

PART
8

ART WORK

OF

HOUSTON,
TEXAS.

PUBLISHED IN TWELVE PARTS

THE GRAVURE ILLUSTRATION CO.

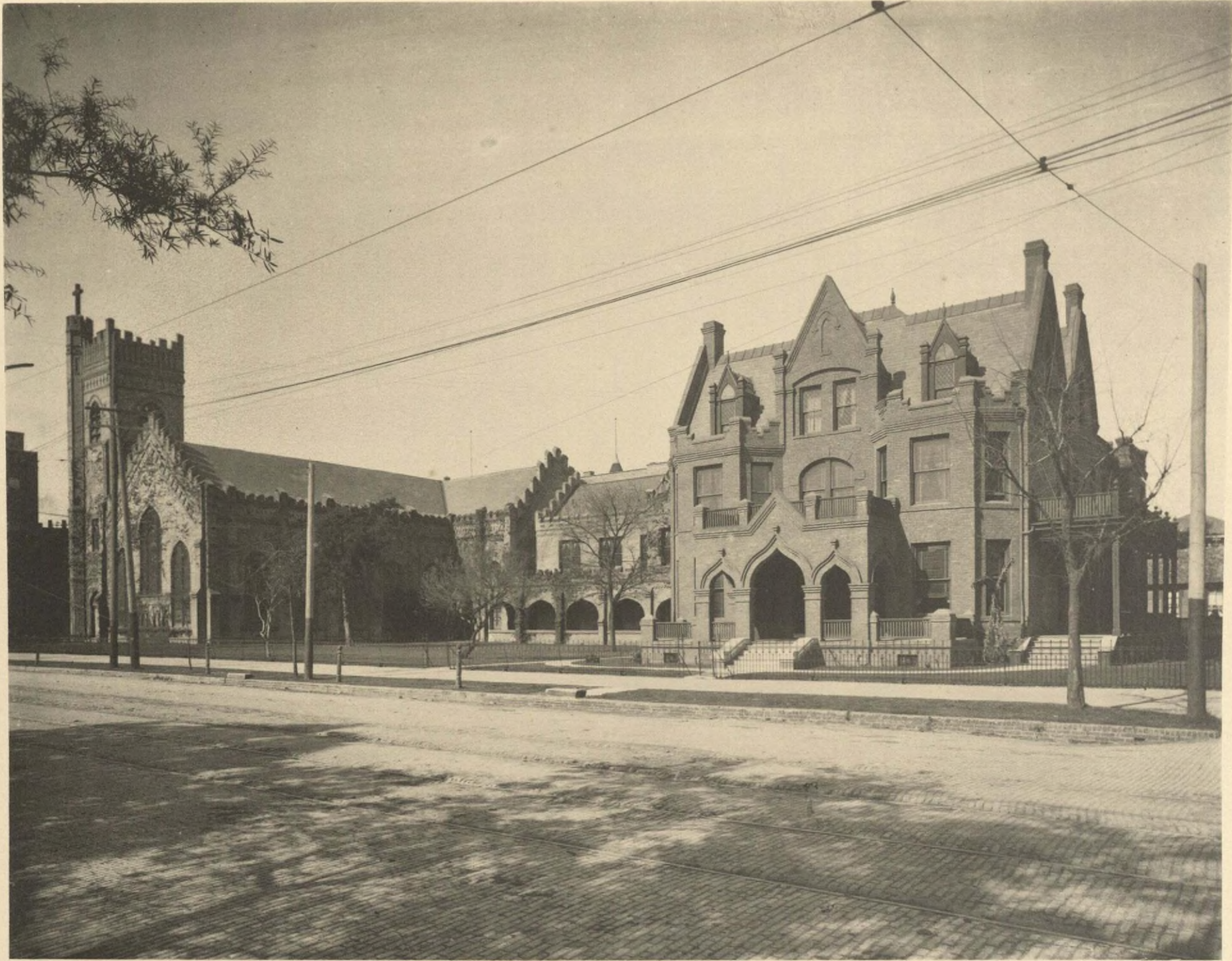
1904.



BUFFALO BAYOU AT HOUSTON.



GRAND CENTRAL DEPOT.



CHRIST CHURCH, EPISCOPAL.



RESIDENCE OF E. R. RICHARDSON.



RESIDENCE OF W. S. HUNT.



ENTRANCE TO WESTMORELAND PARK.



RESIDENCE OF JOSEPH F. MEYER.



RESIDENCE OF W. B. CHEW.

Beside the appropriation by Congress of \$400,000 for a new Federal building for Houston, realizing the importance of the present water carrying trade of Houston, and the demands of the commerce of the entire West, Congress has appropriated an additional \$1,000,000 and approved plans for \$3,000,000 more for the widening and deepening of the outlet from Houston to the Gulf of Mexico. This commits the Government to the providing of the amounts for the completion and the maintenance of the work.

An immense quantity of the freight of the Trans-Mississippi region now comes down the converging lines of railway and passes through Houston's doorway to the sea. This territory, in which may be included the several states north of the Ohio river, is the great producing section of the United States, furnishing the grain and meat products of the entire West, the fruit and wine from California, Texas cotton, corn, cane, and rice, and an immense aggregate of minor products of the entire section.

The Gulf is the natural pathway from this great section to the markets of the world, and Houston is the most advantageous point of the territory for concentrating, distributing and manufacturing its resources. Because of the lack of terminal facilities at Houston the long-haul east and west routes have been able in the past to divert much freight from the logical and natural short down haul routes to Houston, and thence through the Gulf to the markets of the world. Now, however, that the national Government has responded to the demands of this commerce and Houston is to have an inland deep water harbor twenty miles long, affording on each side of the channel unlimited terminal sites for business of every kind, it will not be a far cry to the day when the bulk of the products of the Great West will come through Houston, while the railroads have rapidly been adding to their terminals to meet the regular increase of business. What Houston has had in the past, however, and what she now has will appear as insignificant compared with the increase that will come with the completion of the ship channel and the natural development of the as yet untilled acres of the West and Southwest.

Added to these things, all of which go to the upbuilding of Houston and an assurance of her future greatness, must be the effect which the construction of the Panama canal, whose early construction recent legislation appears to insure. The completion of this waterway will throw open to the entire Trans-Mississippi region, through Houston, the vast and growing markets of the Orient.

Houston has the most extensive railroad terminals south of St. Louis, and from the railroad standpoint you reach Texas at Houston. With her ship channel as the tap root Houston is the root crown of the railroad vine of the state; comprising a gigantic system of trunks, main forks, branches, twigs, and tendrils, main feeders, rootlets, and fibres, in all more than 11,000 miles in length, leaving out various lines beyond the state limits, which, from the transportation