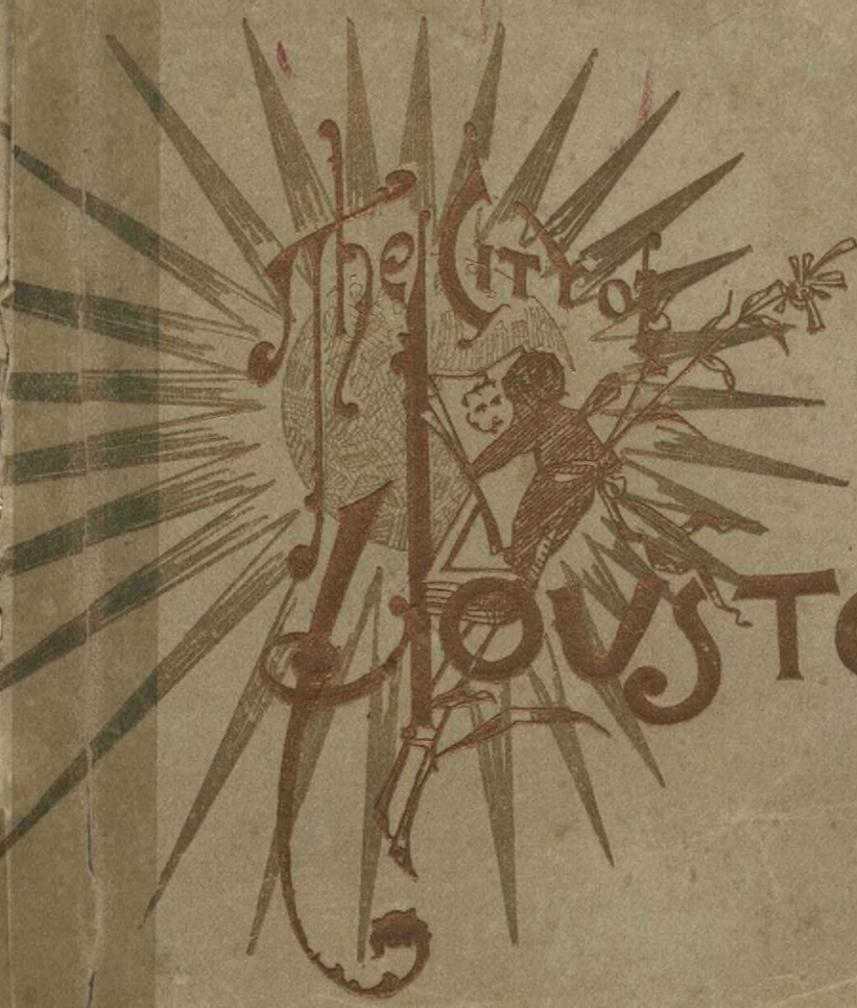
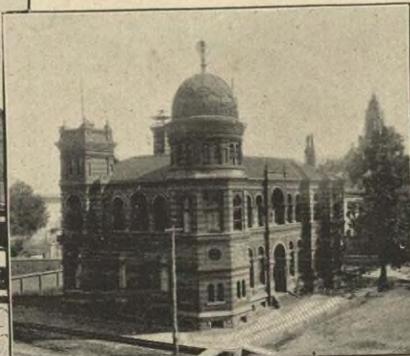


The City of
HOUSTON





COTTON EXCHANGE



U.S. POST OFFICE



HARRIS COUNTY COURT HOUSE



MARKET SCENE



CITY HALL AND MARKET HOUSE.



THE HERO OF SAN JACINTO.

1836



PREFACE.



HERE are three questions which should be carefully considered in the publishing of a book. They are: Is the subject worthy of it? Does the writer understand the subject? Is he sincere in his treatment of it? Unless these three questions may be answered in the affirmative, don't publish the book. If they may be so answered, then go ahead and publish and embellish the work in the most artistic and beautiful way possible.

We ask these questions. We receive an emphatic and decided "Yes," to each of them, and here is the book. Read it. Look at the pictures in it. Study and think about both. It will do you good. It won't cause your hair to stand on end, as might the perusal of a blood-curdling story of adventure, nor will it excite your languid spleen and super-induce palpitation of the heart as might a modern erotic novel.

It is all about facts, but the facts are not served up cold, nor have they a dry and musty flavor. They are hot and served with a piquant sauce. They sparkle with the wine of truth. They may be easily digested and they will leave a pleasant taste in the mouth.

THE PUBLISHER.

Introduction.



THE United States is the greatest country on the face of the globe; Texas is the grandest state in the Union; Houston is the foremost city of Texas. Therefore, this book has to do with the foremost city of the grandest state of the greatest country on the face of the globe. That is logically correct and practically true. Houston, Texas, is the Chicago of the Southwest. She is growing visibly. Her trade is swelling day after day, week after week, month after month and year after year. The statistics of her business have bounded quickly from thousands to hundreds of thousands of dollars, from hundreds of thousands to hundreds of millions, and they are still bounding. St. Paul, Minn.; Indianapolis, Ind.; Denver, Col.; are cities of over 100,000 population each, but their bank clearances fall short of Houston's.

Houston's grand future is not a matter of speculation, but of calculation. The shrewd railroad men of the country foresaw this when they made of Houston the LARGEST RAILWAY CENTER South of St. Louis.

Houston deals in everything except "Ifs." In her lexicon there are no such words as "may be," or "perhaps" or "if." Her future depends upon no contingency. She never had a boom, and there is no possibility of the bottom dropping out of her present prosperity and leaving her floundering in the mud of the "might have been."

Texas is the greatest cotton country on earth, and Houston is the largest interior cotton market in the world. She manufactures more cotton seed oil than any city in the United States.

She is the greatest lumber market in the Southwest. She is second only to New Orleans as a market for sugar and molasses.

The largest railway machine shops south of Baltimore are in Houston.

These are FACTS. There are reasons for them. Houston's natural advantages from her topographical situation; her extreme healthfulness, with the smallest city death rate in the Union; her climate; the wonderful fertility of the country surrounding her; the mildness of the winters; the energy and push of her people, are some of the reasons.

Come and watch her grow. Come and grow with her. Come and pluck roses on Christmas day, and listen to the mocking birds singing in the fragrant magnolias on New Years, and lay up riches for your old age at the same time.



The Metropolis of the Southwest.

HOUSTON is the metropolis of the Texas Empire—an empire of far greater area than that covered by all of the New England states, an empire that could hold all of Great Britain, France and Germany within its borders, an empire which could easily support a population of fifty million of souls. Houston is the foremost city of this great state—great, not only in the number of its square miles, but in its boundless resources, in its inexhaustible stores of wealth. With the railroads centering in Houston from every portion of Texas, bringing to her gates the products of the field, the mines and the forest from an area more vast than the empire over which ancient Rome held sway, this thriving city of the new southwest may well be proud of the preeminence which is hers.

Standing on the banks of Buffalo bayou, the natural highway to the sea, she is the gulf port for all of the great West. Kansas City is nearer to this port than Chicago is to New York. Through Houston must flow the great and continually increasing volume of trade between the Southwest and the ports of the world. Within fifty miles of the Gulf of Mexico, at the southwestern border of the timber-lands of Texas and Louisiana—the largest area of timber now standing in the United States;—at the southeastern terminus of the immense agricultural sections of Texas and the southwest; with the best railroad facilities in the entire South, Houston is the commercial queen of an enormous territory. As Texas grows—and no country in all the world is so rapidly progressing—Houston must, in direct ratio, increase in importance. As she now stands far in advance of all southwestern cities, so in the future will she forge ahead until in the fullness of time she will rival the greatest trade centers of the world.

The rapidly increasing trade and growing commercial relations with South American countries are doing much for Houston and will do much more for her from year to year, for the route is shorter and safer from this port across the Gulf of Mexico and the Caribbean Sea to all of the eastern coast of South America than is that of the ocean around the Florida shoals. But Houston does not rely for her prosperity upon her unexcelled transportation facilities alone; she has at her door the raw material for all of the leading lines of manufacturing. She has cheap fuel, and her lumber, iron and cotton, the three raw materials entering into the manufacturing industries, are unlimited in quantity and of the best known quality in the world. Fire clay and molding sand are everywhere

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about her, and nature has contributed in every way to make her what she is—a leader among the cities of the new world.

All that Houston needed to make her rank foremost among the cities of the great Southwest was energy and enterprise commensurate with her natural advantages. Men of brains and capital, of enterprise and resource, are enrolling themselves by the scores and hundreds among her fortunate citizens, and with them are coming thousands upon thousands of mechanics, skilled artizans and laborers. Houston is great today, but her present importance is but an indication of what she will become. Her social advantages alone would attract one seeking a home. To the ancient aristocracy of the South has been added the push and energy of the North. Her men are chivalrous and brave, refined and alert, courteous and hospitable, energetic and broad-minded.

The schools of Houston are conducted upon a most liberal plan, and nowhere in the United States is better provision made for the education of children. Texas has the largest school fund of any state in the Union, and Houston derives her full share of benefit from this, beside contributing with open hand from her municipal funds. Her private schools, seminaries and business colleges are admirably conducted, and afford educational advantages of which a large city might well be proud.

The newspapers, the public buildings, theaters, hotels, exchanges, clubs, electric street railways, the beautiful residences, the solid blocks of substantial business houses, give to Houston a metropolitan air to which the cosmopolitan character of her people adds greatly.

The streets are broad and straight over the greater part of their courses. The principal thoroughfares are already well paved and the city is now engaged in the work of paving, with the best of material, many miles of her streets. Steel bridges span the bayous wherever the streets cross them.

It would be easy to fill page after page with a general description of the thriving, bustling city here brought to notice, but this book is intended to present the facts in a detailed and particular sense, rather than in a general way. In the following pages will be found all that can interest any one who is looking for a home or for the investment of capital. "Read, mark, learn and inwardly digest," for no truer words were ever written than those within the covers of this book. The aim has been to present the facts, simply and faithfully, without exaggeration or attempt at rhetorical embellishment.



Harris County.

HARRIS County, in which Houston is situated, was organized in 1837, and was originally called Harrisburg County, but in 1842 the name was changed to Harris. It is situated in the southeastern portion of the state, and is connected with the Gulf of Mexico by Trinity Bay, which forms its southeast boundry. It is bounded by the counties of Waller, Montgomery and Liberty on the north, by Liberty and Chambers on the east, by Galveston, Brazoria and Fort Bend on the south, and by Fort Bend and Waller on the west.

It embraces 1,800 square miles. The surface of the county is generally level. The soil varies greatly in its character. On the ridges it is light and sandy; in the valleys of the creeks and rivers it is a rich, mellow loam, and is highly productive; on the prairies and in the densely wooded regions it is covered with a decayed vegetable mold which is also very productive, and in the marshes and meadows there are peat beds; thus giving a variety which adapts the county to every conceivable purpose in farming and fruit-raising, and in sheep and cattle grazing.

Corn, cotton, oats, sweet and Irish potatoes, millet, hay, sugar-cane and all kinds of fruits and vegetables are grown with unfailling success. Particular attention is paid to market gardening, which is an important industry, the market being unusually good and accessible, by reason of the great number of railroads which actually "gridiron" the county. The fruits and vegetables of Harris county are known favorably throughout a large section. All kinds of live stock, from fine blooded horses and high-grade cattle to sheep, hogs and goats, are raised in large numbers and with sure profit.

The county is naturally well watered, and, in addition to this, artesian water is easily obtained. Unlike some of the more western portions of the country, Harris county never suffers from drouth. There is always an abundance of rain and heavy dews when in other portions of the country crops are failing from drouth.

The San Jacinto river runs through the eastern portion of the county in a southeasterly direction. Buffalo, White Oak, Sims, Green's, Hall's, Bray's, Cedar and Carpenter's Bayous, and Spring, Cypress and Clear creeks, all of which are fed by numerous springs of the clearest and best of water, furnish a sufficient supply for all purposes.

Harris county has the greatest railroad mileage of any county in the State, the following railroads furnishing it: Texas & New Orleans; Houston, East & West Texas; International & Great Northern; Houston & Texas Central; Texas Western; San Antonio & Aransas Pass; Galveston, Harrisburg & San Antonio; Gulf, Colorado & Santa Fe;

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Missouri, Kansas & Texas; Galveston, Houston & Henderson; Columbia Tap; Texas Transportation, and Houston Belt & Magnolia Park. These roads have a combined mileage in the county of 294 miles, with property amounting to about \$8,000,000.

The population is about 68,000, having increased about 35 per cent. in the last ten years. The principal towns and villages outside of the City of Houston, are Harrisburg, population 511; Hockley, population 313; Spring, population 58; Cypress Top, population 83; Lynchburg, population 193; Rose Hill, population 257; and Chaneyville, population 712.

The assessed valuation of property in 1891 was \$22,394,990; in 1892 it was \$26,478,680; increase, \$4,383,690. The average taxable value of land in the county is \$4.93 per acre. There are 84,946 acres of state school land in the county.

The county has a total school population of 7,648, with 34 school-houses. The average length of the school term is five and a half months. The total tuition revenue received from the state is \$14,884 per annum.

There are 1,017 farms in the county; 243 renters on farms; 304 farm laborers were employed on the farms of the county during the year; the average wages paid were \$10 a month and board. The value of farm implements was \$26,400.

The county expended during the year \$20,000 for roads and bridges, \$8,000 for the support of paupers. The total amount used for the support of the county government was \$80,000. The rate of county tax is 50 cents on the \$100 valuation. The county finances are in a satisfactory condition. Recently the county had an artesian well bored on court-house square which flows over 75,000 gallons of fine water daily.

The climate near the coast is so mild and so even throughout the year that all crops come in early and get the benefit of high prices in the Northern and Eastern markets as well as good prices all the season in the home markets.

The following table has been very carefully compiled from reports of farmers in the country between Houston and the coast and it can be relied upon to be without exaggeration. It gives the value of the crops from one acre planted in fruits and vegetables:

Strawberries	\$300 to \$500.	Onions.....	\$250 to \$400.
Pears	250 to 800.	English Peas.....	100 to 500.
Plums	200	Snap Beans.....	100
Peaches.....	150	Spring Turnips.....	100
Sweet Potatoes.....	150	Radishes.....	100
Irish Potatoes.....	150	Tomatoes.....	300
Cabbage	300

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Celery does extremely well, and grapes grow splendidly. Two, and sometimes three crops can be gathered on the same land in one year. English peas are sowed in January, and gathered in April, and then the same land is ready for sweet potatoes, and it is the same with other crops. A fall crop of nearly all vegetables can be raised.

The country is healthful, and it is a pleasure to work out of doors all the year round, the winters being mild, and the heat of the summer months tempered by refreshing Gulf breezes. A case of sunstroke has never been known in Southeastern Texas.

Although Harris County is much more thickly populated than most of those further west, still there are hundreds of thousands of acres of prairie-land which is of the finest character for fruit and vegetable raising and for farming, and which has never felt the tickle of the hoe. This land is fully equal to that upon which many farmers and fruit-raisers are living in comfort, and laying up riches for themselves at the same time. This land is, in all respects, as good as that in southern California, where the climate is not one whit superior for fruit-raising, and it can be bought for less than one-tenth the money for which the California land could be procured. Many Californians have settled in this country, and they all agree that it equals their native state, both in climate and in the productiveness of the soil.

Of very late years many hundreds of acres have been planted in pear and other fruit trees and in a few years more, when they have begun to bear fully, this section will enter into most active competition with the export fruit trade of the Pacific coast. The fruits are as fine in every particular as those of California, and the region is much nearer to the great Eastern markets.



Population. Character of the People. How Texas has been Slandered.



THE time has been, and not so very long ago, that if a man in a far Eastern State was to tell his friends that he was going to Texas, his friends would bid him good-bye with the same feeling as though he had told them he was going to commit suicide. Through the persistent efforts of unscrupulous alleged humorists, both of the pen and the pencil, the idea obtained throughout the East that Texas was a synonym for a place that is rarely referred to, save in a theological discussion, in polite society, and that "G. T. T." which stood for "Gone to Texas," was interchangeable with "G. T. H.," which meant something which will be left to the reader's imagination.

A cow-boy with long hair, (and cow-boys always wear their hair short by the way), loaded down with Bowie knives, Arkansas tooth-picks and revolvers, with a twelve inch brim sombrero resting coquetishly on his ears, boots with spurs the size of dinner plates, and a wicked gleam in his left eye, has been set before the American public as the typical Texan. He and his bronco pony, a long-horned steer, a tarantula and a centipede made up the representative Texas group.

There is published in New York a weekly paper in which for years, under the guise of fun, Texas, and Texans as a people, have been grossly, vulgarly and shamelessly libeled. The good has been carefully "sifted" out from its Texas articles and illustrations, and the residue served up with whatever exaggeration a misdirected imagination could conceive. That paper has done more to injure the great Lone Star commonwealth than can be easily estimated.

Shame on the editors who have so traitorously belied the glorious commonwealth where they once lived, and ate the bread of hospitality! In no part of Texas—not even in the cow camps and ranches of the Llano Estacado or the lower Rio Grande border—can be found a living excuse upon which to base distorted caricatures of God's creatures. The people of Texas are progressive, broad-minded, law-abiding, hospitable, courageous, true American citizens of the best type. On the ranches and in the cities can be found a larger percentage of educated, refined, cultivated gentlemen than in any of the Eastern commonwealths. Graduates of the great universities of the world are here, living

healthful, happy and useful lives, with refined wives and children. The desperado but lives in the memory of the oldest inhabitants and in the imagination of artists who were never west of the Alleghany mountains in their lives. He was stamped out years ago by the Texas rangers, that fearless and superb constabulary whose history furnishes a grander record of daring achievements than can any other like organization in the world.

Life and property is to-day as safe in Texas as in Massachusetts; safer, indeed, than in New York City. A much larger percentage of New Yorkers carry concealed weapons than do the men of any Texas city. This fact is known with positive certainty by the writer, who has passed an active and observant life in both sections. Given his choice, either to ride from one end of Texas to the other, unarmed, or to walk through some of the streets of any of the larger cities of the East after night-fall, and he would unhesitatingly decide in favor of the Texas ride.

Americans are a fun-loving people, but they detest a coward and a traitor. When a man uses the mask of "fun" to injure his fellow citizens—at long distance—he is both a coward and traitor, and is beneath the contempt of any fair-minded man. Satire is a keen weapon, but unless directed against some crying public evil and used by honest hands, it is a despicable one.

Now, we will drop the Texas traducers; wash our hands, and tell of Texans and of the citizens of Houston, as they are.

Like all of the more active and bustling American cities, the population of Houston is cosmopolitan in its character. People from every nation of the globe and from all parts of the North American continent are here. By far the larger part are native Americans, however, and Houston is in this respect almost unique among the cities of Texas—many of which support a large German or other foreign population. The city is a supply point for such a great scope of country that the farmers and ranchers flock to town by hundreds every day to buy goods, and their presence and that of the railroad men and factory hands on the streets gives the appearance of a perpetual market day. Especially at night are the streets crowded and gay.

The better element of society in Houston is of a particularly high order. This statement is perhaps better emphasized by the fact that forty-eight churches point their spires to the skies in the corporate limits, than by anything else that could be said. Not only that, but there are public and circulating libraries, numerous literary and social clubs, and, in short, every indication of refined and cultivated minds is apparent to even the most superficial observer.

Houston is a very rich city—not merely as a community—but in the number of large individual fortunes held by its citizens. It has many very rich men and hundreds who

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count their fortunes with five figures. These people can gratify their tastes for the beautiful and the refined, and that they do so is shown by their handsome residences and exquisite gardens. There is no city in all the land—not even in California—where there are so many beautiful gardens as in Houston. The air is laden with the perfumes of millions of roses, jasmines and other lovely flowers. The resident streets are shaded by grand and beautiful trees; fountains sparkle in the sunlight, and the graceful leaves of the banana trees and other tropical plants stir in the soft breezes. The very surroundings are refining, and one's nature must indeed be dull and coarse if in such an Eden, his senses do not quicken to a lively perception of the beautiful.

No wonder the Texan's blood boils with indignation when the fair name of his loved State is dragged in the mire by vulgar *soi-disant* satirists! He thinks of the sweet, pure, good, refined ladies who have found such happy homes and congenial surroundings there; of the brave, chivalric and cultivated men who make up her citizens, and his indignation is honest and should command the respect of all fair-minded men.



MAIN STREET, LOOKING SOUTH.



First in Commercial Importance of Texas Cities.

THE remarkable combination of transportation facilities with which Houston is favored is undoubtedly at the foundation of the commercial prosperity of the city.

Houston is the half-way house between the producers of the West and the consumers and manufacturers of the East and Europe. She is the emporium and distributing center of a territory larger than Great Britain, and which in time must be as densely populated.

The railroads have focussed at Houston because it was advantageous to them to do so, and because the shrewd men who invested their millions of capital in the iron highways, early recognized the fact that this city was to be the commercial center of the Southwest.

Take a map of the United States and put your finger on the great centers of railway lines—the points from which the railroads radiate—and you will find at those points the cities of most commercial importance in the country. Chicago is the greatest of these railway focal points in the North—Houston leads all others in the South.

In every great producing section of our country there must be a distributing point and a center of trade. Houston occupies exactly this position for the greatest cotton, sugar and lumber producing sections of North America.

Her jobbing trade in every branch of commerce vies with that of cities of three times her size in other sections of the country. The volume of her business of this character for 1892, was nearly \$40,000,000, and it is increasing with prodigious rapidity.

When all through the Southwest there existed a financial depression and almost a business stagnation, Houston floated buoyantly upon the tide of prosperity, and her merchants were busy and prosperous.

If, among your acquaintances you number a commercial traveler whose business brings him into the Lone Star state, ask him for a verification of these statements, and he must perforce give it to you. We want you to get it into your head at the outset that we are dealing in facts; for too many towns with little or no claim to preeminence in any regard, have been "written up" and lied about by unscrupulous advertising schemers to try to catch the nimble and elusive dollar. We are not in that business. We don't want your dollars so much as we want you, and we are well aware that we can only get you and hold you by telling the truth—the bald, prosaic, every-day truth.

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This little digression was perhaps necessary, and may be it was not; that depends upon the readers good sense and fairmindedness.

First in importance in Houston's trade is cotton, the great staple which brings millions upon millions of dollars into Texas every year. The railroads have brought the cotton to Houston, because the city is situated upon a short and direct water highway to the sea, and is the only city so located in all of Texas. This highway—Buffalo bayou—is but forty miles in length, and yet for thirty miles it is navigable for river steamers and cotton boats. It is ten feet deep at Houston. Three miles further down it is from fourteen to twenty-two feet in depth. The channel, where it empties into upper Galveston Bay, is only about twelve feet deep now, but this will undoubtedly be increased by the government in time, and preliminary work to that end has already been begun.

But Houston does not depend entirely upon the mills of the government river and harbor improvement legislation to grind out the grist for her commerce abroad. At the mouth of the Brazos, but sixty miles away, private capital and enterprise has made the deep water port of Velasco, where already ocean steamers drawing nineteen feet of water have sailed up to the docks.

Here, then is a deep water port already formed, and its importance to Houston can hardly be calculated. A good railroad connects Houston with this new city by the sea. At the mouth of the Sabine river, to the southeast, is another deep water project, and it must also add, as do they all, to Houston's importance and prosperity. As these ports grow, so will Houston, and proportionately faster than they. They can be in no sense her rivals, for their prosperity is hers as well. The more her outlets, the greater her facilities for holding commercial relations with the world—so in inverse ratio, will her freightage rates decrease. It is the competition of the carriers which has done so much to make Houston the great commercial center of this rich region.

Houston, a metropolis and a busy, bustling commercial port in a country of nightingales and roses; fair and beautiful as the land of the lotus eater; progressive and thrifty as American enterprise and Nineteenth Century vim can make it.



SCENE ON BUFFALO BAYOU AT HOUSTON

Buffalo Bayou Ship Channel.



WHY was it that so many great railroads pushed their way for hundreds of miles towards Houston, and, having reached the city, made it their terminus? Of one thing we may be absolutely certain—they did not do it from disinterested motives. They had a well defined object, a practical object, a money-making object. What was it? Houston was a comparatively small and insignificant town when they first began to come, so that they were not attracted to her by her wealth, by her business, or by her population. Why then did they come?

The best answer to these questions may be found by studying any good map of Texas. On such a map it will be seen that the city alone, of all those of Texas, it is situated upon an arm of the sea which winds for forty miles inland, with Houston near its head and Galveston bay at its mouth.

Buffalo bayou, or Buffalo river, as it is now often called, is a curious stream. But forty miles in length, it is navigable for three-fourths of that distance. In the heart of Houston it is ten feet deep; three miles further on down, at Port Houston, it is from fourteen feet to twenty-two feet.

It is this outlet to the sea and to the great world's commerce which makes Houston's situation one of such great advantage. The city is far enough inland to draw from a large scope of country surrounding it the products of the field, the forest and the mine, and yet it is a port as well.

Buffalo bayou carries nearly all the drainage of Harris county, and is fed by numerous springs in its bed besides. Many minor bayous and creeks—chief among them is White Oak bayou, which joins it in the center of Houston—augment its volume. It leads into the San Jacinto river, with soundings at its mouth of thirty feet; but the stream lessens much in depth a few miles further on, where it spreads out over the shallows of Galveston bay. A canal, of twenty feet depth, cut by private enterprise, shortens this route to the sea at Morgan's Point; thence through Galveston bay to the anchorage near its entrance, the government has opened and is maintaining a ship channel of twelve feet depth, which originally was all that was required.

It is not sufficient now, however, and Houston looks to the government to still further deepen the bay channel and bayou. She wants fifteen feet, and it looks as if

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she would not have to wait long before securing this much needed improvement to her highway to the sea.

The increased export traffic in cotton, cotton oil, lumber and other products and the return traffic in coal makes this extra three feet in depth necessary. With the deepening of the harbor at Galveston—a work to which the United States is committed—the necessity for improving Houston's outlet becomes imperative.

The competitive influence of water transportation, even on the comparatively limited scale heretofore obtainable, has exercised a powerful influence in the fixing of freight charges, and as the facilities increase the transportation of freights from all portions of the West must necessarily cheapen greatly.

The real tide-water base of the southwestern systems of railroad is in Houston. All of the roads connect here with the water-way. The railroads all own extensive water fronts, and the cotton and other merchandise for through shipment by water is discharged direct from the cars to vessels alongside the wharves. The cotton compresses are, as a rule, located on the banks of the bayou, with tracks in their rear, connecting with all railroad lines. One of the largest cotton-seed oil mills in the United States is similarly situated, and its product, principally exported to Europe, goes direct from the mill to barges and thence to vessels. The grain elevator has this same advantage also.

It is the competition which the bayou gives to the railroads that makes Houston such an advantageous shipping point. Railroad lines will compete with each other, it is true, but they will also combine very often to keep freight charges at a high rate. They cannot do this at Houston, for they cannot control the free water highway to the sea, which was built by the Great Engineer of the universe and which is owned by the people at large.

The railroads must meet the freight tolls of the bayou transportation companies or go without business. That they have met these charges is evidenced by the fact that they carry two-thirds of the cotton to the coast for foreign and coastwise shipments, but the third which they do not carry is significant of the competitive power of the bayou.

There are two great navigation companies which ply their boats and barges between Houston and the gulf, but in addition to them are numerous independent crafts, and so there is a healthful competition on the bayou as well as between it and the railroads. This all redounds to Houston's benefit. This lets her manufacturers and commission men and general merchants build up their fortunes. This puts thousands upon thousands of dollars into her coffers and into the pockets of those who live in her tributary country. This it is that makes her future an assured and certain one as the supreme commercial city of all the great Southwest.

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This country, with all its progress, is but yet touching the borders of its future greatness. In time—within our generation—it will challenge the admiration and envy of the world. Favored in climate, in soil, in mineral resources, it has every element for prosperity and glorious progress. And Houston is the queen bee of the great hive of industry which is here. To her will the tribute ever come in a constantly enlarging measure.



THE BIG THREE.

ETTA DAVIS
ALICE GIBBONS
MINNIE PORTER



SCENES ON =
BUFFALO BAYOU.....



Municipal Government

IN a city of Houston's wealth, enterprise and constantly growing importance a wise administration of its municipal affairs is of first importance, and the Texas metropolis is exceptionally fortunate in this.

Its city government has been marked for its wisdom, conservativeness and true economy. Where it was good public policy to be liberal, its public servants have been so, but there has been no jobbery or ring rule or waste of the public monies. The result is that the city has easily put on its proper metropolitan air and yet the public debt has not grown to be a burden on the people. The city bonds command a premium in the open market, and that, although they bear about one-half the rate of interest easily obtained upon first mortgages on gilt-edge property throughout Texas.

In 1880, when the total valuations were only \$5,352,000, the tax rate was \$2.70 per \$100. The tax rate now with valuations (assessment for 1892) of \$17,000,000 is only \$2 per \$100. The debt in 1880 was \$1,501,000 or about \$90.33 per capita; it is now but \$1,800,000 and less than \$60 per capita. In 1880 it was nearly a fifth of the amount of the assessment; now it is less than an eighth, and less than 2½ per cent. of the real cash value of the citizens' property, which easily amounts to at least \$90,000,000. The receipts from taxes last year were \$375,000. The city credit is good and at the last sale of city bonds, issued for public improvements, the bidding was lively and capitalists from eastern financial centers were well represented.

The city government is composed of a mayor, ten aldermen, board of liquidation, school board, city secretary, city treasurer, city assessor and collector, recorder, attorney, engineer, health officer and chiefs of the police and fire departments.

Mayor John H. Browne, of the firm of Browne & Bollfrass, is a man of sterling good qualities for his responsible position and discharges his duties to the eminent satisfaction of the citizens. The other officers are also well chosen and efficient in every way. Houston is lucky in her choice of officers as she is in everything else.

The police force of Houston is very small, when the size of the city is considered, but it is fully adequate to the demands made upon it.

The people are hard-working, law-abiding, sober and peaceable, and there is less crime and drunkenness in Houston than in pretty nearly any far eastern city of the same size. Of course, vice exists in Houston, as it does in every busy city, but it is confined



Our Babies.

KINDLY skip this chapter if you do not love babies, O man of figures and business! It has nothing in it which can appeal to your dull senses, If your soul is so infinitesimal that it cannot find room in it for the love of little children, don't worry your matter-of-fact brain by reading these pages, for they cannot do you any good and you will only waste some minutes which you might otherwise devote to your god of dollars and cents—a deity who cares nothing for the heart and soul, but who favors only those whose mentality is dominated by acquisitiveness and glorious selfishness.

Go to —! You are beyond redemption.

“The hand that rocks the cradle rules the world.”

Is that really so? Is not the owner of that hand a most abject slave and loyal subject to the occupant of that cradle? You know she is. The hand which rules her is tiny and pink and delicate as a rose-petal. Argal: if the hand that rocks the cradle rules the world, and if that hand is ruled in turn by the hand in the cradle, then it follows, as a simple matter of logic, that the baby rules the world and all in it worth ruling.

Blessed baby! Wise ruler! Tenderest and sweetest of tyrants!

But what has this to do with Houston? you ask. My dear sir and most esteemed madam, it has much to do with Houston. The babies of Houston are its most valuable productions and its most precious treasures. This book would be indeed lacking in the completeness of its exposition of Houston's claims to preeminence did it fail to chronicle in all soberness and sincerity the most important product of its people.

Cotton and lumber and shingles and garden truck are all very well in their way, but they are mighty small potatoes alongside of a jolly fat, crowing, laughing baby. And that is the kind of babies Houston raises every time.

Talk about fine climate for growing pears and strawberries and grapes and vegetables all you please, but don't leave out the babies.

Look here! Did you ever pick up one of those “write-ups” (that is a villainous expression, by the way) of a town in which every other page was adorned with a picture of the principal citizens. Did you ever notice how they all looked alike? In each face is that expression of supreme complacency and dignified conceit which so tickled the mind of the “principal citizen” when he faced the camera and thought how his phiz was going to be sprung upon a great and helpless public. Of course, he paid for the photograph and he paid for the laudatory paragraph which the snivelling literary sycophant

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prostituted his talents to concoct for him. Well, this book is not built on that plan. You will find Houston's "principal citizens" (bless their white souls!) at the beginning of every chapter, but they did not pay to get there, and they didn't pose for the occasion. They were not even consulted in the matter.

We were looking for principal citizens and we just gave the string which was hitched to the truth in the well a jerk, and, lo and behold! up came a bouncing, bright-eyed, dimpled, laughing baby!

"Here I am," said he, "what do you want of me?"

We told him that we wanted him for a living evidence and a valuable statistic and he crammed his fat fist into his mouth and nodded good-humoredly and stared at us with his great wondering eyes, as much as to say, "oh! all right—I don't know what those big words mean, but if it doesn't hurt, I'm willing."

And so we looked him over and studied him critically, and we decided that he should have the most prominent place in this book, for he was undoubtedly the greatest and best thing Houston had turned out. And his sister came with him and we accorded her equal honors, as was her right.

Look at them! Don't be afraid; there isn't any patent-baby-food advertisement lurking behind their pretty faces. Their healthy mothers, the pure air, the delicious sunshiny climate are what gave the roundness to their cheeks, the brightness to their eyes, the happiness to their smiles.

Houston is the nursery of Texas! Come and watch her grow.



Real Estate and Building.

W HILE Houston has never had what is known as a "boom," i. e. an "up like a rocket and down like a stick" real estate excitement, the fact is that real estate has been steadily "booming" here for years—constantly and rapidly increasing in value. In no city in the United States has there been such a steady advance in the value of property as in the city of Houston. The real estate market has long been active and transfers show that much money is constantly pouring into the city from outside sources. Keen, shrewd capitalists have for a long time been making investments in Houston property, and they have watched it increase in value with a rapidity which was no less gratifying than astonishing.

And yet, real estate in Houston is not high today, when one takes into account the marvelous growth of the city and its grand and assured future. When one considers the city's advantages of situation, population, climate, municipal improvements, etc., property is very cheap.

The business district is constantly enlarging its boundaries, forced to do so by the steady demand for stores and offices which never seems to be satisfied. One never sees the sign "For Rent" in the business portion of Houston. One never sees a vacant store or office. Men will wait for weeks or months to get an office, having to put up with desk room in the mean time. There are no less than twenty office buildings, either in course of erection, in embryo form in the architects' offices or under contemplation by companies and syndicates, and the offices in them are all bespoken in advance.

It is the same in the residence portion of the city. Hundreds of houses are continually building, but they are all rented before they are completed. In the past year over 2,000 houses have been built and that number will be greatly exceeded in the next twelve months. Every train which rolls into the city brings men and families who have come to stay.

The residence or cottage houses of the city are renting at such prices as to pay 15 to 25 per cent on the investment, and stores from 10 to 15 per cent. Wholesale business property, as a rule, is occupied by renters under long leases and has been held at exceedingly low figures until quite recently. Now it is advancing in common with other property. Retail business property is worth from \$300 to \$1,000.00 a front foot according to location. Residence sites run all the way from \$15 to \$90 a front foot; choice suburban

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property is worth from \$7 to \$25 a front foot; and suburban building sites of 50x100 feet range from \$200 to \$450 a lot.

The cost of building is less here than elsewhere, generally speaking, in the country. Lumber is abundant and cheap and bricks are low priced. The city tax rate is only two per cent. on valuations of a third or half of real values. The state tax is only 90 cents on the hundred dollars. The city gives five years credit on street improvements. Mortgage loans are made at 8 to 12 per cent. on 40 to 75 per cent. of valuations.

Building and loan associations are here and in flourishing condition, and by their means a home can be acquired easily.

Sites for factories, warehouses, etc., with railroad and other shipping facilities, may be obtained reasonably; in fact, much favor is shown to manufacturing enterprises of every character. The price of such sites is regulated, of course, by their location and the advantages offered thereby. The prices at which manufacturing sites are held in Houston, when compared to the prices of sites in larger cities, and even in cities of less size and fewer advantages, are found to be much in Houston's favor. Of course they were cheaper a year ago than they are now, and they are cheaper now than they will be a year hence. That rule applies to all Houston property.

During the past year about \$800,000 have been put in new buildings, and from present indications that sum will be exceeded in the next twelve months.

Residences, costing from \$10,000 to \$30,000 and \$40,000, are being built by the wealthy citizens and the city is putting on a beautiful appearance on some of the principal residence streets. Hundreds of neat little cottages are going up all the time in the outlying portions of the city, and each one has its front garden attached, which in time will add its quota to the perfume of lovely flowers which fills the air. Houston is an immense flower garden for nearly the entire year—from March until January.

Among the more noteworthy buildings now in course of erection in Houston, recently built, or which will be built in the near future, are two enormous breweries, a lumber exchange, new opera house, many large office buildings, new cotton compresses, new cotton oil mills, wholesale business houses, large retail business houses, armory, new school houses, high school, new churches and additions to churches, new railroad depots, etc.

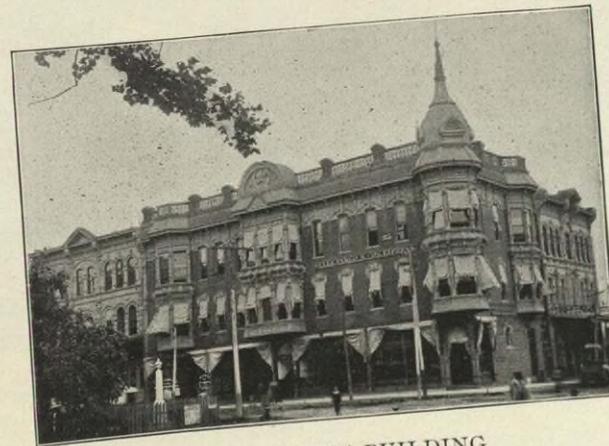
The tendency is to erect larger, higher, handsomer and more substantial buildings than ever before. The architects are full of business and the contractors and builders have all they can do. The mechanics—bricklayers, stonemasons, carpenters and other building trade workers—are never idle. Wages are high and work is steady throughout the year.

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The notable buildings are the Harris County Court House, which cost \$125,000; the Masonic Temple, \$120,000; the Capitol Hotel, \$225,000; the Hutchins House, original cost \$200,000, improvements made lately, \$80,000; the Postoffice, \$90,000; the Cotton Exchange, \$75,000; the City Hall, \$100,000; Grand Central Depot, \$150,000; Opera House, \$100,000; Catholic, Episcopal and Methodist Churches, costing many thousands each, and the cotton oil mills and compresses. There are also many handsome solid business blocks.

Houston Heights, which was without a single building a year ago, is now a bustling, busy suburb and already has many fine buildings, manufactories and residences, with more going up all the time. A half dozen other suburbs are in a like flourishing condition. On every hand the growth, expansion and improvement of Houston are forced upon the attention. The city has increased 12,000 people in the last fifteen months, and they are coming faster and faster.

Come with them and grow with the city's growth.



GIBBS' OFFICE BUILDING



WM. B. KING & CO., WHOLESALE LIQUORS.



Streets and Improvements.

HOUSTON has been forging ahead so rapidly of recent years that she has in a sense, run away from her streets, and they have lagged behind a little, tugging at her skirts, but not quite able to hold her pace. Now, however, they have taken on a sudden spurt, and, with a half a million or more dollars appropriated for the purpose, the streets are being paved in the very best way known to modern urban science. Indeed, for several years past large sums have been expended in this way, and in a short time Houston will be as finely paved as any city in the country. The rich character of the soil of Harris county makes good paving in the city a matter of more than ordinary importance, and the city authorities recognize this fact. Bois d'arc, or, as it is more generally known in other sections, osage orange, cut into blocks, is used to pave some of the streets, and it is an excellent and durable material. The new paving now being put down in a large section of the business portion of the city is of vitrified brick, and with the excellent sub-drainage of rough stone, gravel and cement, no finer material could be found.

The sidewalks are mostly of brick, and, indeed, in hardly a city in the country, excepting Philadelphia, is brick more generally used, both for paving and building purposes, than in Houston.

The sewerage system of Houston is as perfect as in any city in the country. The plan adopted is that known as the combined and separate systems, by which the surface drainage is conducted through open conduits, and the sewerage through vitrified pipe and brick sewers, outside the city limits and into Buffalo bayou. The system was planned and furnished to the city by engineer Kirsted, of Kansas City, who is noted in his special line of engineering.

The system underlies twenty-four miles of streets and several miles more are now under contract and nearing completion. Over \$175,000 has been spent in sewer construction in the past eighteen months.

But the greatest public improvement which Houston has known is that carried out at an enormous expenditure of capital by the Houston Street Railway Company, which has given the city the best equipped lines of electric cars in the South, and a street railway system second to none in the world. The total mileage is over forty miles, and the trolley system is used. In every part of the city handsome cars of the latest and

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most approved design are constantly skimming over the rails, impelled by the invisible electric force generated in the company's power plant.

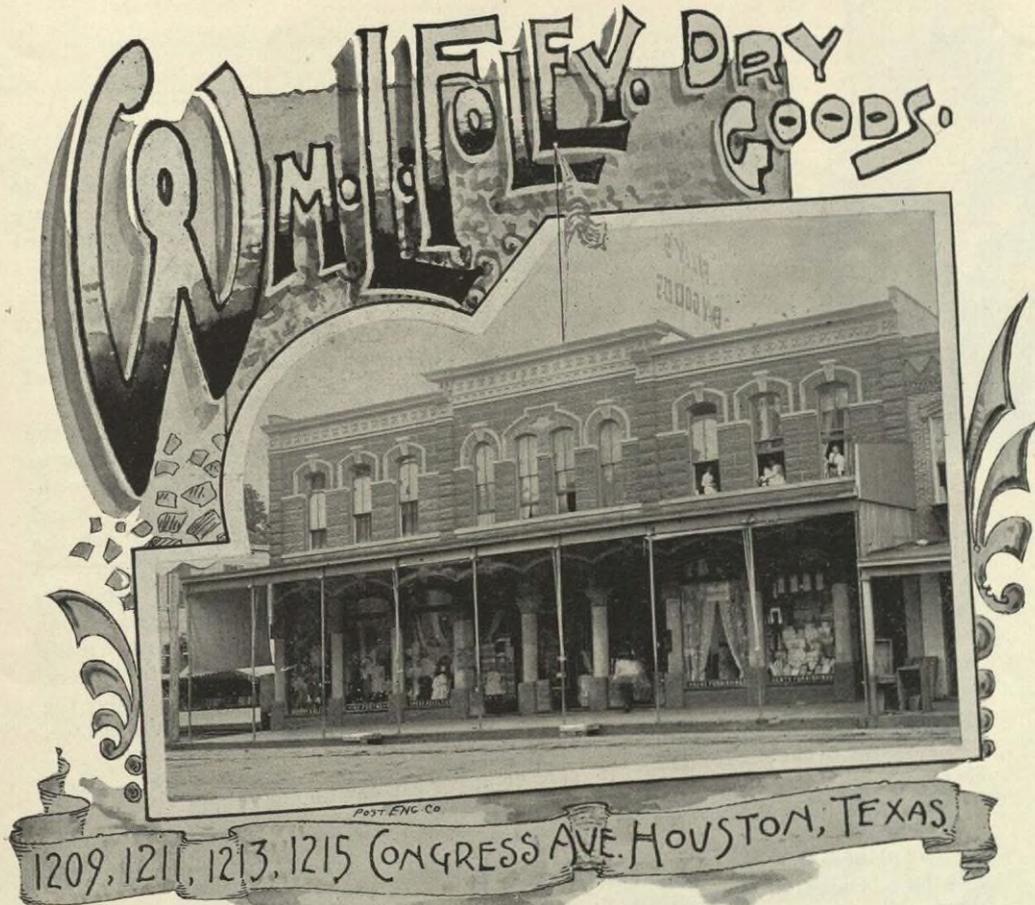
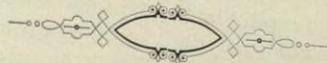
Less than two years ago the cars were drawn by mules; today there is not a street car which is not run by electric power. The company owns and operates the following lines, which are all consolidated in one general system: Congress and Preston Avenues and Main St.; Fannin, Travis and Main St; Liberty Avenue and Market House; Glenwood and Houston Heights; Montgomery Avenue; Louisiana and Main Sts.; San Felipe and Milam; La Branch, Caroline and Main Streets; Aransas Pass Depot and Third Ward; Houston Avenue and First Ward; Franklin Avenue and Main Street; and the Bruner Addition in connection with the Glenwood and Houston Heights line.

So admirably has the system been devised that the tracks pass through every portion of the city—by the hotels, the postoffice, court house, opera house, all the depots, all the lodge rooms, market house, city hall, all the churches and all the places of amusement.

The machinery in the power plant is of the best and latest design and no expense has been spared to make it complete and in every way adequate for its use. The plant consists of two twin compound Reynolds-Corliss engines, furnishing 540 horse power, two Edison generators, two Thompson-Houston generators, giving a combined electric power of 360,000 kilowatts, equal to 500 horse power, and three Babcock and Wilcox boilers, together with the pumps, purifiers, condensers and other machinery necessary for such a large system.

The officers of the company are: C. S. Montgomery, president; H. F. McGregor, vice president and general manager; C. A. McKinney, secretary and treasurer; Fred. Mundes, superintendent. The directors are: C. S. Montgomery, H. F. McGregor, O. M. Carter, T. W. House, W. D. Cleveland, D. D. Cooley and C. A. McKinney.

Nothing so stimulates the growth of a city as good and sufficient street transportation facilities, and Houston's progress is materially assisted by hers. Buildings are constantly going up along the lines of street railways as fast as they can be erected; still the demand for them is ever in advance of the construction. Vacant houses, stores or offices are unknown in Houston. The sign "For Rent" never stays long on any building. What other Southern city can show such a proof of prosperity as this?





Manufactures and Semi-Public Enterprises.

It is not possible within the limits of the necessarily brief articles in this book to do more than barely touch upon Houston's manufactures. To do them full justice would require a volume much larger than this. A bare mention of some of those in which the public are more or less concerned is all that need be attempted.

The water supply of Houston is more than sufficient for a city of three times her size. The water works are the best in the state; they are owned and controlled by the Houston Water Works Company, which was organized in 1878. The company has a paid-in capital of \$600,000 which is invested in the plant and mains.

The water works are situated on the banks of Buffalo bayou, but the water is obtained from artesian wells, twenty in number, and ranging in depth from 200 to 850 feet. The water is clear, sparkling, pure and healthful. The domestic pressure is from forty-five to fifty pounds. The stand pipe is thirty feet in diameter and 150 feet high; is of steel plate, and is considered the finest stand pipe in America. The company lately put in new pumps which increased the capacity of the works from 8,000,000 gallons a day to 18,000,000. There are 50 miles of mains and more are being built constantly. The city uses only about 5,000,000 gallons a day, but so rapid has been her growth in the past few years that the company has made ready for her future as well as her present needs. The very latest improved boilers, pumps and machinery have been put in at enormous cost and the works are today the finest in every particular in the southwest. About ten miles of mains were built in 1892, and perhaps double that amount will be laid in 1893.

The Houston Gas Light Co. is a flourishing corporation. Its capital stock is \$200,000, invested in the plant and mains. The company has now an annual out-put of about 35,000,000 cubic feet of gas. Coal gas is used and the coal is imported from Pennsylvania and Alabama, by barges, through Buffalo Bayou. The company deals largely in coal tar, coal and coke.

The plant is the largest and finest in the state of Texas. The retort house is furnished with four benches of six retorts each, and has a capacity of 250,000 feet in twenty-four hours. The condenser and scrubber is new and of the latest design and have a capacity of 300,000 feet in twenty-four hours. There are two gasometers with a combined capacity of 250,000 feet. The company also uses Connelly's automatic street governor, which

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increases the daily output to 500,000 feet. In addition to this, there are the tar extractors, purifiers and all the necessary machinery for a complete coal gas plant.

T. W. House is president of the company; T. H. Scanlon, vice-president; J. J. McKeever, treasurer and secretary, and John H. Fitzgerald, superintendent. As in all other things indicative of Houston's rapid advancement, the business of the gas company shows a steady yearly increase, and this, too, when such a largenumber of private houses, and all hotels and public buildings, stores and streets are illuminated by electricity.

The breweries of Houston are destined to become famous throughout the southwest. The Anheuser-Busch Brewing Association, of St. Louis, has, in course of erection, a brewery, (the American) to cost, with the ice plant in connection therewith, \$300,000. The Houston Ice and Brewery Company, have recently erected a brewery (the Magnolia) at a cost of \$250,000, and are doing a good and increasing business.

The cotton-seed oil mills of Houston are the largest in the country, and combine to make Houston the largest manufacturer of cotton seed products in the world. The National Cotton Oil Company furnish employment to 225 hands and consume about 400 tons of seed daily, turning out in the same time about 13,000 to 15,000 gallons of oil. The weekly pay roll of these mills is about \$2,500. Last season they worked 60,000 tons of cotton seed and produced about 3,000,000 gallons of oil and nearly 20,000 tons of cotton seed oil cake.

The Southern Oil Mills crush annually about 45,000 tons of seed and have an annual output of 34,000 barrels of oil; 16,000 tons of cotton seed meal and cake, and 3,000 bales of lint saved from the seed. The mill crushes about 300 tons of seed daily and has a weekly pay roll of \$2,000.

The Merchants' and Planters' Oil Mills have a crushing capacity of 135 tons a day and use over 20,000 tons of seed in the year. Their weekly pay-roll is about \$800.

The Consumers Cotton Oil Mill, just completed, has a capacity of 300 tons of seed per day.

In addition to these four oil mills, Houston has a new oil refinery of large capacity, just completed and ready for business.

The cotton compresses of the city form one of the most important of its business features. Four large compresses, i. e. "Bayou City," "Inman," "International" and "Peoples" have been working steadily for years and this year two more are added to them, the largest of all. The first, erected by the Union Compress Company, and the Inman Compress Company, both of this city. It is on the banks of Buffalo bayou, with fifteen feet of water at its wharves, and its capacity will be about 1,000 bales a day. It has a storage capacity under its sheds of about 7,500 bales a day. The second, erected

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by Wm. D. Cleveland, on Buffalo bayou, with like capacity. The other compresses handle about the same amount of cotton and have an equal storage capacity. The compresses employ about 500 hands.

There has been a great deal of investigation by eastern capitalists of Houston's advantages as a site for cotton mills, and they will doubtless result in the near future in the erection of extensive works here.

The largest iron mills in Houston are those of the railroad companies, but there are also several others doing a good business, employing in the rolling-mill, car wheel works, stove foundry and machine shop about 200 men, and having an annual output of about half a million a year. The three shops of the Southern Pacific, Houston & Texas Central and Houston, East and West Texas roads employ about 1,500 hands, and in the employ of all the transportation companies in Houston are upwards of 3,000 men who earn and use in Houston nearly \$2,500,000 a year.

The six planing mills of Houston have an annual output of over \$1,500,000.

The Electric Light Works are fully equipped with the finest machinery.

Among other manufactories of Houston may be mentioned the four artesian ice factories, several sash, door and blind factories, barrell factories, steam sausage factories, broom factories, candy factories. Large creosoting works, moss collar, bagging and cordage and six brick and tile factories and dozens of smaller factories—all doing well.

As Houston is located in the sugar bowl of Texas, it is merely a matter of a little time before sugar refineries will be in active operation here. Already New Orleans and other capitalists are investigating the advantages of the city for this purpose. The erection of rice mills are also favorably spoken of.

The manufacturing establishments and industrial concerns of the city now number 178, employing upwards of 6,000 hands, using a capital of \$4,000,000, consuming raw material annually, valued at about \$5,000,000, paying out in wages nearly \$3,000,000, and turning out products of between \$8,000,000 and \$10,000,000.

These are big figures, but each year sees them rapidly increase, and naturally so.

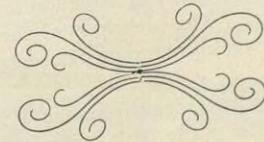
With more than a dozen railroads bringing into this market immense supplies of raw material in shape of lumber, cotton, cotton seed, sugar, wool, hides, grain and other staples, besides the finest of iron, it is but a matter of cause and effect for Houston to become a great manufacturing point. The cheap fuel, constantly increasing population, steady inpour of capital, and the atmosphere of alertness and enterprise everywhere manifest, are indications which he who runs may read.

Before leaving this subject it is proper to mention the wonderful progress and energy displayed by the Omaha and South Texas Land Company in fostering manufacturing

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enterprises at their suburb of Houston Heights. In July, 1892, the site of Houston Heights was covered with trees, with no sign of a habitation or building of any kind on the ground. Now the following manufacturing concerns are either in active operation or are erecting their buildings and putting in their plants as rapidly as the work can be done: Saw mill, in operation, capacity 20,000 feet a day; art glass manufactory, in successful operation; electric light and water power house, in course of construction; car works, Houston Car Co., capital \$400,000, capacity, twenty-eight cars a day, nearing completion; Houston Brick & Tile Co., capital \$30,000, in full operation; General Electric Co., capital \$30,000, for the manufacture of electrical specialties, nearing completion; mattress factory, capital \$30,000, in operation; A. J. Wheeler Furniture Company, capital \$100,000, capacity 600 chamber suits per month, in addition to other lines of furniture, will be in operation shortly; Omaha Basket Factory, capital \$50,000, in operation; Consumers' Oil Co. mill, capital \$500,000, for making cotton seed oil, in course of construction; planing mill, sash and door factory, now nearly completed, and the Houston Heights Stave and Spoke Company, capital \$50,000, building being erected.

That is what Houston has done in one suburb in less than a year. Comment is superfluous.



Clearing House and Banks.



HERE are eight flourishing banks in Houston. Five of them have national charters, one a state charter and two are private banks.

The national banks are the Commercial National, the South Texas National, the Planters' and Mechanics' National, the First National and the Houston National. The Houston Land and Trust Co. has a state charter, and the private banks are those of T. W. House and Sweeny & Coombs.

The oldest bank in the city is the First National, organized in 1865. It also does the largest business. The Commercial National was established seven years ago, the Houston National four years ago, and the other three in 1890. The five national banks had, on March 6th of this year, (1893) an aggregate capital and surplus of \$1,822,000. Their aggregate deposits at the same time were \$3,779,999; their loans and discounts \$3,105,000; their cash items \$2,237,000; and total resources \$5,827,000.

The grand total of capital employed by all the banks of Houston is estimated by Mr. Raphael, manager of the clearing house, at \$5,750,000. He estimates the grand total of deposits at \$4,700,000 and the grand total of resources at \$6,500,000.

The total of the capital employed by private parties, agencies, capitalists and others for banking, note-broking, loans, etc., outside of the regular banking channel, is about \$3,000,000.

The membership of the Clearing House of Houston is composed of the five national banks and the firm of T. W. House. The clearings of these six institutions for the last year, (1892) were \$225,644, 297, a weekly average of nearly four and one-half millions of dollars for the year.

This is a remarkable showing for a city the size of Houston. Indeed such an array of figures would be pointed to with pardonable pride by some of the foremost cities of the country—cities of two or three times the population of the Texas metropolis,—They at once place Houston alongside of such cities as Kansas City, Denver, Louisville, St. Paul, Minneapolis and Omaha, any of whose population is greater than hers. And this enormous banking business is not the result of any boom or inflation. It is honest, and is rested upon a firm and solid foundation. It is based upon the trade in cotton, lumber, cattle and jobbing transactions; in it is represented the pay rolls of the thriving manufacturing interests and the many industrial enterprises of all kinds. Such was the record in 1892; but so greatly has the city's business increased since then, that a

comparison, week by week, already shows an average increase over the corresponding weeks of last year of from forty to seventy-two per cent., so that a conservative estimate for 1893 would place Houston's clearings for this year at a sum not short of \$330,000,000.

In this connection the following, taken from the *Houston Post* of March 19, 1893, will be of interest:

"Never in the history of this city have the local bank statements been as large and strong as was shown at the last call of the comptroller under date of March 6."

"The banks are the commercial arteries of a town, and their healthfulness and strength most strikingly and fittingly indicate the local commercial prosperity.

"Viewed in this light, *Houston today surpasses all other towns in the United States in healthful growth and prosperous conditions.* The five national banks here show a deposit line of \$3,779,000. They show cash in vaults of \$1,653,000, and cash due from other banks of \$583,000, or a total reserve of \$2,237,000, being 60 per cent. of their deposits. Their loans amount to \$3,105,000 against a capital stock of \$1,400,000 and a surplus and profits of \$494,000. The surplus reserve which they show above legal requirements amounts to \$1,770,000, or more than one-third as much as the entire surplus reserve of the great associated banks of New York City on March 10, 1893.

"These are indisputable facts, and the *Post* not only invites attention to them, but challenges any city of similar size in the world to show as strong and solvent and at the same time as prosperous condition of its banks.

"It is to be noted, too, that this statement does not include the large T. W. House private bank, but covers only the published national bank statements. These facts speak volumes, not only for the financial supremacy and solidity of Houston, but demonstrate more than words can tell the general prosperity and rapid growth of the city."

And this from the same source:
 "Note again Houston's Bank clearings for the past week, showing an increase of 66.07 per cent. over the corresponding week of 1892—an increase far exceeding that of any other city in the United States."

Too much stress cannot be laid on the importance of these indisputable figures as showing the wonderful prosperity of this foremost of southwestern cities; and the following official figures, showing the clearances of 1892 by months, as furnished by manager E. Raphael, should be studied with interest by all whose faces are turned towards Houston.

January, \$17,739,030; February, \$16,008,654; March, \$15,699,589; April, \$14,919,262; May, \$12,336,604; June, \$10,949,262; July, \$9,809,921; August, \$13,944,830; September, \$21,755,661; October, \$28,950,106; November, \$31,542,687; December, \$31,988,688.

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The private banks of the city are in no way behind the others, and that of T. W. House is particularly noteworthy for its substantial character.

The private banks charge from eight to ten per cent. for loans on real property, and the usual rate for first-class discounts is eight per cent. Interest at eight per cent is the usual rate for short loans, and for long ones, nine and ten. New York exchange is from an eighth to a quarter, and on Chicago and other large western cities from an eighth to three eighths.

Some description of the banks, taken individually, is here given :

The First National Bank has \$100,000 capital, and on March 6, 1893, had a surplus of \$325,000, and \$21,918 of undivided profits besides. Its deposits at that time were \$1,368,695; its loans and discounts, \$800,577, and its total resources \$2,155,153. A. P. Root is its president, O. L. Cochran, vice president, and W. H. Palmer, cashier. Its directors are M. E. Roberts, August Bering, O. L. Cochran, A. P. Root and W. H. Palmer.

The Commercial National Bank has a capital of \$200,000, and on March 6, 1893, had a surplus of \$27,000, and its undivided profits were \$11,800. Its total resources at that time were \$909,005, included in which were \$502,224 of loans and discounts, \$50,000 in United States Bonds, the Bank's premises and fixtures, valued at \$50,000, the sum of \$87,863 due from other financial institutions, and \$202,701 in cash. Its deposits were \$629,117. W. B. Chew is its president, Judge E. P. Hill vice president, A. R. Giraud cashier. Its directors are Messrs. Chew, Hill, P. K. Ewing, Conrad Bering, Adam Clay, Dr. D. F. Stuart and Wm. M. Read.

The South Texas National Bank was organized in 1889. It has a paid up capital of \$500,000. Its statement of March 6th last showed its total resources to be \$1,407,718; the bulk of them \$948,949, loans and discounts, and of the remainder, \$389,196, cash and sight exchange. Its deposits at the same time were \$802,474. Its surplus fund was \$40,000 and its undivided profits \$20,003. M. T. Jones is president, Charles Dillingham vice president, H. B. Sanborn second vice president, J. E. McAshan cashier. The directors are the above named gentlemen, together with O. T. Holt, H. F. MacGregor, Henry Brashear, Sam Allen and C. Lombardi. The assistant cashier is Ennis Cargill.

The Planters' and Mechanics' National Bank was organized in 1884, with a capital stock, paid in, of \$500,000. The bank began business November 13, 1890. At the end of a month it had deposits of over \$107,000, and its loans and discounts were \$441,649. On March 1, 1891, it was designated a United States depository and financial agent of the government. On March 6, 1893, the total resources of the Bank were \$1,005,595; its loans and discounts were \$616,920; its cash, United States bonds and sight exchange were

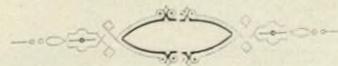
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\$338,865; its surplus and undivided profits were \$32,955, and the deposits with it were \$425,436. Its president is James A. Patton; Dr. T. J. Boyles is first vice president, R. B. Morris second vice president, O. C. Drew cashier. In addition to these gentlemen the directors are F. Halff, George A. Race, Louis Tuffly, E. L. Coombs, H. Prince and John H. Kirby.

The Houston National Bank had at the time of its statement of March 6, 1893, total resources of \$350,450. Its loans and discounts were \$177,329. It had a surplus of \$10,000 and undivided profits of \$3,334. Its deposits were \$199,080. Henry S. Fox is its president, Jos. F. Meyer is vice president, N. C. Munger is cashier. Besides the above the directors are James A. Baker, jr., H. C. House, H. M. Curtin and W. L. Foley.

The Houston Land and Trust Co., which has its office at the corner of Main and Franklin streets, was organized in 1874. Its subscribed capital is \$250,000, of which \$230,000 has been paid in. The authorized capital is \$500,000. Its main business is in making loans on real estate, and it has been very successfully managed by the following officers: W. M. Mitchell, president; F. Halff, vice president; Rufus C. secretary; H. F. Ring, attorney, and E. L. Dennis, general manager. The directors are W. M. Mitchell, F. Halff, J. M. Cotton, George F. Arnold, James McGee and C. Lombardi.

T. W. House, banker, is a name which has stood as a synonym for solidity and sterling integrity for more than a half century. The house was established fifty-five years ago and has done a prosperous and constantly increasing business ever since. Its founder is dead, but the business is carried on by his sons, T. W. Jr., J. B. H. and E. M. House. The senior principal is actively engaged in pushing many of Houston's best interests, and is either president or in the directory of a dozen or more large concerns.



Frankie Hite



Houston's Pretty Girls.

O turn from the labors of the statistician and plunge headlong into the subject of feminine loveliness is something in the nature of sliding off an iceberg into the waters of a tropical sea. It is a sudden transition, and it is with a good deal of trepidation that the writer makes the venture, knowing the truth of the line:

"Fools rush in where angels fear to tread."

It requires, indeed, a facile pen, a dainty touch, a poet's choice of words to describe the beauty of the maidens and matrons of this fair city of the South. Commerce, finance, railroads may be treated in a cold-blooded, matter-of-fact way and ample justice done them, but it is quite another matter to attempt to "paint the lily; to throw a perfume on the violet."



How may one give a true picture of a beautiful bouquet save by painting with exquisite touch each dainty blossom which helps to form the whole? How may one, in general terms, hope to convey to the distant reader's mind a true conception of Houston's bouquet of feminine loveliness, save by delicately tracing each fair human flower that is a component part of its beauty? To do this would be an endless albeit a most pleasing task, for Houston's types of beautiful women are numberless.

Here you will find the tall and stately girl, with well-poised, aristocratic head, crowned with a wealth of sun-kissed golden hair; eyes blue and full of depth as an Italian or a Texas sky; a mouth indictative of character, rather than of passion; a chin moulded in perfect symmetry, and yet holding in its lines resolution rather than tenderness; a complexion more akin to the purity of the lily than the warm tint of the rose; a forehead broad, white and placid—in short, a Juno rather than a Venus; grandly beautiful in her hauteur and reserve; a woman to be revered rather than adored.

Here, in strange contrast, will you find the petite maid with roguish, laughing face, all smiles and dimples, all innocence and sweetness. Her eyes are full of ever-bubbling happiness which comes of her surroundings of sunshine, pure air and healthful living. There is a faint tinge of olive in her rounded, youthful cheeks which contrasts yet blends exquisitely with the crimson of her blushes. Her soft brown eyes of marvelous beauty flash with delicious sauciness for one brief moment ere they are hidden by the silken tangle of her lashes. Her lips part in a smile, and their parting shows a glimpse of such fine, white, even teeth that involuntarily, the time-worn simile of a "row of pearls"

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comes into the observer's mind and has a truer meaning than ever it had before. The little god of love, (who, by the way, is always most seasonably clad in only his wings and bow and arrows in this sunny land,) hovers about her—his laughing sweetheart, and with caressing fingers plays with the little stray curls which so rebelliously escape from the confinement where Dame Fashion's stern decree would keep them. And the little maiden smiles her way into the heart of some favored cavalier, and if he be brave and gentle and "every inch a man," as he should be, the smile will never leave her lips, but will take on a whole world of new sweetness and tenderness and beauty as the years glide gently by her.

Here, too, will you find the dainty little maid of French or Italian descent and gentle Southern breeding. Of her race the men were ever brave, the women fair. Small and exquisitely formed—showing her patrician lineage in her delicate, slender hands and feet, her shell-like tiny ears, she still has something very human and very winning and very lovable about her. The proud old name which she bears is a part of her very religion, but the strain of that French or Italian blood which pulses through her veins has warmth in it, it makes of her cheeks a battle ground for a new "war of the roses;" it gives to her deep gray eyes—eyes which passion will turn to a velvety blackness, eyes in which her soul stands revealed in all its wondrous purity and beauty.

She can be cold and reserved as a Vere de Vere—and as cruel—upon occasion, but winsome and maddeningly coquettish as any spoiled darling to those who know her well, and who, perforce, must love her. She is womanly-wise, womanly-proud, and yet a very baby, too. Impulsive ever—imperious, tender, loving, by turns, but always fascinating in her dainty loveliness and innocence, she holds in captive chains a host of adorers, though but to one is ever given the right to do aught but stand afar off and worship at her shrine.

She is indeed the fairest of the flowers of the South, and her perfection must ever linger in the memory of those who have known her, like the faint, sweet perfume of distilled rose leaves round the shattered vase.

And here come trooping many, many girls, all clamoring by their right of beauty for a place in the bouquet. They are of every type, of every style and form of loveliness. Girls, girls, girls! as far as the eye can see! The sober statistician finds himself suddenly surrounded by scores and hundreds of sweetest girl-faces, and his pen falters and hesitates in his unsteady hand. And their eyes of blue and brown and black and grey. Laughing eyes, teasing eyes, pleading eyes, mischievous eyes, rebuking eyes, scornful eyes, eyes of gentle entreaty, eyes flashing with indignation, sunny eyes and eyes with a storm cloud gathering in their depths—turn where he will, those eyes of the girls he can

THE CITY OF HOUSTON.

not describe in one short chapter are ever meeting his embarrassed gaze. There is but one thing to do, one avenue of escape—he will climb back again upon the chilly iceberg of statistics and leave the languorous luxury of the summer sea, with its fair sirens, to abler pens than his.

But ere he goes he will remind the reader that in a preceding chapter much stress was laid upon the purpose of this book to deal exclusively in facts, and he, keeping this always in view, will state here that no fact by figures reinforced is more absolutely true than this brief tribute to some of Houston's pretty girls. God bless them every one!



Mrs Ella Hutchins Stewart - 544701

Houston Real Estate.



WRITING about Houston and Harris County real estate, it is in simple justice that something must be said whereby one can judge in a practical way, just how it has advanced, not by spurts, but steadily, on a solid basis of improvement, which at once precludes the possibility of present values declining, but on the contrary, being sustained and advancing more rapidly during the next five years than during the past ten years.

In 1883 the late Hon. Wm. R. Baker sold lands in ten acre tracts, three miles west of the court house for \$25 per acre, today these lands are bringing \$150 to \$200 per acre. In 1884, J. E. Foster purchased block 308 on south side for \$1200. He sold to Jacob Hornberger for \$2000 who sold it out for \$250 to \$500 per lot. If vacant, the block would now sell for at least \$10,000. In 1885 lots in blocks 441 and 442, Baker's addition, north side, sold for \$200 on long time, today \$600, usual terms, are paid for lots near by (441 and 442 being occupied). In 1886, block 359, south side sold out at \$500 per quarter (3 lots) which now sell at \$2000 per quarter.

In 1887, 43½ acres known as Little addition or Jourdeville, (just north of the Southern Pacific shops) was bought by Little for \$3,500. He platted and sold out at about \$500 per acre, lots there now sell at the rate of \$800 to \$1,200 per acre. In 1887, the Southern Cotton Oil Co. bought 34 acres (on which their plant is located) for \$160 per acre, lands thereabouts are now selling at the rate of \$1,200 to \$1,500 per acre. In 1888 Magnolia addition, a tract of 31 acres, west of city, sold for \$100 per acre; there are over 250 lots in the addition, now selling at from \$75 to \$150 per lot. In 1889, block 432, south side, sold for \$900, since that time it has changed hands four times—the last time it sold for \$3,250. In 1888 and 1889, blocks of ten lots in Baker's addition, south, sold for \$300 to \$400 each, the last sales there were at \$2,000 and \$2500 per block.

In 1889, block 284, south side, sold for \$180 per lot, now selling at \$500 to \$600. In 1890, two lots, corner of Congress avenue and Broadway, sold for \$3000, sold again at \$6500—and the present owner has refused \$8,500 for them. In 1890, two and a half lots, corner Congress avenue and Crawford street, sold for \$5000, present owner has refused \$10,000.

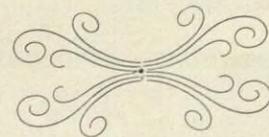
In 1891, block 29, ten acres, Holman survey, was purchased for \$15,000 and is now selling for \$500 per lot (64 lots in the ten acres). In 1892, Fifth Ward Place was purchased at about \$800 per acre, and is now selling at about \$1,200 per acre.

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A book could be filled with just such examples as the foregoing, to say nothing of the phenomenal advances that could be shown in many instances, such as lot 18 (10 acres) Holman survey, south side, sold in 1883 for \$1,500, there are 64 lots that are now selling at \$500 to \$600 per lot, or about \$35,000 value for the ten acres.

Many instances could be cited, whereby the advancement of Harris county land would be proven, but suffice it to say that ten years ago very little was known of the productive-ness of these lands. Since that time, however values have gradually increased from \$1 to \$3 per acre in 1883 to \$8 and \$12 per acre in 1893; in many cases the increase has been from \$1 to \$20 per acre—and today Harris county offers better values in farming lands than can be had for the same money elsewhere.

The foregoing memo is furnished by Wm. W. Thomas of Wm. W. Thomas & Co., real estate agents, he being thoroughly posted on all matters relating to city and county real estate, having sold real estate in Houston and Harris county since he was fourteen years old. He has drawn and published the only pocket map of Houston ever issued. Nearly 500,000 copies of this map, with facts and figures about Houston, have been printed and distributed throughout the United states, an evidence of his untiring energy in assisting to build up Houston and let the world know that she is the Hub City of Texas.





The Cotton Market.



ING cotton's domains are broad and his power is far-reaching. He holds undisputed sway over an enormous territory, and Houston is his capital city. Texas leads all the other states in the production of cotton. Not only that, but she produces a quarter of all the cotton raised in the United States. Most of this cotton crop is grown in the state, and Houston is the principal market for it, handling the lion's share.

This trade has grown so rapidly that Houston has become the leading market for the purchase of cotton in the United States, next to New Orleans. The concentration of the many railroads, her superior compress advantages, her unrivalled shipping facilities by rail or by water at the lowest competitive rates, her large banking capital, and above all, the superior staple and fiber, and all that goes to make up the most desirable cotton for the spinner, have brought together buyers upon the floor of her cotton exchange representing every manufacturing market in this country and in Europe.

The Houston Cotton Exchange and Board of Trade was organized in 1874 and chartered in 1877.

To give a proper idea of the extent of the cotton business of Houston and of its rapid growth, figures from the official record of the Cotton Exchange, showing the net and gross receipts for past years, are given. In the season of 1876-77 the net receipts were 41,221 bales. In 1886-87 they amounted to 209,020 bales. In 1891-92 they had advanced to 434,317 bales. For the season 1892-93 they were 465,487.

Here are figures on the gross receipts from the season 1884-5 up to 1892-3 as furnished by G. W. Kidd; who has been secretary of the Cotton Exchange since its inception.

Gross receipts, season of 1883-85	408,434	bales.
" " " " 1887-88	641,159	"
" " " " 1889-90	794,601	"
" " " " 1891-92	1,135,872	"
" " " " 1892-93	1,119,282	"

It took upwards of \$25,000,000 to handle the cotton last year in Houston, which shows the importance of this market from a financial view.

The only problem that has confronted Houston is how to build houses fast enough to accommodate the people who are flocking to her from every quarter, and to keep up her

THE CITY OF HOUSTON.

facilities for handling cotton as fast as receipts increase; but this last is now fairly solved. It will not be many years before cotton mills will be established in this favored region, and the problem which now faces the half-starved cotton spinner of the north when a cold and seemingly endless winter confronts his slender pocket-book will be solved under the blue skies and balmy climate of southern Texas.

In other chapters the cotton compresses, cotton-seed-oil mills and the transportation facilities of Houston are treated at length, and it is unnecessary to add more here upon the subject.

Houston has forged steadily ahead until she has passed all her cotton rivals save New Orleans.

Great is King Cotton and Houston is his prophet!



H. HENKE & CO., GROCERY.



Churches and Charities.

HOUSTON is the "City of Churches" of Texas. Nowhere in the great state is so much attention given to matters of religion as in the busy metropolis. Nowhere are the churches so well filled Sunday after Sunday, the year round. Counting all sects and denominations, there are in Houston no less than forty-eight churches and meeting houses devoted to religious worship. This is a remarkable showing for a city of Houston's size, and would reflect credit on one of double the number of her inhabitants. The following list shows how they are divided among the dif-

erent denominations:

Catholic—Church of Annunciation, Rev. Father Thomas Hennesy, pastor; Sacred Heart Church, Rev. Father P. M. Simoni, pastor; St. Joseph's Chapel, Rev. Father Thomas Hennesy, chaplain. St. Joseph's Church and St. Patrick's Church.

Episcopal—Christ Church, Rev. R. C. Aves, rector; St. John's Mission of Christ Church; St. Mary's Church, Rev. H. P. Vicborn, rector.

Baptist—First Baptist Church, Rev. E. L. Lamkin, pastor; German Baptist Church, Rev. F. Heisig, pastor; Second Baptist Church, Rev. G. W. Pickett, pastor; Third Baptist Church, Rev. M. W. Smalley, pastor.

Methodist—First German M. E. Church, South, Rev. Peter H. Hensch, pastor; Houston Tabernacle M. E. Church, South, Rev. John E. Green, pastor; McKee Street M. E. Church, South, Rev. D. H. Hotchkiss, pastor; Mission German M. E. Church, South, Rev. G. Muller, pastor; Preston Avenue German M. E. Church, Rev. Jacob Ott, pastor; Shearn Memorial M. E. Church, South, Rev. G. C. Rankin, pastor; Washington Street M. E. Church, South, Rev. J. R. Morris, pastor; Zion M. E. Church, Rev. Jacob Ott, pastor.

Presbyterian—First Presbyterian Church, Rev. Leavell, D. D., stated supply; Hardy Street Mission Presbyterian Church, Rev. Jas. G. Tanner, stated supply; Lubbock Street Presbyterian Church, Rev. R. H. Byers, pastor; Second Presbyterian Church, Rev. J. G. Tanner, pastor.

Christian—Capitol Street Christian Church, Rev. J. C. Mason, pastor.

Congregational—Shearn St. Mission Congregational Church, E. W. Brown, lecturer.

Hebrew—Temple Beth Israel, Wolf Willner, Rabbi.

Lutheran—First German Evangelical Church, Rev. Wm. Hackman, pastor; German Evangelical Church, Rev. J. Barthel, pastor.

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Colored denominations—Antioch Missionary Baptist Church, Bethel Missionary Baptist Church, Boynton Chapel M. E. Church, Brown's Chapel A. M. E. Church, Camp Zion Baptist Church, Damasas Baptist Church, Good Hope Missionary Baptist Church, Jerusalem Missionary Baptist Church, Jordon Grove Missionary Baptist Church, Mount Pleasant Baptist Church, Mount Vernon M. E. Church, Mount Zion Missionary Baptist Church, Pleasant Grove Baptist Church, Sloan Street M. E. Church, St. James M. E. Church, St. Paul's A. M. E. Church, Trinity M. E. Church, Watts' Chapel, Fourth Missionary Baptist Church, Wesley Chapel A. M. E. Church.

Sunday schools are connected with nearly all of the churches and they are all well attended.

There are of church organizations and societies thirty-six, having a total membership of about 1,600, and five Hebrew organizations having a membership of 350. Many of these are charitable organizations and do much missionary work.

There is a Womans' Exchange and Employment Bureau organized by Houston ladies, and run in the interest of working girls and those girls and women who come to the city looking for employment.

Liberal contributions are made by the people of Houston for the support of Faith Home, and education of the orphans and the relief of the indigent. Harris County provides a hospital, and there are several private infirmaries, chief among them being St. Joseph's, conducted by the Catholic sisters of charity.

The Young Mens' Christian Association was organized in 1886, and has a fine gymnasium in the building on Main Street, and reading and lecture rooms, besides a library of about 2,000 volumes.

The people of Houston are always ready to respond liberally to any charitable object and their record is one of which to be proud.



Postal Business of Houston.



THE remarkably rapid increase of the business done at the Houston postoffice is perhaps as good an indication of the growth of the city in late years as anything could be.

The figures, as furnished by Postmaster Race, show that the increase of receipts from the sale of stamps, envelopes, etc., was over ninety per cent. from 1886 to 1892. The increase of 1890 over 1889 was over 16 per cent.; that of 1891 over 1890 was between 7 and 8 per cent. and that of 1892 over 1891 was more than 15 per cent. The indications so far for this year indicate that 1893 will show an increase of about 20 per cent. There has been a still greater increase in the amount of mail handled in the office.

Houston is the distributing point for about 1000 postoffices. It receives large sums of money during the year from these points. Its own money order receipts amount to about a quarter of a million dollars a year, and its disbursements to about \$350,000 for the same period.

The following comparative statement of the business of the Houston postoffice, as furnished by postmaster Race, will show better than anything else can how rapidly the business has increased of late years—and this means a corresponding increase in the general business of the city.

Gross revenue (sale of stamps, envelopes, etc.)	1886	\$32,876.51
" " " " " "	1887	35,064.09
" " " " " "	1888	38,086.02
" " " " " "	1889	43,856.18
" " " " " "	1890	50,883.41
" " " " " "	1891	54,530.80
" " " " " "	1892	62,773.48
Deposits, (postal funds received from other postmasters,)	1886	53,977.32
" " " " " "	1887	68,562.04
" " " " " "	1888	74,649.80
" " " " " "	1889	74,349.51
" " " " " "	1890	80,488.17
" " " " " "	1891	88,687.95
" " " " " "	1892	82,783.67

The postoffice building, completed in 1890, is a handsome structure, costing \$90,000; but is already too small for the amount of business done in it, and must be replaced by a larger one before long. Geo. A. Race is postmaster and F. A. Schaeffer is assistant.

Educational Facilities.



THE Educational advantages which may be found in Houston are fully abreast with those of other Texas cities, which is saying much. No state in the Union has made such provision for schools as has Texas.

Her school fund amounts to the enormous sum of one hundred millions of dollars! Out of this fund, which is partly in lands and partly invested in approved securities, the public schools of the state are supported. Houston, however, has gone further, and every year adds to her pro rata share of the fund for the purpose of educating the children within her limits.

There are now (October, 1893) thirteen public schools in the city and over 9,000 children within the scolastic age—from 8 to 18 years old. They are divided as follows according to the last report:

White, male children, 2,091; white, female, 2,037; total white children; 5,128.

Colored male children, 1,461; colored female children, 1,483; total colored children, 3,944.

The school buildings are of a superior character and admirably adapted to their purpose. In addition to the list which follows, six new brick schoolhouses, costing from \$20,000 to \$30,000 each have lately been erected or are in course of construction and the bonds for their cost have been issued and sold.

A high school to cost \$80,000 will be built this year, and when it is completed Houston will be as fully equipped in her educational facilities as any city of her population in the entire south, and will be far ahead of some whose number of inhabitants is much greater than hers. The following schools are for the accommodation of white pupils:

- Clopper Institute, seven rooms, 204 sittings, \$42,000.
 - Hamilton street, six rooms, 317 sittings, \$13,250.
 - Elysian street, four rooms, 225 sittings, \$10,700.
 - Longfellow, six rooms, 336 sittings, \$14,490.
 - Dow, six rooms, 336 sittings, \$13,500.
 - Taylor, six rooms, 321 sittings, \$13,340.
 - San Felipe, 926 sittings, \$3,300.
 - Total sittings, 2,731; total valuations, \$110,340.
- For colored pupils:

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First ward, one room, 67 sittings, \$1,385.

Second ward, four rooms, 200 sittings, \$3,300.

Third ward, four rooms, 224 sittings, \$9,030.

Fourth ward, (north) two rooms, 100 sittings, \$3,025.

Fifth ward, four rooms, 150 sittings, \$3,430.

San Felipe, two rooms, 150 sittings, \$3,300.

Total colored sittings, 891. Total valuation colored schools, 23,500.

Grand total, 3,622 sittings; \$133,840 valuation.

The Catholic parochial schools have about 500 pupils. There is also a most excellent boarding school and academy for young ladies, conducted by the nuns of the Incarnate Word. There are, in addition, numerous private schools of high character, which are attended more or less fully by the children of the wealthier classes.

A thoroughly good business college is also established in Houston, where young men may learn commercial methods, book-keeping and kindred branches. Taken as a whole, no city in the Southwest is better equipped from an educational standpoint than is Houston.



THEODORE KELLER'S GROCERY.



The Lumber Market.

OR two hundred and twenty miles east from Houston is a belt of forest land eighty miles wide. Then comes the Louisiana state line, and for fifty miles further into Louisiana the belt continues.

This belt comprises the great pine forests of Texas and Louisiana—the most extensive and valuable timbered domain in the United States. Some idea of this immense area may be obtained from the fact that it is as great as the state of Illinois. The supply of standing timber on this land is sufficient to supply the entire United States for many years to come. There are hundreds of saw mills scattered throughout the region and thousands of axes are constantly at work felling the forest giants, but man has hardly made an inroad yet upon the supply.

Houston, the Queen of Texas, receives royal tribute from this enormous industry, and every tree felled adds to her prosperity. Last year her lumber merchants received over 300,000,000 feet of lumber from the mills in the forests and about 150,000,000 of cypress shingles.

In addition to the above, there passed through the city about 400,000,000 feet of lumber and about 200,000,000 shingles. Houston was the supply point for all the mills which shipped this lumber. Every foot of it added so much to her wealth. The capital represented in her lumber interests—not including the holders of timber-lands—is over \$1,500,000, and it is being turned over many times every year.

Houston supplies not only her big city trade, but she ships lumber to almost every county in the state—she ships enormous quantities to the Indian Territory, to Oklahoma, to Kansas, to Missouri, to Nebraska, Colorado, Utah, New Mexico, Arizona, Iowa and to Mexico. Her lumber merchants are constantly enlarging their territory; the demand is constantly and rapidly increasing. It increased twenty-five per cent. in 1892 over 1891. This year will show as large a percentage of increased trade.

The capital employed in the milling plants is not less than \$7,500,000, and most of the milling concerns do all their banking and purchase all their supplies in Houston. Many of the mill owners live in the city and spend their money here. Long leaf yellow pine forms the great bulk of this lumber, but in the forests are immense supplies of hard woods and cypress. The lumbermen concede that they are only the pioneers in their business in this section. Year after year new capital is invested and new mills started.

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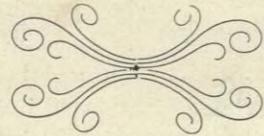
Practically the supply is inexhaustible. Long before the big forests are swept away a new generation will know Houston as one of the greatest American cities—as one of the famous cities of the world.

Manufacturers, realizing the advantage of this tremendous supply of raw material at the doors of the Texas metropolis, have established extensive factories here, and more are coming all the time. With them comes the "bread and butter brigade"—the bone and sinew of a city's prosperity.

Already about 150,000,000 feet of lumber are consumed yearly in the factories of Houston, and other enterprises of a similar character are projected. Planing mills, sash and door factories, factories for making mantles, stair work, store fronts and kindred products; barrel and cistern and car-building works are all here, and all flourishing.

Their business increases year after year. They employ thousands of mechanics and use millions of capital.

The lumber dealers have under consideration the erection of a magnificent lumber exchange, and when it is built the annual conventions of the Texas Lumbermen's Association will be held in it. This association is one of the most powerful and important of its kind in the country, and its members represent an enormous aggregate capital. The fact that most of their annual conventions have been held in Houston is proof that they hold the city as one of the first importance, and the exchange building will add greatly to its advantages as a place of meeting.



PAENIX
LUMBER CO.
HOUSTON,
TEXAS.



W. D. Mills

CYPRESS BILL
THE
WOODEN MAN



Marquise Usher

Elmira Kattache

Henriette Price

Anna Spence



Annie Downing

Florence Palmer

Emma Noble

Miss Brown

POSTER CO

Necnie Hardy



Anna Taylor



Della Kiam



Mable Franklin



Mary Masterson

The Houston Light Guards.

THE Lone Star State has ever been famous for her soldiers, not alone in times of war but also on the field of friendly contest where on many memorable occasions the "Texas boys" have returned home with fresh laurels, won from the finest companies in existence. It is no wonder then that a souvenir of Houston, or even Texas, would be incomplete, indeed, should no mention be made of the Houston Light Guard, the champion best drilled infantry company of the world.

The Houston Light Guard, Company B, First Regiment, Texas Volunteer Guards, was chartered April 21st, 1873, with Captain Fairfax Gray commanding, he being succeeded by Capt. J. R. Coffin in the Fall of same year. Lieut. J. L. Rice became Capt. Coffin's successor in 1875, and Capt. Geo. L. Price took command two years later. During 1880 Capt. Jas. A. Baker, Jr. was in command, he being succeeded the following year by Capt. Thomas Scurry, under whose leadership the company made wonderful conquests, when in 1885, Capt. Scurry retired, his place was filled by Capt. Frank A. Reichardt, who has proven himself not only a worthy successor, but has continued the triumphal march of the company to victories. Capt. Reichardt is still in command and occupies a place in the heart of every member of the company.

Owing to the small space which can be devoted here to a recount of the numerous victories of this grand company we must content ourselves with a simple statement of the date, occasion and prizes won, which are as follows:

- First prizes interstate contests—
 - 1884, Houston Encampment.
 - 1885, New Orleans Encampment.
 - 1886, Galveston Encampment.
 - 1888, Austin, (state capitol dedication and Encampment.
 - 1885, Mobile Encampment.
 - 1885, Philadelphia Encampment.
 - 1886, Houston (beating state record).
 - 1889, Galveston Encampment, barred.
- Second Prizes, Interstate Contests:
 - 1882, New Orleans Encampment.
 - 1883, New Orleans Encampment.
- First Prizes, State Contests:
 - 1874, Austin Capitol Fair.
 - 1877, Houston State Fair.
 - 1879, Houston Volksfest.
 - 1881, Houston Volksfest.
 - 1875, Houston State Fair.
 - 1878, Houston Encampment.
 - 1880, Houston Volksfest.
 - 1882, Houston Volksfest.
- Second Prizes, State Contests:
 - 1874, Houston State Fair.
 - 1876, Houston State Fair.
 - 1878, Galveston Maifest.

THE CITY OF HOUSTON.

Having been barred from entering the drill at Galveston in 1889, the company retired from participation in all competitive drills, and now rests on the well earned title of "The World Beaters." There being no more foes to conquer, unlike Alexander the Great, Capt. Reichardt set about with the firm determination of seeing his company own a home of their own—an armory that would not only be the pride of the company and of Houston—but the state as well. How well his effort has been crowned with success, the Houston Light Guard Armory, as presented on another page in this souvenir, will show, and it also shows the esteem in which the company is held by its legion of friends who assisted so very much in the realization of Capt. Reichardt's fondest hope.

The company is at present officered as follows:

Captain, Frank A. Reichardt.

Second Lieutenant, Geo. N. Torrey.

First Sergeant, Robt. E. L. Swanson.

Third Sergeant, Robt. Burns, Jr.

Fifth (Color) Serg't, Vern W. Angle.

Second Corporal, J. C. Wiggin.

Fourth Corporal, Will W. Thomas.

Chaplain, Rev. H. D. Aves.

Financial Secretary, W. E. Porter.

First Lieutenant, Spencer Hutchins.

Third Lieutenant, Chas. H. Pescay.

Second Sergeant, E. Cabeen Blake.

Fourth (Com.) Serg't, Will M. Baugh.

First Corporal, T. L. Rushmore.

Third Corporal, J. M. Burroughs.

Surgeon-Lieut., J. R. Stuart.

Business M'gr, Col. W. A. Childress.

Recording Secretary, W. M. Baugh.

*The Armory cost over \$30,000 exclusive of the ground, it is built of pressed brick, with red stone trimmings, and the picture as shown was taken on July 4, of the present year. We regret that lack of space will not permit us to say more.



Belle Dickson



Iona Allen



Miss Ryan



Elith Swanney

India Bannell





Resorts and Amusements

N the number of social organizations of every kind and condition, which contribute to the entertainment or advancement of their members, Houston stands preeminent. The bare mention of their names makes a formidable list, but it shows, better than anything else could, their variety, and to some extent, the cosmopolitan and metropolitan character of the city. It is with this purpose that the following list is given.:

Houston Light Guard, membership, 142. Bachelors' Hall and Club, membership, 105. Central Republican League of Houston, membership, 300. Clerks Social and Benevolent Association of Texas, membership, 25. Deutsche Gesellschaft, membership, 50. East End Gun Club. Emmett Council, membership, 234. Geo. B. McClellan Post, No. 9. G. A. R., membership, 50. Houston Assembly No. 130, Brotherhood of Painters and Decorators of America, membership, 25. Houston Bicycle Club, Subdivision 28, I. A. W., membership, 25. Houston Branch of the Railway Postal Clerks' Association, membership, 35. Houston Concordia Club, membership, 125. Houston Left-Handed Carnival, Fishing and Hunting Club, membership, 35. Houston Lodge No. 15, Benevolent Protective order of Elks, membership, 150. Houston Lyceum, (library of about 3,000 volumes open to the public Wednesdays, Saturdays and Sundays.) Houston Pharmaceutical Association, membership, 22. Houston Retail Liquor Dealers Association, membership, 115. Houston Rifle Club, Membership, 17. Houston Schuetzen-Verein, membership, 82. Houston Single Tax Club, membership, 60. Houston Turn-Verein, membership, 356. Houston Typographical Union, No. 87, membership, 55. Houston Union No. 32, International Brotherhood of Blacksmiths, membership, 40. Houston Volksfest Association, membership, 55. International Association of Machinists, Local Union No 12, membership, 40. International Tin, Sheet Iron and Cornice Workers' Association, Local Union No. 54, membership, 50. Iron Moulders' Union No. 259, membership, 30. Journeymen Barbers' Union, membership 15. Journeyman Tailors' Protective Union, No 72, membership 40. Ladies' Reading Club, membership, 50. Lone Star Lodge No. 1, I. O. O. F., membership, 43. Long Horn Hunting and Fishing Club, membership, 10. Machine Wood Workers Union, No. 15, membership, 37. Magnolia Lodge, No. 7, Sons of Herrmann, membership, 40. Metro-



THE CITY OF HOUSTON.



politan Hunting and Fishing Club, membership, 92. Order of Iron Hall, No. 1436, membership, 33. Order of the Inca. Protection Assembly of the International Fraternal Alliance, membership, 36. Providence Council, No. 309, American Legion of Honor, membership, 150. Queen Marguerita Savoia Benevolent Society of Houston, membership, 86. St. John's Total Abstinence and Benevolent Society, membership, 40. St. Joseph's Branch, No. 541 Catholic Knights of America, membership, 25. St. Patrick's Branch, No. 354, Catholic Knights of America, membership, 43. Texas Division Travelers' Protective Association, membership, 462. Texas State Geological and Scientific Association, membership, 100. Travelers' Protective Association, Post C, membership, 182. Woodmen of the world, Magnolia Camp, No. 13, membership, 70.

Many of the societies, lodges and clubs have halls of their own, in which in addition to their regular meetings, they often have entertainments of various kinds.

Sweeney & Coombes' Opera House is the principal theater of the city and one of the finest places of amusement in the State. It cost \$85,000, is a five-story brick building, with a frontage of 150 feet and a depth of 125 feet. Its stage is 50 feet deep, 70 feet wide and 64 feet high. Its seating capacity is 1,700. The scenery and general appointments and decorations of the interior are all that a first-class theater should contain, and the leading traveling stars and combinations appear upon its stage every season. It was opened on Nov. 3, 1890, by Grau's Opera Co., in "The Gondoliers."

The Volksfest grounds are attractive and have many visitors. Magnolia Park, with Lake Estelle, the artesian well, grand concert hall and pavilion overlooking the Buffalo Bayou, is about three and one-half miles east of the court house and is reached by the "Belt Line" cars. It is a popular resort during the summer months. There is also a fine pavilion and park at Houston Heights, a flourishing and growing suburb of the city.

The Grand Lodge of the Masonic fraternity is located here, where they own a large and imposing temple, the secretaries of the different bodies having their offices in the building. Holland Lodge No. 1 is the oldest lodge in the state, chartered Dec. 2, 1858. On its roll of membership appear the names of the early fathers of Texas—men whose names will be immortal; membership 100. Gray Lodge No. 329 was chartered June 24, 1870 and has a membership of about 75. The Royal Arch Chapter of the state has its headquarters in the Masonic Temple. Washington Chapter, No. 2, was chartered May 5th, 1848. Meetings are held monthly. Ruthven Commandery Knights Templar was chartered in 1855. Conclaves are held on second Friday of each month, membership 75.

Ransome Chapter of the Order of the Eastern Star is located in Houston, meetings in the Masonic Temple. The order is composed of Masons, their wives, their mothers, daughters and sisters.

THE NEW HUTCHINS HOUSE



POST EN & CO.

Houston's Hotels.



NOTHING is more important to a growing city than fine and large hotels. Give a stranger poor accommodations, let him eat dyspepsia-provoking, indigestible food, and no matter what advantages the town may have to offer, he is inclined to take a pessimistic view of it, and when he leaves it he will talk more of his uncomfortable bed and wretched meals than he will about the beauties or the fine business opportunities which he saw. That is human nature. On the other hand, if he is comfortably lodged and well fed he will see things with an unprejudiced eye and he will tell about them as he should. That is some more human nature.

There was a man who went to a Texas town and wanted to put up at the best hotel; so he asked a native of the town, whom he met at the depot, to direct him there.

"Waall, stranger," said the native, as a queer twinkle came into his left eye,

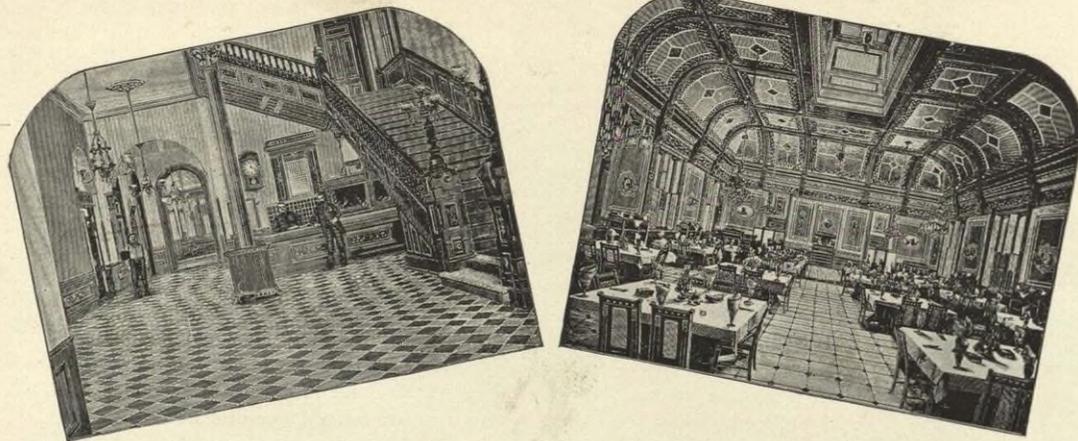
"Thar's only two hotels in the place. If yer go to one yer'll a'wished yer'd gone to the other; if yer go to the other, yer'd wish ye had gone to the first, an' if yer go either yer'll wish you gone to Hades."

Or maybe the word wasn't Hades, but it meant the same thing, anyhow.

That town wasn't Houston, and that story couldn't be located in Houston, for if there is a city in all the south that can afford to be proud of her hotels is the metropolis of Texas. Houston can entertain an immense number of strangers and she can do it well.

The principal hotels of the city are the Hutchins House, the Capitol, the Grand Central, the Tremont and the Globe. At Houston Heights there is also a fine hotel, and throughout the city are numerous smaller hostelries where one may live comfortably and cheaply.

The HUTCHINS HOUSE, which occupies the block on Franklin ave. running from Main to Travis streets, is in its appointments, furnishing accommodation, and management as fine a hotel as one may wish to live in. It is centrally located and within easy distance of theaters, churches, the postoffice, court house, city hall, banks and principal business houses. It will accommodate over 300 persons, and is under the management of Col. Geo. D. Hodges, than whom a more widely or favorably known hotel man does not exist in this country. Take it all in all, the new Hutchins House ranks very high among the hotels of the country and has done much to assist Houston in her progress towards metropolitanism. Rates are from \$2.00 to \$2.50 per day.



CAPITOL HOTEL.

THE CITY OF HOUSTON.

THE CAPITOL HOTEL occupies the site of the old Texas State Capitol, which was once at Houston, and is in its appointments and management one of the best houses in the state. It was built in 1883 and was made as complete in every way as money and well-directed effort could make it. It is situated at the corner of Main street and Texas avenue and is within convenient distance of all places of resort and of business houses. It is 125 X 185 feet ground plan, five stories high and contains about 150 sleeping rooms, besides twenty commodious sample rooms. It has baths and toilets on every floor, is lighted by electricity and gas; has steam elevators, steam heat and all modern improvements. The dining room will seat 125 guests. The billiard room and bar is large and well-appointed. The lobby is large and is a great meeting place for merchants, drummers, cotton factors, real estate men and others in the evenings.

The Capitol was built by Abraham Groesbeck. It was leased to Geo. McGinley, who is a well known and popular hotel man. He was formerly the proprietor of the Tremont and the Beach hotels at Galveston; the Everitt, at Jacksonville, Fla.; the Kimball House Atlanta, Ga., and the Stockton, at Cape May. He began his hotel life when only ten years old at the Astor House, N. Y., under its original lessees, Coleman & Stetson.

Jas. Moore, whose popularity is unquestioned, is the chief clerk and manager of the hotel. Philip Holmes is his assistant. The Capitol's rates are \$2.50 and \$3.50 per day.

THE GLOBE HOTEL, situated at the corner of Congress avenue and Washington street, is an excellent house, most ably managed by Mr. William Sullivan, a hotel man of popularity and long experience.

The Globe has accommodations for forty guests, and the rooms are large and comfortably supplied with new and handsome furniture. Cars pass the hotel and it is within easy distance of all the places of resort.

The table is an excellent one and every attention is paid to the comfort of guests. Bath rooms are on each floor.

The Globe is a popular house and does a big business, and is centrally located. The rates are \$1.50 a day.

THE GRAND CENTRAL HOTEL is situated directly opposite the Grand Central Depot, and is a new house, with all the modern improvements known to hotel construction and



GLOBE HOTEL.

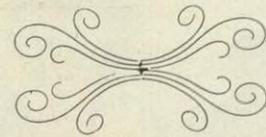
THE CITY OF HOUSTON.

appointment. It was built only two years ago and was handsomely furnished throughout. It is under the management of James Lawlor, who runs the Grand Central Depot Dining Hall in Houston, as well as the lunch room at the Rosenberg Junction on the Santa Fe and Southern Pacific roads.

The Grand Central is 75 × 100 feet and is three stories high. It has twenty-eight rooms and accommodations for forty guests. Its sanitary arrangements are of the best, and its table is particularly fine. The rates are \$3.00 per day.

THE TREMONT HOTEL is situated at the corner of Congress avenue and Milam streets and is consequently quite centrally located. The rooms are large and airy and there are commodious sample rooms and good bathrooms attached to the hotel. A. Sens is the proprietor and he looks after the comfort of his guests in a way to make him very popular. The charges are \$1.50 a day.

THE HOUSTON HEIGHTS HOTEL at Houston Heights is a new and handsome structure, designed more for the summer accommodation of families than for transient custom, although the latter is always cared for. The hotel accommodates fifty persons and is modern and complete in its arrangements and admirably managed. The rates are \$2.00 a day.



*Adele
Lubbock*



Houston as a Railroad Center.

WERE it not for the railroads which spread their net work over all our great country, the United States would be, in much of its territory, almost as unexplored and unknown as is central Australia or Africa today. It is to the railroads that the United States owes her commanding pre-eminence as the wealthiest nation on earth, just as it is to her constitution and republican form of government that she owes her political prosperity. Without the railroads the great cities of the interior would now be country villages, or, at best, towns depending upon a limited scope of immediate surrounding territory for their support.

The sleepy village of yesterday has her eyes opened by the shrieks of the locomotives of an entering railroad and she at once blossoms out into a lively town. A competing road comes clamoring for part of her trade, and she springs into still greater activity, and if her natural sources warrant it, in time becomes a city. The more railroads that come to her, the greater and richer she grows, They made her and she enriches them a thousand fold.

Such is the history of scores and hundreds of American cities and towns; such, to a great extent, is the history of Houston.

Although Houston is an old city, as western American cities go, having been founded in 1836, it was not until the hiss of the steam, the clanging of the bells and the shriek of the whistle announced that the iron horse had come, that she began to assume anything of commercial importance.

In 1850, the design of a railroad from Harrisburg, a settlement near Houston, to Austin was conceived, and its projector, Gen. Sidney Sherman, one of the heroes of San Jacinto, took active measure to make his plan a success. Capitalists were interested, a charter was obtained from the legislature, containing a proviso empowering the city of Houston to tap the road at some convenient point, and the road was pushed with energy.

That was the beginning. It put the railroad fever into the minds of the people of Houston and they obtained three charters for as many roads to enter the city: the Galveston, Houston & Henderson; the Houston & Texas Central; the Houston Tap & Brazoria, now a branch of the International & Great Northern.

Liberal grants were made to those lines by the state legislature, and by 1861 there were 357 miles of railway centering at Houston. She had begun to put out her feelers, which, after the war and the turbulent period of reconstruction, were destined to multiply

THE CITY OF HOUSTON.



and extend from the Atlantic to the Pacific oceans, and from the wheat plains of the north-west to the tropical glades of southern Mexico.

Now, (in May, 1893,) Houston's 357 miles of railroad have increased to 8,857 miles—enough to go straight through the earth and stick out 800 miles on the other side.

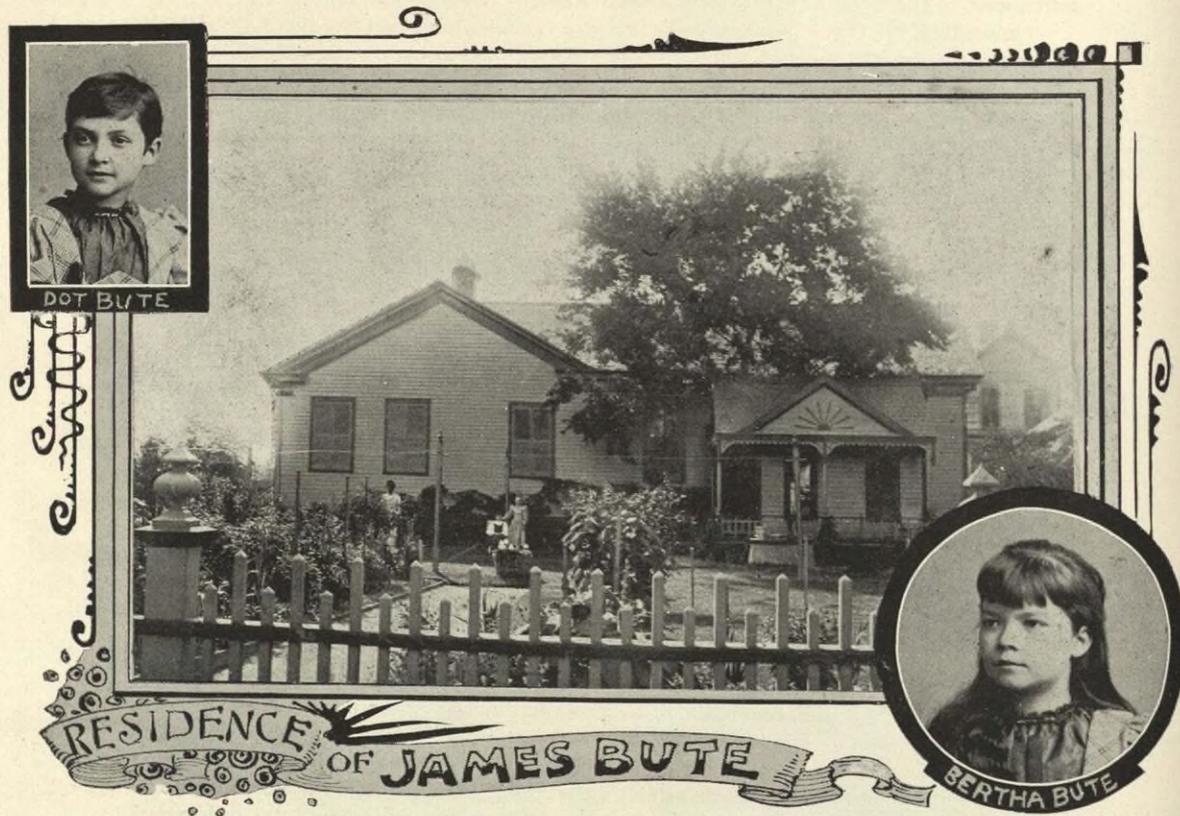
Instead of having three roads she has now fourteen, with three more projected from the city and the Chicago & Rock Island coming from Iowa through the Indian Territory.—What could be more indicative of Houston's commercial importance and supremacy than this incontrovertable statement of facts?—

Here are the names and mileage of the roads:

Southern Pacific system.....	2563 miles.
Texas & New Orleans Division.....	725 "
Houston & Texas Central Railway system.....	788 "
International & Great Northern Railway.....	825 "
Gulf, Colorado & Santa Fe Railroad.....	1058 "
Missouri, Kansas & Texas Railway.....	1828 "
Galveston, Houston & Henderson Railroad.....	50 "
Houston & Columbia Railway and Velasco Terminal.....	70 "
Texas Western Railway.....	52 "
Houston, East & West Texas.....	232 "
San Antonio & Aransas Pass.....	309 "

The Southern Pacific is one of the great historic traffic lines of the United States, it having been the second through line connecting with the Pacific. The railroad lines composing it make a through line from San Francisco to New Orleans, where connection is made with the various trunk lines running north and east from that point. The lines constituting the Southern Pacific route connect at New Orleans with the Morgan steamship line running between New York and New Orleans, and with it form the most popular route for through traffic between New York, the Atlantic seaboard and the Pacific, freight being delivered quicker by this line than by any other between the same points. Steamship lines in the same interests run from New Orleans to Florida, the West Indies and Central America. El Paso is about midway between the Gulf of Mexico and the Pacific coast. The rail lines west of that point are known as the Pacific system, and those east of it are popularly known as the Atlantic system. The total mileage of railroads in the Southern Pacific route with its branches is between 5000 and 6000 miles, and the total mileage, including water routes, is about 14,000 miles.

Cotton and cattle make the bulk of the traffic on the lines west of Houston, and lumber between Houston and New Orleans. The traffic over the main line is enormous,



THE CITY OF HOUSTON.

much through freight from the Atlantic to the Pacific passing over it and through Houston. But the direct traffic with Houston is also exceedingly large.

From figures carefully compiled and furnished by Mr. J. Kruttschnitt, the general manager of the lines in Texas, it is shown that the road brought to Houston during 1891, 70,372 bales of cotton, and in 1892, 115,207 bales. During these two years the road also brought into Houston the immense amount of 155,396,753 pounds of lumber and 732 car loads of cattle.

At Eagle Pass, one hundred and fifty miles south-west of San Antonio, the road connects with the Mexican International, which is a short and picturesque route to the City of Mexico, touching at many important Mexican towns on the way.

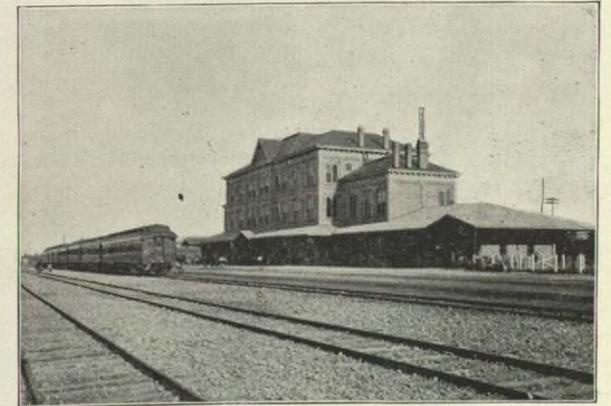
The company owns large stock yards in the city, extensive creosote works one mile east of the city limits, and operates extensive car shops, machine shops and iron works in Houston, employing between 2,000 and 2,500 men.

The general offices are on Franklin Avenue, and the principal officers here are J. Kruttschnitt, vice president and general manager; W. G. VanVleck, general superintendent; C. W. Bein, traffic manager; R. S. Batson, auditor; P. J. Huder, treasurer; and paymaster; H. A. Jones, general freight agent; L. J. Parks, assistant general passenger and ticket agent.

HOUSTON & TEXAS CENTRAL RAILWAY.

The Houston & Texas Central was one of the early roads of the state. Before the war eight miles of the road were in operation, with Houston as a starting point. In 1861 with the breaking out of the war, the construction of the road came to a standstill and it was not resumed until six years later. Then new capital and enterprise took hold and the road was rapidly pushed to Denison, at the upper state line, touching as it went the growing cities of Hempstead, Navasota, Bryan, Hearne, Calvert, Bremond, Groesbeeck, Corsicana, Dallas, McKinney and Sherman.

The road next built a branch line from Hempstead to Austin, 115 miles



HOUSTON & TEXAS CENTRAL PASSENGER DEPOT.



THE CITY OF HOUSTON.

At Denison the Houston & Texas Central connects with the Missouri, Kansas & Texas to Kansas City, St. Louis and Chicago; at Dallas with the Texas & Pacific for El Paso, at Fort Worth the Chicago, Rock Island & Texas, the Denver & Fort Worth, of the Union Pacific system, and with the Fort Worth & Rio Grande; at Waco with the Texas Central, for Albany; at Corsicana, with the Cotton Belt for St. Louis and Cairo. At Hearne it is crossed by the International & Great Northern, and at Navasota, Brenham and Morgan by the Gulf, Colorado and Santa Fe.

The Houston & Texas Central passes through twenty-seven counties of Central Texas, the most populous and highly cultivated portion of the state. In matter of ownership it is closely allied to the Southern Pacific system, but it is under a separate and distinct management and may be correctly styled a Texas enterprise. It has as fine an equipment as any road in the south, and is kept in superb condition throughout its length.

No corporation in the state has done more to further immigration by broadcast advertising of the advantages to be found in Texas than has the Houston & Texas Central. Especially has it done much to settle up the superb country along its route, and by so doing it has added incalculably to the wealth of the state.

The road does a very large business at Houston and it is here that the general offices and shops are located. Its car shops, machine shops, round house, repair shops, creosote works, etc., employ a large number of hands and add directly to the wealth of the city. The company's affairs are under the following management: G. A. Quinlan, vice president and general manager; F. W. Cave, treasurer; J. C. Kidd, auditor; C. C. Gibbs, land agent; C. W. Bein, traffic manager; H. A. Jones, general freight agent. and M. L. Robbins, general passenger and ticket agent.

THE INTERNATIONAL ROUTE.

The International & Great Northern Railway, known as the International Route, is one of the most important railroads in Texas, being a trunk line through Texas to Mexico. It is a part of the great Gould southwestern system. The road extends from Longview, in northeast Texas, to Laredo, on the Rio Grande, a distance of 496 miles. and from Palestine in mid-eastern Texas, through Houston to Galveston, 200 miles. The first of these divisions takes the road through Overton, Troupe, Jacksonville, Palestine, Hearne, Milano Junction, Rockdale, Taylor, Austin, San Marcos, New Braunfels, and San Antonio; the second division passes through Crockett, Trinity, Willis and Houston, on the way to Galveston. Its branches are: Overton to Henderson, 16 miles; Mineola, through Tyler to Troupe, 45 miles; Phelps to Huntsville, 8 miles, Round Rock to Georgetown, 10 miles; and Houston to Columbia, 50 miles.



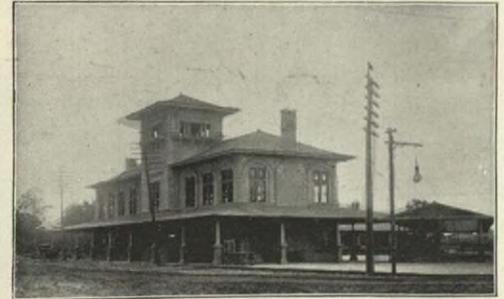
THE CITY OF HOUSTON.

THE SANTA FE.

The Gulf, Colorado & Santa Fe Railroad is one of the divisions of the great Santa Fe southwestern system. It extends from Galveston to Purcell, I. T., a distance of 517 miles, and, with its numerous branches, is 1,058 miles long. A branch runs to Houston, giving this city the advantage of the 9000 miles of the Santa Fe system, ramifying the west and southwest from Chicago to the Pacific.

THE MISSOURI, KANSAS & TEXAS.

The Missouri, Kansas and Texas Railroad has lately come to Houston, erected a new and handsome depot here and entered into active competition for the city's trade. Houston is now the southern terminus of the road. Thus the M. K. & T. gives to Houston a new line to Kansas City and to Hannibal, Mo., at which latter point it connects with the Burlington and Wabash systems for Chicago. As its name indicates, the Missouri, Kansas & Texas traverses three states. It has 1,828 miles of track, and about half of this lies in Texas, in which state it has numerous branches and extensions. It has ten branches of its main line in eastern Texas.



M. K. & T. DEPOT.

The following cities and large towns are on this line; Kansas City, Hannibal, Moberly, Sedalia, Clinton and Nevada, Mo; Fort Scott, Parsons, Emporia, Junction City, Paola and Chetopa, Kansas; Vinita, Muscogee and Atoka, Indian Territory; Denison, Denton, Ft. Worth, Hillsboro, Waco, Temple, Taylor, West Point, LaGrange, Gainesville, Henrietta, Greenville, McKinney, Jefferson, Mineola, Dallas, Waxahachie, Belton, Lockhart and Houston, Texas.

It connects with many great roads and systems in its course through three states. Its principal freight traffic is in cotton, corn, cattle, wheat and general merchandise. Its business is constantly increasing and its service improving. The road bed is in splendid condition and laid with heavy steel rails throughout. It owns much valuable land along its line, particularly in the Indian Territory. The company's headquarters are in Sedalia, Mo.

THE SAN ANTONIO & ARANSAS PASS.

The San Antonio & Aransas Pass Railway has its eastern terminus at Houston.— This road, which is styled the "Mission Route," from its following the line of the old

Magnolia Park and Port Houston, Texas.

There is but one Magnolia Park in all the world, and that is at Port Houston, adjoining the great commercial city of Houston. Nature conceived, cultivated and beautified a spot of ground in the immediate vicinity of Houston, which is destined to make that city famous throughout America, as has Central Park, New York; Woodard's Gardens, San Francisco, and Shaw's Garden, St. Louis. Many persons make pilgrimages to those cities for no other purpose than to see those world famous parks, and the same will result when Houston has improved her matchless Magnolia Park. Nature has reared in this magnificent park thousands of grand Magnolia trees, varying in height from 40 to 100 feet and in circumference from one foot to twenty-five feet, whose deep green and glossy foliage is inconceivably beautiful throughout the year, which for many months thereof is interspersed with large, most beautiful and most fragrant white blossoms, forming a pleasing contrast with the foliage and shedding a delicate, yet penetrating, odor in such generous supply as to make the air heavy with the perfume for miles around.

Buffalo river in all its magnificence wends its way through the park in its gently winding course to its outlet into Galveston bay and affords unexcelled advantages for aquatic sports, fishing, boating, etc. Here the finny tribe finds its way from the gulf and sports in its depth in countless numbers. The surface of the river is smooth, and oscillates with the ebb and flow of the tides of the gulf, the surface is fresh, while a few feet in its depths it has the saline qualities of the ocean, and by this singular provision of nature, both fresh and salt water fishing is offered the piscatorial artist at one and the same moment.

The surface of the ground in Magnolia Park is specially adapted to park improvements, it being composed of hills and picturesque valleys. In its center is a very elevated point called "the island," about 60 acres interspersed with the ever present beautiful Magnolia trees and surrounded by a succession of depressions forming natural lake basins which are now drained into Buffalo river, which drainage is proposed to be obstructed by a dam, in order that the lakes which will be fed by artesian wells, may be made objects of beauty and utilized for safer boating than can be found on the unusually safe river. The lakes are now well filled with fish, but will be further stocked from the national aquarium.

Beautiful drives and walks have been laid out in the park that will be shelled and otherwise improved for the pleasure and convenience of visitors. This is designed for a public park and it is expected the citizens of Houston and Harris county and in fact

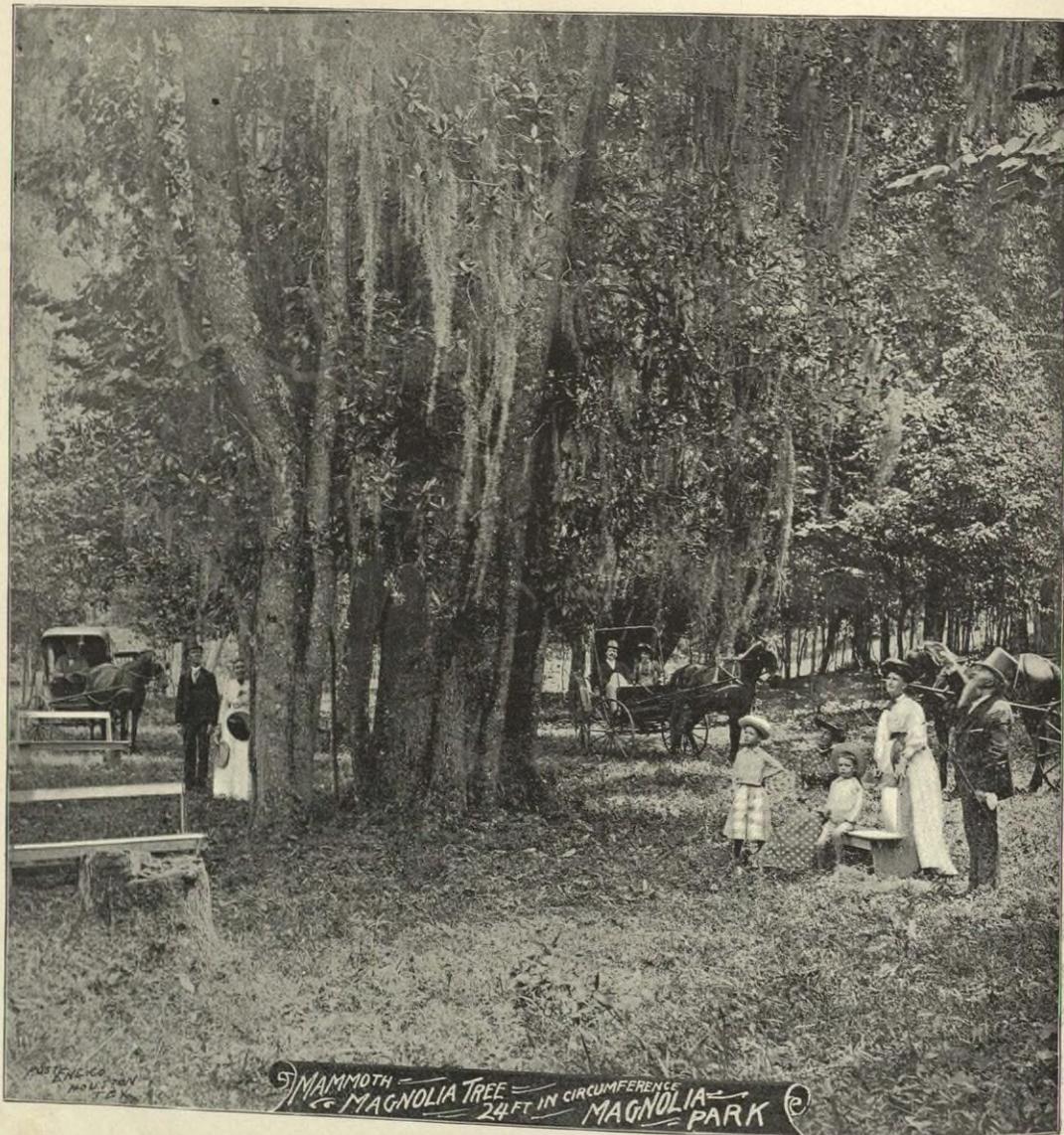


THE CITY OF HOUSTON.

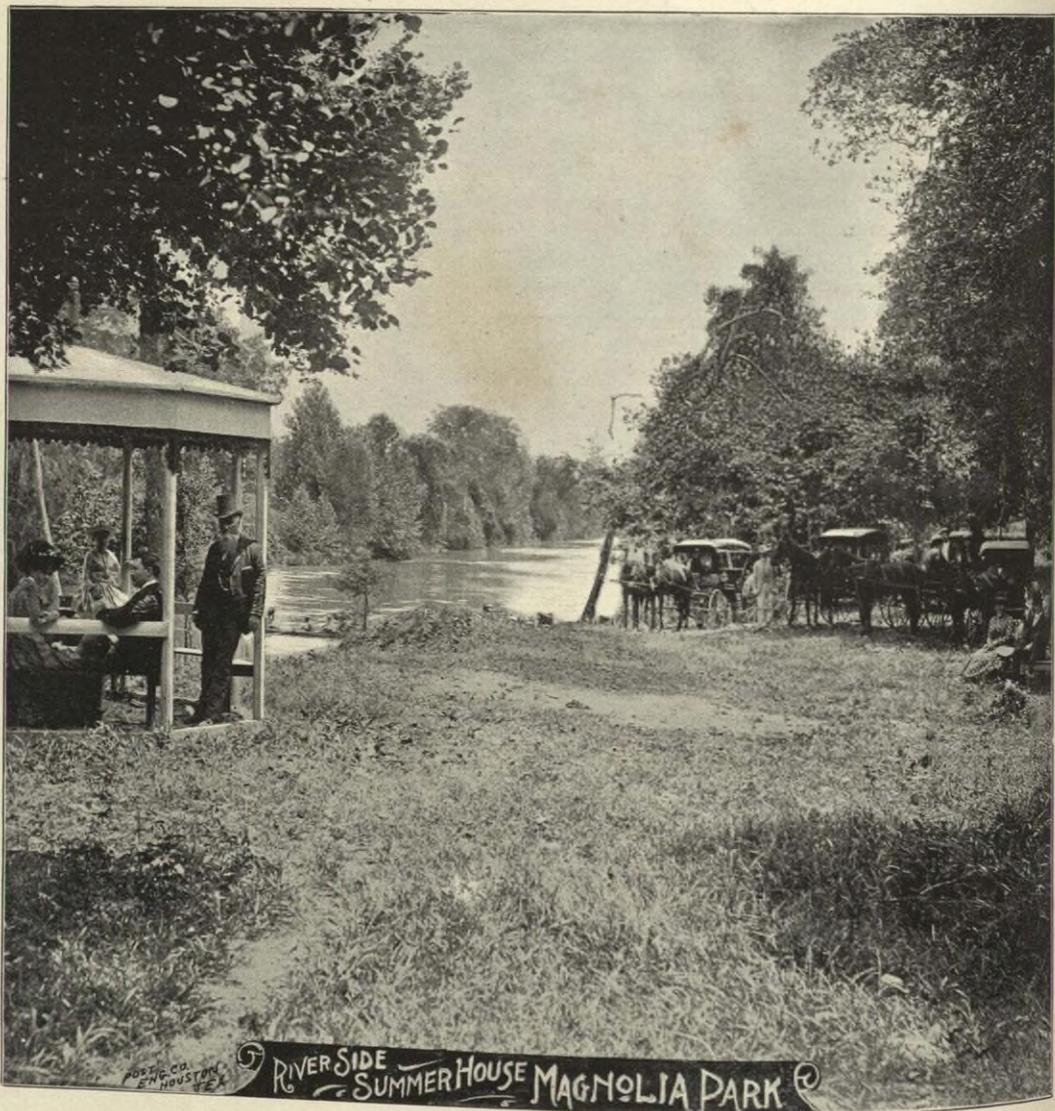
The further development of the park is about to be entrusted to the Houston Exposition Association; an incorporation with \$50,000 capital, organized for the purpose of holding expositions and fairs and the establishment of a public park. That association proposes to erect a handsome, large and convenient auditorium building, suitable for expositions, concerts, summer operas, lectures and conventions of all kinds, together with supplemental buildings and improvements such as race track, grand stand and general park requirements.

A natatorium with large swimming bath will be constructed at light cost, as was contemplated by the generous projector of this property's development.

AS A WINTER RESORT Magnolia Park stands peerless in America. Protected on the north by a large body of timber, which forms the outskirts of what is known as the "big thicket," heavy timber region of southeastern Texas—the occasional northers, common to Texas, are scarcely felt here, and, therefore, the winters are almost tropical. The park is as beautiful and inviting in winter as in summer, and is the favorite resort for mid-winter picnic parties, who bask in the sunlight and lounge in the shade much as such parties do in the northern climate in midsummer.



MAMMOTH
MAGNOLIA TREE
24 FT. IN CIRCUMFERENCE
MAGNOLIA PARK



POSTAL CO.
57 HOUSTON, TEX.

RIVER SIDE
SUMMER HOUSE
MAGNOLIA PARK



The Steam Laundry.

HAS come to be regarded as a very necessary part of the higher civilization of modern times, and no city or town is complete without one or more such institutions. The tendency of labor-saving invention is not merely to cheapen but to improve the quality of the work done. Try as she may, the washerwoman of the ancient time could not approach the excellence and finish which the steam laundry gives to the nice, fresh linen which has gone through the cleaning and polishing process at the steam laundry.

But there is a difference in laundries, and the difference is altogether in favor of the process employed by the EXCELSIOR STEAM LAUNDRY, Texas avenue, opposite the Capitol hotel, of which laundry Mr. H. W. Wood is proprietor.

Mr. Wood is a Houston boy, has had long experience in the laundry business in both



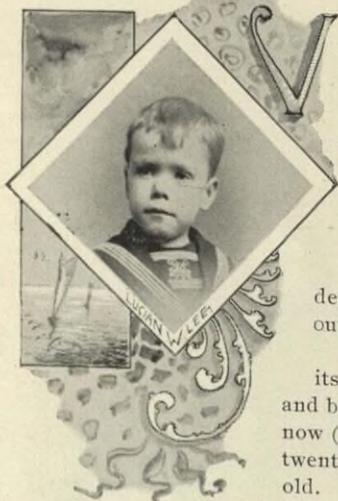
Austin and Houston and knows how to please his patrons. He is vigorous and enterprising and is very rapidly coming to the front as one of Houston's most prominent business men, a position that is due to his energy, industry and thorough business qualifications.

No expense has been spared in the fitting out of the Excelsior Laundry with all appliances and machinery for the rapid execution of the finest work, and under the able management of Mr. Wood it will certainly take the lead.



RESIDENCE OF MR. H. W. WOOD.

Deepest Harbor on the Texas Coast.



VELASCO'S existence is due to the demand of the West for a deep water harbor on the coast of Texas.

The failure of the government millions expended at other points on this coast to provide the desired boon, impelled the Brazos river channel and Dock Company, a corporation composed of men of capital, energy and brain, to make the attempt to solve the problem for the West, at the mouth of the Brazos river. The result has been—success.

The Texas coast now has a deep water harbor at Velasco.

Great ocean steamers now load at Velasco's wharves to a greater depth than at any other point on this coast, and proceed to sea without dangerous delays.

Velasco is situated on the east bank of the Brazos, five miles from its mouth, and is on high ground. The town was laid out in July 1891, and building was actively begun in September, 1891. Consequently, it is

now (June, '93) about twenty-one months old. The present population is about 2,000, and there is no "boom" and no "boom" values. Anything like "wild-cat" speculation has been constantly discouraged and studiously avoided. The business now transacted justifies the population, and no one is idle. The young city's growth has been marked by stability and permanency. If the people of the West were sincere in their demand for an outlet to the markets of the world for their surplus products, nearer than the Atlantic seaboard, then the commercial interests of



Velasco, will alone, make it a great city. If there is any advantage in possessing a depth of water now, that it will require at least five years for any other point on the Texas coast to secure, with the best possible results, then Velasco possesses that advantage, and will receive the benefits. One of the benefits of this deep water is, that Velasco now secures the cheapest and best coal in Texas, and cheap fuel in proximity to Texas' great storehouse of raw material will necessarily produce industrial activity. Velasco will be a manufacturing center.

Since September, 1892, the beginning of the first shipping season of this young city's existence, over twenty steamships have been loaded at Velasco's wharves, with over \$2,000,000 worth of cotton and cotton seed products for European cities. These steamers were loaded by J. Moller & Co., of Galveston, simply because as a business proposition they could save money by doing business at Velasco. The vessels were loaded deeper at Velasco's wharves than they could be loaded at any other point on the Texas coast; and as a ship broker saves \$300 for every foot a vessel can load at a wharf before being compelled to resort to barges or "lighters," the reason for doing business at Velasco is obvious.

For the shipping season of 1893-4, Velasco expects to do three times the business of the previous season.

Velasco's streets and business houses are lighted by electricity.

Velasco has a fine hotel with all modern conveniences, and the best table in Texas.

Fish and game abound in the waters and woods surrounding Velasco. It is a veritable paradise for sportsmen.

Velasco is on the main land, and on rich soil instead of a sand plain, and is the only port in the world where the stage plank of a vessel rests, one end on the carrier of commerce, and the other on soil as rich as the valley of the Nile.

A corporation, the Velasco Oil Company, is now erecting a cotton seed oil mill, with a daily capacity of 175 tons of oil cake, which will be ready for



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nearly all religious denominations are represented here. State, county and city school taxes aggregate about \$1.13 on the \$100 of valuation. Lots in the city range in price from \$125 to \$2000, according to location, terms one-third cash, balance in one and two years at 8 per cent. interest, 5 per cent. discount all cash.

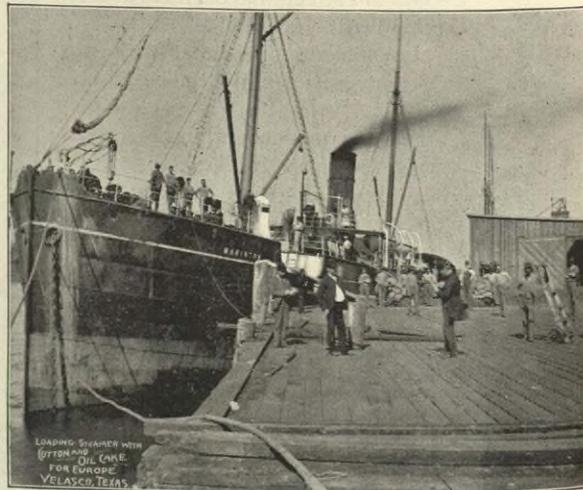
Our health is excellent and will compare favorably with any health resort on earth. We have no swamps to breed miasma and the salt air from the gulf neutralizes any malaria that might arise from decaying vegetation.

Our climate is delightful. No extremes of heat or cold. The back of the Texas norther in winter is broken

operation by September. This will make Velasco the cotton and cotton seed market for three counties, increasing local trade and adding not less than 500 to our population.

There are several small factories here, like planing mill, ice factory, fence factory, etc., and room for more. All lines of trade are represented but not crowded. Rents are reasonable, building material cheap, and living expenses low.

Velasco's water supply is obtained from cisterns and artesian well 1100 feet deep that flows over 1,000,000 gallons per day, enough to supply a city of 20,000 people, and is very good and wholesome. We have an excellent public school and



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before it reaches us, and the cool, constant gulf breeze of summer makes living a luxury and simple existence a delight. Average temperature in winter, fifty-five degrees above zero and in summer eighty degrees.

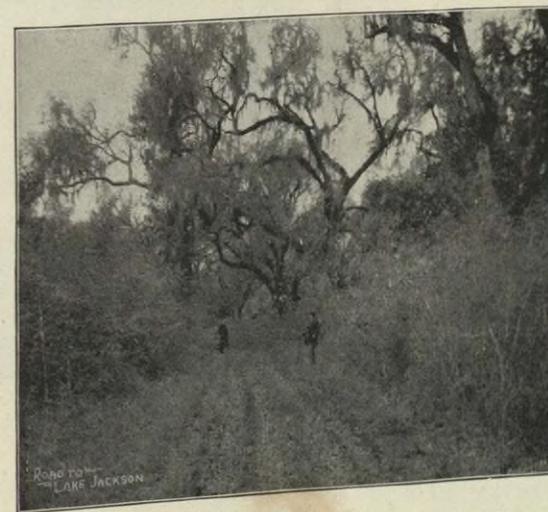
We have the finest beach for surf bathing on the coast, three miles from Velasco.

The country in Brazoria county, surrounding Velasco, is universally acknowledged by every one possessing any information concerning it to be the most fertile section of this grand state. What more need be said? It will raise anything. All grains, cotton and sugar cane, fruits and vegetables grow abundantly. The soil is a dark, sandy loam,

easily cultivated, clay sub-soil and all of it sub-irrigated and will stand the severest drouths, though they are almost unknown in this section. Land is mostly prairie, wooded along the streams. Prices range from \$7 to \$30 per acre, according to location near town or railroad, terms easy.

The twenty acre fruit farmer is rapidly settling up this county and lands are advancing in price. They have advanced 100 per cent. in twelve months. Good soft water can be obtained anywhere on these lands at a depth of 15 to 30 feet.

We have one railroad and will have more by next winter. Come and see us and you will be convinced by a personal



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visit that these statements are correct. Come via Houston, Texas, and then over the International & Great Northern Railroad direct to Velasco. If you desire any further specific information, write

THE COMMERCIAL CLUB,
VELASCO, TEXAS.



Pear-Land.

FIFTEEN miles south of Houston, on the Santa Fe railroad, is the new town of Pear-Land, the center of a fruit-raising and market-gardening country which is unequaled in all the United States, save, perhaps, in some portions of California. Indeed, it has many advantages over the California fruit-raising country, chief among which are its nearness to never failing markets; the highest prices obtainable for produce, the abundance of water and irrigation possibilities, and above all, the cheapness of the land. The company which has laid off this town site of Pear-Land is composed of enterprising, wide-awake men, and that they will surely and quickly build up a thriving, model town is beyond question. They have subdivided 10,000 acres of the wonderfully fertile productive land immediately surrounding Pear-Land into 10, 20 and 40 acre tracts and are selling them at \$25 to \$40 per acre, one-third cash, the balance in one and two years at eight per cent. interest. One of these tracts will make a fine homestead and any man who owns one may become independent in a short time. No place in the United States is better adapted to raising pears of superb quality. A pear orchard comes into bearing in five years and will thereafter yield a profit of from \$500 to \$700 per acre, while, during the time it is growing, all kinds of vegetables may be raised at a big profit on the same land.

Here are some reasons for buying and settling in this region, and they are good reasons, because they are absolutely true: It has a perfect climate, it is healthful, it is well located, it is easy of access to good markets, it is being rapidly developed, the land is fertile and easily cultivated, it is well watered, it is naturally irrigated, it is cheap, it will increase rapidly in value, there are no blizzards and no extreme heat.

Further information may be obtained from

JETER & O'BRIEN, at Houston, Texas.

A Houston Boy's Success.

THE accompanying illustration, the mammoth five-story "Kiam Building," which is at the corner of Main street and Preston avenue, is the natural sequence of the small beginning and indomitable will, perseverance and business sagacity of a Houston boy. It is a monument to square dealing, popular prices, and judicious and liberal advertising—virtues possessed in a larger degree, or practiced more fully, by none than by the energetic and popular Ed. Kiam, the largest and best equipped clothier and gent's furnisher in the south. Mr. Kiam is a young man on the sunny side of the meridian of life, who began his mercantile career only ten years ago, in a very small way, on the spot now occupied by a portion of his magnificent new building, which he has recently erected, and which stands without a peer in all the south, in style of architecture, strength and adaptability to the business of the largest clothing house in the south. Its massive double Grecian arch, patterned after some of those ancient structures of Greece, which have withstood the disintegrating forces of ages, is at once a pleasure to the eye and a guarantee of stability to structure and business. Beginning, as we have stated, in a very small way ten years ago, Mr. Kiam rapidly outgrew his first house and transferred his business to a large double storeroom one block further north on Main street, where his popular methods of advertising and low prices plainly marked on all his goods and strictly adhered to made the corner famous throughout the state as "Kiam's corner." His business grew and expanded so rapidly that early in the present year, (1893,) Mr. Kiam was forced to seek other quarters. He was enabled to secure the corner of Main street and Preston Avenue, which included the site of his first humble store. He then commenced the erection of the elegant store and office building which is now the pride of Houston.

The building occupies 100 × 100 feet. It is in the main five stories and the basement in height, with high ceilings, abundance of light and ventilation, heated throughout by steam, lighted by gas and electricity and equipped with the modern Hale elevator, (the same style and make as that used in the manufacturers' building at the Chicago World's Fair,) which affords safe and easy access to the upper floors, and is the first passenger elevator ever used in a business house in south Texas. Mr. Kiam occupies the first two floors with his various departments, while the third, fourth and fifth floors are used for offices, which, owing to their superior quality and adaptability for this use are rapidly being filled up by doctors, lawyers, insurance men and others. The basement has a high

ceiling, is well lighted, and having cement floor, is exceptionally well adapted to restaurant or barber shop; one of the latter will soon occupy it.

The first floor is set apart by Mr. Kiam for men's clothing, hat and cap and gent's furnishing departments, all of which are the most complete of any in the south; and of this spacious floor it may be truly said that there is none better equipped or more admirably adapted to the purpose anywhere in any city. The immense show windows permit of nearly 200 lineal feet of display, which Mr. Kiam knows so well how to make attractive, his taste in dressing show windows being unsurpassed.

The large open floor space enables the immense stock to be well and attractively displayed, so that customers may be quickly accommodated. It should be distinctly understood that the customer for a shirt button, costing ten cents, is as courteously and respectfully treated as the purchaser of a hundred dollar wedding outfit,

The second floor has received more than ordinary care in arrangement, for if Mr. Kiam excels in any one department over another it is the department of boys' clothing. Here the boys, the future governors and presidents, come to feast their eyes upon the sea of clothing, hats, caps, furnishings, etc., provided to fit them out in the latest styles for the least money. A portion of this spacious floor is also occupied by the departments of men's and boy's overcoats and a packing and shipping room. The latter is a necessity, for Mr. Kiam's business is not confined to the limits of Houston; his customers come from all over the state, or send in their mail orders. All goods guaranteed to give satisfaction or money refunded. Thus with a reputation for fair-dealing and low prices, has this business grown to its present immense proportions.

No small amount of the credit for Mr. Kiam's phenomenal success is due to his liberal and unique advertising, which department is presided over by Mr. T. S. Haas, who also has charge of the office. Mr. Haas has proven himself to be one of the shrewdest advertising superintendents of the south and justly deserves the entire confidence reposed in him by his employer.

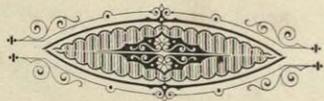
The general store management is under the direction of Mr. Joe. Levy, who has earned and justly receives the confidence of Mr. Kiam. Mr. Levy is courteous, attentive and observing—three necessary qualifications for the successful manager.

Mr. Kiam has carefully selected his assistants, and he is therefore enabled to spend about one-third of his time in the east, among the manufacturers, where he drives good bargains and sees that goods are manufactured for his establishment in first-class style and finish. His goods are never shelf-worn or picked up from left-over stocks; they are all manufactured expressly for his trade, and before a season fairly opens the last season's stock is all cleared out; therefore purchasers can always rely upon his goods

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being fresh, of the latest style, and best manufacture. Mr. Kiam not only deserves the patronage of every citizen of Houston for the superior class of goods he carries, and at such low prices, but also for his progressive spirit, which has culminated in the erection, in Houston, of the finest and largest store and office building in south Texas; and that, too, at a time when an unparalleled financial crisis was upon the country—when some of Houston's wealthier citizens abandoned or discontinued buildings which were either contemplated or begun, awaiting the return of better times. Mr. Kiam persisted in putting up his building, affording employment to many artizans who would otherwise have remained idle. The employees were paid union wages, but at the personal expense of Mr. Kiam, as the contractors' scale and that of the union differed widely.

Citizens who have a dollar to spend for anything in Mr. Kiam's line should wend their way to the great and beautiful structure at the north-west corner of Main street and Preston avenue, and there in a substantial manner register their tribute of respect for enterprise, energy and success.



Dedication

AND TRIBUTE TO THE TYPOGRAPHER BY THE AUTHOR:

This Book is dedicated to the Citizens of Houston, who have so liberally contributed to the support of this gem of TYPOGRAPHICAL ART and to the Typographers, MESSRS. CUMMING & SONS, who have Excelled anything of the kind heretofore produced in the South.

In presenting this Souvenir to the Public the Author feels a just pride in its thorough and exhaustive Exposition of Houston's great prominence and prospects, and likewise in its general appearance and make up, the latter is due to the superior QUALIFICATIONS and EQUIPMENT of MESSRS. CUMMING & SONS for turning out FIRST-CLASS WORK in the Highest Styles Known to the Art Preservative.

The Author entered upon this work with many misgivings as to the ability to do the subject justice or of being able to have the mechanical work, suitable to such an undertaking, accomplished short of Chicago. The advent of CUMMING & SONS into the Business circles of Houston with a thorough equipment and new material coupled with their well known ability in HIGH ART PRINTING overcame the latter misgivings of the Author.

To MESSRS. CUMMING & SONS more than to any one else belongs the credit of the handsome appearance of this Souvenir of the greatest City in the greatest State.

THE AUTHOR.



THE HOUSTON POST; the Leading Newspaper of the Southwest and the favorite in Texas, is issued Daily, Sunday and Semi-Weekly, covering the field thoroughly in news matter, both local and foreign. Is served by the Associated Press.

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