

PART
9

ART WORK

OF

HOUSTON,
TEXAS.

PUBLISHED IN TWELVE PARTS

THE GRAVURE ILLUSTRATION CO

1904.



SCENE ON TEXAS AVENUE.



RESIDENCE OF WILLIAM H. OLSCHESKE.



SCENE ON JEFFERSON AVENUE.



INTERIOR CHRIST CHURCH, EPISCOPAL.



SCENE ON CLAY AVENUE.



SCENE ON SAN JACINTO STREET.



HARVESTING SCENES ON H. & T. C. RY.





FIFTH WARD SCHOOL.



ST. JOSEPH'S INFIRMARY.

view, might almost be called Texas railways. The roads actually ending or centering in Houston have an actual length of almost 10,000 miles, and their connecting systems more than 31,000 miles. North, east, south, and west these arteries of commerce reach forth to the most fertile agricultural sections of Texas and the Southwest, and into the untilled areas most suited to cultivation and development. The railways now pay out in Houston annually more than \$7,000,000 in wages and salaries.

The following are the roads which contribute directly to Houston's greatness:

The Texas and New Orleans R. R.

The Galveston, Harrisburg and San Antonio R. R.

The Houston and Texas Central R. R.

The New York, Texas and Mexican R. R.

The Texas Transportation Company.

The Houston East and West Texas R. R.

The San Antonio and Aransas Pass R. R.

The Santa Fe System.

The Missouri, Kansas and Texas R. R.

The Galveston, Houston and Henderson R. R.

The International and Great Northern R. R.

The Houston Tap and Brazoria R. R.

The Houston, Magnolia Park and Oak Lawn R. R.

Besides the railroads above enumerated and along whose gleaming rails night and day is pouring the immense traffic which is hourly making Houston greater, the Rock Island system is now arranging to reach Houston from two different directions, and in such a way as to make this giant corporation a Houston concern, with its Southwestern headquarters in this city. The Gould interests, already represented here by four lines, not counting the Houston, Magnolia Park and Oak Lawn R. R., which is purely a local enterprise, have recently started at Houston another line, which is to be hurried through with as little delay as possible to connect with the main Louisiana line of the Missouri Pacific system, and also has in contemplation for early construction an important extension into the rich country southwest of Houston, with its rice, sugar, cotton, corn, and oil.

One of the biggest short lines, the Cane Belt R. R., will soon run trains into the city over the tracks of its connection, the Missouri, Kansas and Texas Railway. Another independent line, the Rice Belt Railway, is in contemplation to run through the country west of the Brazos river to Houston; and the richness of the territory to be traversed and other existing conditions are greatly in favor of the enterprise.