best beverage of the kind made in America. The company has \$100,000 capital stock and is located at Twentieth street and avenue A. Besides \$12,000 spent to get its water supply, more than three times that amount was expended on the equipment for ice making and cold storage, for which latter business a special department has been prepared, so as to accommodate dealers in perishables here.

The officers of the company are Capt. Charles Fowler, agent here of the Morgan Line of steamers, president; B. Adoue, of Adoue & Lobit, bankers, vice-president; W. C. Ansell, secretary and treasurer. Mr. Ansell conducts the business. He has been in the ice trade for the past twenty years.

G. B. MARSAN & Co., dealers in fresh fish and oysters, Market street, between Nineteenth and Twentieth, pack daily, during the season, about 40,000 oysters. These are mainly shipped in tin cans or

wooden pails to Texas points, and to the principal cities in Kansas, Colorado, New and Old Mexico and Arizona. They employ thirty hands and do upwards of \$50,000 business a year, more than any other concern in the oyster trade here. Their fish trade is also considerable.

The oysters are obtained in Galveston bay and along the adjacent coast, and are considered as good as any in the land. They are furnished the firm by oystermen who own small craft and are engaged regularly in supplying this market. They are the natural produce of these shores, no cultivation having as yet been attempted, although the State grants sixty acres free to all who will undertake propagation of the much esteemed bivalve of the prolific Gulf coast.

Mr. Marsan, who established the business of this house in 1867, died in 1887, and his partner, Peter Tiboldi, succeeded him. Mr. John Puppo afterward acquired an interest in the business with Mr. Tiboldi. The latter gives his attention to the accounts and office business, and Mr. Puppo looks after the outside affairs.

CHAS. S. OTT'S marble, granite, tile and building stone works on Center street (Twenty-first), between Market and Mechanic, are the longest established of the kind in the State. They were founded by A. Allen & Co., in 1843. Mr. Ott was a partner with Allen, and succeeded him in 1883. He makes a specialty of monumental and cemetery work, contract stone work and of imported and domestic tiles, and has three men on the road in Texas, selling and taking orders for him, and among other workmen, expert sculptors, carvers and designers. His business last year in all three lines aggregated \$80,000.

He executed the contracts for the stone work on the Galveston *News* building, Samson Heidenheimer's and Leon Blum's residences, the Ball school and the John Sealy hospital, which are as fine

structures as any in the city, and cut and erected, among other notable monuments, the Governor Davis monument at Austin, a Gothic shaft, 40 feet high, that cost \$7,000, the John Sealy monument, in the new cemetery here, an Egyptian obelisk 33 feet high, and others as costly. The B. R. Davis, Hartley and Cronican monuments, the most costly and conspicuous in the cemeteries of Galveston are also his work, and he was entrusted with the work of setting up the Kopferl monument here, which was made in Italy, and is one of the finest memorial groups in any American burial place.

Mr. Ott is a Kentuckian, but has lived here nearly all his life. He has been doing an excellent business for years, and has investments and interests outside his business.

J. W. BYRNES, manufacturer of paving blocks and dealer in coal tar and roofing material, has offices with the Galveston Artesian Well Co., Post Office street, between Twenty-sixth and Twenty-seventh. His warehouse and factory is at Avenue A and Twentieth street. He has branch establishments also at Houston, San Antonio and Fort Worth.

His plant here comprises a \$25,000 mill for sawing mesquite and cypress paving blocks, and a coal tar distillery. He is an importer of West India asphalt and deals in roofing paints, and is a contractor for roofing work and street paving. The business streets of Galveston were paved by him. He has been a resident here since 1872, and has been in this line of business here, and in New Orleans, for the last 20 years.

Mr. Byrnes is engaged in a number of other enterprises here also, several of which have been already described.

J. T. MCCOMACK, plumber and gas-fitter, has been located here in that business for the past twenty-five years. He came here from New Orleans, of which place he is a native. At present

he is devoting much of his time to his work at the residence of Geo. Sealy, on Broadway, an illustration of which is in another chapter of this volume. Other notable work has been done by Mr. McComack for the residences of Mr. J. H. Hutchings, Col. W. L. Moody, H. M. Trueheart, Mrs. Sarah C. Ball, the Ball High School building, Harmony Hall, the Court House and Jail, and Moody building, nearly all of which are illustrated in this work. Mr. McComack's office is at his residence on E. Broadway, No. 557.

THE GALVESTON SHOW CASE FACTORY, Avenue A, between Twenty-third and Twenty-fourth streets, is to be fitted up shortly with a full complement of machinery for the manufacture of show cases. This step has been of pressing importance for some time. The business increases so, year in and year out, that hand labor is no longer equal to the demands made upon the concern.

Mr. C. Emme, proprietor of this place, began business eight years ago. He is a native of the city and a cabinet maker by trade. He occupies two floors, one used as the office and factory, the other as a packing and store room. Three salesmen traveling throughout Texas and Western Louisiana represent him on the road. He maintains, for orders to be filled at once, a stock of considerable variety.

LOUIS E. SIEN'S Island City Cornice and Ornamental Works, Market street between Twenty-third and Twenty-fourth, was established by him, with a partner, in 1880. The next year he bought his partner out and has since continued the business alone. He has about twenty

hands regularly employed, and does more cornice work than any one here. The iron cornice of the City Hall, the Rosenberg school, Beach Hotel and the John Sealy hospital here, of the Central depot at Houston, and the City Hall at Laredo, is his work, and he has executed contracts for points as remote as those of Arizona. He has a shop force also making cans for the trade here, and he also contracts for slate roofing. In this last named line he has done work on the City Hall, the schools, and other public structures here, and has given entire satisfaction.

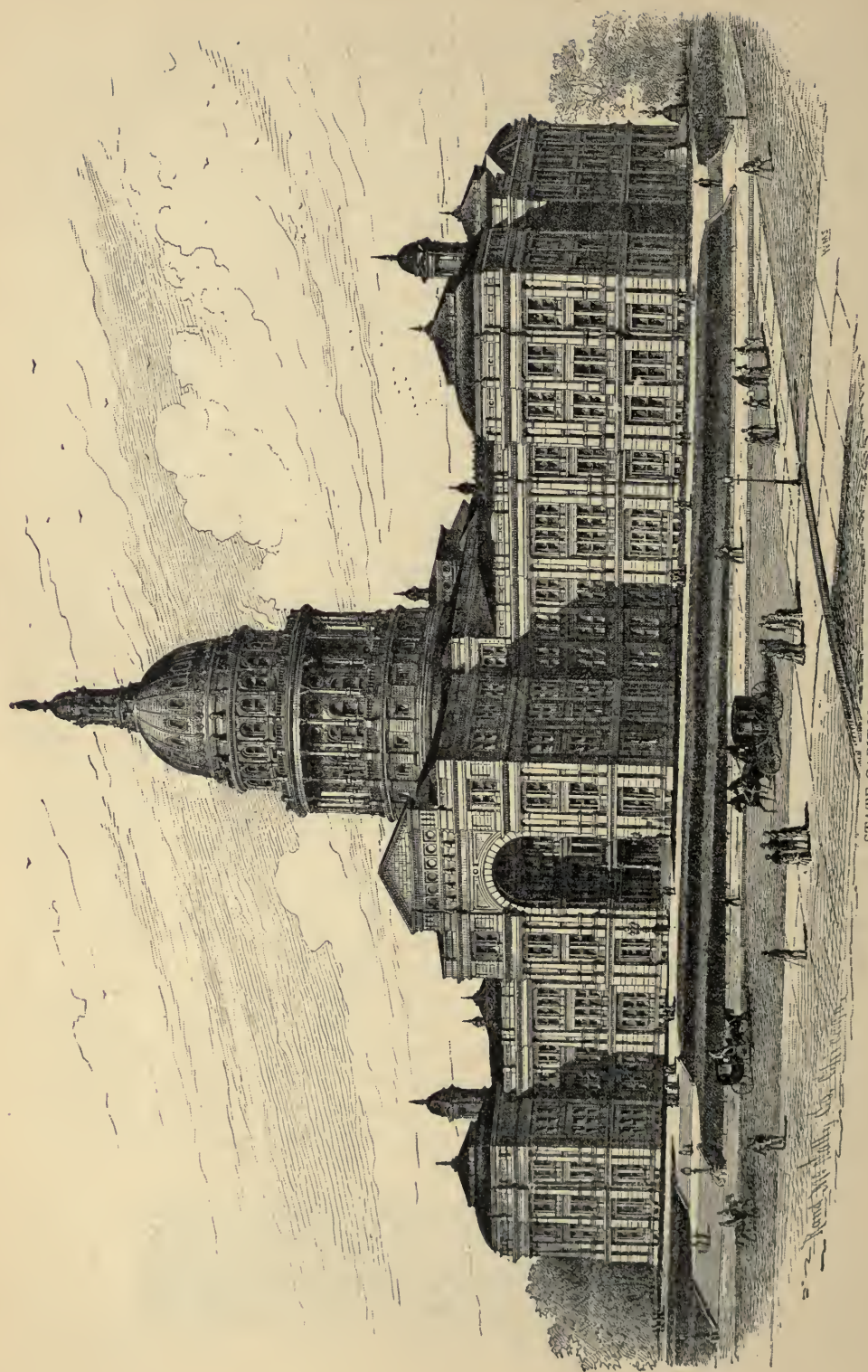
In connection with his other business he is also engaged as a dealer in stoves, tinware, crockery and house furnishings, and has sufficient business to employ two delivery wagons.

Mr. Sien is a native of Illinois, but he came to Texas in 1869 and having been located here for ten years, he is entirely identified with the city in spirit and sentiment as well as in business affairs.

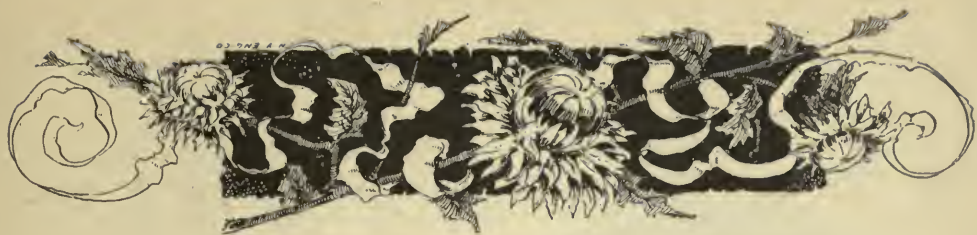
R. H. JOHN'S Galveston Steam Trunk Factory was established thirteen years ago. It occupies the three upper floors, 42 x 100, of the building at 2216 and 2218 Market street, opposite the Tremont Opera House, and has all the drummers' trade of the city. Fine work is his specialty, and about a dozen hands are regularly employed by him on trunks and sample cases.

This factory is one of the finest in the South. Mr. John started here without capital and has built up a State trade. He is also owner of a similar establishment at 48 Franklin street, Houston, that known as John's Trunk Factory.





STATE CAPITOL, AUSTIN, TEXAS. |
ON THE LINE OF THE HOUSTON & TEXAS CENTRAL RAILROAD.



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.

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,



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

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, INTERNATIONAL RAILROAD, TEXAS.

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.

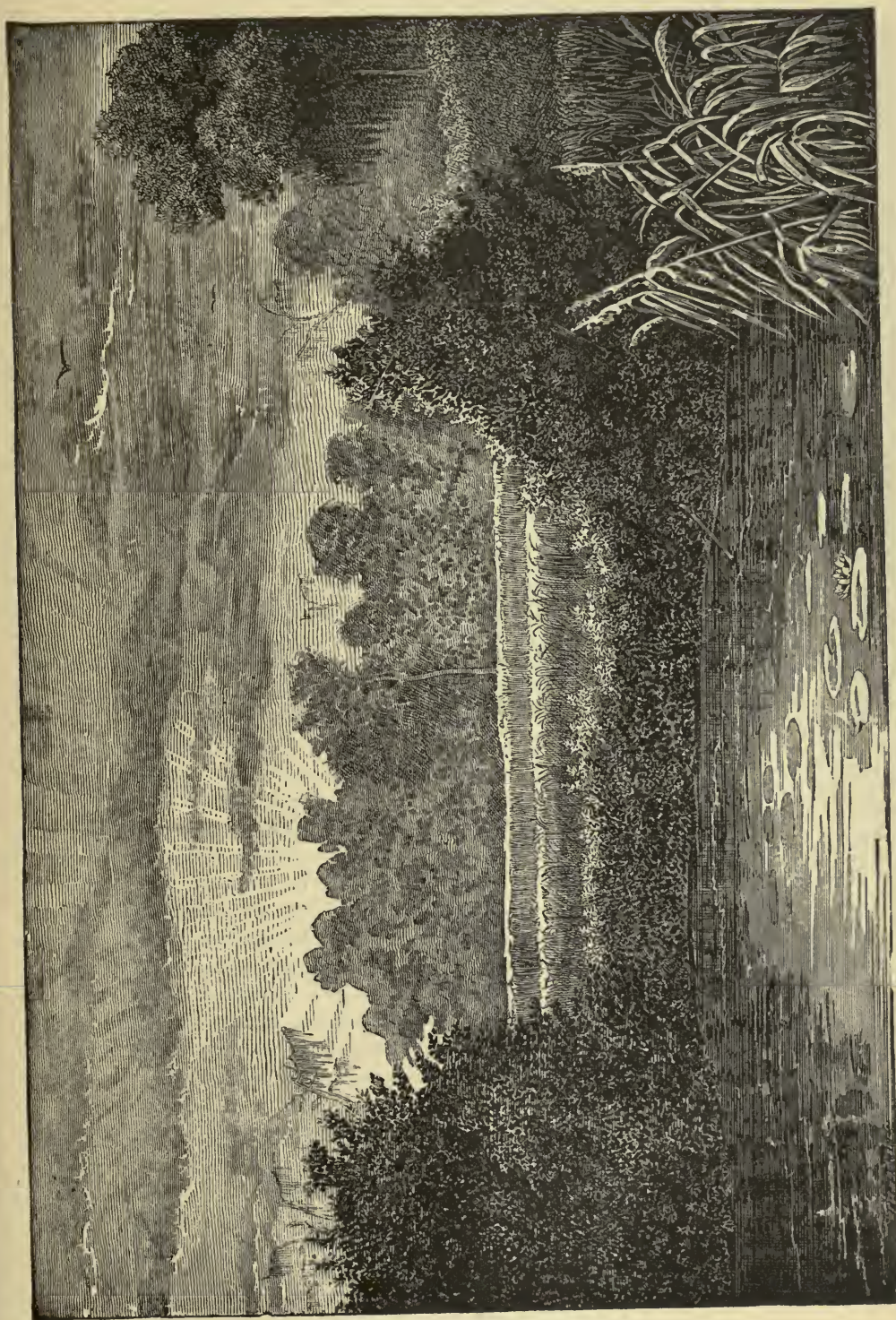
The Central Black Prairie Lands stretch from Red river southwest to the vicinity of San Antonio, in a belt 140 miles wide at the north, 100 in the middle and 50 to 60 at the south. In this agricultural division are Dallas, Fort Worth, Austin, Waco, and other forward cities of the State, and the greater 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 \$729,175,564, 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, BRAZORIA COUNTY, TEXAS, ON THE LINE OF THE INTERNATIONAL RAILROAD.



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 very commonly made by these proprietors. The following Galveston land owners and dealers have such lands for sale: The Lasker Real Estate

Association, page 49 of this work; H. M. Trueheart & Co., page 52; Seabrook W. Sydnor, page 54; Hardy Solomon & Co., page 53; Blagge, Bertrand & Co., page 54, and the Leon & H. Blum Land Co., page 82.

GALVESTON'S INFIELD DESCRIBED.

THE commerce of the port of Galveston, like the tide of a mighty river, is derived from a thousand minor streams that combine to swell its current. The ramifications of the city's traffic, more especially of its importing and exporting



EAST TEXAS FARM, INTERNATIONAL RAILROAD.

establishments, may thus be traced to the remotest parts of the far West and Southwest, throughout all which region are the innumerable springs of trade supplying its tributaries.

[But the city has a province of its own—an infield rich enough, if its rare resources were but half developed, to sustain a Galveston of itself. If a semi-circle be described inland from Galveston as a center, with a radius of a hundred miles, it will include within it the whole of ten counties of the State and parts of as many others. The ten it comprises in whole, are the agricultural and timbered counties of Chambers, Jefferson, Liberty and Orange, north and northeast of the city; Galveston county, Harris, and the Sugar Bowl of Texas, the counties of Brazoria, Fort Bend, Wharton and Matagorda, west and southwest of it.

The railroads that center at Galveston traverse several of these counties and and branch out into others, but their navigable waters, as in that fruitful district of Tidewater Carolina and Virginia, known as the Atlantic Garden, obviate largely the necessity of these artificial highways. Galveston, Chambers and Harris counties between them encompass Galveston bay, and the Sabine, Neches, Trinity, Brazos and Colorado rivers, re-enforced by numerous large bayous, pass through the rest on their way to the sea. In respect of the facility with which most of these dependencies can be reached by water routes, the insular position of Galveston, which, perhaps, deprives it of some retail trade with the country surrounding it, is thus a positive advantage.

Galveston county comprises, besides Galveston island, about 500 square miles of the mainland. The three trunk lines that have their termini in the city, pass through it. It is sparsely populated outside the city, but lately the highlands across the bay from the metropolis, have been the scene of some speculation in

realty, that may lead to their settlement. Three bayous water it. Only about 10,000 acres of it are timbered. The soil generally is a sandy loam. Some cotton is grown, but truck farming for the city markets is most in favor. Peaches, pears, melons and small fruits are easily raised.

The populous city of Houston, seated well to the south, in Harris county, usurps a large share of its trade; but the southeastern parts of it, lying on the west side of Galveston bay, and reached from Galveston by the Clinton ship channel, are tributary to the city. This district is chiefly a cattle country, but it has also many farms.

Chambers county covers 850 square miles and is separated from the Gulf by Bolivar peninsula, a spit of land attached to Galveston county. Fully a quarter of the surface of Chambers is timbered, and only an eighth of its arable area is improved lands. The soil is a dark gray loam, averaging of crop product half a bale of cotton to the acre, or twenty-five bushels of corn, or in cane, two hogsheads. Grapes, oranges, figs and other tender fruits are successfully grown. The county is largely prairie, carpeted with native grass, and, pastured upon it, cattle, horses, sheep and hogs are easily and cheaply reared. Sea island cotton would grow along the shores of the bay, and rice in the sedgy lands. The population of Chambers, at last accounts, was 3,000, a third of them colored. The tax rate is 65 cents on the hundred. There are 48,000 acres of school lands for sale in the county.

Liberty, adjoining Chambers on the north, is very much like it in appearance and character. It is, as a rule, a prairie expanse with woodland along the streams, and is chiefly a range for lowing herds. It has forests of pine, and cypress brakes, from which lumber and cord wood and shingles are freighted to Galveston by small craft, and while these resources appreciate as they do, its growth must continue apace.



VINEYARD AT MARIENFIELD, ON THE TEXAS & PACIFIC RAILROAD.



COTTON PLATFORM AND COMPRESS, INTERNATIONAL RAILROAD.

Jefferson and Orange abut Louisiana at the southeastern extremity of Texas. The Sabine river partitions the great Calcasieu lumber district of Louisiana—which practically extends over into them—and is their eastern boundary, and the Neches is the dividing line between them. They lie in the greatest lumber district of the Southwest, and they send vast quantities of lumber and timbers to market on the Galveston levees, by the water passage of both rivers, and the estuaries of Sabine lake and pass. They have connection also by two lines of rail, links of the Southern Pacific, and to Galveston, another is projected.

Jefferson covers 1,200 square miles, of which 75,000 acres is clothed with the finest pine, oak, cypress, ash and hickory timber. Its 15,000 acres of improved lands

are valued at \$2 to \$5 an acre; its 531,635 acres of unimproved lands, seven-eighths of them prairie, at \$1 an acre. It has 75,057 acres of school lands unsold. Its soil is a black, sandy, producing a half to two bales of cotton to the acre, or forty bushels of corn. Oranges, bananas and figs can be raised with little trouble. Salt has been found in the county. The population of Jefferson is 3,600, two-thirds of them colored. The assessed valuations, usually reckoned a half of the real equivalent of the property taxed, are \$2,103,892; the tax rate is 42½ cents on the hundred.

Orange county differs from Jefferson in the fact that but a tenth of its 4,000 people are colored. It is much like it otherwise, however, in its characteristics of soil and products, and owing to the fact that it is

more densely forested, the price of its lands is somewhat higher. Beaumont, in this county, is the great seat of the lumber traffic of this part of the country.

While Brazoria is considered the choicest of all the Sugar Bowl, a sketch of it will approximately describe the whole quaternion; for they are nearly alike in soil, in products, and the golden possibilities they afford the planter. Fort Bend is the smallest of the four; Brazoria slightly the largest. It covers about forty miles square of prairie, divided unequally by the winding course of the Brazos, and is intersected by streams whose banks are umbrageous with native *sylva* of many kinds. Along these streams are sugar and cotton and corn lands as prolific as any on the face of the earth. It is not too much to expect that when capital has been applied to bring this district under thorough cultivation, it will enrich the city in greater degree than all the rest of

its surroundings. Steamers ascend the Brazos as far as Columbia, thirty miles inland, and connect there with a branch of the International railroad; the Santa Fe takes its northward course through Brazoria and Fort Bend, and the Southern Pacific through both Fort Bend and Wharton.

The four counties of the sugar belt of Texas embrace 2,000,000 acres of alluvial lands especially adapted to the growth of the sugar cane. They are all abundantly provided with fuel-woods for use in boiling sugar. The results attained in this industry here, quite equal the best in the lowlands of Louisiana. The business is conducted chiefly on as large a scale and the system pursued is much the same. One plantation in Fort Bend county, with 9,000 acres in cane, has \$325,000 invested in its lands and plant. It has 425 employes—convicts mostly, hired from the State—and works a hundred teams in the season.



SHEEP RANCH, MIDLAND TEXAS.

Its daily expense is \$700. It produced, last year, 3,000,000 pounds of sugar and 1,016,500 gallons of syrup, all which was taken by one Galveston house.

Unimproved lands in the Sugar Bowl, suitable for cane culture, are worth \$3 to \$10 an acre, according to location. Lands with improvements and a milling equipment, are worth \$20 an acre and upwards. Some lands, with proper drainage and cultivation, produce two hogsheads to the acre. The cost of preparing land for cane is about \$5 an acre; of the seed cane, \$20 an acre. A planting will last, with proper care, four years. For cultivation, \$7 an acre is estimated, and for cutting and manufacturing, about \$10 an acre. Conducted with judgment and vigor, sugar making can be made the most profitable business of the State. There are lands enough for it, in the vicinity of Galveston, to supply vastly more than the consumption of the Union.

TIMBER, MINES, MANUFACTURES AND 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.

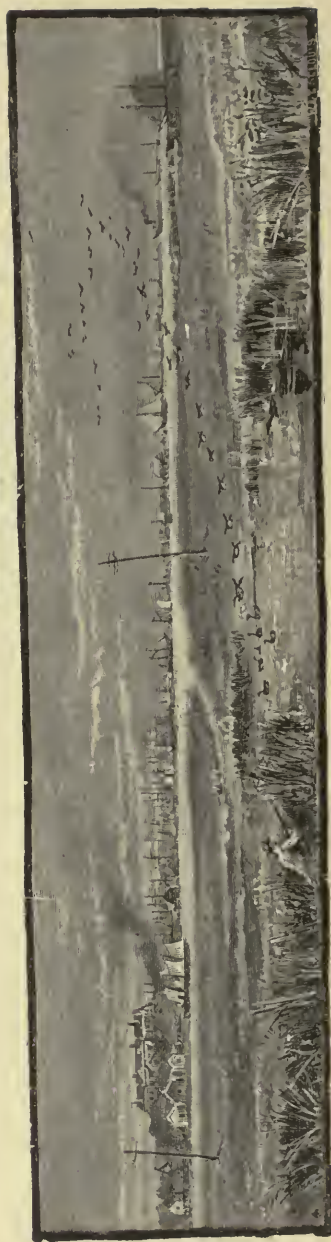
The advancement of Texas in manufactures has been nearly as notable as in agriculture; but, until recently, the enterprise displayed in this direction was chiefly that prompted by local exigencies, and no attempt had been made to explore its mineral areas in the interest of its industries. The State, 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.

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.



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NOTES AND CORRECTIONS.

PAGE 16.—“Output of manufactures, 1889,” should read, “capital in manufactures.”

PAGE 50.—“Manufactures,” third line second column, should read, “capital in manufactures.”

PAGE 62.—The total tonnage clearances of 1889 were, 492,677; an increase of more than a third over 1888. The value of cargoes cleared in '89 was \$51,558,115.

PAGE 64.—As to “grain shipments inaugurated,” credit should be given to J. Reymer-shoffer's Sons for 70,000 bushels shipped last June.







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