Houston Daily Herald, Houston, Texas.


W. H. Bailey, Proprietor.

L. M. Pitkin, President.

H. P. Hepburn, Engineer and Gen'l Agent.

The Variety Iron Works Co.

Cleveland, Ohio.

Works No. 1: 51 to 89 Scranton Ave. Works No. 2: Hamton St., near Case.

Builders of steel and wrought iron bridges, viaducts and structural iron work, riveted beams, girders and die-forged eye-bars.

J. M. Mather, Southwestern Agent.

Rooms 7 & 8 Shepherd Building, Main St. and Congress Ave.

Houston, Texas.
THE CITY OFFICE
OF THE
OMAHA AND SOUTH TEXAS
LAND AND IMPROVEMENT COMPANY
IS NOW LOCATED AT
911 FRANKLIN AVENUE,
With L & G. N. R. R. Ticket Office (Hutchins House Block).

THE GENERAL OFFICE OF THIS COMPANY IS AT HOUSTON
HEIGHTS, DIRECTLY OPPOSITE THE HOTEL.

VISITORS TO HOUSTON. Citizens of the County of Harris, and City of
Houston, and the public in general, especially those in search of homes (either in city or country), manu-
ufacturing plants or location for same, and capitalists looking for safe and profitable investments, are cordially
invited to call at either or both offices.

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AT THE CITY OFFICE will be found on file the
daily papers of Houston,
Ft. Worth, Dallas, St. Louis, Kansas City, Omaha
and other cities, also writing material; all of which is
at the service of our visitors and callers. DON'T
hesitate to call and look over your home paper.
Write to your kinfolks and friends. We bid you
welcome with a big W.

********

NOW READ THIS. TO TEXANS. Should the
reader of this hail from any
point in Texas, this Company will refund to him the railroad fare paid to Houston and return to
starting point, providing property to the amount of
$300 is purchased from this Company by the bearer
of this circular.

********

TO THOSE WHO live and come from any other
State (from Maine to California
or Canada) this Company will return the railroad fare
paid to Houston and return to starting point, providing
property to the amount of $700 is purchased from this
Company by the bearer of this circular.

********

PLACE THIS IN YOUR inside pocket and on your
arrival at Houston present
it to the representative of the OMAHA AND SOUTH
TEXAS LAND AND IMPROVEMENT COMPANY, in Houston
or at Houston Heights.

********

WHY DO WE make this proposition and how can
we afford to carry it out, you naturally ask. We recognize the fact that it takes people
and improvements to develop the country and to build
a city; in short, to make "life worth the living," it
requires good people and lots of them, and to the actual
settler, business man and manufacturer we will and
can afford to deal liberally. The property we own and
control was purchased some time ago at reasonably
low figures. All property in and convenient to Houston
has increased in value (and we believe will continue
to do so), hence we can share with you our profits and
at the same time profit by so doing; especially so if
you become one of us and join in the improvement
and development of our property.

********

WE DON'T WANT or expect the "Earth"—so to
speak—would not know what
to do with it if we had it. We are willing to "live and
let live," and share profits with those who were not
fortunate enough to get in on the "ground floor." WHILE THIS IS TRUE, we want it understood that
we are not on a mission of love or charity; we are
HERE TO STAY and for BUSINESS, and present a
business proposition to the public in general and the
business man in particular.
HAVING EXPENDED in Houston and immediately adjoining the city, during the past two years, over two millions of dollars ($2,000,000) in permanent improvements, is proof positive that we have faith in the future of Harris County, Houston and the State of Texas.

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IF NOT INTERESTED, the reader will confer a favor by handing or mailing this to a friend or an acquaintance.

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CITIZENS OF HOUSTON who contemplate making a change of location, or erecting a house, will find it to their interest to confer with this Company. Special inducements offered to those who wish to build homes or engage in manufacturing or business for the next 90 days.

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DON'T READ THIS, (unless you want to save money.) We have at Houston Heights LOW TAXES (being just OUTSIDE city limits). State and County tax is all we have to pay, which is a mere trifle. THIS IS AN IMPORTANT ITEM. We also have PROMPT AND PERFECT ELECTRIC CAR SERVICE, an UNLIMITED supply of EXCELLENT ARTESIAN WATER, NATURAL and ARTIFICIAL DRAINAGE. The elevation of Houston Heights is 20 feet higher than at the court house in Houston. A good drive (gravel and shell road). Abundance of TIMBER for SHADE and FUEL, etc. Good FREE PUBLIC SCHOOL. Several MANUFACTURING PLANTS completed and under construction; and the good work is, you may say, just started. Perhaps it would be well to see and thoroughly investigate Houston Heights before locating or investing.

********

DON'T FORGET the number of our City office, 911 Franklin Avenue (Hutchins House Block). General office, Houston Heights, opposite Hotel.

OMAHA AND SOUTH TEXAS LAND AND IMPROVEMENT CO.

REPRESENTED BY

JOHN HOWARD, HOUSTON, TEXAS.

NOTE.

BY THE WAY, DO YOU KNOW that Texas has stood the late financial squeeze (all things considered) better than any State in the Union? Furthermore, it is a FACT that Harris County is the BANNER COUNTY, financially speaking, of the STATE OF TEXAS. $3,500,000 increase in values in 1803 over that of 1892, for an off not a bad showing. So much for the County of

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NOW FOR THE CITY of Houston.

The bank clearings for the past week, as published in The Post this morning, show an increase of more than 53 per cent. for Houston over the corresponding week last year.

Last week they were - - - - $9,219,169
Same week last year - - - - 6,024,826
Increase - - - - $3,194,343

- Editorial Houston Post, Oct. 29, '93.

Hence we have facts and figures which say that Harris County is the banner county of Texas, and Houston is THE city of the Lone Star State at this writing, October 30th, 1893. If we are mistaken in this, the reader will confer a favor by calling our attention to the error.

O. & S. T. L. & I. CO.

Houston Illustrated

A FEW FACTS...

About the South’s Most Prosperous City.

By Houston Daily Herald.

1893.
HOUSTON, TEXAS,
W. H. COYLE & CO., PRINTERS,
—1893.—
A Glance at the Past.

HOUSTON, the most prosperous and beautiful city in Texas, the greatest railroad center in the State—if not in the South—the largest interior cotton market and the second in point of receipts in the world, a manufacturing place of ever-increasing importance, the home of a refined, hospitable and progressive people, is the county seat of Harris county, situated on Buffalo bayou, at the head of tide-water and ocean navigation, fifty miles from the Gulf of Mexico.

The municipality of Harrisburg (five miles below Houston, on Buffalo bayou) was the first political subdivision of a vast territory (of which the county of Harris, consisting of over 1800 square miles, is only a portion), and the first permanent settlement in the now flourishing district embracing the great city of the prairies. The present site of Houston was included in two leagues of land granted by the Mexican government to John Austin, the Texas patriot, in 1821. Austin was with Gen. Long when the latter met his death in the City of Mexico, and, on his return to Texas in 1831, is supposed to have taken a prominent and active part in fanning the fires of revolution among the excited people.

The first Americans to attempt civilization in this vicinity were probably Walter C. White and a Mr. Knight, who raised a crop of corn near the mouth of the San Jacinto river at the time of Gen. Long’s expedition in 1820; but these pioneers remained only a short time and the first actual settlers arrived in 1822. Of these, Moses L. Choate and William Pettus appear to have been the first to live on the San Jacinto river and a surveyor named Ryder was the first settler on the bay of that name. In 1824 Gen. Austin, Secretary Williams and Baron de Bastrop, the Commissioners of the Texas Republic, visited the settlements and conferred titles. Other settlements of little importance were made in the vicinity, and in 1835 Harrisburg had grown to be a thriving place, the home of many patriotic Americans of high character, the high-minded Lorenzo de Zavalla, a brave Mexican who fought with the Texans for the independence of the Republic, being one of the number. Harrisburg became the seat of justice and, later on, the offices of government were established there, which were abandoned, however, on the approach of the Mexican army, which burned the town. The first flag of the “Lone Star” Republic made in the State was improvised at Harrisburg in 1836 by a Mrs. Dobson.

In the month of August, 1836, A. C. and John K. Allen, two brothers from New York State, who had purchased the grant from Austin’s widow, then Mrs. Parrott, laid out the town of Houston, which they named after Gen. Sam Houston. It is stated upon reliable authority that what is now Main street, the leading business
FIRST TEXAS "WHITE HOUSE."
thoroughfare, was marked out by one of the Allens, who cleared away the brush and undergrowth with a bowie knife—probably the only instance extant where that bloody weapon ever figured as a factor of civilization.

The Allen brothers, who were enthusiastic and vigorous "promoters," well aware of the advantages of the situation, zealously set to work to attract the attention of prospective settlers to this region, and issued a prospectus which they sent to many prominent gentlemen in different parts of the United States. Houston was selected as the seat of government by the first Congress of the Republic, which assembled at Columbia, December 15, 1836.

Texas attracted a good deal of attention throughout the civilized world at that time and the deeds of heroism and patriotism exhibited by the young Republic won universal admiration. Observers of the unequal struggle thought that surely such a land was well worth fighting for, to possess which so much blood was shed and treasure lost, and immigrants from the four quarters of the globe came to Texas in large numbers, so that in 1838 Houston's population was estimated at about four thousand souls.

Although the city of Houston was founded in the middle of the nineteenth century—the epoch of the world's greatest stride in the march of civilization and genuine progress—when the older cities of America, founded during the colonial period, were firmly established on a basis of solid growth and prosperity, the new city, which was then considered as being on the borders of the "Wild West," suffered innumerable hardships and encountered almost insurmountable difficulties. Communication with the States of the Union was difficult and often hazardous, transportation facilities were altogether inadequate, the simplest luxuries of life almost unattainable, a bitter and cruel war was being waged with a powerful and vindictive foe maddened to desperation at the loss of a magnificent empire, and, when the settlement was commenced, many of the inhabitants died from exposure, being without habitations and suffering from the inclemencies of the weather during the winter. A citizen writing at that period stated that dead men could be seen lying about the streets almost any day, the victims of intemperance and reckless living—a class of adventurers in search of fortune or excitement who flock to every new settlement.

The first habitations of Houston—the homes of people accustomed to the luxuries and refinements of civilization in the older States—were little more than rude huts, composed of brush thrown over poles. The first comfortable (?) structure was a log cabin, built without "chinking" between the logs, and with puncheon floors. This was situated on the site of the handsome and substantial market house and was occupied as a residence by the family of Mr. A. C. Allen. This log cabin was compelled to serve as a ball-room for the festivities given in celebration of the victory of San Jacinto. It was an humble place indeed, without a ceiling, the joists being hidden with green boughs gathered for the occasion by the patriotic ladies. The Capitol of the Republic, a poor structure, built on the spot occupied by the present handsome and imposing Capitol hotel, was used both as an inn and for the offices of government. The miserable, tumbledown, dilapidated hovel which stood, until recently, next to the County Jail, was the first Texas "White House," and was occupied as a residence by the President of the Republic, the illustrious Houston.
L. T. NOYES,
GENERAL AGENT
DIEBOLD SAFE & LOCK CO.,
MANUFACTURERS OF
IRON & STEEL PRISON WORK,
FIRE & BURGLAR PROOF SAFES, BANK & SAFE DEPOSIT VAULTS
HOUSTON, TEXAS.

It is of vital importance that great care should be taken in the construction of buildings intended for the safe-keeping of prisoners and especially should extraordinary care be used in the selection of the iron and steel department of such institutions.

Mr. L. T. Noyes, of Houston, Texas, stands pre-eminent in this country as a successful jail builder. His work is known all over the South and wherever he has been the successful competitor for the construction of a prison his work has given general satisfaction and his patented materials used in the interior construction have been pronounced of unusually superior quality, both in durability and workmanship.

Mr. Noyes has supplied the burglar-proof safes for hundreds of the largest moneymed institutions in the State of Texas and has constructed a large number of prisons in the States of Texas, Louisiana, Alabama, Mississippi, Kentucky and Georgia during the past few years; each of which stands as a monument of pride to his skill in this line.

The Company Mr. Noyes represents as General Agent is known all over the United States and has agencies in most of the larger cities. An immense stock of fire and burglar-proof safes and vault doors are kept constantly on hand at the office in Houston, Texas.

For plans, specifications and estimates on all classes of fire and burglar-proof safes, bank and safe deposit vault work, county and city jail and prison work, address L. T. NOYES, HOUSTON, TEXAS.
Lumber was transported with great difficulty and expense from Mobile and New Orleans. The scarcity and difficulty of obtaining this necessary commodity may be imagined when it is stated that $100 per thousand was the price paid, and those who wanted the material sawed in advance of the season often paid as high as $800 per thousand.

Besides the great difficulty encountered in securing lumber, building materials and the like, even provisions and water were then considered expensive luxuries. Water for drinking and culinary purposes was obtained from a spring a considerable distance from town and hawked about the city and sold at 25 cents per bucket. This will appear strange indeed to the present generation of Houstonians when they see hundreds of fountains of clear, pure, salubrious water gushing forth from artesian wells throughout the city and suburbs. The illustration on the opposite page is a photographic view of one of the large artesian wells which supplies the city. This well was bored by Gustave Warnecke, who has been highly successful in furnishing the people of this and other sections of the State with magnificent artesian wells at a comparatively small cost. This well has a capacity of six hundred and forty thousand gallons per day.

Notwithstanding the disadvantages mentioned, Houston, located in the heart of a magnificent and rich tributary country, only awaiting the civilizing and developing hand of the enterprising and energetic population which afterwards came, after the lapse of little more than half a century is a great city of fifty thousand people, with almost every sort of industry well represented. It may be safely said that its present prosperity is but a foreshadowing of the glorious future in store for the gem of the Lone Star State.
GEN. SAM HOUSTON.
The Houston of To-day.

Houston occupies an almost central position in the eighteen hundred miles of territory known as the coast prairie country of Texas, fronting directly on the beautiful Galveston bay. The country is admirably drained by creeks and bayous, the banks of which are thickly wooded with timber of the various Southern varieties.

The eastern corporate limits of the city almost reach the great pine country of East Texas, and near by are immense forests of primeval oak in somber drapery of Spanish moss, sycamores, pecans of enormous growth, wild peach, hickory, flint-leaved holly, ash and cypress; and here may be found the magnolia grandiflora in all its grandeur and luxuriance, attaining a glorious growth, many of the trees reaching one hundred feet high. It is on account of the immense magnolia groves in the vicinity of the city that Houston is justly called the "Magnolia City."

All the delicate and beautiful flowers of the semi-tropics grow here in the greatest profusion and variety, and in the delicious spring and early summer days exhalations of roses of every description and hue, jasmine, verbena, night-blooming jasmine, and other sweet-scented flowers make fragrant the atmosphere.

The climate may be called sub-tropical, although, being close to the sea, it is always healthful and enjoyable. The latitude of Houston is 29°, 47' north—about the same as that of New Orleans. The average elevation above the sea level is forty feet, and the air line distance from the Gulf of Mexico is exactly forty miles, so that summer heats are cooled and winter blasts tempered by the delightful sea breezes. The summer temperature averages 92°, the mean summer being about 80°. The average winter temperature is 60°. The rainfall is about the same as the rest of the Texas sea coast country, averaging about fifty inches a year—enough to fill Buffalo bayou, which winds through the heart of the city, and flush the streets.

The city's water supply is obtained from artesian wells and is used for both public and domestic purposes. The water is sweet, pure, soft and gushes forth in all parts of Houston and the suburbs in great abundance.

From its position and excellent drainage Houston is a remarkably healthful city, and no serious epidemic has ever visited it. The death rate is very low, being only nine to the thousand.

Beautiful Streets and Residences.

Up to a few years ago Houston had a unique reputation for cotton, hospitality and mud. While the cotton business of the city is increasing each year, and hospitality is by no means on the wane, the mud is vanishing under the new order of things, and clean, well-paved streets are taking the place of the "sloughs of despond" which formerly characterized the city.
The streets are laid out in a very irregular manner, presenting a geometrical variation which is by no means unpleasant to the pedestrian who strolls about the city, as the thoroughfares are generally wide and straight. The principal streets are paved with vitrified brick, bois d'arc, stone, blocks and solid gravel. Most of the work has been let to Capt. R. C. Storrie, an experienced and reliable contractor. Handsome and costly steel bridges span the streets crossing Buffalo bayou in different parts of the city, which has five municipal divisions or wards.

Thirty miles of streets have been paved during the last three years with vitrified brick, stone and bois d'arc—a most durable material. The sewerage system is admirable, and based upon the most improved modern plan. Fifty miles of pipe have been laid, the plan adopted being known as the separate system, by which both surface drainage and sewerage are conducted through vitrified pipe and brick sewers to Buffalo bayou. Many avenues are being extended, widened and graded, and new streets opened in every direction. The city is perfectly drained and stagnant water is never seen in the gutters, which are regularly flushed from the waterworks.

Until recently there were few buildings of an imposing or pretentious nature, but many new structures show a pleasing, even wonderful improvement. The public and business buildings are handsome, substantial and very far from commonplace. Many costly structures, devoted to all sorts of purposes, including hundreds of fine residences, have just been completed and others are under way. Among these may be mentioned the passenger and freight depots of the Missouri, Kansas and Texas Railroad, which has just entered the city, the Anheuser-Busch and Magnolia Breweries, St. Joseph's Infirmary, Christ Episcopal Church, Moss Collar and Bagging Company's Factory, besides numerous smaller buildings for business purposes.

The residences of Houston are very attractive and many of them may be styled palatial. They are situated on broad avenues, amidst lovely, carefully-kept lawns and gardens, and cannot fail to win the admiration of visitors.

Houston has attracted to itself many architects of note, among the more prominent of whom may be mentioned J. Arthur Tempest. Before removing to Houston, Mr. Tempest was connected with an eminent firm of architects in New York State, occupying the position of supervisor in the designing department, and many examples of his handiwork may be seen in the handsome residences and public structures of Buffalo. His work, however, was not confined to the limits of one city, for, among other things, he had the honor of being the designer of one of the very few large buildings erected by American capital on English soil—a brown stone edifice of classic design now standing on a prominent street in London. Mr. Tempest, being conversant with all the details of his profession, takes especial pleasure in the designing of interior decoration, of which branch of the art he is more than an apt student. On taking up his residence in Houston Mr. Tempest immediately took his place in the foremost ranks of his profession, and the many works of architecture upon which he has been engaged have in every instance elicited deserved praise.

Eugene T. Heiner takes rank among the leading architects of America. It is estimated that he has super-
vised the erection of buildings in Texas alone whose cost aggregates over $4,000,000. His designs are of a very high order, chaste and ornate, combining solidity with elegance. His work in Texas and elsewhere will always stand as a monument to his taste and ability.

Mr. William A. Polk came to Texas from Tennessee when quite a lad, studied civil engineering and architecture, went to the University of the South, at Sewanee, Tennessee, where he graduated, returned to Houston and was appointed as one of the engineers of the Houston East and West Texas Railroad, which position he now holds. He was elected county surveyor at the November election last year. He is one of the most popular officials of Harris county, a courteous, affable and obliging gentleman, who is highly respected for many noble qualities. He occupies a very high social position and is a member of the distinguished Polk family of Tennessee.

Street Car System.

Houston has the finest system of electric street railway in the South, and few cities in the North with the same population have any better, if as good. All lines in the city are operated by the Houston City Street Railway Company, which was chartered in 1870. Until two years ago their cars were operated by mule power. The company was purchased at that time by a syndicate, the leading member of which is Mr. O. M. Carter, of Omaha. Immediately after the purchase steps were taken to obtain an electric franchise from the city, which being obtained, the company has prosecuted to this time a general reconstruction of the entire system. Forty-seven electric motor cars, built by the leading car manufacturing companies of the country are operated with the latest approved electric motors. A substantial and convenient brick power house and car house have been erected on the banks of the bayou with repair shops attached, in which are contained the finest machinery to be had. The power is furnished by two Reynolds-Corliss engines, five Wilcox and Babcock boilers, two Edison and two Thompson-Houston dynamos.

The Street Railway lines reach all parts of the city, diverging from a central belt in the heart of it, covering nearly forty miles of street, passing all principal buildings and points of interest. The cars are of the most approved pattern, kept clean and in good repair, and operated by an intelligent and accommodating class of men in neat uniforms.

The City Railway Company has recently entered into negotiations with and is now operating for the Houston Heights Street Railway Company a line of cars to that new industrial and fine residence suburb, which has proven one of the finest excursion lines to be found in any city. These cars start from the heart of the city, run out Washington street, pass the Grand Central Depot, Glenwood Cemetery and along the Houston Heights boulevard. Further improvements and extensions are contemplated by this progressive company.
Of the equipment thirty-five are Thompson-Houston single reduction and twelve Edison double reduction, having two motors. The company will have two engines and five dynamos in operation this summer. Two years ago one engine and two dynamos were used.

The officers of this company are C. S. Montgomery, Omaha, President; H. F. MacGregor, Vice-President and General Manager; C. A. McKinney, Secretary and Treasurer, and Fred Mundes, Superintendent. J. M. Carter, Omaha; T. W. House, W. D. Cleveland and D. D. Cooley, Houston, compose the Board of Directors.

City Government and Institutions.

Economy and conservatism have always characterized the municipal government of Houston and have principally contributed to her advancement.

The total property valuation in 1880 was $5,352,314, and the tax rate $2.70 per $100, while now, with $16,571,000 tax valuation—which is two-thirds of the actual value of the property assessed—it is $2 per $100. The city's debt in 1880 was $1,501,592, but now the debt is only about $1,800,000.

One-half of the funds derived from taxes goes to pay interest on the debt, the rest to the general fund, including the school deficiency fund should the amount set aside by the State for school purposes—$5 per capita—be not sufficient to meet the expense of new buildings and the employment of extra teachers to keep pace with the annual increase in the school attendance. The city provided $25,000 for this deficiency last year.

One per cent of the tax roll up to a certain amount is devoted to the payment of the yearly interest on the city bonds, the remainder, if any, going, as before stated, to the general fund.

The bulk of the debt is funded, three-fifths bearing 6 per cent interest. The bonds are at a premium, and the city's credit is good for a much larger issue.

The municipal government consists of a mayor, ten aldermen, board of liquidation, school board, city secretary, treasurer, collector, recorder, attorney, engineer, health officer, chiefs of police and fire department.

The annual tax levy, including licenses and occupation tax, realizes about $375,000 in receipts, which nearly all goes for city expenditures, public improvements required by the rapid growth of the city and the sinking fund.

The State and county taxation is reduced to the minimum, being about 80 cents on $100. Harris county is the largest settled county in the State, and Tax Collector Martin Curtin is one of the best officials in the United States, having served the public in his present capacity for six years.

Mayor John T. Browne is the senior member of the firm of Browne & Bollfrass, wholesale grocers, and is actively identified with other live interests. He is a conscientious executive officer, who is always found on the right side of every movement looking to the advancement of Houston. He gives the strictest attention to the duties of
his office and has a faculty for going into details and bringing out the true inwardness in regard to all complex questions of municipal government. He is assisted in the city government by a board of aldermen from each of the five wards, which embrace a large territory and are densely populated. The city legislators are active men of affairs, most of them being young and energetic, who have property interests which make them conservative, economical and yet progressive citizens.

The School System.

Texas provides for her public schools in a most liberal manner, and $100,000,000 are set aside in funds and lands for this purpose. Of this provision Houston gets an ample revenue and the city gives a large share from tax collections.

There are thirteen public schools in this city, one of which is a high school with an academic course of Latin, French and German, which prepares the scholars for the State University. Seven of these public schools are for the negro youth of the city.

A board is elected by the city to manage these schools, and the Superintendent, who is appointed by the Mayor, is an executive officer of the board and has direction of the department. A large number of competent, well-paid teachers serve under the immediate authority of the Superintendent. There are seven thousand school children in the city and about five thousand five hundred of these attend regularly, the proportion being about three white pupils to one negro pupil.

The Catholic parochial schools have an attendance of about five hundred pupils, and this denomination has a splendid boarding school and academy for young ladies, conducted by the nuns of the Order of the Incarnate Word, which has been established twenty years.

There are also splendid business colleges with a large patronage. Among these is the Houston Commercial Academy. This splendid institution offers a complete and thorough course of bookkeeping and shorthand. For thoroughness in the courses of study, ability of instructors and systematic management it is probably without an equal in the State. Its students always secure positions as soon as they are competent. No pupil who has been recommended by this academy has ever failed to hold a position. Business is taught as it is practiced by business men, so that pupils accepting positions understand their duties thoroughly. Business men needing bookkeepers, stenographers or office help can be supplied by application to this splendid school.

Two Large Hospitals.

Among the institutions of which Houston is particularly proud are her hospitals. The Houston Infirmary was founded in 1883 by Drs. D. F. Stuart and Thomas J. Boyles, two of the most eminent physicians in the Southwest. Before its establishment the city had no infirmary and the enterprising
propriets, appreciating the necessity for such an institution, conceived the idea of building the present structures, which are handsome, commodious and thoroughly equipped for the relief and comfort of suffering humanity. Two hundred patients can receive accommodation and treatment. Every instrument, appliance and convenience known to the science of surgery is at hand, directed by the superior skill and experience of Drs. Stuart and Boyles, who have a large staff of faithful, educated nurses, both male and female.

This infirmary is the hospital of the Houston and Texas Central, East and West Texas, and Missouri, Kansas and Texas railroads, and for local patients of the International and Great Northern and Gulf, Colorado and Santa Fe.

Dr. Stuart graduated at Jefferson Medical College, came to Texas in 1849, began the practice in 1859, entered the Confederate service as surgeon of the Tenth Texas Infantry, and was afterward assigned to duty as brigade surgeon of Granbury's brigade (Cleburne's division, Army of Tennessee), which position he held until the end of the war. He then located in Houston and continued the active practice of his profession with remarkable success. He has been president of the State Medical Association; Texas Medical College at Galveston; board of trustees of Stuart's Female Seminary; board of trustees of Bayland Orphan Home; chairman of the convention which organized the State Medical Association in 1869, and was a delegate from the Texas State Medical Association to the International Medical Congress held in Philadelphia in 1876. He is also a member of the National Association of Railway Surgeons.

Dr. T. J. Boyles graduated at the Medical College in Mobile in 1871, after which he went to London England, where he attended the Royal Ophthalmic and graduated again at that celebrated institution. He came to Texas in 1872, practiced in Fort Bend county and then came to Houston, forming a co-partnership with Dr. Stuart seventeen years ago. He is an excellent physician and thorough surgeon, keeping well posted with all modern scientific methods. Dr. Stuart and himself are chief surgeons for all the railroads in Houston, with two exceptions.

Dr. J. R. Stuart, a young and promising surgeon, son of Dr. D. F. Stuart, is the physician in charge of the Houston Infirmary. He has the practical management of the patients and the staff at that place, and devotes his sole attention to the hospital. He graduated at Jefferson Medical College, Philadelphia, in 1890, and is assistant surgeon of the Houston and Texas Central, Houston East and West Texas railroads, a member of the National Association of Railway Surgeons and surgeon of the famous Houston Light Guard.

St. Joseph's Infirmary is conducted by the noble and devoted Sisters of Charity, who have endeared themselves to the people of Houston by their generous and self-sacrificing conduct on various occasions. They have erected a visible and earthly monument to the spirit of tenderness and humanity which actuates all the daughters of St. Vincent de Paul, the beautiful and imposing new St. Joseph's Infirmary, at the corner of Franklin and Caroline streets, which is of brick, with a slate roof, three stories high, including basement. The dimensions are
56x100, feet and the infirmary will contain twenty-five wards, offices, parlors, a refectory, bath rooms, closets, elevator and will be heated throughout with a hot water system. The style is Romanesque and the cost will be over $25,000.00. It is located in a picturesque part of the city, convenient to transportation. The patients have the comforts of home and the peace and quietude so necessary to the well-being of invalids, also the privilege of choosing their private physician, at their own expense. The terms are most reasonable—from $1.00 to $2.50 per day, according to location of rooms. Those who cannot pay are well taken care of and provided for.

Protection and Public Health.

Houston is a peaceable, law-abiding city and requires a comparatively small police department well organized and in the hands of competent authorities. Discipline is good and the men are efficient.

George Ellis, Sheriff of Harris county, is one of the most faithful and efficient officers in Texas. His unusual vigilance, tireless application to duty and strict fidelity in all things have won him a most enviable reputation. He has on several occasions shown the greatest coolness and courage when brought in contact with some of the most desperate and lawless elements in the State and prides himself upon the fact that he has always caused the law to be maintained without shedding human blood. He particularly distinguished himself in his successful efforts to capture the men who robbed the Southern Pacific Railroad about two years ago. He caught two of the robbers, who are now in the penitentiary. He always shares the risks and dangers of his deputies and is with them on all hazardous occasions.

A paid fire department guards the property of citizens with a splendid equipment, under the direction of a competent and experienced chief.

The health department of Houston is directed by Dr. George W. Larendon, city health officer. He began the practice of medicine in this city in 1889, was appointed deputy health officer in 1891, and elected to his present position last year by an overwhelming majority. He was also appointed chief surgeon of the Texas Western Railroad about the same time, and is medical examiner of numerous orders and fraternities. A very high and deserved compliment, and one which he prizes, was his appointment as regimental surgeon to the Texas cavalry. Dr. Larendon was educated at Prince Edwards Academy, the famous Virginia college which has graduated so many distinguished men, and then took a three years' course at Jefferson Medical College, Philadelphia.

Among the prominent physicians a few are worthy special mention. Dr. A. C. Cunningham graduated at Jefferson Medical College, Philadelphia, in 1884-5. He began the practice of medicine at San Saba, Texas, later removing to Vernon, where he soon won an enviable reputation as a physician and surgeon, performing many capital operations, among them a number of laparotomies. Dr. Cunningham attended the New York post-graduate course in 1890-91, after which he returned to Vernon. He came to Houston in 1892.
Dr. Edward Beatty Jackson graduated as valedictorian of his class at the Medical College of Mobile, Ala., in 1885, and began the practice of his profession in Montgomery county. He located permanently in Texas in 1888, in which year he also married. After three years' practice in Houston he went to Europe to study a specialty, attaining a high degree of perfection in his chosen line under Sir Joseph Lister, of King's College, London, at St. Mark's Hospital, and as clinical assistant of Dr. Mansell-Mullin, at the London School of Gynaecology, the famous Soho Square Hospital, the oldest for women in the world. After an absence of nearly a year he returned home, and has proven his skill as a physician and surgeon in the performance of many difficult and delicate operations, all of which have been successful. One operation, the engrafting of new skin after the taking away of the old diseased portion, was the first of the kind ever performed in the South. There is, perhaps, no physician in the State who has contributed more to medical literature for the past six months.

Amusements and Resorts.

Houston has many places of resort and amusement which would be creditable to more pretentious places. Sweeney & Coombs' Opera House, a large, handsome and costly building of the latest design and all modern improvements, was built about two years ago and is the leading place of entertainment. All first-class attractions making the large cities of the South and Southwest are booked for this theatre by Mr. Henry Greenwall, manager of the southwestern theatrical circuit. This beautiful theatre is rarely ever closed a single night during the season.

Concerts and other musical entertainments of a high order are given at Turner Hall by the Saengerbund, and several dramatic societies hold the boards at regular intervals during the winter and summer. Entertainments of a respectable vaudeville character are given at Freund's Hall, Byrne's Hall and Armory Hall. The superb theatre at Houston Heights, which will open for the summer and fall by the time this little book reaches the public, will be a splendid place of amusement during the heated term.

Houston has the honor of being the home of the classic singer, Mrs. Bella McLeod Smith, wife of Capt. C. L. Smith a prominent railroad man, whose portrait is presented elsewhere, is known in this country and Europe. She spent many years in Europe studying under the celebrated masters and acquired an enviable reputation among Parisian musicians. At a musicale, where Rubenstein, Thomas and Gounod were present, the latter was so pleased with the fair American's rendition of the garden scene from Faust that he publicly saluted Mrs. Smith and predicted a brilliant career for her if she would adopt the stage as a profession. Mrs. Smith is a charming conversationalist in four languages.

The Mozart Conservatory of Music, under the direction of the Herrle Brothers, has made a most enviable reputation. All branches of vocal and instrumental music are taught by well-trained teachers. The Herrle Orchestra is one of the institutions of the city.
As a place of refined intellectual recreation the Houston Lyceum, which is situated in large handsome rooms over the market, is second to none in the South.

The Market House, covering an entire city block, is one of the great sights of Houston. The building is of brick and stone, the lower part a vast arched space, with flagged pavements, filled with the booths and stalls of purveyors of all the necessities and luxuries of life. Not only is the market itself crowded, but the broad plaza on either side is a buzzing, chattering, busy hive of humanity of all nations, ages, sexes, colors and conditions. On Saturday nights a most picturesque and bewildering spectacle is presented as the crowds surge in and around the square, the tents and stands of numerous itinerants being illuminated by hundreds of torches, candles and twinkling parti-colored lanterns. The Houston market is famous for its abundance and variety. Game, fish, fruits and vegetables of all kinds can always be had in the proper season.

There are several beautiful parks in and around Houston. Merkel’s Grove, Magnolia Park, the Volksfest Park, are lovely places, with beautiful shade trees, platted lawns, well laid-out walks and drives. There are many excellent drives in and about the city, and the livery stables keep a splendid line of vehicles of all descriptions.

The Houston Bar.

A notice of the men who are making Houston, who give character and tone to the population, would be incomplete without a few words in regard to the members of the bar, some of whom have earned reputations abroad.

Mr. F. F. Chew has been living in Texas thirty-three years and during that time, a full generation, has made for himself a most enviable reputation as an able lawyer, an accomplished and polished gentleman. He was born and reared in Marshall county, Mississippi, a locality settled by an aristocratic, cultured people, and is descended from an old and distinguished southern family, which originally came to Maryland from Somersetshire, England. Mr. Chew’s father was a wealthy cotton planter who gave his son a liberal education. Mr. F. F. Chew graduated from the literary and law departments of the University of Mississippi with degrees of B.A. and LL. D. On coming to Texas in 1860 he engaged in cotton planting in Burleson county, but removed to this city in 1870 and began the practice of law. He now has a large and lucrative practice. Mr. Chew occupies a high social position and is a gentleman of the most agreeable manners. His friends have often begged him to enter political life where his superb intellect would have a broader scope and his genius meet with a recognition it so justly deserves, but preferring a private life and being in love with his profession he has always declined to aspire to political honors.

Ford & McComb are among the leading law firms of Texas. The gentlemen composing it practice in all courts of the State. Just before the war closed Hon. T. W. Ford, then a boy of seventeen, enlisted in Whitfield’s
legion of Ross' brigade of Texas cavalry and was a member of that command when the contest ended. He graduated with distinction from the law department of the Cumberland University, at Lebanon, Tennessee, and began practicing in 1875. Judge Ford has devoted much time to land litigation, in which he has been very successful. He is considered a master of the complex questions of corporation law and has been attorney for the International and Great Northern, Galveston, Harrisburg and Henderson and the Houston Tap and Brazoria Railroads for the counties of Harris, Montgomery and Walker. He was elected to the Legislature in 1878, and was a member of Judiciary Committee No. 1 and several other important committees. During his legislative career, to quote a friend, "he stood in the first rank and had the confidence of all." He was tendered the nomination for the Seventeenth Legislature, but declined in order to give his entire time to his profession. In February, 1890, he formed a co-partnership with Hon. J. E. McComb. John Evans McComb was educated at Myer's Academy, Ladonia Institute and Baylor University, graduating from the latter in 1871, receiving the degree of A. B. He achieved distinction at college for his forensic powers and was admitted to the bar at Sherman in 1872. He was appointed District Attorney pro tem. of the District Court the same year and served in that capacity during the term, removing to Montgomery in 1875. Mr. McComb represented Harris and Montgomery counties in the Fifteenth, Sixteenth and Seventeenth Legislatures with marked distinction. To him is probably due the present success of the splendid State normal school system. Mr. McComb took an active part in the exciting campaigns of 1871 and 1872 to 1884, being an elector on the Cleveland ticket the latter year and receiving the largest number of votes of any presidential elector in the United States. He was one of the Texas Commissioners to the New Orleans Exposition, the originator and a charter member of the Central and Montgomery Railroad Company, a member of the board of directors and chairman of the executive committee during the building of the road and its attorney previous to his election to the Legislature. Mr. McComb's speeches in the legislative halls, during political campaigns and his masonic and literary addresses have been widely reproduced by the press. It is as a lawyer, however, that he has achieved peculiar distinction. With a keen sense of justice, "he loves the law for her own sake." It is said that he has never been "demurred out of court" and never lost a suit he advised his client to institute. "His papers always stand alone," said a distinguished jurist on the Federal bench. In 1875 President Cleveland appointed him United States Attorney for the Eastern District of Texas, which position he filled with ability until he resigned in 1893 to accept professional relations in Houston. Mr. Cleveland and the Attorney General both congratulated the distinguished gentleman when his resignation was accepted. He organized the Federal courts at Paris, with jurisdiction over the Indian Territory and showed his wonderful executive ability in settling many complicated questions. The Attorney General appointed him to prosecute in the famous Cross murder case in the Federal court at Paris, securing convictions with the death penalty. He was for one year Texas attorney of the Pullman Palace Car Company and no judgment was procured against the company during that time. He was also attorney for the International and Great Northern Railroad and receiver for the
district, meantime having the attorneyship in the county, district, supreme and appellate courts for the Inter-
national and Great Northern, the Galveston, Harrisburg and Henderson and the Houston Tap and Brazoria Railroad
Companies.

The individuals composing the firm of Burke, Kirlicks & Griggs are Col. Frank S. Burke, John A. Kirlicks
and George B. Griggs. Col. Burke has been prominently engaged in the practice of law in this city for a number
of years, having been remarkably successful with the business entrusted to his care. He graduated with honor
from Yale College and served the people of Harris county in various public offices, notably as County Commissi-
one, where he paved and opened up the way to Houston’s future greatness. Mr. John A. Kirlicks is a long-
time resident of the Magnolia City and has been in the practice of law for more than a dozen years, meeting with
more than the ordinary degree of success. He has served the people of the county in the capacity of County Clerk
as well as that of representative to the State Legislature with credit to himself and satisfaction to his constituents.
Mr. George B. Griggs was graduated from the Ohio Normal University in 1885 and after successfully practicing
law in the States of Ohio and Kansas for a while turned toward the great Gulf coast country of Texas in the
winter of 1890-91, and in Houston re-entered the practice of law. As a lawyer he has made a good reputation
and in November, 1892, entered into partnership with Messrs. Burke & Kirlicks. The firm has a large general
practice, directing special attention to damage and land-title litigation, in which it has been very successful. This
enterprising firm has projected and established a Legal Directory for the State, in connection with the Southern
Commercial Agency, a concern for which they are attorneys. They have also, in connection with their offices,
a thoroughly equipped collection department, making collections in all parts of the United States, Mexico and
Central America, commercial law being one of their specialties. Believing strongly in the future of Houston this
firm has become heavily interested in real estate in and around the city.

Mr. B. O’Malley has had quite an eventful career. He was born in Canada East June 26, 1843, and was
educated there. He entered the United States marine service June 3, 1861, and served until August 5, 1865.
Mr. O’Malley was admitted to the practice of law in New York City in the month of December, 1867, and began
practice at Council Bluffs, Iowa, soon afterward, remaining in that city until the fall of 1869. Coming to Texas
in 1871 he entered into a successful law business at Austin, but removed to Houston in the same year. During
the twenty years in which he has remained in this city Mr. O’Malley has won the esteem and confidence of his
fellow practitioners and all who have had professional business with him. He is a conscientious, upright man and
attends faithfully to all business entrusted to him. He practices in Federal and State courts and takes both civil
and criminal cases.

Judge Sam Houston Brashear enjoys the distinguished honor of being the youngest District Judge in Texas,
he being not yet twenty-seven years of age. He was educated in this city and received his first political appoint-
ment as Deputy County Clerk—under Mr. John H. Duncan. Shortly after this Judge Brashear entered the law
office of Baker, Botts & Baker and in 1883 left that firm to accept the position of chief clerk and office assistant to Sheriff John Fant, remaining in that capacity until 1886 when he was appointed Assistant County Treasurer. While holding this position he finished his law studies, and, his disabilities being removed by special action of the District Court, was admitted to the bar before attaining his majority. The next year he formed a partnership with Mr. C. E. Ashe. In 1888 County Clerk Massie appointed him chief deputy. He was sent as a delegate to the city democratic convention in 1888 and chosen as its chairman. He has been a contributor to several periodicals and has taken prizes for literary productions. In 1885 he was elected vice-president of the Southwestern Amateur Press Association. So greatly is he esteemed as a lawyer of learning and ability that he was last November elected to the high office of District Judge of the Eleventh Judicial District of Texas. He has filled the lofty position with dignity and ability and still greater honors are in store for him. Judge Brashear is a gentleman of charming personality, a good scholar, an able and distinguished lawyer and a citizen of whom Houston is justly proud.

Hon. Norman G. Kittrell, of the firm of Kittrell & Allen, was educated in the common schools; at Austin College, Texas and Washington-Lee University, Virginia. He read law in Huntsville, Texas, and, after admission to the bar, removed to Galveston, where he lived about six years. When 26 years of age he was nominated for Judge of the District Court of Galveston county, and failed of election (in common with a number of other democratic nominees) by about one hundred votes. Returning to the interior in 1879 he served for three years as chairman of the Second Congressional District Executive Committee and in 1884 was elected District Attorney of the Twelfth Judicial District of Texas without opposition. After one year's service he was appointed judge of the same district and elected to the same office in 1886 and 1888, serving until October, 1892, when he resigned to enter practice again. During his second term he administered the oath of office to Governor Ross at his second inauguration. In 1889 and 1890 he was vice-president of the Texas Bar Association and 1890 and 1891 president of that body. In 1891 and 1892 he was chairman of its Committee on Criminal Law. He entered into his present partnership December 3, 1892. Mr. A. C. Allen graduated in the law department of Cumberland University, Lebanon, Tennessee, and has practiced law in Houston for five years. It is only necessary to refer to the bar, the docket of the several courts and the people as to his success as a practitioner of law. Mr. Allen's studious habits, his close attention to professional business and his devotion to the interests of his clients have largely contributed to his success. His practice has embraced both civil and criminal causes in the State and Federal courts.

Major William H. Crank is numbered among the most distinguished representatives of the legal profession in this city. After a careful preliminary training in excellent common schools he entered the University of Virginia, where he received a finished education, graduating with honor to himself and credit to the faculty of his illustrious alma mater. When the war broke out Major Crank, like the true patriot that he was and is, went to the front and by his chivalrous gallantry soon won the rank of major on the staff of Generals Breckinridge and
Echols. After the war he resumed the practice of law, upon which he had entered at Charlottesville in 1857, and in 1867 came to Houston, where he has ever since been a successful practitioner. He served the city faithfully as legal adviser in 1875-6 and by his extraordinary knowledge of constitutional law saved the city from several legal complications. His profound research in legal lore eminently fits him to give advice on questions involving intricacies of law. Associated with Major Crank is his son, William H. Crank, who graduated from the law department of the State University in 1890. The junior member of the firm is known as a hard student, a laborious worker and a clever, bright lawyer.

John S. Stewart, a young and brilliant lawyer, who has just been elected city attorney of Houston, is the son of the Hon. Charles Stewart. He graduated in law with high honors at the Columbian University, Washington, D. C., and formed a co-partnership with his father in this city in 1886 under the firm name of Stewart & Stewart. The firm of Stewart & Stewart has a complete set of abstract titles of Harris county and make a specialty of land law and furnishing abstracts. These gentlemen are attorneys for the Western Union Telegraph Company and have a very large general practice. Mr. John S. Stewart is a studious lawyer, an accomplished well-read gentleman, is cautious and deliberate in all his undertakings, and, as a result, is usually successful. The office of City Attorney, which is Mr. Stewart’s first public position, is considered by his friends to be but the stepping stone to higher political honors.

John Henry Kirby is one of the most prominent citizens of Houston, a lawyer of fine legal ability and professional acumen. Mr. Kirby was educated at the Southwestern University, at Georgetown, in this State. He was admitted to the bar in 1884 and formed a co-partnership in 1885 with Judge W. P. Nick, of Woodville, which was only recently dissolved. He is now a partner of Judge Edwin Hobby, late of the Supreme Court, and J. Fisher Lanier, late of Douglas & Lanier, of Beaumont, under the firm name of Hobby, Lanier & Kirby. This is one of the strongest law firms in Houston. Mr. Kirby is general manager and legal adviser of the Texas and Louisiana Land and Lumber Company, of Portland, Maine. This company owns over one hundred thousand acres of choice pine lands in East Texas. He is also the general attorney for the Texas Pine Land Association of Boston, which owns over two hundred thousand acres of East Texas pine lands. He is one of the original organizers of both the above named companies, which control timber lands in every county in the State where yellow pine is grown. These two companies do an annual business in stumpage sales amounting to hundreds of thousands of dollars. Mr. Kirby is identified with the business interests of Houston, being president of the Houston Land Improvement Company, a director in the Planters' and Mechanics' National Bank, a member of the Cotton Exchange and vice-president of the Commercial Club. He is also prominent in various orders and fraternities, being a bright Mason, Knight Templar, Knight of Pythias and an Elk.
Water Supply and Illumination.

Houston will be amply supplied with water for many years to come, even if the population should be doubly increased. The Houston Waterworks Company, organized in 1878, has a paid-up capital of over $300,000 and $350,000 has been invested in a magnificent plant and the necessary equipment. The supply is obtained from a large number of artesian wells, the water is sweet, clear and pure. The equipment consists of a pumping station, standpipe one hundred and fifty feet high and twenty feet in diameter, thirty-eight miles of mains, with two hundred and sixty-two hydrants attached for fire service, the average pressure being fifty pounds. The daily capacity for domestic purposes is over four million gallons. Besides the waterworks there are other sources of supply, many families using cisterns and a number of manufactories use artesian wells.

The Citizens' Electric Light and Power Company illuminates the city with three hundred and sixty arc lights nightly. It has over fifty miles of wire strung about the city and suburbs and is making additions whenever the demands of the service require the same. The company has four fifty, two sixty and one twenty-five horsepower dynamos. The plant is being enlarged so that one thousand arc and ten thousand incandescent lights can be furnished. The company has a yearly contract to illuminate the city and it is claimed that Houston is one of the best lighted cities in the State. The private patrons of this company are supplied with about four thousand incandescent lights and the service gives satisfaction in every way. The company claims that its equipment is sufficient to supply a city three times the size of Houston. During the summer months the most improved motors with fan attachments are furnished as well as power motors for manufactories at all seasons. The company has a large capital, a progressive and vigorous management and will be sure to keep step with the rapid march of improvements going forward in Houston. It was incorporated in 1889 by parties in Fort Wayne, Indiana. Albert Granger is the local manager and C. K. Blattner, chief engineer. The offices are at 90 Main street and the power house is on Race street, on the banks of Buffalo bayou.

The Houston Gas Light Company could easily supply a city twice the size of Houston. Its works on Buffalo bayou cover an entire city block and have been established over twenty-five years. There are two holders, one of the capacity of two hundred thousand feet and the other fifty thousand, connected with over twenty-five miles of street mains, which can always be extended. This company manufactures nothing but coal gas and has a yearly output of over thirty million feet, which is used exclusively for private illumination. Its coal supply is received by water from Alabama, Pennsylvania and Maryland. This company also does a large business in tar, coke, blacksmiths' coal, fire-brick and clay, as well as bituminous anthracite, cooking and heating stoves, etc. Mr. J. J. McKeever is Secretary and Treasurer of the Houston Gas Light Company.
Postoffice Figures.

The postoffice business of a city is an infallible proof of its growth and prosperity. Uncle Sam is an excellent book-keeper and his figures may always be depended on.

A comparison of the gross revenues of the Houston postoffice from 1886 to 1893—the period of the city's most rapid growth and of the greatest increase in the volume of business of all branches—are briefly given.

Postmaster Race says that in 1886 the gross revenues of the Houston postoffice from the sale of stamps and stamped envelopes was $32,867.51 and postmaster's deposits $54,977.32. In 1887 the receipts from these accounts were, from stamps and stamped envelopes, $35,064.00; postmaster's deposits $68,562.04. In 1888 the accounts stood, respectively, $38,086.02 and $74,649.80; in 1889, $43,856.18 and $74,349.51; in 1890, $50,883.41 and $80,488.17; in 1891, $54,530.80 and $88,687.95; in 1892, $62,773.48 and $82,782.87.

From the above it will be seen that there was an increase of 90 per cent. in the business actually transacted at the postoffice. No better or more accurate showing of the progress of Houston could be made. The increase for this year over last year from December 31st to April 1st is in even greater proportion than for any previous year.
A Great Railroad Center.

Probably no other factor in the United States has played so great a part during the last decade in phenomenal development, prosperity and advancement, viewed from a commercial, social and educational standpoint, as the American railway. Following in the wake of the frontiersman and the trapper, the hardest and most venturesome of them all, it has turned primeval woods and boundless wastes of prairies into fertile farms, dotted here and there with flourishing cities.

As a factor of commerce, uniting with her powerful and far-reaching iron arms the most distant localities, obliterating space and practically blotting out the disadvantages which attach to certain communities because of their unfortunate geographical position, bringing the producer in touch, as it were, with the consumer; as an educator, holding up before the traveler an object-lesson in the great panorama of nature which this iron highway unfolds to man, taking him by easy strides into close proximity with the grandeur of the hardiest and most rugged scenery and the finished splendor of rich and progressive cities, the railroad has accomplished more on this Western Continent in the way of advancement toward what we are pleased to call higher civilization than any other one factor. In making this statement it is not purposed to in any way detract from the influence which has been, and is now, exerted by our incomparable system of public schools, the church, the college, the theatre and the peculiar spirit of progress in all business enterprises which our people seem to inhale with the very air they breathe. It is not improbable that without the railroad the same conditions would have existed in time, but it is the "Iron Horse" that has carried these elements of a substantial and lasting growth and prosperity throughout all the country; the panting of his iron lungs and his breath of steam proclaiming his presence everywhere. Darting here and there on a net work of rails of steel, with a swiftness inconceivable to our forefathers, he has acted as a powerful aid to nature, which, after the lapse of years, under the directing hand of man, would probably have brought forth the fruit which his potent assistance has ripened into a magnificent and early maturity, strong, powerful and beautiful, with a strength and glory not born of years.

As the foremost railroad center of Texas Houston is in the peculiar enjoyment of all the advantages which a railroad brings to a community. In addition to these advantages she is at the apex on an imaginary triangle uniting her with Galveston and Velasco, the two ports through which a large per cent of the commerce of the West and the Southwest is destined to flow. Because of her fortunate geographical location, Houston would, in any event, do a considerable jobbing and wholesale business, but when we consider her facilities for handling the imports and exports of that vast territory lying along the west of the Mississippi river, it is difficult to foreshadow the important position which she must occupy as a distributing center.

Of the eleven trunk lines entering the city nearly all of them afford direct traffic with more than half of that
vast area of the Union situated between the Mississippi river and the Pacific Ocean. Four of these belong to the great Southwestern system, known as the Santa Fe, Gould’s, Huntington’s or the Southern Pacific. Four others connect with these systems at various points, these making Houston easily accessible to that vast section of country known as the Southwest. The total mileage of roads actually centering here is about nine thousand and of the connecting systems nearly thirty-one thousand.

In the rich field of commerce traversed by these railroads Houston has only two competitors—New Orleans and Galveston. The completion of the ship channel from Houston to the gulf will afford a splendid auxiliary to the railroad facilities and will put the city in a strong position to compete for ocean freights, especially as regards our rapidly growing commerce with Mexico and Spanish America.

The jobbing houses of Houston do an immense supply business among the large timber regions of East Texas, the central cotton section of the State and the sugar districts of Texas and Southwestern Louisiana. About eighty miles of switches, transfers and side tracks connect the warehouses and factories with the railroads, affording rapid and complete facilities for handling freight.

A brief sketch of these railroads and the vast territory which they, with their connecting lines, traverse, cannot be otherwise than instructive to those interested in the growth and development of the Southwest.

The Missouri, Kansas and Texas Railroad is now running its trains into and out of Houston, reaching, as it does, through the great cotton and grain producing belt of Texas, over the rich and rolling prairies of the Indian Territory, tapping the inexhaustible beds of coal at Lehigh, Coalgate and McAllister, across the limitless grain-producing plains of Kansas and through the rich valleys of Missouri, to the two principal markets and commercial centers of the West—St. Louis and Kansas City—and reaching through Hannibal over its connecting lines to Chicago and the great lakes, and its system will help beat the time to which Houston will march on to continued prosperity and future greatness.

This is the only line running the famous Wagner palace buffet sleeping cars to the Southwest, with free reclining chair-cars on all trains. With such prompt and excellent service, with close through connection for northern, eastern and western points and resorts the Missouri, Kansas and Texas Railway has well earned the popularity which she now enjoys with the traveling public.

The importance attaching to the advent of the “Katy” into Houston cannot be over-estimated. The facilities which she affords for the handling of freight from the gulf to the lakes, and other commercial centers, must have a great salutary effect upon the business interests of the entire community. If further knowledge is wanted about this railway, about the country through which it passes, the schedule time of its trains, or about the city of Houston, or, should you stand in need of maps, time tables or other data, call on or address W. D. Lawson, Traveling Passenger Agent, Houston, Texas; C. H. Boardman, Traveling Passenger Agent, Fort Worth, Texas; R. S. Fife, Commercial Agent, Houston, Texas; H. P. Hughes, General Passenger and Ticket Agent, Missouri, Kansas
and Texas, of Texas, or A. Faulkner, General Passenger and Ticket Agent, or E. B. Parker, Assistant General Passenger Agent Missouri, Kansas and Texas Railway system, 707 Chestnut street, St. Louis, Missouri.

No railroad has excelled the Galveston, Harrisburg and San Antonio, and the Texas and New Orleans Railroads, the Texas links of the great Transcontinental System, the Southern Pacific Company—"Sunset Route"—in affording Houston shipping facilities, and this advantage has been fully recognized by shippers. These roads, with their immense transcontinental business, give Houston the benefit, in common with all cities on their route, of a road-bed as smooth as the best in the country and unequalled by any road in our State. Merchandise shipped by this route reaches the consumer in better condition than when shipped via routes whose road-bed is inferior. The same can be said of stock, it being a fact recognized by stock shippers that while it is some hours longer on the road between Houston and Chicago via this route, the prime condition in which they arrive more than compensates for the extra time consumed.

The headquarters of both these roads are located in Houston, as are also the shops, and the two views presented herewith give but a very limited idea of their extent. Suffice it to say that they cover almost half a mile in extent and are fully equipped to build and repair all classes of rolling stock, employing a force of over 700 men, divided as follows: Machine shops, 103; blacksmith shops, 64; boiler-makers, 57; foundry, 39; round-house, 77; tin shops, 17; car shops, 313; floating gang, for outside repairs, 53: the aggregate pay roll being about $36,000 per month. With this force engines are rebuilt, as well as all kinds of cars, from the lumber flat to a Pullman palace car.

Houston being at the head of navigation on Buffalo bayou, the Texas Direct Navigation Company's barges (also part of this great system) connect at this point and are here loaded and deliver their cargoes on board the ocean steamers in Galveston bay, without transhipment. The view of the bayou shows the barges and tugs, also the railroad bridge over White Oak bayou at its mouth, and the freight train, it will be noticed, is largely made up of cars bearing the well known trade mark. The bridge in question, while not a vast structure calling for feats of engineering skill in its construction, is still one that can be pointed to with satisfaction, showing, as it does, a solid, substantial character, and is a fair sample of the general excellence of the line, rendered necessary to insure reliable service and close connections.

Attention is called to the unexcelled passenger service of these roads. The Texas and New Orleans Railroad, connecting Orange, Texas, with the Southern Pacific Company's Atlantic System and the Galveston, Harrisburg and San Antonio Railway at El Paso with the Pacific System, form the transcontinental line from New Orleans to Los Angeles, San Francisco and all California and Oregon points, also connecting at New Orleans with all lines to the east, north, northwest and southwest, running two through express trains daily between San Antonio and New Orleans and daily trains to points west. It is also the only standard gauge route to Monterey and Mexico City, running through Pullman buffet sleeping coaches on all trains east and west. It being a new
VIEW OF SOUTHERN PACIFIC SHOPS.
route the attention of the traveling public is especially called to that part of it via Eagle Pass and Torreon to Monterey, Mexico, as all the comforts of home travel can be enjoyed, it being standard gauge with through Pullman buffet sleepers.

Especially worthy of notice is the character of the country through which the Texas and New Orleans Railroad and Galveston, Harrisburg and San Antonio Railroad run and the views of the rice plantation of Mr. W. W. Dison, at Crowley, Louisiana, on the Louisiana Western, part of this great system, will give a faint idea of the rich lands adjacent to the Texas and New Orleans Railroad, which are now being brought into cultivation. The following has been said of the lands of Liberty county, which joins Harris county, in which Houston is located:

"This is one of the southeastern counties of the State. The surface of the county is level, with about three-fifths prairie lands. The timbered sections are in the northern and eastern portions of the county and consist of pine, oak, cypress, etc. The county is well watered, the Trinity river traversing nearly the center of it from north to south, and is navigable to Galveston at all seasons. The soil of the prairies is generally sandy loam. Almost any farm crop will do well here, such as Irish potatoes, cabbage, onions, etc., also cotton, corn, rice and sugar cane. The farming lands are among the finest in the State.

"The Texas and New Orleans Railroad runs through the southern portion of the county, from east to west, and the Houston East and West Texas runs for a short distance through the northwestern portion. This county, as well as the counties of Chambers, Hardin and Jefferson, is peculiarly adapted to the culture of rice, which is the greatest cereal of the adjoining State of Louisiana. It can be cultivated and harvested in about the same manner as wheat, similar machinery being used. The only difference in rice and wheat culture is that in the cultivation of the former the fields should be flooded with water at the proper season, which can be done very easily here, the supply of water being ample. Improved machinery for ditching purposes is within easy reach, and can be had under contract at reasonable outlay, with a charge of so much per yard for ditching and making levees.

"Some of the advantages of rice culture over wheat are the long period during which the ground can be prepared and the grain sown, the fact that preparations can be carried on from October to June, sowing from March to July and the harvesting over a period of four months, from August to November, inclusive, the greater value of the product and the yield per acre, which is from eight to twenty barrels, of one hundred and sixty pounds each. The prices at this time range from $3.00 to $4.00 per barrel. Those who have seen the grain raised on the lands in this region aver that it is of quality equally as good as that raised in Louisiana and lying, as it does, in the same belt of country, there is no reason why this should not be the case—all that is required being, in our opinion, a development of the country.

"This industry is now in its infancy in Texas, but the farmers realizing that some valuable crop must take, to some extent, the place of cotton, which has hitherto been raised in too great abundance, are turning their attention to rice culture with considerable favor and we look to see this section at a not very distant day, vieing with
Louisiana in its production. The elevation of the county is about two hundred feet above the gulf and being swept by the breeze the climate is uniform and delightful."

In the county of Liberty there are several substantial and growing towns, Liberty, the county seat, Dayton and Cleveland. The first two mentioned are on the Texas and New Orleans Railroad and the latter on the Houston East and West Texas. The lands originally granted to this company aggregated about fifty-one thousand acres in this county, which are being offered for sale at extremely low prices and upon very easy terms. Further information as to the price and location of these lands will be cheerfully furnished on application by C. C. Gibbs, Land Commissioner, Houston. What is said of Liberty county will apply to Harris, Chambers, Jefferson and Hardin, in all of which this company owns large tracts of these lands, which they are offering at very low figures and the most advantageous terms. Intending settlers cannot do better than see these lands.

To the west of Houston lie the world-famed sugar lands of the Brazos and the plantations of Cols. Cunningham and Ellis, distant from Houston about twenty-five miles, which must be seen to convince the most skeptical of the productions of the soil. Space will permit of but a passing mention of the adaptability of this region to the growth of fruits. Suffice it to say that Alvin, distant from Houston twenty-three miles, has demonstrated what can be done, being to-day the best known fruit point in the country. What is true of Alvin is equally true of Houston and it does not require a prophet to say that before the next decade Houston will be the center of the best fruit and vegetable farming section of the South.

Midway through that splendid agricultural belt lying between the 95th and 98th degrees of longitude, the Houston and Texas Central Railroad courses for nearly three hundred and fifty miles. Having its base upon the navigable tidal waters of the Gulf of Mexico, at Houston, fifty miles from the open sea, the Trinity, about sixty miles eastward, and the Colorado, about one hundred miles westward, its founder made the wise choice of a route bearing a little to the west, commanding the rich lands of the Brazos for about one hundred and sixty miles, and thence almost due north to the Red river, making a total distance from Houston of three hundred and forty-two miles.

As it leaves the waters of the Brazos, the Trinity, which has been on a line almost parallel to the east, now bears to the westward and the road is soon among its tributaries. Touching the main stream at Dallas it continues through a region thus watered until it reaches the tributaries of the Red river near its terminal point. Here, amid the hot sun of a Southern latitude, these contiguous water courses give the drainage and moisture that insure easy growth and constant sustenance to the crops. The bottoms of the rivers and creeks, subject to only an occasional overflow, have a rich alluvial, while the uplands of prairie and timber have a great depth of fertile soil, varying with the peculiar features of the region, its elevation and geological situation.

The hold of the main line upon the trade of the prosperous cities on its line from Houston to Denison, and its close connections with Galveston have made the cross lines built by other interests feeders to an extent which
more than overcomes competition. The western branch runs from Hempstead, on the main line, fifty miles from Houston, to Austin, the capital of the State, a distance of one hundred and fifteen miles. Its course is westerly through the famed chocolate lands of the Brazos and along its tributaries until it enters the undulating plains and forests overlying these waters and those of the Colorado, the latter now lying upon its left, for a distance of nearly seventy miles, approaching Austin.

The Northwestern division leaves the main stem at Bremond, one hundred and forty-three miles from Houston, and, commanding the Brazos bottoms, it rests upon that river at the flourishing city of Waco and thence follows the same trend to its terminus at Ross, eleven miles from Waco, and fifty-four miles from the main line.

Here are five hundred and ten miles of railway, covering a country of unsurpassed fertility, with prairie, plain and bottoms rank with luxurious vegetation; with great forests of timber adapted to the uses of the farm, and vast forests of pine to the near eastward for building purposes; with abundance of stone in easy reach; with numerous water courses, regular rainfall and diversified climate; yet all within the temperate range.

From the elevation of fifty feet above the sea at Houston, its tidal point, where it connects with the water and rail lines to Galveston, and also direct to the sea via the United States Government Ship Channel, the Houston Direct Navigation Company being one of its principal connections, the line of the Houston and Texas Central Railway courses by easy grades. The report of the State Geologist shows that in the region covered by its system, upon the lower lines of elevation, the prairies have a dark, sticky soil, with beds of clays and sandy clays of various kinds, and as the country rises, upon beds of sand, sand-stones and clays more or less calcareous. Near the coast and in the vicinity of Houston artesian water of the purest quality is obtained at a depth varying from two hundred to five hundred feet. As the land rises to an elevation of five hundred feet the great Fayette beds crop out in the deep gorges of the creeks, river deposits, containing sands and sand-stones with seams and concretions of calcareous matter and clays of every class, including many adapted for pottery and crockery manufacture. The soils are mostly of a black, clayey or sandy character, highly productive, their fertility made certain from the lime they contain. The higher elevations embrace the timbered and rolling prairie region from two hundred to seven hundred feet above the Gulf, rests upon the "timber belt," beds of sand-stone and lime-stone, which are already quarried to a considerable extent. The soils are red clay, red sand or "mulatto," just as they are underlaid by sands or clays, respectively. On many of the uplands there is a gray sandy soil, grading down into red subsoil, which is especially adapted to the growth of fruit. The whole area from Houston to Red river will compare favorably with any region of the world in its combination of rich soil, timber, valuable sands, clays and sufficiency of stone for all building purposes.

Since the Houston and Texas Central was completed in 1876 a number of new and important lines have been constructed, competing, in part, for the business of the territory from which its main business comes, yet its advantageous position continues to assert itself. It carries to tide-water annually over one-fourth of the entire cot-
ton crop of Texas. The lines of the Houston and Texas Central take the traveler not only through the finest agricultural region of Texas but to and through many of the most prosperous cities of the State. Houston, Corsicana, Dallas, Fort Worth, Sherman, Denison, Plano, McKinney, Ennis, Waco, Austin and many other thrifty cities and towns show the advancement of Texas in all the elements of material progress, while Galveston, the leading commercial seaport of the State, is in easy reach of Houston by rail or water, and San Antonio, with its historic reminiscences and latter-day progress, lies but seventy miles west of its line at the Capital.

The Central Texas and Northwestern Railway and the Fort Worth and New Orleans Railway connect the main line with the prosperous city of Fort Worth, fifty-four miles distant, via the important town of Waxahachie and on the direct line of the great route of the Union Pacific, from Denver to New Orleans. The Lancaster branch connects the main line with the growing town of Lancaster, in Dallas county, Texas. The Texas Trunk Railway runs from Dallas to the north boundary of Henderson county, through the splendid counties of Dallas and Kaufman, a distance of fifty-one miles. The Austin and Northwestern Railroad, completed from Austin, the Capital of Texas, to Llano, a distance of one hundred miles, through the counties of Williamson, Burnet and Llano, is one of the new features of this system. The road not only commands the trade of a fine agricultural region but also enters a great stone and mineral belt, affording an inexhaustable supply of granite and other valuable building stones and rich deposits of iron ores. The granite for the grand Capitol building at Austin, and for the great Galveston jetties, comes from this region, over the Austin and Northwestern Railroad.

Starting at Houston the Houston East and West Texas runs northwest, passing through the counties of Harris, Montgomery, Liberty, San Jacinto, Polk, Angelina, Nacogdoches and Shelby, terminating at Logansport, Louisiana, on the Sabine river, at which point it connects with the Houston and Shreveport Railroad, running from that point to Shreveport, Louisiana.

The Houston East and West Texas Railroad traverses the finest pineries in the South and has now on its lines some forty mills, with a daily output varying from ten to one hundred thousand feet per mill. Along this line are rich virgin forests awaiting the saw, hence it is a most inviting field for the mill men. The timber on this land consists of pine, oak, walnut, hickory, gum, ash and magnolia.

The section of country traversed is also a fine farming country, producing cotton, corn, cane and fruit. The soil in many sections is well adapted to the production of tobacco and small grain. This country is well watered, streams running the year round. There are certainly no better lands in the State for farming purposes.

Educational facilities are unsurpassed anywhere, colleges, being located at various points on the line which are all well attended. In addition to these higher institutions of learning there are numerous public and private schools in the country as well as the towns. All religious denominations are represented and have good, substantial church buildings. The society in this section is excellent, the people are anxious for immigration and will bestow a hearty welcome.
A Famous Cotton Market.

The growth of Houston as a cotton market has been sure and steadfast since the organization of her Cotton Exchange in 1874. The publicity given in the leading business journals of the country to her large receipts and shipments has attracted the largest cotton buyers of the United States. Upon the floor of the exchange may be found dealers of English, French and German origin, to say nothing of our own people, who buy for our home market, Liverpool, Manchester and Continental Europe.

Here can be found the most desirable staple and length of fiber, our soil and climate producing this condition, which has much to do with bringing buyers here, where they can readily fill their orders for any grade of cotton.

Houston’s net receipts for 1876-77 were only 41,221 bales. From this small beginning in 1885-86 they were 202,307 bales. For the season of 1890-91, 367,394 bales. For 1891-92, 434,317 bales. This season, to February 10th, receipts were 410,195 bales. Same time last year, 304,614 bales.

Below is given the gross receipts to February 3d, taken from the New York Financial Chronical, which show that Houston ranks next to New Orleans, the leading port of the United States:

New Orleans, gross receipts, 1,201,634 bales; Houston, 972,384 bales; Galvesoon, 904,487 bales; St. Louis, 328,941 bales; Memphis, 323,901 bales; Augusta, 140,776 bales; Cincinnati, 127,796 bales; ports receiving less than 100,000 bales are not given.

Houston’s incomparable advantages of rapid concentration by rail and unequaled shipping facilities, together with her abundant banking capital, have all had a telling effect upon the increase of business. Her cotton men have the advantage of competitive freights, either via Galveston, through Buffalo bayou, on barges to the ship’s side or via Velasco or New Orleans.

This season an unusual amount of freight has been diverted from Galveston shipping lines, owing to superior inducements offered by the New Orleans lines to Liverpool; all showing very plainly that our city holds the key to the situation.

The Houston Cotton Exchange is a handsome and costly structure, built by the principal cotton and other business men of the city and is equipped with every thing necessary for the information of the intelligent and progressive members.

All the cotton markets of the world are reported on its boards and a complete signal service is recorded from the principal American and foreign points. Secretary George W. Kidd is one of the best informed living men in regard to the great staple.
Rice Culture Around Houston.

The successful cultivation of rice in this section has passed beyond the experimental point and the country between Beaumont and Houston, a vast and rich area, will soon be as great a rice country as Southwestern Louisiana. The only thing needed is judicious advertising in order to bring this region to the notice of those interested in the growth of this cereal.

The same acreage planted in cotton, wheat or oats is not nearly so profitable as rice and the labor and cost of production of the latter are much less. The average yield of rice in this vicinity is one hundred and sixty-two barrels to the acre, worth from $3.00 to $4.00 per barrel in the market, according to quality. The soil is of the same rich character as that of the rice section of Louisiana. Many small bayous run through this country, not to mention the San Jacinto, Trinity, Nueces, Buffalo and Green rivers, which afford excellent advantages for irrigation.

New Orleans is now the only market in this section for rice-growers, but there appears to be no reason why Houston should not compete with the Crescent City for rough rice. It is convenient to the rice district, has a much greater area soon to be given to the cultivation of the important cereal and must certainly be the distributing point for Texas for "clear rice."

The increase in the trade of Houston by the exchange of values would be simply enormous. With $50,000 or $60,000, which would cover the cost of the necessary equipment and include a good working capital, a splendid rice mill plant may be established here which would make a handsome profit on the investment.

The railroads would undoubtedly give Houston as good rates as New Orleans gets, and, taking all things into consideration, this city bids fair to become the center of the rice industry of Texas, if not for all near-by territory.
As a Lumber Market.

The annual lumber trade of Houston amounts to over $15,000,000. In this estimate shingles are included. In a strip of country two hundred and fifty miles long and eighty wide, situated in an easterly direction from Houston and beginning at the very gates of the city, are the great pine forests of Texas. In their midst are immense lumber mills, which contribute to the large export trade in lumber from Houston.

When the outside bar of Galveston becomes deep enough for all the demands of commerce, with the present competitive railroad rates, lumber for export will be brought to tide-water at Houston and vessels which are at present partially loaded can receive full loads from Houston barges in the well-protected Galveston Bay roadstead, Bolivar basin, into which Buffalo bayou leads. The return cargoes should bring heavy importations of coffee, molasses, sugar, fruits and building material for Texas and the country west of it.

The removal of these impediments to navigation would make Houston a great manufacturing point, as it is in the immediate neighborhood of all the raw materials.

Houston is within three days' voyage of Vera Cruz and Havana, is certainly the nearest gulf center to Latin-America, West Indian and Caribbean ports and should be the direct exporting point to these countries. The lumber district of East Texas is one of the most extensive and valuable timber regions in the world. The forests in the neighborhood of Houston consist of long leaf pine, cypress and several varieties of hard woods. Many owners of mills scattered throughout the State make their headquarters in Houston, have large yards here and do business with a national bank established for their trade.

Manufactories of woodenware, building material and cooperage are located here on account of the inexhaustable quantities of raw material at our doors. About one hundred million feet of lumber are consumed by Houston factories each year and one hundred million shingles sold during the same period. This is certainly the greatest lumber market of the Southwest and the trade is steadily on the increase. An exchange building to cost about $200,000 will be erected here by the lumber manufacturers of the State.
A Manufacturing City.

An idea may be formed of the importance of the industries of Houston when it is stated that there are in active and successful operation, with an invested capital of $4,000,000, one hundred and sixty-two manufactories and industrial establishments giving employment to over five thousand laborers, with a yearly pay roll of $2,000,000.

The annual consumption of raw material is valued at $4,000,000, the output at nearly $7,000,000. These figures, however, have nothing to do with money invested in railroad shops. The Houston and Texas Central, Houston East and West Texas and Southern Pacific Railroads have large machine and car shops and employ two thousand men.

There are seven brick plants, a portable house factory, two baking powder factories, a tent factory, axle grease factory, paint factory, car-wheel works turning out thirty thousand wheels per annum, creosoting works, two large broom factories, two immense refrigerating establishments, three shirt factories, three bottling works, three clothing factories, three brass and iron works, three large barrel factories, two steam laundries, two artesian ice factories, three cornice works, four soap factories, two mattress factories, four candy factories, four sash, door and blind factories, chemical works, cordage and bagging factory.

Mr. Peter Gabel is the oldest living citizen of Houston who took an active part in early industrial enterprises. He is a native of Herxheim am Berg, Rhine Pfalz, in Bavaria, where he was born November 4, 1813. He came to America in 1840, Houston in 1844 and started a soap factory, which he continued until, to use his own expression, his money "was boiled down to nothing." A brewery—the first in this section—was also started by Mr. Gabel in the same year and he continued in the business until the breaking out of the civil war. He afterward started a distillery and made whiskey which sold for $1,500 a gallon. He made cider from dried apples and started a wine business which he still continues. In fact Mr. Gabel prides himself on having the finest wine cellar in the Southwest. It is all one kind of wine, however, for Mr. Gabel is a connoisseur in Rhine wine and keeps no other. His large vaults are filled with wine, in casks and bottles, from floor to roof. By judicious buying and careful economy he has amassed a large fortune.

Houston is now one of the largest cotton-seed oil manufacturing points in America. It is the second largest cotton-seed market in the world.

One of the largest mills in America is the Merchants and Planters of this city. A few figures with regard to it may be interesting: Two hundred tons—there are sixty bushels to the ton—of seed are cracked every day, from which eight thousand five hundred gallons of oil are expressed and eighty-five thousand pounds each of cotton-seed meal and cake are obtained. The Merchants and Planters butter oil is noted for its purity and superior quality.
in every respect. The product of this large mill is shipped all over the country, north, east, south and west and to Mexico. The mill is situated on Buffalo bayou, and several railroads have tracks running into the yards. The Merchants and Planters Oil Company was organized in 1889 by a number of large capitalists. The officers are T. W. House, President; J. Sterling Price, General Manager. Mr. Price is one of the leading cotton-seed oil experts in this country, and, although a very young man, commands a large salary from and is a stockholder in the Merchants and Planters Oil Company, where his services are invaluable. He is one of the most promising and energetic of the young business men in Houston and is noted for his remarkable executive ability.

Charles Heim, proprietor of Heim's Candy Factory, manufactures and carries a complete stock of assorted, mixed, chewing and fancy candies, confectioneries and novelties. Mr. Heim has made a reputation on account of the quality of his goods and fair dealing and as a result has to-day one of the largest candy factories in the South-west. His facilities for manufacturing are excellent and he employs a large force of first-class candy makers.

Brasher & Reichardt are large candy manufacturers and cigar jobbers, traveling six salesmen through the State. Their cigar trade is enormous and they carry an immense stock. The annual business of this house is larger than that of any similar establishment. This firm is composed of three energetic, enterprising young men, Messrs. S. C. Brasher, F. A. Reichardt and R. C. Chatham, and was established about ten years ago. During that period the business has increased year by year until it stands in the very first rank of Houston's mercantile enterprises. F. A. Reichardt is captain of the famous Houston Light Guard, which has won so many victories in interstate contests of the National Guard.

B. A. Riesner, a large carriage manufacturer, with Mr. F. M. Cain, started his present large business in 1874. He purchased his partner's interest in 1878 and has continued the business in his own name ever since. He manufactures and deals in carriages, spring wagons, drays, hay wagons, carry-logs, etc., and is agent for the celebrated Tennessee wagons. He also makes wrought iron fences, iron work for house builders and takes contracts for buildings of all descriptions. He has a large business in Houston and throughout the State and sustains his reputation by superior workmanship, promptness and reliability. Mr. Riesner was nominated in 1886 by the Democratic primary of the Fourth Ward, north, for alderman. He was elected by an overwhelming majority and is still a representative from his ward. Mr. Riesner has made a good, honest member of the city's legislature and has the esteem and confidence of all who know him.

The King Iron Bridge Company, regarded as the greatest bridge building concern in America, is represented in Texas by Mr. Samuel A. Oliver, who makes his headquarters in Houston. The principal office and plant of the company are located at Cleveland, Ohio. Mr. Oliver has been connected with the King Iron Bridge Company for twenty-three years and has been the Texas representative since 1874. During his residence in Texas Mr. Oliver has constructed over two hundred bridges, at the cost of millions of dollars. The magnificent high truss bridge at Austin, which has an extreme length of nine hundred and ten feet, which the King Company built, is one of the
The handsomest and solid bridges across Buffalo bayou on San Jacinto, Louisiana and Preston streets were built by this company. They also constructed bridges in the counties of Austin, Bell, Bexar, Brown, Colorado, Coryell, Dallas, Denton, Falls, Fort Bend, Gonzales, Guadalupe, Gregg, Grimes, Hamilton, Harris, Hood, Karnes, Mitchell, Navarro, Rockwall, Tarrant, Travis, Victoria and Washington. As the resources of the State become known hundreds of streams now without bridges will be spanned by elegant structures, and the King Iron Bridge Company will undoubtedly build most of them.

The fame of the Anheuser-Busch Brewing Association extends throughout the civilized world on account of the delicious quality and purity of the beer which this company makes. The Anheuser-Busch people have always monopolized the Texas trade and in order to be near at hand to their customers Mr. Adolphus Busch, President of the company, some time ago decided to build a branch brewery in this city, which was selected on account of its superior railroad facilities, insuring convenient and rapid transportation to all parts and for its accessibility to all the products necessary to the manufacture of good beer. An enormous cold storage and refrigerating plant belonging to this company has been in successful operation for some time and the brewery will be built in the same block. It will be a splendid structure of stone and brick and the latest and most approved methods will be employed and all that experience and a scientific knowledge of the business can do will be done to make a superior article of beer. Mr. Louis Illmer is agent for the Southwest.

The Magnolia Brewery, which was established here through the enterprise and energy of Messrs. Hamilton and Prince, will divide the beer trade in this section with the Anheuser-Busch people. These gentlemen for a long time conducted an ice and cold storage business and were until recently agents for the Moerlein beer. A long residence here and a perfect understanding of the brewing business led them to believe that a fine quality of beer could be made in Houston and after carefully weighing the matter ample capital was raised and a few months ago work was begun on the buildings, which are now completed and beer, which experts claim is the equal of any, is being manufactured. The annual capacity of the brewery is about seventy-five thousand barrels, and the plant will be enlarged for a greater output whenever it becomes necessary. The ice and cold storage business will be continued on a much larger scale. The Magnolia Brewery is built according to the latest and most scientific plans and is situated in a desirable locality on the banks of Buffalo bayou right in the middle of the railroad center of the city, the Missouri, Kansas and Texas and the Houston and Texas Central freight depots being about a block away, and the tracks of several roads run in front and rear of the buildings. The "Magnolia" will immediately come into an enormous trade and be successful competitors of all rivals, excessive freight charges will be done away with and a splendid quality of beer will be laid down at the doors of dealers at a great reduction from former prices. Several hundred thousand dollars have been invested in this brewery, Messrs. Hamilton and Prince and their associates are thoroughly identified with Houston in a financial way and this mammoth enterprise will no doubt meet with the most abundant success.
The Wholesale Business.

The jobbing business of Houston is estimated at $30,000,000 a year. Almost every branch of trade is represented and derives support principally from the large sawmills and plantations in the adjacent country.

The grocery and provision trade will aggregate nearly $11,000,000 annually. The dry goods, boots, shoes and clothing and the hardware and implement trades follow in the order given. The trade in grain and hay is estimated at $820,000 per year and fruits and produce over $500,000 more.

Among the prominent houses is the hardware establishment of J. R. Morris' Sons, the pioneer institution of the kind in Houston. It was established over forty-five years ago and has acquired an enviable reputation for integrity. This firm is headquarters for all goods handled by the trade, obtaining everything directly from first hands for cash, and the result is that all orders are filled promptly at the lowest market rates. The stock consists of hardware in all its branches, tinware, agricultural implements, railroad and mill supplies, stoves, powder, arms and ammunition and the firm deals in everything in the way of tin roofing and repairing, cornice work, plumbing on the latest and best sanitary principles, for which purpose a large number of skilled workmen are employed. The handsome buildings of the firm are situated on Main Street and in addition to their enormous city sales-rooms utilize three immense warehouses in other parts of the city. This old establishment is well known throughout the State and contiguous territory.

B. R. Latham has the finest furniture establishment in Houston. He keeps nothing but fine furniture, made by the most celebrated and reliable manufacturers. His stock embraces superb parlor suites, bed room and dining room sets, curtains, upholsterings, "furnishings," carpets, ornaments, etc., and everything usually carried by a first-class furniture house for the comfort and adornment for the homes of refined, wealthy people. Mr. B. R. Latham succeeded his father, Mr. Robert Latham, who founded the business in 1838—fifty-five years ago. The elder Latham conducted the business continually up to the time of his death in 1886.

Crawford's Coffee and Spice Mills is one of the most successful of the larger industries. Mr. E. C. Crawford is sole owner and manager and his annual business amounts to $100,000. The mills grind and roast coffee and wholesale tea, spices, pepper, etc. Mr. Crawford is a young man of remarkable energy and perseverance and has filled various positions, from country pedagogue to his present occupation as a large manufacturer. He started the Dallas Coffee and Spice Mills and was the first man south of St. Louis to make baking powder. He also introduced mechanical coffee roasting in the South. When Mr. Crawford started his spice mills here his friends predicted a failure, but they were no wiser than many other prophets of disaster who have retarded the industrial growth of the South. Mr. Crawford is steadily increasing his business to meet the demands of an increasing trade.

Joseph F. Meyer is in the wholesale and retail hardware business at Nos. 26, 28, 30 and 32 Franklin street,
where he has been located since 1883. He started business twenty-five years ago on a small scale. His trade has since increased to such proportions that he now has one of the largest hardware establishments in Texas. He deals in heavy hardware, builders' materials, buggies and carriages, and is agent for the Columbus Buggy Company. In addition to his local trade he ships goods all over the State and a portion of Mexico and Louisiana. Mr. Meyer has been prominently identified with local politics, having been an alderman from the Fourth and Third Wards. He takes an active part in everything which he thinks will benefit the city, and is identified with several prominent business and financial institutions.

Those familiar with the history of Houston for the last twenty years, know of the extraordinary success achieved by the Grunewald firm in distributing the best grades of musical instruments throughout, not only Southern Texas but the entire State during this period. Mr. Grunewald, manager of the Houston house, is the son of L. Grunewald, of New Orleans, who has been in the music business since 1852, and a nephew of Renzo Grunewald, who came here in 1872. Mr. Cliff Grunewald has been here since 1879. He spent six months in New York and sixteen months in Europe, visiting various factories where pianos, organs, wind, brass and reed instruments, musical boxes, etc., are made, and as he is a vocalist and pianist and has composed several waltzes, polkas and marches is looked upon as an authority in all musical matters. Mr. Grunewald is handling the popular Knabe, Mehlin and Fischer pianos, United States and Dyer & Hughes organs. In addition to the above, a full line of musical instruments, music, piano chairs, scarfs, in fact everything usually to be had in a first-class music house are carried in stock, at his store in the Grunewald building, a handsome three-story structure on Main street. Mr. Grunewald is a great favorite in all social circles and is a popular and useful member of the Elks, Catholic Knights of America, Knight of Pythias, Houston Turnverein, German-American Society and Grunewald's quartette. He is also a member of the choir of the Church of the Annunciation.

James Bute, who has the largest wall paper establishment in the Southwest, has lived in Houston twenty-five years. He is the distributing agent for a number of large wall paper manufactories, which enables the Texas dealers to buy their stocks in Houston at prices which rule in the primary markets. Mr. Bute's business covers the entire State of Texas and part of Louisiana and his travelers are encroaching upon other fields. His establishment occupies a space of twenty-five thousand square feet. The principal store, on Main street, is 25x100 feet and is devoted entirely to wall paper and art goods. Another building on Franklin street has dimensions of 40x100 feet and there is an adjoining warehouse taking up 100x100 feet, in which is carried an enormous stock of window glass and paints.

Although not strictly a wholesaler, Leon Levinson fills many orders outside the city. Mr. Levinson is one of the most enterprising and liberal-minded merchants in Houston, enjoying the esteem and confidence of all who know him. He entered the employment of L. M. Jones & Co., of this city, in 1878 and there acquired a thorough knowledge of the gents furnishing goods and clothing business. In 1890 he became senior partner in the firm of
Levinson, Jones & Co., but in August, 1891, withdrew from that house and started his present large business on Congress street, afterwards removing to his handsome commodious store, 404 Main street. Mr. Leon Levinson carries one of the largest and most varied clothing and gents' furnishing stocks in the city. He is possessed of a rare business ability and sagacity and his word is always as good as his bond. He is a genial, jovial gentleman, very popular in all societies and is one of the most promising young business men in the city.

Sugar, Wool and Hides.

Southwest Texas produces about fifteen million pounds of sugar a year and Houston is her leading distributing point. Some of it seeks a market at Galveston, while a number of Louisiana plantations ship to Houston. The most reliable sources estimate the sugar and molasses trade of this city at $1,500,000.

It must be remembered in connection with the above figures that sugar growing is as yet an infant industry in Texas. What is called the sugar district of the State embraces four adjoining counties. This section is known as the "Sugar Bowl" of Texas and is composed of Brazoria, Matagorda, Wharton and Fort Bend counties. About sixteen large plantations produce the yield sent to market, operated in the old-fashioned method. With the present bounty added the profits in the future will be immense. Good authorities state that there are twenty million acres of land in Southern and Southeast Texas well adapted to the growth of enough sugar cane to supply the entire Union with a fine quality of sugar. The State Sugar Planters' Association have made Houston their headquarters and contemplate the establishment of a large sugar refinery at this point.

The cattle raising industry is still very important in Southeastern Texas, notwithstanding the encroachment of purely agricultural immigration to this region. The trade in wool and hides gravitates naturally toward Houston and an annual business in these staples amounting to $500,000 is transacted.
Some idea of the progress and material advancement of Houston may be obtained by a glance at the outlay for buildings and public improvements. During the last year about $1,000,000 have been invested in new buildings and improvements, nearly $200,000 being expended on the streets. Exclusive of these sums over $1,000,000 have been put into suburban improvements, the conversion of horse railroads into electric lines, the building of a belt line to Magnolia Park and similar projects.

More substantial and imposing structures, both residences and business blocks, mark the rapid growth of the city. Among those recently erected are the new postoffice, a magnificent opera house, several business blocks costing from $20,000 to $50,000, the depots of the Missouri, Kansas and Texas Railroad, which is now running into the city, the superb Light Guard Armory, T. W. House's bank, the two large breweries of Hamilton and Prince and the Anheuser-Busch Brewing Association, the new Christ's Episcopal Church, the Dixon Car Wheel Works, Grand Central Hotel and others.

There are many building and loan associations to help the industrious and frugal who wish to build homes. Notwithstanding the demand for residences rents are exceedingly reasonable.

Farming property near the city may be had at from $15.00 to $100.00 per acre for improved and from $10.00 to $75.00 for unimproved. Any staple may be grown on these lands and they are well adapted to vegetables and fruits. Strawberries planted have brought as much as $1,000.00 per acre.

Among the reliable real estate men may be mentioned Mr. William Hunter, who is known all over the State as the "Old Texian." He is a native and has spent his entire life in this section and is well acquainted with the lands and people of the State and is therefore in a position to give excellent bargains in improved and timber lands, ranches, farms, etc.

Mr. Hunter now has for sale ten thousand acres in a solid block in Montgomery county, five miles from Conroe, the county seat, through which the International and Great Northern Railroad passes. This tract is well suited for subdivision into small farms as it is traversed by a great many small creeks and springs. This choice land may be had for $2.00 an acre. The following lands are also offered by Mr. Hunter: Forty-seven thousand acres ranch, one of the finest in Texas, situated in La Salle county. The Nueces river passes through the property, besides which there are several lakes and two creeks, affording lasting water. This land is covered with mesquite grass, which affords food for stock all the year round, and is enclosed with barb wire, iron and cedar posts and cross fences. The railroad extension from Kennedy Junction to Laredo, now under construction, passes through the middle of the ranch. This portion of the State is known for its healthfulness and curative power for lung disease. Twelve thousand head of cattle will be sold with this property, if desired. Price $4.00 per acre. Two thousand
nine hundred acres situated ten miles west of Houston, with two railroads passing through the entire length of the property, a distance of two and a half miles. All smooth black sandy prairie land, except four hundred acres of timber skirting Buffalo bayou, which affords a boundary line of two and one-half miles on the north, this affording everlasting water facilities. Seventy-five thousand acres of timbered lands in Houston county, well adapted for all kinds of fruit growing, especially fruit, grapes, peaches, apples, etc. Price, $1.25 to $2.50 per acre. Mr. Hunter has also a long list of city and suburban property, which he offers at low rates and on the most liberal terms. His office is at the Hutchins House.

Mr. John H. Bright, senior member of the firm of John H. Bright & Co., cast his lot with the people of Houston in 1875. While not engaged in the real estate business altogether since that time he has always been a staunch, energetic and determined advocate of the city of his choice. For the first twelve years of his residence here Mr. Bright traveled for Houston and Galveston wholesale houses, afterward representing New York and New Orleans houses. He embarked in the real estate business three years ago and since that time has been offered inducements by the citizens of other States to remove from Houston. His efforts have been of great benefit to Houston and there is not a more energetic man in Texas than Mr. Bright. By his direct efforts he has brought the outlying acreage from a merely nominal up to a fair price, considering its location and advantages. Following a number of editorials in the Houston Daily Herald, he did good work in establishing a clearing house, which, more than anything else, has worked to the upbuilding and advancement of Houston. It brought prominently before the eyes of the world the fact that Houston is not only a railroad center but also a manufacturing, commercial, industrial and financial point. Mr. Bright located the first of the Northwestern investors, caused many others to come and live in Harris county and has been identified with the largest and greatest developments in and about Houston. He has made it a point to create a walking advertisement of this city out of every visitor with whom he has come in contact. Mr. Bright keeps fresh and readable statistics compiled by himself, together with maps of the city and suburbs, as well as general “write-ups,” in a comprehensive form, which enable visitors to talk understandably on the great advantages and future of Houston. Few men have striven with so much determination in the face of opposition as Mr. Bright. He invites all who come to Houston to visit his office and make it headquarters. Matthew M. Bright, junior partner of Bright & Co., is one of Houston’s pushing young real estate men. After leaving college he became connected in the capacity of chief engineer with the great English colony of New Rugby, which was established several years in Eastern Tennessee, subsequently he became manager of extensive coal mines located along the line of the Cincinnati Southern Railroad. Much of Mr. Bright’s time, since his arrival in Texas some years ago, has been spent in the Alamo City, where he engaged in the real estate business. After a sojourn of three years in San Antonio, Mr. Bright was offered and accepted the position of engineer for the Roan Mountain Steel and Iron Company, a Cincinnati syndicate which owned large bodies of magnetic iron ore lands in Western North Carolina. After a two-year engagement with that company he became interested in the Nashville and
Tellico Railroad and, as its financial agent, went to London in the interest of that road. After having interested English capitalists in his road, he remained in London and devoted himself to the promotion, in England and on the Continent, of other American enterprises and succeeded, with his associates, in making large deals, among which was the sale of the Jung and Crescent breweries of Cincinnati for nearly $2,000,000. In 1889 Mr. Bright was appointed, by the Governor of Tennessee, Commissioner for the State to the World’s Exposition in Paris. Returning to America he remained about a year in New York City, where, in connection with his brother, Judge A. B. Bright, of that city, he was interested in the promotion of the Southern and Western enterprises on the New York market. Mr. Bright has a wide acquaintance with capitalists and business men in England and on the Continent, as well as in a great many money centers of this country, and he hopes soon to interest some of his friends in Houston’s real estate and enterprises.

Alexander, Darling & Co., 905 Capitol building, Texas avenue, Houston, have recently placed on the market a large tract of fine grazing lands, known as the Brunner addition to the city of Houston. This beautiful suburb lies up the river, about two and a half miles west of the center of Houston, and has an altitude of from twelve to fifteen feet higher than the city. Nature has endowed it with a beautiful park containing twelve acres of the famous magnolia and wild peach grove, which is destined to become the favorite pleasure retreat of the city. An electric railway connects this addition with the business center and a macadamized shell street runs through the entire property. Just beyond this addition there is now under construction a large furniture factory, extensive car works and brick factory and over $1,000,000 are going into improvements consisting of waterworks, electric light plant, hotel, etc. On and in the vicinity of this addition are under construction many handsome and artistic modern dwellings. To those who wish to secure a home surrounded by good society and accessible to the advantages of the growing and progressive metropolis of the Southwest, or those who wish a safe investment where they are sure of receiving a handsome return, Brunner addition affords an opportunity not offered elsewhere in the great Southwest. It is not the purpose of the owners of this addition to make a manufacturing district, but, on the contrary, to build up a beautiful residence park provided with all the modern conveniences necessary for health and comfort.

The Harris County Abstract Company is now furnishing abstracts of title to all town and country lands in Harris county. The books of this company have been in preparation many years, and the whole of the work, beginning with the earliest records, having been done by and under the immediate supervision of the present general manager, who is possessed of much valuable information in regard to land titles of the county which can never be put in any abstract books, but all abstracts issued by this company, as long as he is its general manager, will have the benefit of his superior information.

No pains or expense have been spared to make the work both complete and accurate and a double system of books, analogous to double entry book-keeping, has been invented, by which alone it is possible to secure
accuracy; so it is believed that the books are the most perfect in the State and are so prepared as to enable the manager to take off an abstract in the shortest possible time. This company will, at the regular rates charged by abstracters throughout the State, furnish abstracts of title to all lands in the county, attaching thereto the opinion of the consulting attorney on the title, and when the abstract is ordered by the owner of the land with no immediate expectation of a sale or mortgage, no charge will be made for the opinion. Every man should have an abstract of title of all his lands, to detect and cure all defects while it can be done. It is too late to discover flaws when you are about to sell. The adverse claimants will then take advantage of your necessities and you will have no time to acquire title by limitation. The offices of the Harris County Abstract Company are 6 and 8 Burn's building.

Probably no business woman is so widely known in America as Mrs. Corra Bacon Foster, who only three years ago opened a real estate office on Main street in this city.

A native of the State of New York she made her home in the South shortly after her marriage with a Southern gentleman, Capt. J. E. Foster, a prominent real estate man. After his death she assumed the responsibility of managing his estate.

Mrs. Foster is now undoubtedly the most prominent real estate woman in the United States—the only person of her sex who was called upon to attend the real estate convention held at Buffalo in the fall of 1892. She is also the only woman who has ever been elected a member of any board of trade in the United States. Her ability as a business woman is held in such high esteem that several syndicates owning large land interests in this and other sections of the State have placed their exclusive management in her hands.

Mrs. Foster is herself the owner of large tracts of fine lands and her phenomenal success is largely due to the fact that she is utterly opposed to "holding on" to property, but believes in what the merchants call quick sales and small profits.

H. L. McWilliams & Co. have one hundred thousand acres of choice farming and fruit lands in the richest parts of Harris and Brazoria counties, Texas, on the several trunk lines of railroads running into the cities of Houston, Galveston and Velasco. The population of those cities and suburbs is about one hundred and twenty-five thousand. The lands are situated from ten to fifteen miles from either of these cities and close to many small stations on the numerous roads traversing this part of Texas.

The soil is rich black loam, suitable for all sorts of farm crops and market gardens and is especially adapted to fruit culture. Strawberries, small fruits and the vegetables grown in the South mature in the coast country from two to three months earlier than in the North, thereby affording an excellent market at high prices. These lands may be had of H. L. McWilliams & Co. at from $7.00 to $10.00 per acre.

In California fortunes are annually made from prunes, peaches, grapes and pears and the same can be done in this coast country. The average yield of strawberries is about $500-per acre and in several instances the yield has brought $1,000 per acre. The Le Compte pears, at eight years old, when well attended to, will yield a
certain net revenue of $700 per acre. Peaches, figs, plums and grapes do nearly as well and melons of all kinds produce immense crops about two months earlier than in the North and East. The same may be said of vegetables and a fine garden may be had the whole year round. Two crops of Irish potatoes are raised on the same ground in one year.

The climate is mild and pleasant and surroundings are conducive to good health. The heat of summer is here moderated by the large bodies of salt water and the pleasant gulf breeze, so that all sorts of labor may be performed throughout the year without unusual physical discomfort. Cheap transportation will be furnished by this firm from all principal points in Iowa, Nebraska, Kansas, Illinois and Missouri to Houston and return, in parties of six and upwards, to inspect this country. A tract of land in this section will bring the owner a fortune in a few years. Lands in California which brought at one time only $10 an acre were selling at from $300 to $500 five years later. The same opportunity is now presented in Texas. For any information wanted, write to or call on H. L. McWilliams & Co., general real estate and excursion agents, corner of Main street and Congress avenue.

No organization has done more for the advancement of Houston than the Commercial Club. Its membership is recruited from enterprising and enlightened business and professional men. This institution has been most laborious and painstaking in its efforts to advertise the advantages of Houston far and near and nothing has been left undone to call attention to the wonderful opportunities offered legitimate investors and homeseekers. Facts—and facts only—in regard to Houston have been investigated and tabulated with the greatest care and the utmost vigilance has been used in order to prevent any other than truthful statements in estimating the growth, commercial advantages and future of Houston. In fact, it is the general opinion among the people who are in a position to know what Houston is, the business she does and the future opening up before her, that the Commercial Club has been, if anything, rather too conservative in its views and calculations.

The most reliable statistics in regard to the volume of trade, bank clearances, railroad business, expenditures, extensions and betterments, cotton receipts, export and import business, reports of architects, contractors and builders, as well as of the city officials bearing upon street improvements, valuation of property, figures relating to the wholesale and retail business of the city, real estate transactions, etc., are duly compiled and promulgated throughout the financial centers of the world by the Commercial Club.

The president of this laudable institution is Major Reuben B. Baer, a prominent citizen and large capitalist, and the secretary, Mr. Harry G. Lidstone, is one of the most promising and reliable young business men of the State, who is the "eyes, ears and strong right arm" of the Commercial Club.
One of the surest indices of commercial prosperity of any city is the volume of business handled by the banks.

The volume of the daily transactions of commerce, less a very small per cent which is represented by traffic in kind, can be accurately gauged by the bank clearances.

Houston has a bank clearing house, organized in October, 1890, composed of the following banks, namely:
First National Bank of Houston, Commercial National Bank, Houston National Bank, Planters and Mechanics’ National Bank, South Texas National Bank and T. W. House, banker, all of which aggregate over $4,000,000 of banking cash capital.

The clearing house is supervised by Mr. E. Raphael, manager, who reports the following bank movements:
Bank clearings at Houston for the year 1891, $204,024,914.00.

For 1892 the bank clearings by months are as follows: January, $17,739,033; February, $16,008,654; March, $15,699,589; April, $14,919,262; May, $12,336,604; June, $10,949,262; July, $9,809,021; August, $13,944,830; September, $21,755,661; October, $28,950,106; November, $31,542,687; December, $31,988,688. Yearly total, $225,644,297.

Compared with the year 1891 the bank clearings show a very large increase and the volume of business done by the banks demonstrates to the outside world that the commercial enterprises of the city of Houston are strictly in keeping with the steady and upward strides she is taking towards being the leading city, not only of Texas, but of the Southwest.
Ship Channel to the Gulf.

Buffalo bayou is Houston's outlet to the high seas. It is but forty miles long and now navigable for thirty miles. At Houston it is ten feet deep and at Port Houston, three miles below, from fourteen to twenty-two. This river, which is fed by springs in its bed, takes off the entire drainage of Harris county. Its volume is augmented by numerous small bayous. The San Jacinto river and Buffalo bayou unite twenty miles below Houston. A canal, twenty feet in depth, the work of private enterprise, makes the route to the sea, at Morgan's Point, much shorter. From this point through the bay, to the anchorage at the entrance, the government has opened and maintains a ship channel twelve feet deep. With further improvements of the bay channel and Buffalo river a splendid waterway to the gulf will be opened from Houston. The government plans aim at a depth of twelve feet clear and one hundred feet width of White Oak bayou passage at the confluence at Houston to the anchorage ground in Galveston harbor.

The city has also other resources for an outlet to the gulf. Sixty miles away, at the mouth of the Brazos river, a private corporation has just completed a deep water entrance to the river's harbor, and at the mouth of the Sabine, about the same distance from the city, a similar undertaking is nearing completion.
The history of Houston Heights is of necessity a brief one, dating from its purchase by the Omaha and South Texas Land Company, scarcely a year ago. But in that limited time, from out its forest of pine, oak, sweet gum and magnolia the magic hand of enterprise has brought forth a veritable city of elegant residences, flourishing manufactories and paying industries. In fact, has created a resident and industrial center which stands in such relation to Houston that both the city and its suburb share in the general prosperity of this favored section of the State.

The Omaha and South Texas Land Company, the owners of Houston Heights, differ so materially from "land companies" in the general acceptation of the word and are so distinctive in themselves that a few words of explanation are in order. The company is a corporation of capitalists well and favorably known in monetary circles and possessed of such ample means that notwithstanding the tremendous amount of the original purchase price and the immense sums expended in development, they did not offer a single lot for sale until they were ready to place the entire property on the market in the improved shape which they had originally outlined. The result of this financial abundance and absolute independence is that Houston Heights real estate is the choicest and most valuable in this section of the country. It commands a figure which, while yielding a profitable return to the company, still leaves a handsome margin for the speculative investor and a sure thing for increased values to the home-seeker.

The officers and directory of the company is as follows: O. M. Carter, Omaha, Neb., President; C. S. Montgomery, Omaha, Neb., Vice-President; Philip Potter, Omaha, Neb., Secretary; D. D. Cooley, Houston, Tex., Treasurer; W. J. Connery, Boston, Mass., and F. E. Clarke, Lawrence, Mass.

Mr. D. D. Cooley, the Treasurer of the company, is in charge of affairs, dividing his time between a personal supervision of the work at the Heights and the general offices, No. 211 Main street, Houston.

N. L. Mills is Superintendent of the Real Estate Department, and all communications relative to land should be addressed to him.

The policy of the company is extremely liberal, inviting legitimate enterprises of all descriptions and fostering and encouraging them in every way.

The name, Houston Heights, so named from its contiguity to the city and its altitude, being sixty-two feet above sea level and twenty-two feet higher than the city proper, is situated northwest of the city just beyond the corporate limits, which, in the rapid order of progressive events, will soon be extended to the Houston Heights' line. In area it embraces nearly seventeen hundred acres of rich woodland, forming a rectangle two and a half miles in length, ranging almost due north and south, and one and a quarter miles in width, east and west.

Improvement work on the Heights was begun in April, 1892, and our illustration on next page, from photographs taken a month later, gives some idea of the vast labor involved in clearing the forest of giant trees and dense
-shrubbery, removing stumps, grading and other operations incidental to the grand transformation which has been wrought.

White Oak bayou, which flows through the southern portion of the Heights, is a picturesque stream of clear running water, abounding in perch, bass, cat, trout and other varieties of fish.

The twin bridges which span the bayou at the boulevard intersection are conspicuous works of substantial improvement. These bridges are sixty feet apart. They are forty-five feet wide, by two hundred and fifty feet long, and are built on cedar pilings, nine abreast. Each bridge contains sixty-five thousand feet of lumber so solidly put together that teams and electric cars are permitted to be driven across at full speed. One bridge would have sufficed, but two were necessary to maintain the uniformity of the boulevard. It is for this reason that, instead of trestling the ravine, which is shown in the illustration in all its rugged and picturesque grandeur, the company decided to fill it in. Thousands of cubic yards of earth were thereupon thrown into the cavernous opening, bringing it up to a solid level and completing the unbroken roadways of the boulevard.

The grand boulevard is the choice, fashionable resident section of the Heights, and in this exclusiveness of purpose is most jealously guarded by a clause in all deeds of sale to boulevard property which makes it a part of the transaction that “no residence building shall be erected on any property fronting on the boulevard costing less than $2,500; that no building shall be erected or used for business purposes of any kind or description on any lot or lots abutting on the boulevard, and that all residence buildings on each lot or lots shall be set back at least forty feet from the front block line, and that no fence of any description shall be erected or maintained within a distance of forty feet of the front block line of the lots; and that a failure to comply with any one of these conditions, shall operate as a forfeiture of the deed.” With this assurance of protection from the inharmonious association of structures, minor habitations and stores, a number of elegant residences have been erected, the grounds beautified, etc. The boulevard sidewalks are 15 feet in width, the streets 30 feet, and the esplanade 60 feet, making a total width from property line to property line of 150 feet.

One of the beautiful and distinctive features of the boulevard is the esplanade, adorned with the choicest of forest trees, oak, sweet gum, magnolia and evergreen, just as nature planted them in grand and unstudied grace.

Some of these trees are extremely large and umbrageous, care having been taken on the esplanade as well as throughout the entire property, to spare all such splendid specimens.

The electric motor railway runs on each side of the esplanade going north on the east side and coming south on the west side. The line is a continuous one extending throughout the Heights and into the city, making the complete circuit embracing the main thoroughfares in both places.

But while the grand boulevard, by reason of its magnificent proportions, paving, esplanade, electric railway and elegant residences is particularly noted as the fashionable residence avenue, it must not be supposed that the improvements are confined to that locality alone. They are general. Residences are going up in all directions and
work is being pushed on all sides. Of the eighty-five miles of streets and alleys surveyed, nearly half that number have been completed or made so accessible that very little more labor or expenditure is necessary to put them in perfect condition, including artificial stone curbing and sidewalks.

From the Grand Central depot, which is the topographical center of the city of Houston, to the grand boulevard, the distance is one and one-fourth miles. The route lies in an almost straight line, due west out Washington avenue, a well paved and populous thoroughfare, to the gateway of the grand boulevard, making a delightful continuous drive from the city to and through its handsome suburb.

Houston Heights is divided into residence and industrial districts, which in turn are sub-divided into blocks and lots, every block being intersected by a broad alleyway, respectively thirty-five feet wide, in the manufacturing district, and fifteen feet in the residence district.

Dimensions of lots—Residence lots on the boulevard have a frontage of 50 feet by 150 feet in depth; other residence lots, respectively, 33 1-3 and 50 feet front by 132 feet deep, and industrial lots in the manufacturing district, 25 feet front by 121 deep.

Price of lots—Lots range in value from $250 up, according to location. Every lot is high and dry and perfectly drained. In all respects lots on Houston Heights are the same, the additional valuations being only in the relation to the residence and business centers.

The entire property is sewered and thoroughly drained. It has a complete arc and incandescent electric light service and artesian water supply, which, together with the finished roadways and other improvements, exempts purchasers from the usual and unavoidable tax to which they are, under ordinary conditions, subjected.

In other words, when you buy Houston Heights real estate, you buy improved property ready for the builder, and are not handicapped by continuous demands on your purse for public improvements.

The manufacturing district. In this section of the Heights the development work is of such a character as to excite general admiration at the vast amount accomplished in the exceedingly limited time.

Throughout this industrial reservation a line of steam railway is in active operation connecting with all lines of railway centering in Houston. The Houston Heights steam railway is as complete in all its equipment for freight traffic as any in the country. The main line extends the entire length of the Heights, with side-tracks and switches throughout the streets and alleys in the manufacturing district. Freight rates, both rail and water, are the same as to Houston.

Manufactories. The actualities in this respect; that is, the factories in active operation and others so far advanced that the early future will witness their industrial beginning, are the car works, spring bed and mattress manufactory, brick and tile factory, saw mill, brick works, planing mill, sash, door and blind factory, A. J. Wheeler Furniture Company, general electric manufactory, art glass manufactory, cotton oil works, and foundry, machine and stove works.
The artesian water supply. Good water and pure air, two of the absolute essentials to life and health, are attained on Houston Heights. Nature, in the elevation of the land and its proximity to the sea, being only fifty miles distant in an air line from the Gulf of Mexico, has provided for the latter, leaving it to the ingenuity of man in artesian well boring, to extract from the earth, water, pure, cold and sparkling in abundant quantity. Houston Heights has a water service equal to every possible demand on nature's inexhaustible store. There are two artesian wells with a joint flow of nearly two hundred gallons a minute. A steel standpipe, twenty feet in diameter and one hundred feet high, the second largest in the State, has been erected at a cost of $7,000. Work of pipe laying is now being actively prosecuted, and up to the present writing has already reached the principal points in the resident and industrial districts, where an effective water supply is an essential for fire emergencies, as well as for domestic and manufacturing use.

The car works, owned by the Houston Car Company, capital, $400,000. This industry, entirely new to this section and the largest of its kind in the South, with its spacious yards and imposing buildings, occupies thirteen acres of ground. The capacity will be twenty freight cars, box and flat, per day. Operations will begin in sixty days.

Houston Brick and Tile Company, capital, $30,000. This extensive plant, covering seven acres of ground, is now in full operation, turning out vitrified paving brick, pressed brick, common building brick and drainage tile, in large quantities. In the manufacture of vitrified brick, this company has developed the possibilities of Harris county clay, and demonstrated that it will vitrify equal to any in the world.

The General Electric Company, with a capital of $30,000, handles a full line of electrical supplies and manufactures a number of electrical specialties. This plant is perfected and the company is ready for business. They have the finest and most complete electrical manufactory and repair shop in the State, and are prepared to assume contracts for any amount. It is the electrical supply depot of the South.

Water and light plants. The electric light station and water power house is a model of architectural beauty and strength. It is of pressed brick, 60x90 feet in dimensions. This plant in its entirety is without a peer in the Southwest.

Iron working. The cushman foundry, and machine shops and stove works are now in course of construction, with indication of early completion and active operation. This is a Houston enterprise and already well established.

The electric railway. The Houston Heights Electric Motor Line, in track and equipment, is fully in keeping with the general excellence of the Houston City Electric Street Railway service, which is considered one of the best in the country.

The oil mills. The Consumers Cotton Oil Company of Chicago, capitalized at $500,000, have secured five blocks of ground and begun operations, erecting one of the largest and best appointed oil mills in the country. This valuable industry is but another evidence of the special advantages offered on Houston Heights for manufacturing enterprises of any kind whatsoever.
Wood working. To utilize the vast timber resources of this part of the country, is a planing mill and a sash, door and blind factory. Nearly all of the machinery is on the ground awaiting completion of the buildings, some of it, however, is being used in a temporary building in connection with the saw mill, turning out an excellent finished grade of lumber and mill work.

The mattress factory, capital $30,000; operations have vigorously begun and the first of a large number of advance orders filled. This plant occupies a quarter of a square of ground. The extreme low price of moss and wood for the manufacture of "excelsior," together with cheap labor and low rate of taxation (which equally applies to all other Houston Heights' enterprises), enables this industry to successfully compete for business with any other in the land.

A. J. Wheeler Furniture Company, capital $100,000, dates a new era in the hardwood industry of the South. Their line of product will be chamber suits, bedsteads, sideboards, kitchen and parlor tables, with a capacity of six hundred chamber suits per month, besides the articles above enumerated in various quantities. The company expects to turn out furniture by July 1. They will have a complete factory in every respect, and have, at this writing, orders placed amounting to $35,000.

The saw mill has been in active operation for several months, day and night (whenever circumstances demanded), turning out lumber for construction work. The capacity is about twenty thousand feet per day.

The art glass industry. A fully equipped art glass manufactory is in successful operation, producing a grade of art glass second to none. This industry is meeting with gratifying success, supplying local demand.

Staves and spokes. For the manufacture of these very essential articles of commerce, the Houston Heights Stave and Spoke Company, capitalized at $50,000, has begun the erection of a suitable brick building, provided with all the latest improved machinery. This industry is entirely new to this section.

The hotel. Pending the erection of the magnificent one hundred room hotel in contemplation, to meet the immediate wants of the visiting and resident public, a smaller and less pretentious two story building of fifty rooms has been substituted. The hotel is prettily designed, and, while not strictly in accord with any special class of architecture, is charming in its quaint combination of gables and invitingly attractive with its broad twenty-two foot galleries, giving it a semi-tropical appearance. The hotel is now open to the public.

In conclusion, a resume of the work at Houston Heights records the successful accomplishment of a real estate project, which to-day stands without a parallel in real estate history and development enterprise, and, in "holding the mirror up to nature" as has been done in this review, the assurance is given that there has been no stretch of the imagination, no hyperbole of word-painting, to enhance values, real or personal. It is simply a recitation of facts, plain and simple, revealing the substantial and equivalent results of scarcely two-thirds of a year of labor, involving the expenditure, in round figures, of nearly a million of dollars, and the creation of a resident and industrial suburb, which is even now an important factor in the trade and commerce of Southern Texas.
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