

GALVESTON,
PAST, PRESENT AND FUTURE

A THESIS

Approved: C

o

Committee

Approved:

Chairman, Graduate Council

GALVESTON,
PAST, PRESENT AND FUTURE

A THESIS

Submitted to the Faculty of
Sam Houston State Teachers College
in Partial Fulfillment of the Requirements
for the Degree

MASTER OF ARTS

By

Etta A. Brashear, B. A.

S. H. S. T. C. LIBRARY

Huntsville, Texas

August, 1941

FOREWORD

In the preparation of this paper many materials have been used from the University of Texas Library, Austin; the Estill Library, Huntsville; and the Rosenberg Library, Galveston. It is the hope of the writer that from these varied sources have been woven together at least a few facts that will be helpful to students of Texas History. If nothing else has been accomplished, some sources in this field of history have perhaps been made more accessible. The subject herein treated, however, is so broad in its scope that many topics had to be touched upon lightly and others omitted entirely.

The writer is indebted in general to the staffs of the above named libraries for their kind assistance; in particular, to Mrs. Alice Boynton of the Estill Library and to Mr. J. S. Ibbotson and Miss Stella Breedlove of the Rosenberg Library, for aiding her in finding source materials. Finally the writer wishes to make grateful acknowledgement to Dr. J. L. Clark for his clear-cut criticisms, his intelligent direction and his sympathetic interest, and to Dr. S. E. Smith and Dr. C. O. Stewart, who kindly read the manuscript.

TABLE OF CONTENTS

| <u>Chapter</u> | <u>Page</u> |
|---|-------------|
| FOREWORD | iii |
| I HISTORICAL BACKGROUND | 1 |
| Discovery of Galveston Island | 1 |
| Naming of Galveston Island | 2 |
| Coming of the Pirates | 2 |
| Advent of the Anglo-Americans | 3 |
| Galveston Island During the Texas Revolution | 4 |
| II GALVESTON UNDER THE LONE STAR | 8 |
| Purchase of Site of Galveston by Menard | 8 |
| First Permanent Settlement | 9 |
| Post Office Established | 10 |
| Galveston Designated the County Seat | 10 |
| Newspapers During the Republic | 10 |
| Business Enterprises | 11 |
| Development of Foreign Trade | 15 |
| Port Development | 17 |
| Church, School and Social Affairs | 20 |
| III GALVESTON FROM 1845 TO 1870 | 24 |
| Mainland Connections | 24 |
| Communication and Commercial Development | 26 |
| The Civil War Period | 33 |
| The Reconstruction Period | 40 |
| The Hurricane of 1867 | 42 |
| IV THIRTY PROSPEROUS YEARS | 43 |
| Improvement of the Wharf Front | 43 |
| Organization of the Gulf, Colorado and Santa Fe Railroad Company | 44 |
| Deep Water Obtained in the Harbor | 46 |
| Organization of Cotton Exchange | 47 |
| Establishment of Public School System | 53 |
| Galveston at the Close of the Nineteenth Century | 56 |

| <u>Chapter</u> | <u>Page</u> |
|---|-------------|
| V GALVESTON'S PROTECTIVE SYSTEM | 58 |
| The Storm of 1900 | 58 |
| Temporary Relief Committee | 59 |
| Commission Form of Government Created | 61 |
| Engineers' Plans for Protection | 61 |
| Building the Sea Wall | 62 |
| Raising the Grade of the City | 63 |
| Construction of Steel Croins | 67 |
| Erection of Causeways | 68 |
| VI GALVESTON SINCE 1900 | 71 |
| Development of the Port | 71 |
| Financial and Industrial Development | 73 |
| Wholesale and Retail Business Enterprises | 76 |
| Municipal Organizations | 80 |
| Galveston as a Pleasure Resort | 82 |
| Public Building | 83 |
| VII GALVESTON AS A CULTURAL CENTER | 85 |
| Early Cultural Activities | 85 |
| History of Catholic and Protestant Churches | 85 |
| Philanthropists Contribute to Progress | 100 |
| Development of the Medical Center | 102 |
| Public Schools | 104 |
| Parochial Schools | 105 |
| Historic Landmarks | 107 |
| Extension of Residential Areas | 109 |
| VIII GALVESTON AS A PLAYGROUND | 110 |
| Surf Bathing | 112 |
| Parks and Playgrounds | 114 |
| Vehicle and Equestrian Activities | 114 |
| Night Life | 116 |
| Fishing and Boating | 116 |
| Annual Festivals and Celebrations | 117 |
| Beach Amusement Centers | 119 |
| IX LOOKING FORWARD | 121 |
| Purchase of the Wharf by the City | 122 |
| Erection of New Pleasure Pier | 122 |
| Erection of Beach Marine Park | 122 |
| Proposed Bolivar Peninsular Terminal | 123 |
| Proposed Four-lane Highway | 123 |
| Proposed Extension of Sea Wall, Raising of Grade | 123 |

ChapterPage

BIBLIOGRAPHY

125

LIST OF MAPS AND ILLUSTRATIONS

| | <u>Before</u> | <u>Page</u> |
|---|---------------|-------------|
| Map of Galveston | | 1 |
| Home of Michel Menard | | 9 |
| Wharf Front | | 30 |
| Ursuline Convent | | 54 |
| Sealy Hospital and Monument | | 56 |
| Drawbridge at Twenty-third Street | | 63 |
| The Dredge <u>Holm</u> at Twenty-fifth Street | | 65 |
| Sea Wall and Beach, 1910 | | 67 |
| The Causeways | | 68 |
| Unloading Sugar | | 72 |
| Sealy Hospital Buildings | | 104 |
| Park at Broadway and Twenty-fifth Street | | 114 |
| Loading Cotton | | 122 |
| Stewart Beach | | 123 |
| Map of Galveston Island | | 131 |

CHAPTER I
HISTORICAL BACKGROUND

Authentic history and romantic legend combine to make the story of the early days of Galveston Island most interesting. The Island figured in a series of historic episodes which affected not only the city of Galveston, but the state and nation as well. Many peoples--Indian, European, American--have had a part in shaping the history of that Island.

The usually accepted version of the early history of this region is that years before white settlers reached America, Galveston Island was frequently visited by Indians who came to hunt and fish. In 1528 a band of Karankawa warriors found a number of white men almost dead from exposure and thirst in a boat which had been carried upon the shore of Galveston Island by the waves of the Gulf. These men were Cabeza de Vaca and his companions, Spanish survivors of the Narvaez expedition, which had set out to conquer Florida. Cabeza de Vaca and three of the other men, the story continues, were held captive for six years by these Indians. After his escape in 1534, Cabeza de Vaca journeyed westward to a settlement in Mexico. He later returned to Spain and wrote an account of his travels in the new world. Malhado was the name he gave to the island where he had suffered

so many privations.¹

In 1727 this island was named Galvez by Don Jose Galvez, governor of Louisiana. This name was changed to Galveztown and later to Galveston.

Louis Aury, commandant-general of New Granada, with a band of desperate men, established himself on Galveston Island in 1817 and became civil and military governor of the Island. Here Aury engaged in piracy, robbing ships of all nations, and smuggling Negroes into the United States in violation of the law. The enterprise flourished and many rich prizes were captured by the pirates. Colonel Henry Perry, one of the survivors at the Battle of Medina in 1813, and Xavier Mina, a revolutionist from Port-au-Prince, joined forces with Aury in 1817. These men went on a filibustering expedition into Mexico. This expedition was a failure, so Aury returned to Galveston, only to find Jean Lafitte, the South's most famous pirate, in control of the Island.²

Lafitte established elaborate headquarters and built the pirate town of Campeachy on or near the present site of Galveston. By the end of 1817 Lafitte's followers numbered more than one thousand men. Their depredations were carried on to such an extent that Spanish commerce in the gulf was

1 H. E. Bolton, Spanish Borderlands, pp. 19-45.

2 E. C. Barker, editor, Readings in Texas History, pp. 42-50.

almost destroyed. The activities of his men brought Lafitte into disfavor with the United States Government. After receiving orders to abandon Galveston Island, Lafitte and his followers sailed away in 1821.³

The same reason that led sea rovers when sailing the western gulf to steer toward the quiet waters of the bay between Galveston Island and the mainland, known later as Galveston Bay, also lead the early settlers to value it as a harbor and to desire the establishment of a port on the island. Stephen F. Austin, while laboring to establish a colony in Texas, became greatly interested in Galveston Bay and Galveston Island. Many letters concerning this region passed between Austin and the officials of the Mexican Government. The empresario was seeking a grant of land on the western end of Galveston Island with permission to establish a town there. After being refused the grant, Austin secured the legalization of a port at Galveston in 1825.⁴ Many settlers who came to Texas entered through this port. The Mexican government in 1831 directed the construction of a small wooden building to be used as a custom house on Galveston Island. At that time this was the only building on the island. Custom officials were ordered to Galveston to enforce the custom laws.

3 Ibid., pp. 50-58.

4 E. C. Barker, editor, Austin Papers, vol. II, part I, p. 964.

Beyond the attempts at colonizing around Galveston Bay, which led to numerous clashes between colonists and customs collectors, there was little of interest in that locality between 1825 and the outbreak of the Texas Revolution. It is well to note here, however, that during the latter part of 1835 a decree was issued creating the customs district of Galveston. This district embraced that part of the coast of Texas between the western line of Zavala's colony and Oyster Creek and also included all of the bays, harbors, rivers, creeks and inlets.⁵

As the Texas Revolution progressed Galveston Bay became the rendezvous of a small navy of three vessels, donated by friends of the Republic to be used in the war. Early in April, 1836, the brig Pocket, loaded with supplies for the Mexicans, was captured and brought to Galveston. Letters were found on board this ship. These documents, dated April 7 and 8, 1836, told of Santa Anna's intention to capture the seaport and place 1,000 soldiers on Galveston Island. Because of this knowledge and the near approach of the enemy, the schooner Independence was stationed in the bay for defense of the Island. The Texans were without artillery; but some friends in Cincinnati, Ohio, had procured a couple of guns and had shipped them to Texas. These guns were received at Galveston and were delivered to General

5 H. H. Bancroft, History of North Mexican States and Texas, vol. II, p. 100.

Houston, Commander-in-chief of the Texas Army. A troop of volunteers who also had arrived at Galveston placed themselves under the command of Colonel James Morgan, a merchant whose store at New Washington, later called Morgan's Point, had been destroyed by Santa Anna. Under Morgan's orders they built a mud fort on the east end of Galveston Island and named it Fort Travis. The task of erecting this defense was difficult and it was accomplished slowly. To obtain an adequate supply of labor was the main problem on the Island and slaves were used to a large extent. At one time Morgan wrote to Thomas J. Rusk, Secretary of War of the Republic of Texas, that he was taking two yoke of oxen and all the men he had at Morgan's Point, and that he had also procured forty slaves to work on the fortifications at Galveston.⁶ A few days later Rusk sent an order for his slaves to be delivered to Ben F. Smith, thus depriving Morgan of the assistance needed to fortify Galveston.⁷

A communication at this time from J. S. Lane, a member of the council at La Bahia from December, 1835, to March, 1836, sets forth some of the fears then current and offers suggestions for defense. In this letter Lane states that Galveston Island was of great importance as it was the last place to make a stand if the army were defeated; the only

6 Morgan's Papers, Letter from Morgan to Rusk, April 12, 1836, Rosenberg Library, Galveston, Texas.

7 Ibid., Letter from Rusk to Morgan, April 16, 1836.

place from which to receive supplies; and that it was sure to be attacked by the Mexicans.⁸

When Santa Anna approached Harrisburg, April 15, 1836, the Texas Government dispersed, to reassemble at Galveston. Most of the government officials with their families were carried to Galveston on the Flash, a schooner which some historians called the Kosciusko. On this vessel were Bailey Hardeman, Secretary of the Treasury, his wife and two sons; Colonel Robert Potter, Secretary of the Navy; Mrs. David G. Burnet, wife of the President, and her son, William; and Lorenzo de Zavala, Vice-President, and his children. On the morning of April 17, President Burnet came aboard the boat.⁹ At Edwards Point, eighty or ninety other refugees were taken aboard the schooner, making the total number of passengers about one hundred fifty. All were taken to Galveston. As there was only the custom house on this island, it was necessary to construct a makeshift shelter for the President and his family from such material as was at hand. On April 19 the Government reassembled at Galveston, and that place became the temporary capital. On April 26 tidings of

8 Ibid., J. S. Lane, Undated Mss. to "President and others concerned in defense of Galveston Island."

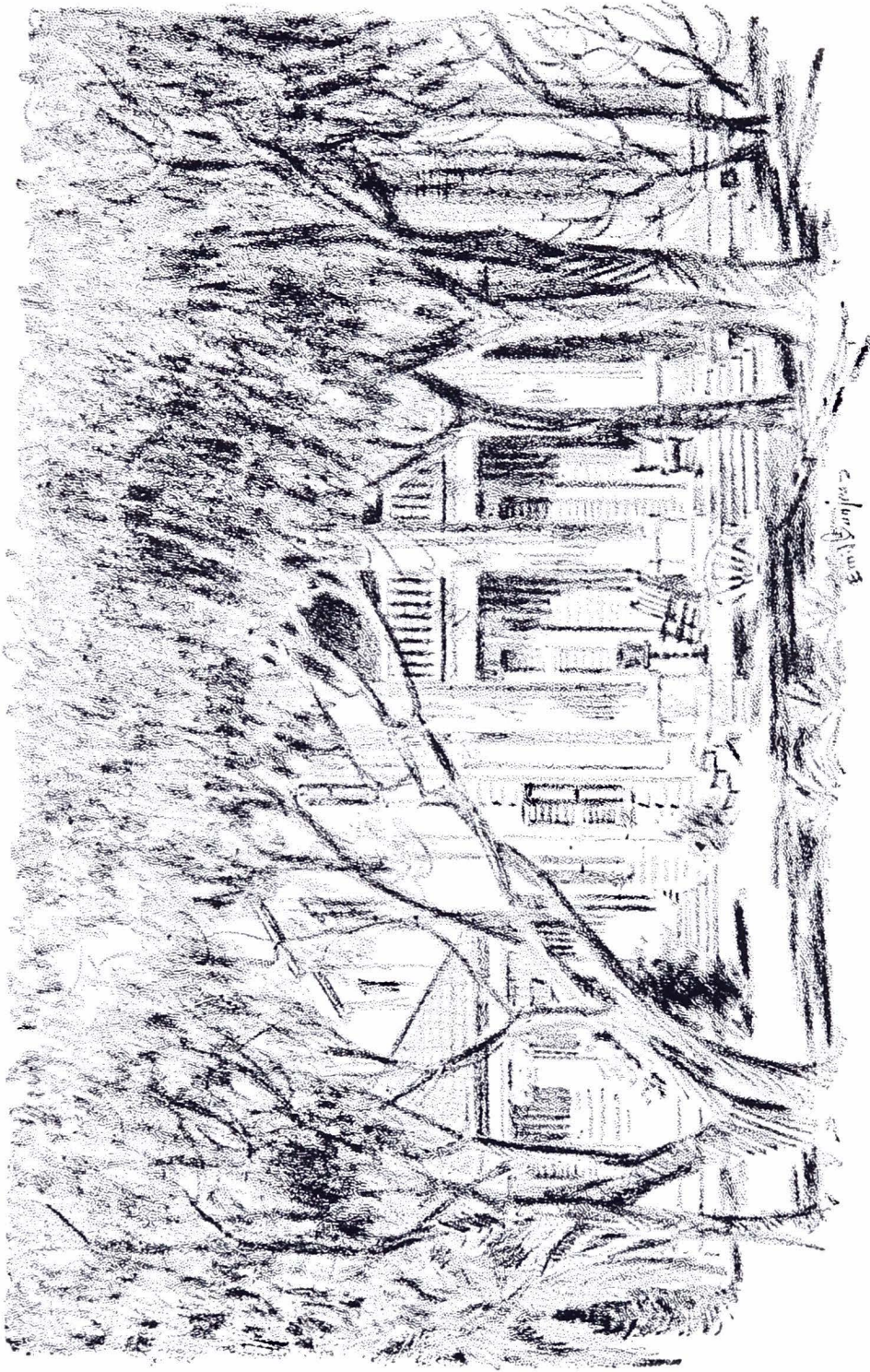
9 Dr. Alex Dienst, "The Navy of the Republic of Texas," The Texas Historical Quarterly, vol. XII, pp. 193-195. President Burnet came out in a rowboat and joined the other refugees when they were about midway between Clapper's and Red Fish Bars. On reaching Galveston Island, the Flash came to anchor near the old custom house which stood off what is now Avenue A and Eleventh Street.

CHAPTER II

GALVESTON UNDER THE LONE STAR

It was in 1836 that the first definite move was made to establish a city on Galveston Island. Colonel Michel B. Menard in December of that year paid to the Texas Republic \$50,000 for one league and one labor of land on the east end of Galveston Island, the present site of the city of Galveston. According to the terms of the claim, the Government reserved the land from "the extreme east end of the Island of Galveston, running west on the north side of the Island until it strikes a Bayou a short distance above the present fort, thence up said Bayou to its source, then in a straight line across the Island to the Gulf, containing fifteen acres more or less; also one block in a suitable part of the town for a Customs House or other public uses."¹ The block selected was bounded by Avenues A and B and by Tremont and Twenty-fourth Streets. A Customs House was erected on this block of ground in 1837. The building was completed October 1, 1837, and was destroyed by a hurricane five days later. No other public building was erected on this property and the Republic of Texas disposed of it for

1 H. P. N. Gammel, Laws of Texas, vol. I, p. 1130, 1131.



Home of Michel Menard, the founder of Galveston.

private use.²

On June 12, 1837, an act was passed to dispose of the remainder of Galveston Island. The Secretary of the Treasury was authorized and required to have the Island surveyed and sold--except the league and labor sold to Menard--in lots of not less than ten nor more than forty acres. The auction was to be held the second Monday of the next November, at the State House in Houston.³

These acts formed the basis for the settlement of Galveston. As early as November, 1837, lots were advertised for sale by the Galveston City Company. Those forming the Company were M. B. Menard, President, Thomas F. McKinney, Samuel M. Williams, John K. Allen and Mosely Baker. This was the real beginning of Galveston as a definite unit of government in the Republic.⁴

The first permanent settlement on the Island was made in 1837. In the same year Galveston was made a port of entry by the Congress of the Texas Republic and Gail Borden was appointed collector of customs. Commerce had sought out the harbor at Galveston as the best in the Republic.

2 Ben C. Stuart, "Early Bay Settlers," The Galveston News, February 17, 1907, p. 13.

3 H. P. N. Gammel, op. cit., pp. 1327, 1328.

4 Williams' Papers, Rosenberg Library, Galveston, Texas. The original of this agreement bearing the date of December 14, 1836, was written in longhand and is easily legible. All details of the agreement of those participating therein are covered.

Many immigrants of substantial means and industrious habits arrived that year. Some went into the interior of the state, but many remained on the Island and contributed to the growth of the city. Galveston made steady progress from the beginning of the Republic. By the end of 1837 a post office had been established with Peter Menard as postmaster. He was a brother of Michel B. Menard.

The Galveston City Company in 1838 employed John D. Grosbeck to make a survey and a map of the city. In laying out the City of Galveston, provision was made for a series of parks, one block in area at ten-block intervals between Avenues G and H. The city was well laid out for future development as foreseen by the founders, the chief natural features being the water front along the northern shore next to the channel, and the beach along the Gulf side.

Before the end of the year 1838 the company had sold seven hundred lots at an average price of \$400 per lot. With this substantial success Galveston City Company was incorporated February 5, 1841, by an act of the Congress of the Republic of Texas.

Galveston County was created May 15, 1838, and the city of Galveston was made the county-seat of the county. The first newspaper established after the founding of the city was The Commercial Intelligence, issued in July, 1838, by John S. Evans. The second paper was The Civilian and Galveston City Gazette, established by Hamilton Stuart in 1838.

The Galveston Daily News, the only one of the early papers surviving, was first printed in 1842.⁵ The naval base of the Republic of Texas was established in Galveston in 1841.

In the late '30's a number of responsible merchants opened places of business in the City of Galveston and many buildings were erected. Vessels were arriving daily and the harbor presented the appearance of an Atlantic port. During the first quarter of 1838 the imports through Galveston were valued at over a quarter of a million dollars, and the duties collected were about \$51,000.⁶

William Kennedy, in his history of Texas, gives a detailed description of business activities in Galveston in 1839. According to his statement, there were at that time two large hotels in operation and three more under construction, three warehouses, fifteen retail stores, several lumber yards, six licensed taverns, four coffee houses, two printing offices, two drug stores, confectionaries and oyster houses. Representing the professions, there were lawyers, doctors, notaries, magistrates and consuls. Among the trades, there were carpenters, painters, glaziers, cistern makers, cabinet makers, ship joiners, plumbers, sail makers and riggers, tin and sheet-iron manufacturers, blacksmiths, watch and ticket menders, harness makers, tailors, milliners,

5 Clarence Ousley, Galveston in Nineteen Hundred, pp. 60, 61, 62.

6 H. K. Yoakum, History of Texas, vol. II, pp. 241, 242.

dressmakers and barbers. The rapidity with which the business district was built up is illustrated by the statement that ninety days before, the timber in some of the larger structures was growing in the forests of Maine.⁷

Before 1839 religious affairs in Galveston were in the hands of itinerant preachers and there was no place to hold services until the first school house was built. Reverend Henry Reid, a Presbyterian minister, preached the first sermon on the Island in 1836. This service was held in what was called the Old Navy Yard. Two years later Reverend W. Y. Allen, chaplain of the House of Representatives, came to Galveston and held services during the spring and summer. In 1839 another Presbyterian preacher, Reverend John McCullough, reported the Galveston church to the Brazos Presbytery when that body was organized.⁸ A church building was erected by the Presbyterians in 1840. This was perhaps the first church erected on the Island. Prior to this date Mr. McCullough and others preached in the school house built by the Galveston City Company.

The Episcopal Church made a beginning in Galveston about the same time. In 1841 Benjamin F. Eaton, who was the

7 William Kennedy, Texas: The Rise, Progress and Prospects of Texas, vol. II, pp. 407, 408.

8 W. S. Red, editor, "Allen's Reminiscences of Texas, 1838-1842," The Southwestern Historical Quarterly, vol. XXVIII, pp. 299, 300; J. E. King, "A Brief History of The City of Galveston," The Galveston News, March 23, 1913, p. 13.

first missionary ordained in the Republic of Texas, went to Galveston and succeeded in erecting in that city an Episcopal Church in 1842.

The Methodists began their work in Galveston in 1840, under Reverend Thomas O. Summers. A house of worship was erected in 1843 with funds donated by F. Ryland of Maryland, and was named Ryland Chapel in his honor.

On January 30, 1840, the Baptists effected an organization at the residence of Thomas H. Borden, under the leadership of Reverend James Huckins. Gail Borden, originator of the formula for condensed milk, was one of the first members of this church. At first private residences were used as places of worship, but two years later a building was erected.

In January, 1841, Reverend J. M. Odin and Reverend N. H. Finn, Catholic priests, arrived in Galveston. An altar was set up in the warehouse of Peter Menard, but later a Catholic Church was erected. This church, which was called St. Mary's, was completed in February, 1842, and cost \$900.⁹

The first legally chartered chapter in Texas of Royal Arch Masons was organized at Galveston June 2, 1840, and known as San Felipe de Austin, Chapter No. 1. The Odd Fellows were not long in following the example of the Masons, for Galveston Lodge No. 3 of that organization was

⁹ J. E. Fing, "A Brief History of The City of Galveston," The Galveston News, March 23, 1913, p. 13.

established in Galveston the same year (1840).¹⁰ The first schools taught in the City of Galveston were conducted in 1838-1839 by Miss Mattie Robbins and Professor E. Walbridge. These pioneer teachers were followed by Professor James Nash and those associated with him.

Many German and English immigrants arrived in Galveston after 1840. The population of the city was increasing rapidly. President Anson Jones delivered an address in Galveston on June 16, 1838. In this address he spoke of the population of the city as being nearly 3,000 and increasing rapidly.¹¹ This estimate is corroborated by the number participating in an election which was held in Galveston in 1841, when a vote of five hundred seventy-two was cast, which would indicate a population of about 3,000. The official census in 1847 showed a population of 4,312, exclusive of 446 on the Island outside the city limits. These figures are perhaps the most accurate available.¹²

Ministers of foreign countries sent to the Infant Republic, found Galveston a favorite resort. The Tremont Hotel, located on the corner of Twenty-third Street and Avenue E, received the patronage of the notables who visited the Island City. A reception and dinner given January 15,

10 George Sealy, Galveston's Firsts, an unprinted manuscript, Rosenberg Library, Galveston.

11 Charles Potts, Railroad Transportation in Texas, p. 5.

12 Galveston City Directory, 1884-1885, p. 46.

1840, in honor of General J. Pinckney Henderson, the minister from Texas to France, was attended by people from many parts of the state. Plates for this dinner sold for fifty dollars in Texas money.

The Texas Almanac describes the trade of the period from 1833 to 1846 as being "sluggish and unimportant." This is true only in a relative sense, for records show noteworthy growth. In 1836 scarcely a vessel a month came to Galveston harbor. By the opening of the year 1838 vessels were arriving daily. Thirty vessels were reported in the Galveston harbor at one time in May, 1839. Galveston merchants who had previously confined their trade to New Orleans were now extending their business to eastern cities.¹³

After 1840 there was an increasing amount of trade with European countries. During the first three months of 1840 ninety vessels arrived at the port of Galveston. On March 17, 1843, the list of vessels in port included eight ships from Bremen, one from Antwerp, one from Amsterdam and one from Marseilles.¹⁴ Those coming from Europe brought merchandise in exchange for cotton. A hydraulic press, to compress cotton for export, was brought over on a large English ship in 1840. From October 1, 1843, to October 1, 1844, there were two hundred fifty-one arrivals and fifty-four

13 Texas Almanac, 1872, p. 25.

14 Galveston City Directory, 1884-1885, p. 53.

of these were European vessels. From October 1, 1844, to October 1, 1845, there were two hundred seven arrivals, thirty-two of which were European ships.¹⁵

Handling cargo at the port of Galveston must have been very inconvenient and expensive before wharves were built. A tax of fifty dollars per year was levied on skiffs used to carry passengers from vessels to the city, and a tax of twenty-five dollars per year was levied on lighters used to unload vessels. In 1839, according to Kennedy, two wharves and a pier were being constructed. For a number of years there was no lighthouse to mark the entrance to the harbor. This deficiency was the subject of many complaints from England and other European countries. In the early days the only landmark to be seen on approaching the harbor was a grove of trees sixteen miles down the Island. In 1839 there were three hundred houses in Galveston, and the city was discernible from the masthead of a ship fifteen or twenty miles away.¹⁶

On February 3, 1845, an act was passed by the Congress of the Republic of Texas which authorized the erection of a lighthouse on the east end of Galveston Island. An appropriation of \$7,000 was made for this purpose. The lighthouse and lantern together were to be at least seventy-five feet

15 Ibid.

16 William Kennedy, Texas: The Rise, Progress and Prospects of Texas, vol. II, pp. 407, 408.

high. The money for the operation of this lighthouse was to be paid out of a tonnage duty on foreign vessels.¹⁷

At the time that the commerce of Galveston was passing the first stage of growth, other activities were being carried on, some of which aided in the development of the port and the city. Among these were the organization of stock companies, the laying out of roads and the establishment of mail routes and ferries. The most important of the stock companies was the Texas Railroad, Navigation and Banking Company, which was incorporated by an act of Congress December 16, 1836. This was a gigantic scheme. The capital of the company was to be \$5,000,000, and the charter was to run for forty-nine years. The company was given banking privileges, the right to connect the Sabine and Rio Grande Rivers with waterways and railroads, with the right of eminent domain in its operations.¹⁸

There was much opposition to this organization. No stock was sold and the panic of 1837 caused the whole scheme to fall to the ground. Another organization similar in character but smaller in its scope was the Brazos and Galveston Railroad Company. This organization was given the right to make a turnpike and a railroad from the main channel of Galveston Bay to the Brazos River. The capital stock was

17 H. P. N. Gammel, Laws of Texas, vol. I, p. 1135.

18 Charles Potts, Railroad Transportation in Texas, pp. 23-26; Telegraph and Texas Register, December 27, 1836.

to be \$500,000, divided into five thousand shares of one hundred dollars each. This project also resulted in failure.¹⁹

On May 23, 1838, an act was approved which established a mail route between Galveston and Matagorda by way of Velasco. The mail was carried by this route along the beach to San Luis Pass. From there it was ferried across Galveston Bay and then taken to Matagorda by horse or other conveyance.²⁰

After 1838 there was frequent travel between Galveston and the mainland. To facilitate communication, a ferry was established between Virginia Point on the mainland and Eagle Cove on the Island. No railroad development took place during the period of the Republic, although some attempts were made in that direction. In June, 1838, President M. B. Lamar received a proposal from one J. F. Muse, in which the latter suggested building a railroad from a point on the Mississippi, one hundred miles above New Orleans, to the nearest point on the Sabine River. The plan was to organize a stock company in which the state would participate. The offer was not accepted.²¹

In 1843 Snyder and Street, a contracting firm of

19 Telegraph and Texas Register, May 26, 1838.

20 J. E. King, "A Brief History of The City of Galveston," The Galveston News, March 23, 1913, p. 13.

21 Charles Potts, op. cit., p. 27.

Galveston, took a contract to open a road from Virginia Point to Houston, a distance of forty miles. William G. Banks and John P. Borden were employed as surveyors. This road, the cost of which was estimated at about \$1,500, was a mere trail with only a few markers to direct the traveler. It required all day for a rider on horseback to make the trip from Galveston to Houston. At some seasons of the year steamboats made only one trip a week between these points.²²

There was little action of importance in military and naval affairs which affected Galveston during the latter part of the Republic of Texas. In 1840 a small fort was established on the east end of the Island, which was occupied by fifty men. On January 14, 1843, an act was passed for the protection of the seacoast by the Texas Navy under command of Commodore Edwin W. Moore, former Lieutenant in the United States Navy. This act carried an appropriation of \$7,000 for the erection and manning of fortifications for the better protection of Galveston.²³

The defense at Galveston by this means, however, was none too good. Mrs. M. C. Houston, the wife of an English officer who came to Galveston with her husband in December, 1842, writing in that year, advised citizens not to trust too implicitly in their fortifications. In all there were

22 Telegraph and Texas Register, May 31, 1843.

23 H. P. N. Gammel, op. cit., pp. 837, 838.

not more than a dozen guns protecting Galveston at that time, and they were not very formidable. There was, however, an organized military body, the National Guard of Galveston, which was kept in battle array when an enemy threatened.²⁴

Health conditions in Galveston, as described by Kennedy in 1840, were unsurpassed perhaps by any city in the world.²⁵ Mrs. M. C. Houstoun spoke of the health of the inhabitants of the city in a similar way. In another place Mrs. Houstoun has this to say about the precautions taken by the people of Galveston: "Every ship that comes in is announced as containing quinine by hogsheads and calomel by clots, to say nothing of demijohns of castor oil."²⁶

The disease that plagued the people of Galveston from 1839 until the close of the Civil War was yellow fever. This disease was not understood although there were plenty of theories regarding it. Some thought it was brought from New Orleans and other places by contagion. Others thought it was due to certain local conditions or something in the atmosphere. Dr. Ashbel Smith, who was in Galveston during some of the fever epidemics, and who wrote an account of the

24 Mrs. M. C. Houstoun, Texas and the Gulf of Mexico, vol. I, p. 306; vol. II, p. 245.

25 William Kennedy, "British Correspondence," The Southwestern Historical Quarterly, vol. XX, pp. 298, 299.

26 Mrs. M. C. Houstoun, op. cit., vol. I, p. 266.

epidemic of 1839, made some observations on the disease. According to his theory yellow fever required for development, using his words, "proximity to water and an ardent sun."

Much of the sickness in Galveston was attributed to diseases introduced by passengers from vessels entering the port. To alleviate this condition an act was passed by the Congress of the Republic of Texas February 3, 1845, to provide for establishing a hospital at Galveston. By this law the commander of every vessel was required to pay to the collector of customs at the port fifty cents for every foreign male white cabin passenger over sixteen years of age and twenty-five cents for foreign steerage passengers.²⁷

The social conditions and manner of living in Galveston during the days of the Republic contain much of interest. Mrs. M. C. Houstoun said that the houses were small and built of wood; the streets were laid off without any regard for regularity; and the whole town had a rather fragile appearance. The fashionable center of the town was the Tremont House, although there were several smaller hotels. Something of the standard of living is indicated in a letter written by the British Consul in 1842. He stated that the salary of £400 was too low because the manner of living and entertaining made expenses heavy. A suitable building would

²⁷ William Kennedy, op. cit., p. 289.

cost \$500, male servants fifty dollars a year, and female servants thirty dollars a year. He said the style of living among the influential classes would attain the usual scale of the South and would soon be equal to that of New Orleans.²⁸

Like all new frontier towns and unsettled countries, Galveston had a lawless element, and law enforcement and the maintenance of public order required eternal vigilance. The stream of immigrants after 1837 brought with it many low characters who left evidence of their presence.

The Elbe, a German brig which was stranded during the storm in 1837, was used as a jail by both city and county until 1840. At that time the county of Galveston erected a building on the corner of Twentieth Street and Avenue G. This building cost \$4,000 and served as both court house and jail. One writer of the early period said that J. M. Allen, the first mayor, in 1839-1840, had a six-pound gun set up in front of his house for self-protection.²⁹

During the existence of the Republic of Texas, 1836 to 1845, many changes were made in Galveston. The foundation for a city was laid; many homes were built; some public buildings were erected; the first Chamber of Commerce was organized; and much progress toward port development was

28 Ibid., pp. 298, 299.

29 S. B. Southwick, Galveston, Old and New, pp. 1-3.

made. When the Republic of Texas was annexed to the Union, Galveston with a population of 5,000 was the largest city of the newly created state of Texas.

CHAPTER III

GALVESTON FROM 1845 TO 1870

The history of Galveston from the entrance of Texas into the United States to the outbreak of the Civil War contains an account of much industrial development. Within a few years after annexation several railroads were chartered converging on that important seaport. Practically all of these lines had Galveston for a starting point, for a destination, or were to serve territory that was tributary to Galveston.

The first railroad built into Galveston was the Galveston, Houston and Henderson Railway. The company constructing the road was first chartered in 1848, and incorporated by an act of the Legislature, February 7, 1853. Construction began at Virginia Point, March 1, 1854, and late in 1858 the line was completed to Houston, a distance of forty-two miles. During these years the completed part of the road was operated in conjunction with a ferry between Galveston and Virginia Point. In 1859 the rail bridge across Galveston Bay was completed to the city. This gave direct connection by railroad from Houston to Galveston.¹

Another railroad projected at this time was the

1 Charles Potts, Railroad Transportation in Texas, p. 29.

Galveston and Red River Railroad, which was chartered March 11, 1848. This charter, however, was not used and a new one was granted February 14, 1852. In 1856 the company was authorized to change the name to Houston and Texas Central Railroad. This road was to be built from Galveston to the Red River, but the grading began at Houston. The Legislature by special act approved this procedure instead of requiring Galveston to be made the southern terminal. This decision was quite a disappointment to Galveston since this line opened a very productive region, the chief benefit of which would go to the rival city Houston.²

It became apparent at once that little progress could be made in transportation without a wagon bridge across Galveston Bay. Anticipating this need the Legislature on April 18, 1846, passed an act looking toward connecting Galveston Island with the mainland at Virginia Point by such a bridge. This act authorized Galveston County to build a wagon bridge across the bay, but stipulated that a drawbridge must be provided over the channel, to admit the free passage of ships. Under this law the county could collect tolls to build and maintain the bridge as follows: not to exceed \$2.00 on road wagons; two-horse wagon, \$.75; ox cart, \$1.00; one-horse cart or wagon, \$.75; two-horse pleasure carriage, \$2.00; one-horse pleasure carriage, \$1.00;

² De Bow's Commercial Review, July, 1858, pp. 74, 75.

horse and rider, \$.50; horses and cattle, \$.25 each; sheep and hogs, \$.06 each; foot passage, \$.25. A part of these tolls could be paid to individuals to keep the bridge in good repair. A sufficient number of persons had to be kept at the toll gate and drawbridge to avoid unnecessary delays in the passage of ships. A fine of five dollars was to be imposed when vessels were detained because of negligence.³ This act provided that this bridge was to have been completed in three years, but attempts to carry out such a project were defeated several times through lack of funds and other obstacles, and it was not until November 15, 1893, that a wagon bridge spanned Galveston Bay.

Need of postal communication between Galveston and Houston became pressing by 1840, and an act was passed that year by the Congress of the Republic providing that mail should be carried between these points twice weekly, provided it could be accomplished for the sum of \$2,500 per annum. Later the Galveston postmaster was to send the mail to Anahuac by boat, provided it could be done without expense to the government.

In 1847 the county commissioners replaced the frame building which had been jail and court house with a brick jail at a cost of \$6,375. It was well built and of sufficient size to serve commodiously and efficiently for thirty years.

3 H. P. N. Gammel, Laws of Texas, vol. I, p. 1397.

The first Federal court in Galveston was established in 1846. John Charles Watrous was named Federal judge by President James K. Polk; his commission was countersigned May 9, 1846, by James Buchanan, then Secretary of State. That same year John M. Allen, who had been first mayor of Galveston, was appointed United States marshal. The first session of the Federal court for the Galveston district was held in a two-story frame building on the northwest corner of Post Office and Twenty-first Street. A native of Magdeburg, Prussia, John William Jockush, first German consul in Galveston, became the first naturalized citizen to be issued his paper of naturalization through the Federal courts of Galveston, the date being February 11, 1849. Judge Watrous continued to hold court in this district until the outbreak of the Civil War. Then Federal activities of a civil nature were suspended during the war period and for a time thereafter.⁴

One of the most important commercial developments of this period was the establishing at Galveston of the Commercial and Agricultural Bank, the charter for which had been granted Sam M. Williams and Thomas F. McKinney. According to the terms of a proclamation issued in 1835 the capital was not to exceed \$1,000,000, divided into 10,000 shares of one hundred dollars each. As soon as three thousand shares

⁴ The Galveston News, August 15, 1939, p. 14.

were sold, a meeting of the stockholders was to be called, and eight directors were to be elected. The stockholders were to give security in real estate for the value of their shares. As soon as \$100,000 was paid into the vaults of the bank, operations were to begin. The charter was to run for twenty years, and branches of this bank could be established in any part of the state.⁵ The Texas Revolution, and the general distrust in banks at this time, had kept the institution from being organized on a working basis. On February 3, 1841, the Congress of the Republic of Texas passed an act recognizing the validity of the charter that had been granted to Williams and McKinney. This act authorized Williams and McKinney to establish a bank and to issue \$30,000 in paper money.⁶ It was not until 1846 that any real headway was made in organizing the Commercial and Agricultural Bank. The interest in this organization was so great that Williams contemplated establishing branches or agencies over the state. A letter from Huntsville in January, 1848, signed by seventeen citizens, made inquiry of Williams as to terms and regulations for establishing an agency. This letter expressed the opinion that such an agency at Huntsville, if properly managed, would "give great facilities in the purchase of the cotton crop and in the

5 A copy of this proclamation is to be found in the Rosenberg Library, Galveston.

6 H. S. Thrall, A Pictorial History of Texas, p. 631.

transportation of cotton to market, much of which was yet in the country."⁷ About the same time, another writer thought that the sooner a branch was established in Houston the better.⁸ Letters were received from various parts of the state regarding the establishing of such agencies.

The influence of this institution reached over a large area of the state to individuals who desired to borrow money, to have drafts cashed, or to facilitate the movement of crops. In March, 1848, a merchant at Port Lavaca wrote that he was contemplating making advances on cotton, and perhaps dealing in beef cattle. He wished to know upon what terms he could get facilities in the form of drafts.⁹ Many references to this bank are found among the Williams' Papers, indicating its wide usefulness.

During the period of early statehood commerce in Texas developed rapidly. At the outbreak of the Civil War Galveston was the port of entry through which flowed a constant stream of supplies for the state, and was the great market for cotton and other products of the farms. The total arrival of ships during the years from 1845 to 1857 indicates in a general way the volume of this trade. During these twelve

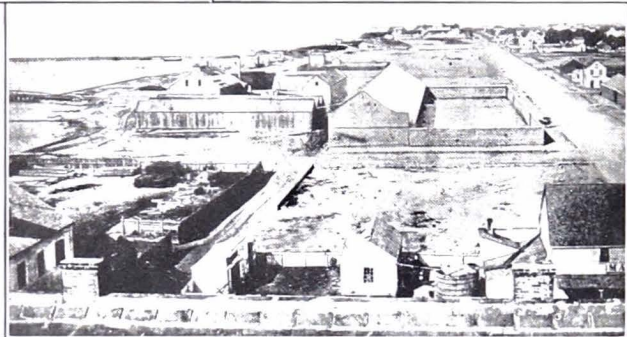
7 Williams' Papers, M. C. Rogers to S. M. Williams, a letter dated January 17, 1848, Rosenberg Library, Galveston.

8 Ibid., Joseph S. Lake to S. M. Williams, a letter dated January 29, 1848.

9 Ibid., H. Rea to S. M. Williams, a letter dated March 17, 1848.



Capture of the U. S. Steamer Harriet Lane in Galveston Harbor, 1863.



Galveston in the Early 40's.



One of the 10 Wharves That Existed in 1869.



Water Front in 1890.

years there were 1,065 steamships, 269 ships, 746 barks, 811 brigs and 685 schooners, a total of 3,594 vessels. The total value of their cargoes was \$210,434,000, and of this there were only \$25,000 lost on the bar.¹⁰

Many tables in the Texas Almanac indicate the character and quantity of Galveston's trade. The following statistics show the relative importance of coastwise and foreign trade:

| Year | Coastwise | Foreign | Total |
|------|-------------|------------|-------------------------|
| 1854 | \$3,637,255 | \$ 776,243 | \$4,413,498 |
| 1855 | 2,012,604 | 634,815 | 2,647,240 |
| 1856 | 2,850,770 | 1,492,845 | 4,343,615 ¹¹ |

This trade was largely export business. The following figures show only export trade from 1857 to 1860:

| Year | Coastwise | Foreign | Total |
|------|-------------|-------------|--------------------------|
| 1857 | \$3,516,256 | \$1,218,364 | \$ 4,734,620 |
| 1858 | 3,808,597 | 2,700,582 | 6,509,189 |
| 1859 | 4,400,637 | 4,264,370 | 8,665,007 |
| 1860 | 6,559,022 | 6,314,150 | 12,873,172 ¹² |

10 Texas Almanac, 1858, pp. 143, 144.

11 Ibid., 1857, p. 64.

12 Ibid., 1861, p. 237.

On the other hand the value of imports for the years 1858, 1859 and 1860 is as follows:

| 1858 | 1859 | 1860 |
|-------------|-------------|---------------------------|
| \$1,612,868 | \$2,219,506 | \$3,050,096 ¹³ |

Of the imports in 1859, only \$377,818 came direct from Europe, and the duties assessed on these amounted to \$100,314--twenty-five per cent to thirty per cent of the invoice value.

A large part of the exports was cotton sent to other ports of the United States and Europe. Below is a table showing the number of bales exported from 1856 to 1859:

| Year | Exported to Europe | Exported to other ports of the U. S. |
|------|--------------------|--------------------------------------|
| 1856 | 20,907 Bales | 46,075 Bales |
| 1857 | 49,576 Bales | 67,815 Bales |
| 1858 | 77,184 Bales | 69,178 Bales |

About two-thirds of the cotton exported to Europe went to Great Britain.¹⁴

The following table shows exports other than cotton through Galveston from 1850 to 1855:

13 Ibid., 1861, p. 237.

14 Ibid., 1860, p. 222.

| | 1850 | 1851 | 1852 | 1853 | 1854 |
|----------------|--------|--------|--------|--------|----------------------|
| Sugar Hhds. | 2,782 | 1,036 | 1,329 | 4,076 | 4,754 |
| Molasses Bbls. | 2,427 | 1,990 | 2,576 | 6,086 | 5,398 |
| Cattle | 5,957 | 2,905 | 5,507 | 3,429 | 2,762 |
| Hides | 14,092 | 14,656 | 13,222 | 14,146 | 13,224 |
| Pecans Bu. | 1,525 | 394 | 13,246 | 14,224 | 13,632 ¹⁵ |

Of the imports to Texas from foreign countries, nearly nine-tenths came through the port of Galveston.¹⁶

Claims were made at this time that Galveston was superior to New Orleans as a port, and particularly that it offered advantages in having smaller port charges. A writer in the Texas Almanac draws contrast by giving the charges on a vessel of eight hundred tons in each of the two ports:

| Port Charges - Galveston | Port Charges - New Orleans |
|---|---|
| Pilotage Out \$ 33.00 | Pilotage \$ 56.00 |
| Compressing 2,000 bales @ \$.58 1,160.00 | Compressing 2,000 bales @ \$.60 1,200.00 |
| Custom House Fee 10.00 | Custom House Fee 10.00 |
| Stowing Cargo at \$.34 per bale 680.00 | Stowing Cargo at \$.38 per bale 760.00 |
| Lighterage 800 at \$.40 per bale 320.00 | Towage up and down 825.00 |
| Harbor Fees 15.00 | Levee Fees 75.00 |
| TOTAL CHARGE \$2,218.00 | TOTAL CHARGE \$2,926.00 |

15 Ibid., 1857, p. 120.

16 H. H. Bancroft, North Mexican States and Texas, vol. II, p. 567.

The excess charges of New Orleans over Galveston on the same vessel and cargo, according to this authority, were \$708.00.¹⁷

Health conditions in Galveston in early statehood showed but little improvement over the period of the Republic. Yellow fever epidemics became more frequent. From 1847 to 1859 there were five outbreaks of this disease. The fatalities at each recurrence of the disease were five per cent of the entire population. Despite adverse conditions, however, Galveston continued to grow. The population, which had been between four and five thousand in 1845, had reached nine thousand by 1860. Galveston's trade and growth received a severe setback during the Civil War. The population at the close of the war had dwindled to 3,500.¹⁸

The Federal blockade so effectively shut off commerce that Galveston's history during the war was mainly a chronicle of military and naval operations. Galveston was of great importance to the Confederacy and for that reason it was vigorously defended. The Federal forces were anxious to get possession of this port because with it in their control they would be in position to dominate the whole of Texas. From October, 1862, to November, 1863, attacks were made by the Federals all along the Texas coast from Sabine

17 Ibid., 1858, pp. 143, 144.

18 Galveston City Directory, 1884-1885, p. 46.

Pass to Brownsville. None of these met with complete success. But it is probable that if Galveston had been taken and held by the Federals, the whole Texas coast would have fallen into Northern hands. Galveston, therefore, became a testing point, and the struggle for supremacy on Galveston Island was of vast importance.

The opening of hostilities in this conflict found the defenses of Galveston Island weak, and never during the Civil War were they formidable, although efforts were made to strengthen them. In the fall of 1861 Commander W. W. Hunter of the Confederate Navy, who was appointed to serve as superintendent of coast defenses under General C. C. Herbert, made an elaborate survey of Galveston Bay. While this survey was of little benefit at the time it was made, it was later of great value in naval operations.¹⁹

By June, 1861, earthworks had been erected on Pelican Island in Galveston Bay north of Galveston, and by the time summer arrived in 1862, fortifications had been built at Eagle Grove on Galveston Island and Virginia Point on the mainland to defend the approaches to the old Galveston, Houston and Henderson Railroad bridge. At Eagle Grove there was a redoubt mounted with two thirty-two-pound and two eighteen-pound guns. Two of these were at the water front on the bay and two at the railroad tracks leading in the

¹⁹ F. R. Lubbock, Six Decades in Texas, p. 344.

direction of Galveston. Many of the heavy guns at Pelican Island, Fort Point on the east end of Galveston Island, and South Battery, later known as Fort San Jacinto, were removed to Virginia Point or Eagle Grove.²⁰

Galveston was the scene of war-like activities several times before it was finally captured by the Federals in October, 1862. On July 9, 1861, Captain M. B. Alden in command of the South Carolina²¹ appeared at Galveston and announced that he had come to blockade the harbor. Neutral vessels were to be allowed five days to leave the port. Soon after this the South Carolina came into port and captured five small vessels, among them being the yacht Dart and the sloops Shark and Falcon. The South Carolina then put to sea. On August 3 the South Carolina again returned to Galveston, when there was an exchange of shots between that vessel and the batteries on the Island.²²

The shots from the South Carolina were directed toward the battery, but at such an elevation that they fell in town. It was thought that this act was premeditated, and on August 5 the foreign consuls stationed at Galveston sent a

20 Ben C. Stuart, "Old Confederate Forts Defending the City," The Galveston News, July 23, 1911.

21 F. R. Lubbock, op. cit., p. 388. This vessel was two hundred feet long and carried three forty-two-pound guns in each broadside and several smaller pieces forward and aft.

22 Ibid., p. 389.

protest to Captain Alden against firing on unarmed citizens.

During May, 1862, Commodore J. Eagle of the Federal fleet demanded the surrender of Galveston, but he had no troops to enforce his demand, and hence was able to accomplish nothing. Later in the same year, however, the Federal force returned in sufficient strength to gain the desired end. On October 4, 1862, Commander W. B. Renshaw of the United States steamer Westfield, with three other vessels--the Harriet Lane, the Owasco and the Clifton--made an attack on Galveston, and succeeded in capturing both the harbor and the city. The Confederate forces under General C. C. Herbert offered little resistance and withdrew to Virginia Point, October 8, 1862.²³ This place was fortified by guns brought from the batteries on the Island. Martial law had been declared on Galveston Island by General Herbert and most of the live stock on the Island had been removed.²⁴

General Herbert had previously complained of the defenseless condition of his post. He said he lacked men, guns, arms, ammunition and proper military organization. The people of Texas did not accept this as a valid excuse and were highly incensed when he gave up Galveston without a struggle. Herbert's actions had been characterized by

23 H. H. Bancroft, North Mexican States and Texas, vol. II, p. 455.

24 F. R. Lubbock, op. cit., pp. 386, 387.

indecision. Governor Frank Lubbock had proposed that Galveston be burned before it was evacuated, and offered to share with Herbert the responsibility for such an act. Lubbock had suggested also that the channels at Bolivar and the west end of the Island could be closed to prevent the enemy's getting possession of the mouths of the rivers that emptied into Galveston Bay. Herbert had been unwilling to act in accordance with either of these suggestions.²⁵ On October 10, 1862, Herbert was superseded by General J. B. Magruder, who was a graduate of West Point, had served in the Mexican War, and had taken part in the seven days' fighting before Richmond.²⁶

The Confederates were unwilling that so valuable a prize be held by the Federals, and forthwith General Magruder began making preparations to recapture Galveston Island. His plans culminated in the noted engagement called the Battle of Galveston, in which the Confederates met with complete success. Much credit is due General Magruder because of the manner in which he overcame all obstacles. Lacking means to fight with, Magruder fitted up four vessels--the Bayou City, the Neptune, the Lucy Guinn and the John F. Carr, fortified the first two of these by placing a row of cotton bales three bales high on the outer edge of the cabin deck. Inside

25 Ibid., p. 389.

26 Ibid., p. 425.

of this was a row of bales for the rifle-men to stand on. The boiler decks were protected by a double tier of bales flush with the cabin deck.²⁷

The plan to attack Galveston was carried out with great secrecy, being known only to Magruder's staff. The plan included an attack by land and water at the same time. General Magruder had about 5,000 Texans and General Henry H. Sibley's Brigade which had returned from New Mexico. Galveston was occupied by the Forty-second Massachusetts Volunteers. In the harbor under command of the Federals were the Harriet Lane and five other vessels. On December 29 the land forces proceeded to Virginia Point. On December 31 the Confederate gunboats were sent from Houston down Buffalo Bayou to the head of Galveston Bay with instructions that they attack when the moon went down that night. The fleet of "Cotton Clads," as Magruder's ships were called, reached Galveston Bay about sundown and at Morgan's Point received final orders. The boats were to come as near as possible without being detected. They were to attack at one o'clock when the signal gun was fired by the land forces. The plan was not carried out according to schedule. It was about three A. M. when the signal for the attack was given.²⁸

27 Robert M. Franklin, "The Story of the Battle of Galveston," The Galveston News, May 8, 1911, p. 11.

28 Ibid. In this account of the attack the writer states that Major Smith, who was in command of the "Cotton Clads," came down to the west end of Pelican Island

By this time the land forces had crossed from Virginia Point and assaulted the position of the Federals. It was daybreak before the "Cotton Clad" fleet arrived, and in the meantime the issue had been doubtful because the Confederates were being shelled by the Clifton, one of the Federal gunboats.²⁹

The Battle of Galveston, however, was a naval battle. Against the four improvised gunboats of the Confederates were six Federal vessels. These were the Westfield, the Clifton, the Harriet Lane, the Owasco, the Sachem and the Corypheus. These vessels had a total of about thirty guns. The naval fight began when the Bayou City attacked the Harriet Lane and forced her to surrender. The Neptune was disabled in the fight. The Westfield attempted to leave the harbor and ran aground. Commander Renshaw determined to blow her up, but the explosion was premature, and he and fifteen of his men were killed. The remainder of the Federal fleet withdrew. Thus ended the Battle of Galveston, and from that date until the close of the war Galveston remained in the hands of the Confederates.³⁰

Inasmuch as military authorities controlled Galveston during the Civil War and civilian activities were almost

about midnight, but rockets sent up by the Federals showed that the fleet had been discovered. Smith then withdrew four and one-half miles up the Bay.

29 Ibid.

30 Ibid.

entirely suspended, nearly all non-combatants moved to the interior. There was, therefore, little for the civil authorities of the city to do. When the war ended in 1865 the Confederate soldiers were mustered out, Reconstructionists arrived and with them came many undesirable people. The officers of the city were unable to handle this disorderly element. In 1867 Galveston became headquarters for the military district of Texas with General Charles Griffin in command. Differences between military and city authorities caused much disorder. Property was destroyed and near riots occurred. During the seven years from 1865 to 1872 there were thirty-six murders in the city, and in only six instances were the murderers apprehended.³¹

After the close of the war many families who had gone into the interior when the war began came back to their homes in Galveston. Many of the old established firms resumed business. In 1866 The Galveston News came back from Houston, where it was published during the war, and the paper was enlarged and improved. Colonel A. H. Belo had purchased an interest in the paper in 1865 and moved his residence to Galveston. The Union Marine and Fire Insurance Company announced that it had resumed business with capital unimpaired and assets well secured. This company had begun business in the city in the early fifties and it is believed to have been

31 H. S. Thrall, A Pictorial History of Texas, p. 415.

the first insurance company in the city. The Merchants Insurance Company was organized in 1866 and had its office on the Strand.

A heavy shipment of cotton through the port required facilities for compression, and in the newspapers of 1865, three companies advertised that they were in position to compress cotton. They were the Merchants Press, the Factors Press and the Beater Press. The cotton receipts during the season 1867-1868 were 98,682 bales and in 1870-1871 they had increased to 294,718 bales. Some of this cotton had been in storage for the duration of the war.

Since the organization of the Galveston Wharf Company in 1854 the system of wharves had been gradually built up and the flats which lay between deep water and the rear of the buildings on the north side of Strand had been filled. In these operations certain streets were included and there arose a controversy between the Wharf Company and the citizens as to the right to this filled property. This dispute was in court for several years. Finally in 1869 a compromise was reached which gave to the city of Galveston a one-third interest in the Galveston Wharf Company. The property held by the Wharf Company in 1870 included all land lying north of Avenue A, between Ninth and Fortieth Streets.³²

In 1867, while Galveston was in the hands of military

32 S. C. Griffin, History of Galveston, p. 43.

authorities, yellow fever appeared in what proved to be the most serious epidemic in the city's history. There were 1,200 fatalities. The same year the coast of Texas was struck by a hurricane which resulted in some loss of life in Galveston and considerable damage to property. The work of cleaning up and rebuilding was begun at once. In a short time homes were rebuilt and the wharf front resumed its normal appearance. Jack Frost came to the rescue of the city, killing the mosquitoes, which at that time infested the residential sections, and there were no new cases of fever. With the approach of the winter season, traffic through the port increased and work was easily obtainable. Past troubles were forgotten for good times had arrived.

In 1869 James A. McKee was elected mayor, and his administration started under favorable conditions. The population had almost doubled in the preceding decade. McKee held office two years, being succeeded by Albert Somerville in 1871.³³

33 Galveston City Directory, 1884-1885, p. 46.

CHAPTER IV

THIRTY PROSPEROUS YEARS

With the readmission of Texas to the Union in 1870, the shipment of agricultural products and other commodities increased. The most important item, however, in the commercial development of Galveston has been coastal trade. As the population of the city increased and the receipt of farm products grew heavier, Galveston merchants and capitalists were anxious that regular steamship lines be established from their city to the eastern seaboard. They interested C. H. Mallory of New York and the result was the establishment in 1865 of a regular service between these points. The organization of Mallory and Company in Galveston was effected in 1866. The Morgan Steamship Line came to Galveston in the early seventies. In 1878 Morgan sold his interests to the Southern Pacific Railway Company. This company purchased wharf frontage and began at once to improve the property, but these improvements were not completed until the close of the century.

The Galveston Wharf Company began the construction of a rail switching line in 1873 to connect the water terminals with the Galveston, Houston and Henderson Railroad, which at that time was the only railroad leading into Galveston. Expensive trestle work was necessary since only a small

portion of the flat between the railroad depot and the wharf was filled. Later when that part of the city was built up the terminal yards were further extended. The first grain elevator was erected on the levee between Twenty-second and Twenty-third Streets. This grain elevator with a capacity of 30,000 bushels was put into service in 1873.¹

By 1873 the foreign trade through the port of Galveston included cotton, cottonseed-oil cake, tallow and cattle. The first wheat was exported in 1874. The imports were salt, coffee, crockery and iron. The main shipments of cotton were for Liverpool, although London, Bremen and Hamburg received some of the crop. There were at this time about fifteen steamers running from Galveston to England; eight running to New York; a regular line to Baltimore. Bayou steamers were going up Buffalo Bayou to Houston and river steamers were making regular trips up the Trinity and Brazos Rivers.

On May 28, 1873, the Texas Legislature passed an act incorporating the Gulf, Colorado and Santa Fe Railway Company. This was accomplished through the work of the citizens of Galveston. The capital stock was fixed at \$7,000,000 as a maximum and \$2,000,000 as a minimum. The newly organized company received generous land grants from the state, amounting to 10,240 acres for every mile of road constructed.

1 George Sealy, Historic Galveston, pp. 3, 4.

Under this provision the company received a total of 3,259,520 acres of land. In order to aid the project citizens of Galveston County voted to subscribe to the work \$500,000 in bonds. The county bought 5,000 shares of stock, paying \$100 for each share.

By October 10, 1878, the Gulf, Colorado and Santa Fe Railroad had been completed from Galveston to Richmond, Texas. The funds which had been subscribed were exhausted by that date so construction work was halted. The first freight hauled by the company was twelve bales of cotton from Arcola, a station near Richmond, to Galveston in September, 1878. Galveston County sold the 5,000 shares of stock for \$100,000 in 1878. The purchasers reorganized the company with George Sealy as president. Through the efforts of the bankers and business men of Galveston the finances of the railway company were rehabilitated and construction work began once more. Before the end of 1881 the line reached Fort Worth.

The International and Great Northern Railroad obtained traffic rights over the Galveston, Houston and Henderson line and entered Galveston in 1883. Rail traffic increased and freight was piling up in Galveston warehouses and on the wharves.² Increased shipping facilities were needed and that meant increased depth over the bar at the entrance to

2 The Galveston News, August 15, 1939, section D, p. 15.

Galveston Bay. For years the citizens of Galveston had realized the necessity of deep water for the port. Congress made an appropriation of \$25,000 in 1870 and the next year an additional \$20,000 was made available for the construction of a piling jetty from Fort Point to a distance of almost a mile into the gulf. This jetty was expected to form a current which would remove the deposit from the channel and deepen the water at the entrance to the bay. The storm of 1875 swept the piling away and scattered the remnants along the Texas coast for miles. That plan was abandoned but it was soon determined to construct a rock jetty. In 1886 the Federal Government made an appropriation of \$800,000 for this purpose and for the deepening of the channel over the outer bar. The new plan provided for a north jetty and a south jetty to be raised five feet above mean low tide. The two jetties were to be 7,000 feet apart. Construction work began at once on the south jetty.³

The several attempts Galveston had made to build the jetties and to deepen the channel in the Bay had attracted the attention of the middle western states. That section was becoming a farming area and was looking for an outlet to world markets. Finally in 1889 the Government engineers selected Galveston as a site for a deep-water port in the western gulf, and Congress appropriated \$6,200,000 for the

³ George Sealy, op. cit., p. 4.

completion of the jetty improvements which had been begun in 1886. The work progressed as rapidly as conditions would permit and the remarkable engineering feat was completed in 1896, after \$7,000,000 had been spent. The jetties, north and south, each about seven miles in length, were built of granite boulders from Granite Mountain, Burnet County, Texas. They were so designed as to accentuate the flow of the tide through the channel in order to carry not only its own sediment, but to scour away the deposit of ages, thus insuring depth of water sufficient to permit deep-sea ships to come to the docks for discharge and receipt of cargo.⁴

The Galveston Cotton Exchange was the first one in Texas. It was organized May 6, 1873. Previous to that time the city was served by both a cotton factors association and a cotton buyers association. Because of increased transportation facilities in various parts of the United States, Galveston cotton men saw the need of better organization in order to compete with cotton buyers elsewhere. The first year the exchange was in operation the cotton receipts in Galveston were 323,808 bales. The Galveston Cotton Exchange building was completed in 1878. That year the shipment of cotton from Galveston passed the half million mark for the first time. In ten more years the million mark had been passed, and by 1899 the number of bales had more than

4 The Galveston News, August 15, 1939, section D, p. 12.

doubled.⁵ The Galveston Cotton Exchange was instrumental in obtaining permanent harbor improvement, in creating a modern port and in securing deep water at the entrance to the bay.

Galveston's Street Railway System was chartered in 1866 and began service in 1868. The first line was on Market Street. During the first month of this service the company operated separate cars for Negroes and whites. Mule power was used and the fare was ten cents. The Galveston City Directory of 1875 says: "Two street railroad corporations run cars on the streets of the city, covering a distance of twenty miles; the cross ties and rails are being laid on several streets which will afford accommodations to reach all parts of the city."

The Galveston City Railway Company in 1881 erected a pavilion on the beach at Twenty-first Street and Avenue Q which was the end of their railway line. This pavilion was the scene of festivals, conventions, concerts and general social events of the city. The Texas Democratic Convention was held in this building in 1882. The monument for Galveston heroes of the Texas Revolution was dedicated in this building and then set up on the San Jacinto Battle Ground. Galveston's beginning as a beach resort, with its excellent surf bathing, began when this building was erected. Other entertainment buildings and gardens were soon in operation.

5 The Galveston News, August 15, 1939, section D, p. 12.

On September 2, 1890, the city of Galveston granted authority for the operation of the first electric street cars. Many of the first electric cars were the bodies of cars formerly drawn by mules, which had been placed on trucks fitted for electrical operation.⁶

The first telephone in Texas was installed in Galveston for Colonel A. H. Belo at his office in The Galveston News building in 1878. Colonel Belo, then owner of the The Galveston News, had attended the centennial celebration in Philadelphia in 1876 where he saw a demonstration of Alexander Graham Bell's invention. The telephone caught the fancy of Galvestonians and one month after the opening of the system there were fifty branches, the number increasing daily. The exchange remained in The Galveston News building until 1881, when it was transferred to a building on the Strand. When the exchange was first opened the party calling asked for his connection by name. As subscribers increased the numbering system was adopted. Prior to 1900 the telephone company had a big system of overhead wires strung on poles which extended in all directions from the central office. The year 1883 saw the establishment of the first long-distance telephone line between Galveston and Houston. Bankers, cotton men and steamship men placed most of the long-distance

6 Galveston City Directory, 1875, p. 23.

calls in those days.⁷

During the latter part of 1882 electricity had been brought to Galveston. The Galveston Mardi Gras celebration the following year was a significant occasion, as it marked for the first time in the state of Texas that streets were illuminated by electricity.⁸

Ex-president Ulysses S. Grant visited Galveston on March 23, 1880. He stopped at the famed Tremont Hotel. Among those present at a banquet given at this hotel in his honor was General P. H. Sheridan, another northern general who had served during the Civil War. In Galveston during the early part of April, 1891, tremendous preparations were made for the visit of President Benjamin Harrison. He arrived on April 20 and spent three days visiting friends. Harrison's visit was especially significant to Galveston because as chief executive he had selected Galveston as the deep-water port which the Government decided to establish in Texas, and had signed the measure which provided the appropriation for the work.⁹

Many of the business firms and institutions organized in early days in Galveston have been successfully conducted for more than half a century. One of the oldest drug stores

7 The Galveston News, August 15, 1939, p. 15.

8 The Galveston News, August 15, 1939, p. 15.

9 The Galveston News, August 15, 1939, p. 18.

in Texas was established by J. J. Schott in 1867. George Sealy, for many years president of the Galveston Wharf Company and a student of local history, gives Mr. Schott credit for being the first druggist to import chicle from which the great industry of manufacturing chewing gum was evolved.¹⁰ Kaufman, Meyers and Company, established in 1876, is one of the oldest furniture stores in Texas. The Texas Star Flour Mills was organized in 1878. St. Mary's Orphanage was established in 1866. The first charter was granted the Galveston Orphans' Home in 1880. Galveston's first artificial ice was made in 1880 by the Texas Ice and Cold Storage Company.¹¹

The Galveston branch of the Young Men's Christian Association was granted a charter May 14, 1884. The Galveston Building and Loan Company was organized in 1891. The first Ford Agency in Galveston was established in 1895. A. J. Rasmussen and Son now operate the agency.¹²

The Texas Heroes' Monument at Twenty-fifth Street and Broadway was a gift from Henry Rosenberg to the city of Galveston. This monument was unveiled on San Jacinto Day in 1900. It is seventy-two feet high, thirty-four feet

10 George Sealy, Galveston's Firsts, an unprinted manuscript, pp. 2, 3.

11 Ibid.

12 Ibid.

square at the base and cost \$50,000. The story of the struggle for the independence of Texas is told by means of bronze panels and bronze figures about the base. A bronze figure of Victory, twenty-two feet high, surmounts the granite column.¹³

The construction of a wagon bridge across Galveston Bay was begun in November, 1892, and when completed cost \$191,986.75. It was two and one-seventh miles long. Pile foundations were driven into the bay to support ninety-two concrete piers, on which rested ninety steel spans, each eighty feet in length. The base of each pier was extended by riprap. The bridge was eighteen feet in width and was thirteen and three-tenths feet above mean tide. A swing type of drawspan 226 feet long was placed in the center of the bridge. Clearance on each side of the drawbridge was one hundred feet when the span swung open. This bridge was destroyed by the winds and high tides accompanying the 1900 storm.¹⁴

While many private schools were being sponsored in Galveston, the need of a public free school was felt by many. After the failure to effect an organization of a public school system in 1846 no other attempt was made to organize public schools in Galveston until 1870. The school

13 George Sealy, Historic Galveston, p. 4.

14 The Galveston News, August 15, 1936, p. 20.

census that year showed 2,748 white and 631 colored children of school age in the city and county. That year six buildings were rented in the city for white children and two buildings for colored children. Because of lack of funds the buildings were not properly furnished and the session lasted only a few months. In 1874 shortage of funds caused another failure in an attempt at organization. The city voted a tax of twenty cents on the hundred dollar valuation of property in 1881. This money with the state apportionment of from three to five dollars for each child supported the public schools. The city has been fortunate in being the recipient of large donations for the erection of school buildings. Ball High building was given to the children of Galveston by George Ball. It was built in 1884 and was enlarged in 1891. The Rosenberg School was erected and dedicated to the children of Galveston in 1888, a gift of Henry Rosenberg. Before the system was ten years old five other buildings were erected at public expense. They were Avenue K School, later known as San Jacinto School, built in 1887; the West Broadway School, later known as Alamo School, built in 1890; the Bath Avenue School, later known as Sam Houston School, built in 1894; and two for colored children.

Colonel George P. Finley and Colonel W. B. Denson, both southern officers in the Civil War and prominent citizens of Galveston, were instrumental in the establishment of the



Ursuline Convent

Galveston Public School System. On October 10, 1887, the schools opened with an enrollment of 1,400 children. Sixty teachers were employed at fifty dollars per month.¹⁵

During the nineteenth century a number of Catholic schools were established in the city of Galveston. The Ursuline Academy was organized in 1847 by Bishop J. M. Odin assisted by seven Ursuline Nuns from a convent in New Orleans. The first building, a frame structure, was destroyed in 1854 by fire. This was replaced by a brick building. The academy served as a hospital base during the Civil War and the nuns worked untiringly with the sick and wounded. During the disastrous storm of 1900, the convent became a haven for men, women and children who were driven from their homes.

The Cathedral School, established in 1852, was under the charge of Dominican Nuns. In 1890 the Holy Rosary School was established by the Dominican Order for Negro children. St. Mary's Orphanage, staffed by Sisters of Charity of the Incarnate Word, has cared for homeless children since 1885.

The formation of the Daughters of the Republic of Texas was effected in Galveston in the spring of 1891. A charter was granted in 1895. Since that time the organization has worked ceaselessly to perpetuate the memory and spirit of the men and women who achieved and maintained the independence of Texas. The oldest five public schools of the city

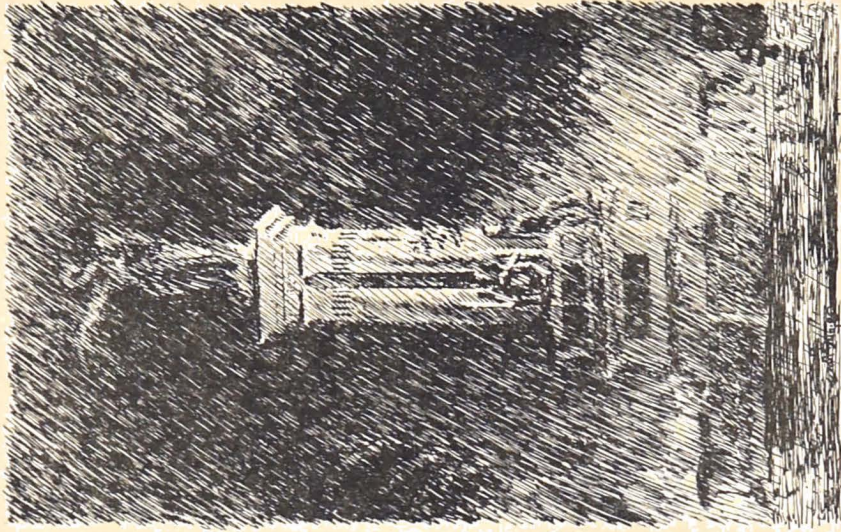
15 The Galveston News, July 11, 1926, p. 12

of Galveston were named by the Daughters of the Republic. They are the Sam Houston, the Crockett, the Alamo, the San Jacinto and the Goliad.¹⁶

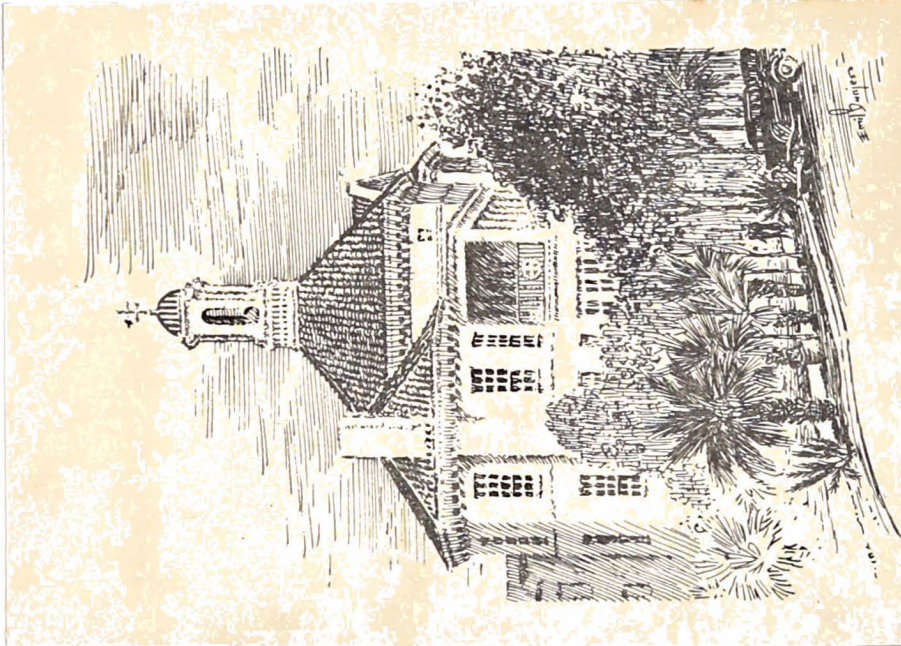
Prior to the establishment of the state-supported Medical College in Galveston in 1881, two medical colleges had been located in the city. The medical branch of the Soule University, established in Galveston in 1860, did not prove to be a paying venture. After disbanding for the Civil War it was reorganized in 1866 and continued for seven years. In 1873 the Texas Medical College and Hospital was founded. Dr. Ashbel Smith, a physician who had given much study to local diseases, was made president. This college closed its doors after eight years, when the citizens of the state voted to locate the medical branch of the Texas University at Galveston. After waiting eight years for the State University branch to open, the Texas Medical College reorganized and continued operating until the state institution opened for the first session October 5, 1891.

According to a writer in The Galveston News, the state of Texas had erected a building known as the Medical Building on a block of ground donated by the city of Galveston. The state had furnished funds for the equipment of this building and made an appropriation to support the school. To the east of this building, on an adjoining block of ground also

¹⁶ The Galveston Tribune, February 12, 1927, p. 8.



The HEROES MONUMENT (during a heavy rain at night) a tribute from Henry Rosenberg to the heroes of the Texas Revolution of 1836. The story of the Texas struggle for independence is told in bronze panels about the granite base. Unveiled 21 April 1900. Galveston, Texas.



*Seady Hospital—Main Building
Galveston, Texas*

donated by the city of Galveston, the Sealy family had erected, in 1890, the John Sealy Hospital. This hospital was deeded to the state of Texas in 1891, and the state, acting through the Board of Regents of the University, leased the property to the city of Galveston at a nominal rental. The lease provided that the John Sealy Hospital be used in connection with the Medical Branch of the University, and that the wards and clinics be used by the staff in giving clinical instruction to the students of medicine.¹⁷

The first training school for nurses in Galveston was established in 1890 by an association of public-spirited women. This training school was absorbed when the College of Nursing was established as part of the Medical College in 1897.¹⁸

As the nineteenth century closed, Galveston was a prosperous city of about 38,000 inhabitants. The long struggle for recognition as a deep-water port was finished with all claims admitted. Ample harbor facilities were an accomplished fact. Export trade had doubled and redoubled; grain elevators had been built; wheat was pouring through the port to swell the total exports beyond the expectation of the older citizens. The volume of importation had greatly increased. The large steamship lines were bringing

17 Ed Angly, "Medical College Has Long Record," The Galveston News, July 19, 1920, p. 5.

18 J. J. Lane, History of the University of Texas, p. 75.

passengers as well as freight to the port of the Southwest. There was plenty of work for the people, and times were good. Never had the future of a city looked brighter. Tourists and pleasure-seekers thronged Galveston's beach. Disease had attacked the inhabitants in former years, but yellow fever had been conquered and never again was the southern seaboard to be menaced by that monster. Fires had swept angrily across the Island but protection had been provided against their repetition. An efficient fire department had been organized. Hurricanes had come roaring in from across the West Indies and the Gulf, but since the construction of buildings was more carefully planned there had been little to fear save merchandise damaged by water. War, pestilence, fire and the enraged elements all had tried to destroy what man had built, but Galveston proudly survived. Then came the storm of 1900--more terrible than them all!

CHAPTER V

GALVESTON'S PROTECTIVE SYSTEM

On September 8, 1900, came the destructive hurricane which robbed Galveston of 6,000 people, swept away 3,600 houses and tore away the super-structure of almost the entire wharf front. Ships were driven ashore; railway terminals were torn and twisted; equipment was wrecked or submerged and the contents ruined; all rail, telegraph and telephone connections were gone--destruction and death were everywhere. Words fail to express the desolation and horror of the situation.

Martial law was declared and soldiers took charge of the city. Saloons were closed and ordered to remain so until civil authority was again enthroned. In the midst of the chaos and apparent crash of the world, a few people kept their heads and addressed themselves to the care of the living. The water supply was cut off by the destruction of the water works, and a new supply had to be provided at once. Order and law were quickly established and the work of opening up communication with the outside world was begun. Undaunted by the calamity that had befallen them, courageous Galvestonians, many of whom had millions invested in Galveston properties, were fully alive to the needs of the situation. Two days later, after caring for the needy and helpless and

inspiring confidence in the minds of the people, they began the work of salvage.

The railroad officials ordered work at once to assist in replacing the bridge to the mainland. By the combined effort of all railroads and the city authorities, within six days a bridge was repaired sufficiently for a train to reach the city. With it came friends from the sympathetic world, bringing relief, comfort and hope. Rations, tents and contributions came pouring in from everywhere. A central relief committee was formed the day after the storm, and, with the assistance of sub-committees, food, clothing, stoves, cots, blankets and the most important household articles were gradually supplied. Miss Clara Barton, president of the American Red Cross, visited Galveston and sent an appeal to the American people asking for material for the construction of temporary homes for 8,000 homeless.

Five thousand men were put to work on the wharf front tearing away the wreckage and rebuilding the immense sheds, piers and wharves where the storm had ravaged them. Twenty-five hundred men were working in the residential sections removing bodies from the debris and placing them in morgues for identification. As the number of bodies increased this method proved impossible. The weather was so hot and the dead so numerous that the only hope to purify the city and keep down disease was to resort to flames. Hundreds of bodies were cremated in the ruins where they had been thrown

by the force of the wind and water.

The work of rebuilding went forward rapidly. Said one careful writer:

People marveled that in six short weeks that told a tale more grewsome, more tragic and more heroic than ever had been told on earth, a people could rise from the ruins that imprisoned them, so break the shackles that held them, and so free themselves from the burdens of problems never before given to a community to solve; that commerce could be restored and become unrestricted, and products of the West and the Southwest could be handled in great volume; and that wreck and devastation could be transformed into marvelous activity and wonderful rehabilitation.¹

Recovery was not only rapid, but complete. By November 1, 1900, thirty-nine big ocean freighters could be seen loading and unloading at Galveston wharves. At the same time hammers, saws and chisels were replacing, stronger than ever, the property destroyed by the storm.

Back of this changed condition were citizens with indomitable spirits and courageous hearts who were planning for a greater Galveston. Their purpose was to place the city beyond the reach of wave and strengthen it beyond the power of wind to wreck, at the same time to prepare for natural growth and development. In the ten-year period that followed the 1900 storm, the citizens of Galveston constructed a one-million-five-hundred-thousand-dollar concrete sea wall about the beach front of the city, lifted the entire city in a grade-raising project no less effective than

1 Clarence Ousley, Galveston in Nineteen Hundred, p. 186.

remarkable, at a cost of two million dollars, built a causeway across Galveston Bay which cost a million dollars, and topped off this astonishing building program by erecting on the beach a million-dollar hotel, the Hotel Galvez.

After it was decided that a permanent protective system was a necessity, Galveston's Deep Water Committee, a body of prominent citizens originally organized to obtain deep water for the port, applied to the twenty-first Legislature in February, 1901, for a new city charter which would change the city's government from the old form, under which the city was controlled by aldermen, to a commission form. Under the new form the Governor would appoint a City Commission of five men to manage municipal affairs; to authorize the city to issue one million five hundred thousand dollars in bonds for elevating a portion of the city; and to remit the ad-valorem taxes collected in Galveston County to the city for a period of fifteen years. The bill was approved April 18, 1901, and in September, 1901, the Governor appointed the first City Commission. Two months later the City Commission, on recommendation of a committee representing the city and county governments and the citizens, engaged a Board of Engineers, composed of General H. M. Roberts, late chief of the army engineers, Alfred Noble of Chicago, and R. C. Ripley of Galveston, to devise plans for the adequate protection of the city. On January 25, 1902, the Board of Engineers submitted a plan to the Board of City Commissioners calling for

the construction of a solid concrete wall around the beach front of the city and for the raising of the grade of the city. These plans were accepted, the city agreed to finance the grade-raising and the county agreed to finance the sea wall. The sea wall bond election was held March 20, 1902, and \$1,500,000 was voted. October 2, 1902, the work of building the sea wall began, and it will continue so long as there is a demand for home or business sites in Galveston.

This wall is built of solid concrete made of Texas granite and Portland cement. The height is seventeen feet. It is sixteen feet thick at the base, sloping in a concave to top thickness of five feet. It is constructed on a sound piling foundation. These piling are driven thirty feet into the sand and clay, four abreast, the entire length of the sea wall. The wall is protected from undermining on the Gulf side by an apron of riprap twenty feet wide, and a row of sheet piling driven twenty-four feet into the ground and extending the entire length of the wall on the Gulf side.

The original sea wall extends 23,580 feet, or about four and one-half miles, from the Bay front at John Sealy Hospital along the Gulf front past Fort Crockett. The completion of this part of the sea wall was formally celebrated on the evening of August 22, 1904, by the dedication of the two square granite monuments at the foot of Tremont Street. A crowd estimated at 10,000 gathered to witness the unveiling and to listen to Governor S. W. T. Lanham, who



Grade Raising 1904-1910.
Drawbridge crossing the Canal
at Twenty-third Street

delivered the principal speech.²

Twice since the completion of that section this famous wall has been extended. Once to the east in 1918 and once to the west in 1925. The east extension runs out from Sixth Street 13,220 feet to the south jetty. The west end extension was made from Fifty-third Street to Sixty-first Street, a distance of 2,800 feet. Therefore Galveston today has in all about seven and one-half miles of wall which surround the entire Gulf front of the city.

When the original sea wall was completed the city turned its energy to the immense grade-raising job. Directly behind the wall the grade of the city has been raised a maximum height of twenty-one feet. From this height the grade slopes gradually away from the Gulf toward the north, one foot in every fifteen hundred feet. Thus the part just back of the sea wall is twenty-one feet above average tide level; twelve feet at Avenue P; ten feet at Avenue J; and eight feet above tide at Avenue A, fronting on Galveston Bay. This raising of the city grade furnishes a solid backing for the sea wall and prevents the water from the Gulf from reaching the city.³

Work on raising the grade of the city started July 4, 1904. The section south of Broadway and east of Fortieth

2 The Galveston News, March 13, 1921, p. 28.

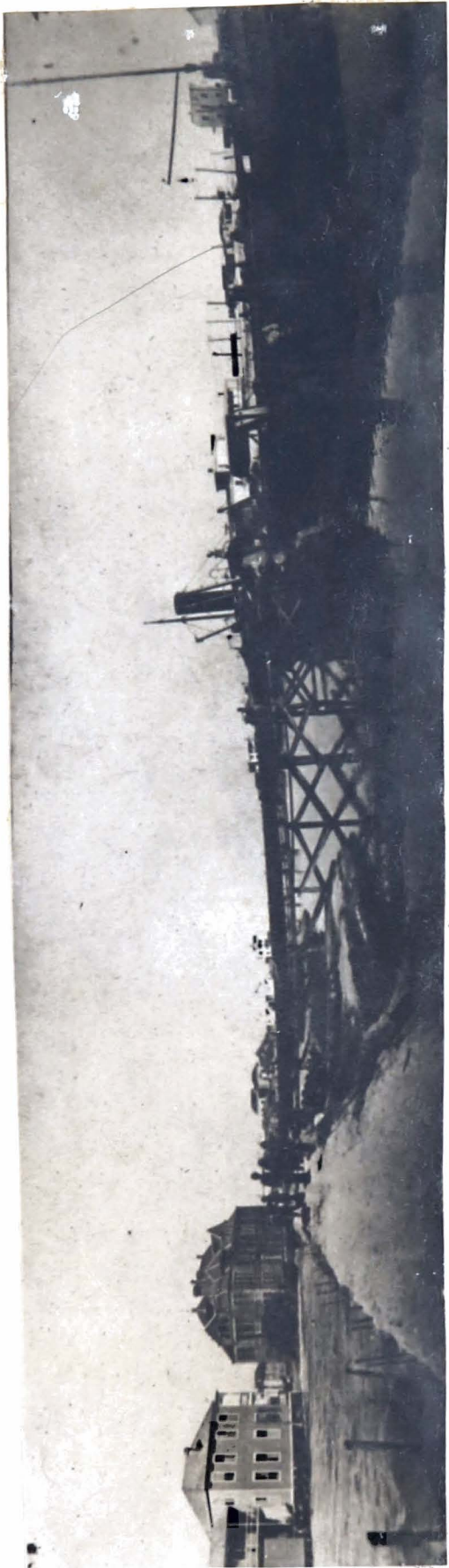
3 The Galveston News, October 1, 1919, p. 10.

Street was filled by 1910. A section north of Broadway from Thirty-third to Fortieth Street was filled during the years 1911 and 1912. By 1923 the city had grown beyond its bounds and therefore was greatly in need of more ground. From 1923 to 1925 the land from Fortieth to Forty-eighth Streets between the bay and the gulf was raised to a level with that of the eastern section of the city. Then from 1925 to 1927 all land west of Forty-eighth Street to the city limits was filled.⁴

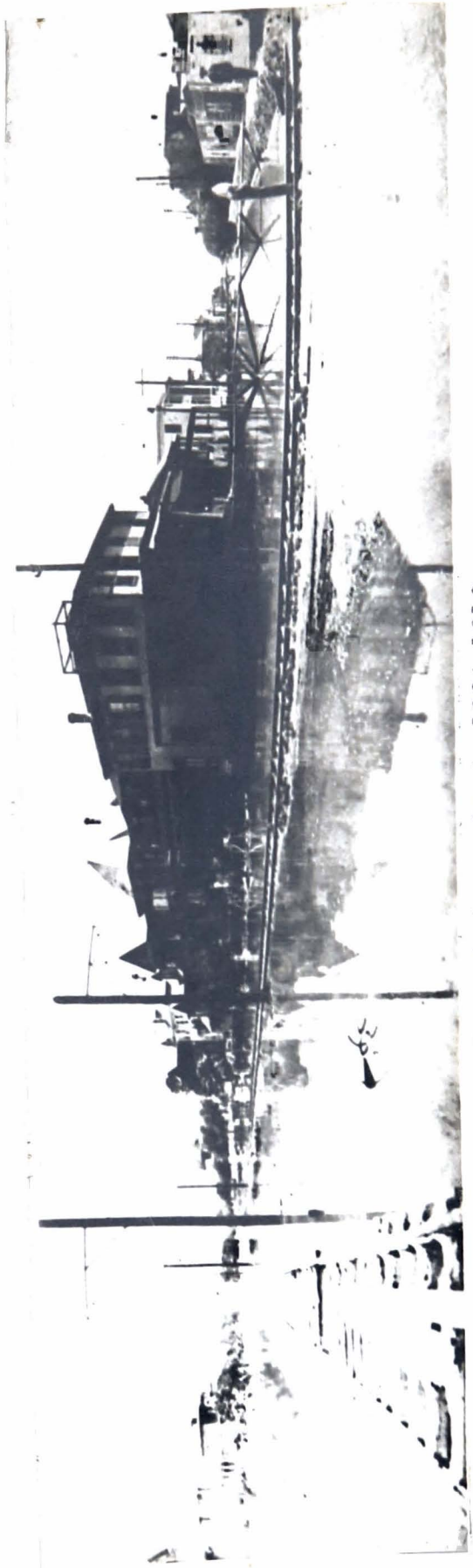
The first grade-raising project in Galveston was not only a gigantic and unprecedented undertaking, but one that called for the highest patriotism on the part of all the people. More than 2,500 homes had to be raised. Water pipes, gas pipes, electric lights and street railway tracks had to be adjusted to new levels. A canal two and one-half miles long, three hundred feet wide and twenty feet deep was dug from Galveston Bay, near the John Sealy Hospital, parallel with the sea wall to Thirty-third Street. For the mere cancellation of taxes property owners willingly leased their lots to the city for the grade-raising canal site. The improvements on the lots were moved to vacant lots, then when the work was completed and the canal filled the improvements were replaced by the city.⁵

4 The Galveston News, October 1, 1919, p. 10.

5 The Galveston News, October 3, 1931, p. 1.



The Dredge Holm delivering soil on Twenty-fifth Street
near Sam Houston School. Grade Raising, 1904-1910.



Grade being raised, 1904-1910.

The method of securing and distributing the soil for filling is a most interesting one. Four sea-going, self-loading, self-discharging and self-propelling hopper dredges were used. Names and capacities of these dredges were as follows: Holm--550 yards of sand; Leviathan--1500 yards of sand; Nereus II--450 yards of sand; Triton--450 yards of sand per load. The bulk of this filling sand was sucked up from the bottom of the bay by these dredges. Then the dredges brought this material through the canal to the section to be filled. The load was then discharged to the land in liquid form through huge pipes; as the water drained back into the canal the sand became firm and soon hardened.⁶

The method used when the other sections of the city were raised was practically the same except the drainage by means of a canal was not necessary. Suction dredges lifted the material for the fill for the west end of the city from Offat's Bayou, a large body of water in that part of Galveston. The muddy stream of sand and water assisted by relay stations was often pumped a distance of 19,000 feet. As the water drained off the mud congealed and left firm white sand. Teams and men followed the pipe-line crews into these sandy wastes. Streets were graded, drains laid, water mains extended and utility services installed. As this new ground was made ready for the builders, houses sprang up

⁶ The Galveston News, August 26, 1914, p. 7.

everywhere. A ride through the west end section of the city is awe-inspiring, for it is hard to believe that a decade has seen virtual waste space converted into lovely residential sections. From an arid desert spot there developed Cedar Lawn, Westmoor, Palm Garden, Denver Court and other smaller residential divisions.⁷

In the midst of this section over what was at one time a fishing pond is the Alamo School with its beautiful lawn, lovely flowers, vegetable plots and spacious playgrounds. Nearer the beach, on what also was at one time uninhabitable land, is the Lovenberg Junior High School. The area north of Broadway has become a great industrial center. Warehouses, compresses, cotton concentration units, factories and grain elevators--store, prepare and feed into the port the many exports for which the city is noted.

The magnificent sea wall boulevard also adds to the beauty and safety of Galveston. This beautiful driveway of brick and concrete, one hundred fifty feet wide, has been constructed behind and on top of the sea wall for the entire length. On September 9, 1911, the original boulevard driveway was formally opened for traffic with a big parade of automobiles led by Governor O. B. Colquitt. In later years as the sea wall was extended eastward and westward the boulevard was also extended. Not only does the boulevard,

7 The Galveston News, August 26, 1914, p. 7.



Hotel Galvez, 1910.

though it extends seven and one-half miles along the coast, protect the immediate backfill of the sea wall from erosion, but it is one of the most beautiful marine drives in the world.

When the Galveston sea wall was first built, there was a wide stretch of beach extending out from the riprap at the base of the wall to the waters of the Gulf. But that wide stretch of beach is gone now. It has been scoured away by the erosion of the Gulf currents. As far back as 1909, when beach erosion began to be considered a serious local problem, General H. H. Roberts recommended the construction of groins, projecting out into the Gulf about five hundred feet. This, he said, was the best possible solution of the erosion problem. In June, 1935, twenty-six years after Roberts' recommendation was made, the groin project was included in the rivers and harbors bill of Congress. Work began in 1936 and early in 1939 thirteen groins had been completed. They extend from Twelfth Street west to Sixty-first Street. They are spaced approximately fifteen hundred feet apart and each pier projects into the Gulf five hundred feet. The result of the construction of these groins has been satisfactory, since considerable accretion has occurred and the observer who has been familiar with the beach over a period of years notes dry beach where waves normally washed against the sea wall base.

The history of this wonderful transformation in the



The Causeway Completed in 1939.

city would not be complete without mentioning the causeways which connect Galveston Island with the mainland. The original causeway was built in 1912. It was constructed with an idea of strength and resistance. There are 107 concrete and steel arches, sixty-three feet wide, extending over two and one-half miles of water. A steel drawbridge in the center allows for passage of vessels through the bay channel.⁸

Within two decades after the original causeway was opened for traffic the two-lane driveway proved insufficient to handle the great stream of motor traffic to and from Galveston. Plans were drawn for a concrete slab structure on concrete piles. The bridge is forty feet wide and twenty-five feet above mean low tide, which is twelve and one-half feet higher than the first causeway. Provision was made in specifications for a double-leaf bascule bridge to admit passage of vessels through the bay channel. This bascule was designed to operate faster than the lift bridge on the old causeway. This new causeway was built at a cost of \$2,500,000. It was opened for traffic November 30, 1938. Sidewalks for pedestrians, an elaborate system of warning lights to prevent accidents when the bascule bridge is being raised or lowered, and the streamlined supporting pillars are improvements over the first bridge.

⁸ The Galveston News, October 21, 1928, p. 5.

It has required millions of dollars and years of persistent, hard work to bring about these greatly improved conditions which now prevail in Galveston. Since 1904 the total amount of filling pumped into the city is about 30,000,000 cubic yards, at a cost of about twenty cents per cubic yard, or approximately \$6,000,000. The 36,273 feet of sea wall with the filling just back of it, the brick-paved driveway and the cement sidewalk cost approximately \$6,000,000. The cost of constructing the original causeway was about \$4,000,000 and the new causeway about \$2,500,000. The cost of constructing the series of groins which extends out into the Gulf was about \$234,000.⁹ This makes a grand total expenditure of approximately \$19,000,000.

The city of Galveston, by means of six bond issues and by assistance from the state and federal governments, has expended nearly \$20,000,000 to make Galveston one of the safest and most attractive cities on the Gulf of Mexico or the Atlantic Seaboard. In 1903 the state of Texas, acting through the Legislature, granted to the city of Galveston the state's portion of taxes collected in Galveston County for a period of thirty-five years. During the session of the Legislature in 1938, five years were added to the time Galveston might retain the state taxes. The remission will continue until September, 1943. The city of Galveston

⁹ The Galveston News, August 15, 1939, p. 8.

supplements the aid received from the federal government and state government by levying and collecting a substantial tax from its citizens.¹⁰

Galveston now stands high above the waters of the Gulf--connected with the mainland of Texas--protected by a concrete wall. It has become a safe, healthful and conveniently accessible city where thousands go each year seeking health and recreation.

Board

Dr. J. L. Linn



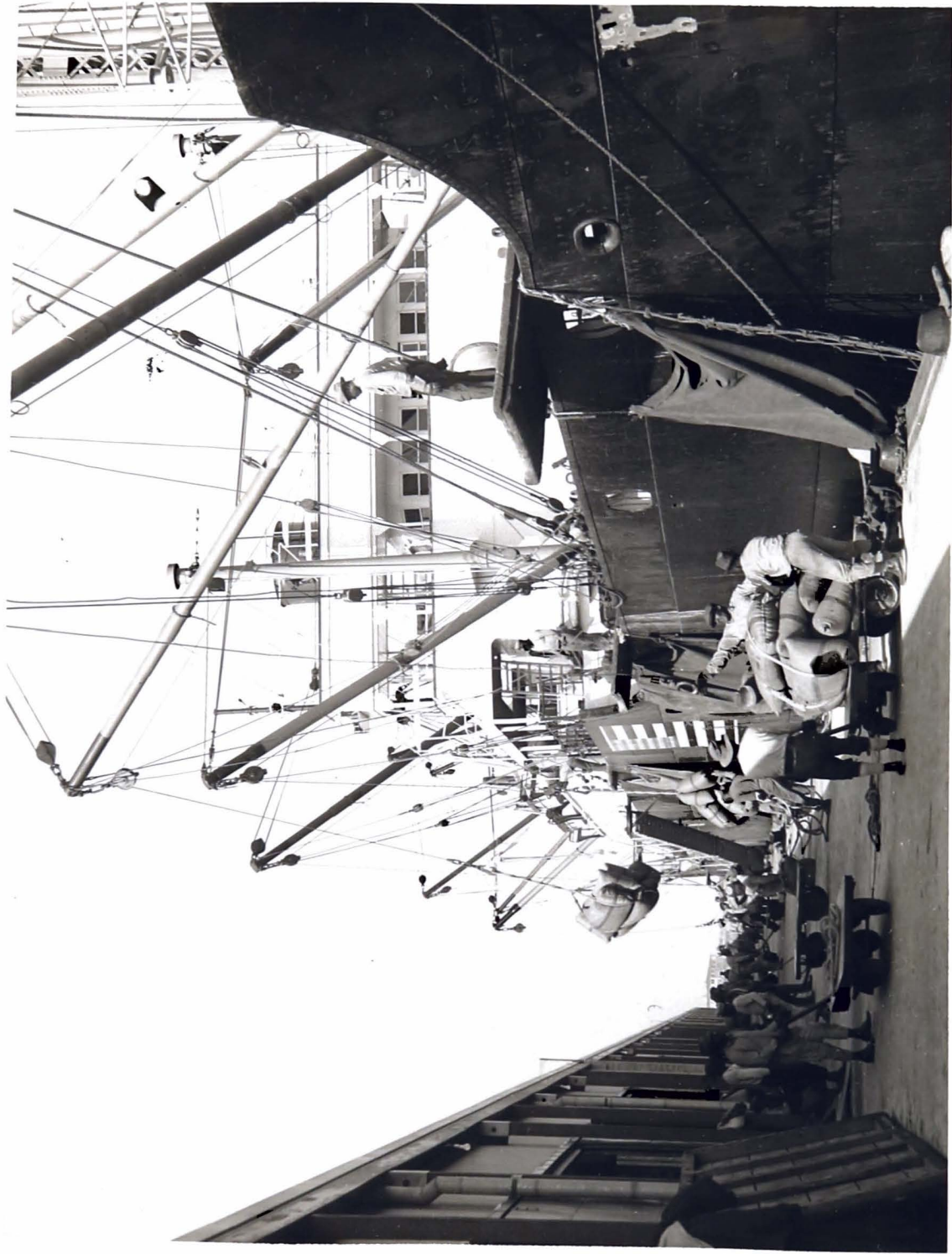
CHAPTER VI

GALVESTON SINCE 1900

After 1900 Galveston rapidly developed a system of port facilities well adapted to handling the great volume and variety of traffic which passed through that port. Along the northern side of the city fronting on Galveston Channel, wharves extend the city's entire length--about three miles. Various interests have obtained wharf space, have built piers from which to load and unload freight, and have erected warehouses in which to store their products.

About two hundred eighty miles of switch and storage tracks were built to accommodate freight cars carrying grain, cotton, sulphur, rice and other commodities shipped into Galveston. Five of the nation's largest trunk-line railways--Burlington-Rock Island; Galveston, Houston and Henderson; Missouri Pacific, Missouri-Kansas and Texas; and Galveston, Colorado and Santa Fe--serve Galveston and her trade territory.

Statistics for the year 1937 give the value of commerce through the port of Galveston for that year to be \$435,154,-438. The exports consisted of oil, sulphur, wheat, rice, cotton, flour, metal and many others. Imports consisted chiefly of bananas, sugar and jute bagging. Galveston is the leading sulphur shipping port of the world. A writer



Unloading Sugar, 1940.

to The Galveston News says, "For the 1938-39 season Galveston would--though by a slight margin--be the principal cotton export port of the world, exporting approximately a million bales for the season." On July 26, 1939, Galveston's cotton exports totaled 945,980 bales. Houston was a close second, with exports of 934,407 bales, and New Orleans was third among American ports. Galveston holds the position of the leading grain port on the Gulf of Mexico.¹

The United States Government renders numerous services to the port of Galveston. The United States Coast Guard has stationed two hundred men at Galveston to prevent smuggling, to enforce navigation laws, to make the harbor safe and to give aid to all vessels in distress. The new million-dollar cutter, the Saranac, and eight smaller picket boats are located at this port.

The navy hydrographic office maintains a branch in Galveston. Messages relative to dangers and changes in lights and buoys are sent daily to ships at sea. Bulletins relative to these changes are issued weekly. Radio Compass Station N. K. B. is operated by the government mainly to give ships their bearings. Headquarters and aeriels are on the northeast end of the Galveston Island. The Lighthouse Service involves the tending, conditioning and supplying of all lighthouses, buoys and other aids to navigation. Port

1 The Galveston News, August 15, 1939, section C, pp. 2, 5.

Inspection Service embraces the inspection of cargoes, baggage of passengers, plants, fruits and vegetables. Steamship Inspection Service consists of inspecting vessels and granting licenses to officers. Grain and cotton examiners inspect and sample cargoes of grain and cotton coming into Galveston. The Federal Bureau of Marine Inspection and Navigation has an office in Galveston. The inspector sees that American ships are in condition to be safe at sea. The granting of licenses to masters, mates and engineers of American vessels is one of the duties of this inspector.

Galveston's financial institutions have developed with the city and have figured prominently in building up the commerce of Texas' oldest port. Galveston banks, now among the state's most modern as to equipment, facilities and banking methods, include two of the oldest institutions in Texas. The Hutchings-Sealy National Bank, the first bank in Galveston, was established in 1854. This was one of the first private banks in Texas. The First National Bank of Galveston, founded in 1865, was the first bank in Texas chartered under the National Bank Act of 1863.² This bank retains its original charter and has had a continuous existence. W. L. Moody and Company's Bank began in 1866 under the firm's name of W. L. and F. L. Moody, Cotton Factors. The Moody Bank is one of the few banks still unincorporated

2 Bank Statement, The Galveston News, March 21, 1941, p. 16.

and is one of the largest unincorporated banks in the Southwest. The United States National Bank secured a charter in 1870, under the name Island City Real Estate Homestead Association. The Kempner interests took this bank over in 1902. In 1924 the name was changed to United States National Bank. The largest banking institution in Galveston at the present time is the City National Bank. It was organized in 1907 by W. L. Moody, Jr.³

While it is true that Galveston's industrial development does not compare favorably with many cities of similar size, the fact remains that important manufacturing plants and other concerns located in Galveston do a large business annually and provide employment for hundreds of persons. Galveston's position as a dominant port brings thousands of ships of all nations in and out of the harbor each year. Ships require supplies, repairs and other items of operation and upkeep. This means that shops and plants of various types must be ready to give such service at a moment's notice. As a result much of Galveston's industrial activity is directly connected with the shipping business.

The Todd-Galveston Dry Docks, Inc., one of the major ship repair plants on the Gulf of Mexico and the only completely equipped plant in Texas, is located on Pelican Spit, across Galveston Channel from the wharves of the port. This

³ The Galveston News, August 15, 1939, section D, p. 15.

plant, which was acquired by the Todd interests in 1934, was built by the Galveston Dry Dock and Construction Company in 1919. This construction company was composed of local interests which owned and operated the plant until it was purchased by the present owners.

The Todd-Galveston Dry Docks, Inc., has two floating dry docks of 10,000 tons' lifting power each and a channel frontage of 1,500 feet which extends inland 1,800 feet. In the construction of this dock a basin was dredged in the center of the property, a new pier 1,000 feet long was built, and three of the old piers extended 150 feet from shore. Some of the buildings of the plant have been relocated and others rebuilt and extended. A large amount of new standard guage railroad track has been installed and the system of tracks recently rearranged in the interest of greater efficiency. A new wharf has been built with enlarged receiving facilities and storage space. An entirely new fire-fighting system has been installed throughout the plant.

Hundreds of vessels are repaired at the Todd-Galveston Dry Docks, Inc., each year. The Standard Oil Company, which has probably the largest fleet of ships of any firm patronizing Galveston, sends scores of vessels to the local plant each year. Other operators of tankers have ships at the Dry Docks frequently, and a large number of dry cargo ships makes use of the Galveston facilities. Whenever the plant is moderately active, hundreds of men are employed. A

launch operates between pier 22 on the Galveston side of the channel and the Dry Docks property to carry workmen from the city to the plant. While the Todd-Galveston Dry Docks is the principal ship-repairing plant in Galveston, there are, however, a number of repair firms located in Galveston which have facilities for doing repair work on a small scale.

There are many establishments in Galveston which do not depend entirely upon shipping for their existence. These concerns are engaged in the manufacture of various products which are sold locally or distributed over a wide area of the interior. Industrial processes in Galveston include the projection of wire and nails, meat packing and processing, coffee roasting and distributing, rice milling, lithographing and printing, awning and sail-making, and the manufacture of baggage, storage batteries, beverages, bakery products, bookbinding, blue prints, buckles for cotton bales; iron, brass and bronze castings, cooperage, harness and saddlery; floor mats, mattresses, cabinets, mirrors, monuments, mufflers, rubber stamps and stencils, syrup, trailers, boats and other items.

The Galveston Battery Manufacturing Company is engaged exclusively in the manufacture of batteries for automobiles, trucks and motor boats. Experts employed in this plant manufacture and assemble all parts necessary to the building of complete batteries.

The Galveston Flour Mills manufacture many brands of

flour. A large elevator, equipped for loading and unloading grain ships, is operated in connection with the mills.

Harness and saddles are manufactured at the establishment of F. C. Lobenstein in Galveston. The Galveston Mirror Works and the Southern Glass and Mirror Company manufacture mirrors.

The Broadway Mattress Factory, Ray Meeker's Establishment, the New York Mattress Company and the Swansdown Manufacturing Company are four of Galveston's factories which have a large output of mattresses annually. Cotton is the chief item used by these companies.

Galveston has a number of machine shops, many of which engage in ship work. The Farmers' Marine Cooper Works, Inc., is extensively engaged in the manufacture of casing for oil wells. The McDonough Iron Works, Inc., makes furnace fronts, heavy castings and other iron articles. Other plants are Gray's Iron Works, Voight Machine Shop and the Paschetag and Zorn Machine Shop.

The Maverick Boat Building Company, located in Galveston, has succeeded in building up a successful business. Many boats are built from orders while others of the Buccaneer type--a small boat noted for speed and beauty--are always in stock.

The Texas Rice Milling Company, located in Galveston, is another firm of much importance. This firm employs about 100 men to process and pack rice. Annually about 600,000

barrels of this processed rice is sold to retailers, while 50,000 or more barrels is sold to local consumers.

The Texas Consumers Company is another Galveston manufacturing plant that gives employment to twenty-five or more persons the year round. This concern packs twenty-five items under the Aunt Susan label, including coffee, tea, pickles and other commodities. All coffee roasted, ground and packed at the Texas Consumers Plant is imported through the port of Galveston and distributed out of Galveston.

The Galveston Coffee and Spice Mills is a concern which does coffee roasting in Galveston. The products of this plant are distributed largely to retail trade of the city.

The Realshine Company, Inc., is a shoe-polish manufacturing concern located in Galveston. This company manufactures many products which are distributed over many states, including Texas, Oklahoma, Missouri and Kansas, as well as those along the Pacific Coast.

The American Printing Company, a large commercial printing concern of Galveston, does lithographing, letter-head and bank statement work.

The High Grade Packing Company is another Galveston industry which contributes much to the financial rating of the city. The modern plant is equipped for slaughtering and preparing meat for the wholesale trade. These products are

distributed in Galveston and outlying points.

Located in the city of Galveston are some firms which were established in the early statehood days and have grown in importance as the years passed. Gengler's Grocery Store, the oldest in Texas, was established in 1851. The jewelry store of Shaw and Sons, which claims to be one of the oldest in Texas, had its beginning in 1856. Clark and Courts, one of the oldest printing and lithographing plants in Texas, located in Galveston in 1857.

One of the oldest cotton factors in Texas is the firm of W. L. Moody and Company, which began in Galveston in 1880. The Cotton Concentration Company, organized to concentrate cotton and to standardize its handling, was started in Galveston in 1910.

Eiband's Department Store, McBride's Department Store, and Cohen's Ready-to-Wear are three well-established stores in the city.

Kahn and Levy, complete home outfitters, have been doing business in Galveston since 1881. Hammersmith's Shoe Firm, the Galveston Optical Company and S. J. Williams', men's furnishing establishment, are some of the oldest and best-established firms in Galveston.

Two of the latest additions to the retail firms of the city are Sears, Roebuck and Company's Department Store and the Firestone Auto Supply Store. Both of these establishments have modern buildings erected in 1940.

The city of Galveston is one of the largest insurance centers in the South. The six insurance companies with home offices located there are the American National Insurance Company, the Texas Prudential Insurance Company, the Security National Fire Insurance Company, the American Indemnity Company, the American Fire Insurance Company and the Texas Indemnity Fire Insurance Company. More than 1,200 persons are employed in the home offices of these companies and their monthly payroll is well over \$100,000. Premium income for these companies for the year 1938 was over \$20,000,000.⁴

The happenings of interest in the city, the state, the nation and the world are chronicled in The Galveston Daily News and The Galveston Tribune. These two daily papers are owned and published by the Galveston News Publishing Company.

Interwoven in the history of the city of Galveston is the work of Galveston's Chamber of Commerce which was organized in 1845 when two dozen of the city's outstanding merchants banded themselves together to further the interests of the city. These men outlined their activities and proceeded much the same as the present Chamber of Commerce is doing in 1941. The annual report of this organization, published in 1872, now on file in the Rosenberg Library, shows how it served through an endless chain of pursuits

4 The Galveston News, August 15, 1939, section F, p. 5.

and achievements with traffic problems taking the lead. In The Galveston News of October 1, 1939, the reported efforts of the Chamber of Commerce for that year were the erection of the Marine Hospital and a new Federal building, and the raising of an advertising fund for a period of not less than five years, to be spent exclusively in advertising Galveston as a winter resort.

The list of achievements for 1941, stated by the Galveston Chamber of Commerce at the ninety-fifth annual dinner, included resort and port development, the encouragement of government projects, the building of a four-lane highway to Houston and a tunnel to Bolivar, an improvement of the air-port, the encouragement of an aviation school in connection with the Commercial Aviation Association and the erection of a junior college.

Much of Galveston's popularity as a convention center is due to the vigorous work of the Convention Department of the Chamber of Commerce. The happy combination of pleasant-weather conditions, ideal hotel facilities and recreation-and-resort activities meet popular favor of convention groups. In the summer refreshing breezes from the Gulf of Mexico, splendid surf bathing, fishing and other recreational sports make the city a real convention rendezvous. In the winter balmy weather and comfortable accommodations are also appreciated by groups holding mid-winter gatherings. From May 1, 1939, to April 30, 1940, there were one hundred fifty

conventions held in Galveston with an estimated attendance of 100,000 delegates. Student groups from various parts of the state and nation visit this city each year. It is estimated that approximately 6,000 young people from colleges and high schools visited Galveston during the year 1940.

Galveston's reputation as a winter and summer resort has been due to its natural possessions--the wonderful beach which extends full length of the Island on the south side, the mild climate which beckons visitors here from the interior of the state and nation, the rolling waters of the Gulf which are incomparable for both surf bathing and beach and deep-sea fishing.

Conducive to complete relaxation, the climate of Galveston has long been renowned as a panacea for nervousness, hay fever and other human ailments which are contracted or else are the result of human susceptibilities.

While Galveston offers innumerable diversions in the way of entertainment and relaxation, many visitors go there strictly for the rest which the sunny shores of the Gulf so greatly facilitate. Others who are not content to relax even on their vacations find that while in Galveston they can golf, ride horseback, fish, swim, take photographs, go for long boat rides, drive on the boulevard, or in many other ways spend a pleasant vacation.

Pelican Island, owned by the Municipal Government, is susceptible to development into docks and warehouses, and is

an ideal location for ship-building plants. The city owns six public parks. The water-works, fire department, sewer system and street electric light plant are owned by the city. The water-works plant is valued at \$2,000,000. The supply of water comes from artesian wells on the mainland and is piped over the causeway to the city. The property of the Galveston Wharf Company was acquired by the city of Galveston in 1940. The water front is in the hands of trustees and is known as Galveston Wharves. The Galveston air-port has been extensively improved. the United States Government during the year 1940 spent \$1,000,000 on improvements at Fort Crockett. The greater portion of this went for officers' quarters.

The Galveston Cotton Exchange building erected in 1878 was razed and a modern building was erected in 1940. The Jack Tar Court is the latest and most up-to-date camp for vacationists.

Two concrete structures erected in Galveston in 1937 by the Federal Government are the Immigration Building and the Post Office Building. The Texas City Gas Company and the Southwestern Bell Telephone Company which were erected in 1939 are extensive, modern plants for the convenience of the citizens of Galveston.

A magnificent fire-proof city auditorium with a seating capacity of 5,000 and a splendid library endowed with a fund of \$1,000,000 are two buildings much appreciated by the

inhabitants of Galveston. The John Sealy Hospital, one of the finest and best-equipped hospitals in the South, is located in the city of Galveston. The city also has a large Roman Catholic Hospital known as St. Mary's Infirmary, a State Psychopathic Hospital and a Marine Hospital.

The following organizations have erected commodious buildings in Galveston: the Y. W. C. A., the Masons, the Elks, the Knights of Columbus and the Eagles. Galveston has forty churches for white people and twelve churches for colored people, two orphan asylums, a home for homeless children and a home for aged women; a number of private schools, two Roman Catholic academies, Kirwin High School for boys, two business colleges, a senior public high school, two junior high schools and seven graded schools for white children, one high and four graded schools for colored children.

Business conditions in Galveston as the year 1940 closed were very satisfactory. The population as shown by the 1940 census was an increase of 13.97 per cent during the past ten years. A building boom was experienced in Galveston during 1940. The first six months of that year showed an increase of thirty per cent over the previous year. The citizens are showing their confidence in the future of Galveston and that spirit is what makes cities great.

CHAPTER VII

GALVESTON AS A CULTURAL CENTER

The cultural life and religious welfare of Texas owe much to those who came to Galveston aboard sailing vessels and whose influence spread throughout the broad expanse of the great state. Galveston's church history goes back to the early days of the Republic of Texas, when church heads in the East thought of Texas as a wilderness filled with heathen. Missionaries were sent into the wild country and it was from among these that the men came who organized Galveston's first churches.

There are a number of beautiful and impressive church buildings in Galveston. None are old as church history is reckoned, the oldest church edifice being St. Mary's Cathedral, erected in 1847 and dedicated November 26, 1848. An interesting fact in connection with the building of this Cathedral is that 500,000 bricks used in its construction were contributed by Catholics in Europe and transported free to Galveston. At the time this building was dedicated the whole state of Texas constituted a diocese with Reverend John Marie Odin as Vicar Apostolic of Texas. Only thirteen priests were in the state at that time. Father Odin became the first bishop of Galveston, which was the principal city of the diocese. The Cathedral weathered the 1900 storm

though it suffered some damage. Since that occurrence it has been thoroughly renovated and many improvements have been made.¹

Sacred Heart Parish was organized by Catholics residing in the east portion of the city in 1884 when the late Bishop N. A. Gallagher made a division of his parish and assigned to the Jesuits the organization of this parish. A church building was completed and dedicated on January 17, 1892. It was destroyed by the hurricane of 1900. The present church building was dedicated January 17, 1904.

St. Patrick's Church, another impressive Catholic church, was erected in 1874 in the west end of Galveston.

According to a generally accepted tradition the first Protestant sermon was preached in Galveston in 1836. The preacher was a Presbyterian, Reverend Henry Reid, member of the Hopewell Presbytery of Georgia. In 1839 Reverend John McCullough organized the Presbyterian congregation in Galveston. Funds were raised for the erection of a church, and the first service was held in the new building in 1843. The building now in use was dedicated in 1889. The storm of 1900 did not cause a great deal of damage to this building.² The church property has been much improved, and now in 1941 this church is one of the city's sturdiest landmarks.

1 Anonymous, "History of Churches," The Galveston News, July 11, 1936, p. 39.

2 Ibid.

The Episcopalians comprised such a small religious group in the early years of Galveston that they enjoyed the privilege of worshipping together only occasionally. On October 31, 1839, Reverend R. W. Chapman, who had been sent as a missionary to Houston, conducted the first Episcopalian service of which there is any record on the Island. Reverend Henry B. Goodwin in 1840 organized the Episcopalian families into a parish and assisted them in procuring Reverend Benjamin Eaton to serve as rector. The first services conducted by Mr. Eaton were in the homes of members of the parish. In 1841 he went north and secured funds with which to build a church. The structure was completed in 1841, but was partially wrecked by a hurricane in 1842. Repairs were made and the building served the congregation for ten years. The present building at Twenty-third Street and Avenue G was erected in 1855. The church was closed for the duration of the Civil War.

Mr. Eaton died in 1871, after serving the church thirty-one years. In 1891 the members of Trinity Parish, to show their appreciation for his life of service, erected Eaton Chapel on the south side of the plot of ground on which Trinity Church had been built. One of Galveston's philanthropists, Henry Rosenberg, a member of the parish, paid \$26,000 of the expenses of erecting the building.

Repair work on the buildings after the hurricane of 1900 incurred an expenditure of \$60,000. Since 1928 a

thousand-dollar building program has added materially to the appearance of the church property of Trinity Parish.³

The parish of Grace Episcopal Church had its beginning as a branch Sunday School of Trinity Episcopal Church. This Sunday School prospered and funds for a permanent building were raised. In 1876 Grace Parish was organized and became independent of Trinity Church. The late Henry Rosenberg bequeathed \$30,000 for the erection of a permanent home for the church. The building was dedicated in 1895. Mrs. Mollie R. MacGill Rosenberg gave an additional \$20,000 for church furniture. This structure of white stone is one of the most imposing buildings in west end Galveston.⁴

A group of Baptists gathered in the home of Mr. and Mrs. Theodore H. Borden on January 30, 1840, and organized the First Baptist Church of Galveston with twelve charter members. Dr. James Huckins was instrumental in effecting this organization and in obtaining funds for the erection of a church building. The structure was completed and dedicated in September, 1841. It was used until 1880, when it was replaced by a brick building on the northwest corner of Twenty-second Street and Avenue I.⁵ During the Civil War

3 Pauline Spurway, Trinity Episcopal Church, Galveston, an unpublished manuscript, Estill Library, Huntsville.

4 Anonymous, "History of Churches," The Galveston News, July 11, 1936, p. 39.

5 J. O. Dyer, an unpublished manuscript, Rosenberg Library, Galveston.

the church was used as barracks for soldiers. After the war closed, when the families who had left the city for the duration of the war returned to their homes, the Baptist Church was opened and services resumed. The brick building was destroyed by the hurricane of 1900, and many members of the church were drowned. The building used at present, located at Twenty-second Street and Avenue I, was erected in 1902-1903 and dedicated in May, 1903. Three buildings have been added to the church property to accommodate the Sunday School enrollment. Plans are prepared and \$70,000 of the \$100,000 desired is in the banks to erect a church auditorium for the First Baptist congregation.⁶

The Methodist Church was organized in 1840 by Reverend Thomas O. Summers. A house of worship known as Ryland Chapel was erected in 1843 with funds donated by Reverend William Ryland, of Maryland. This building was used until 1871 when St. John's Methodist Church was erected at the corner of Twenty-fifth Street and Broadway. St. James Methodist Church was organized in the east end of Galveston in 1870 and a building erected at that time.

The 1900 hurricane destroyed both St. James and St. John's Churches. The members of these congregations then combined to organize the First Methodist Episcopal Church, South, and they erected a building at Nineteenth Street and

6 Anonymous, "One Hundredth Birthday Anniversary of Baptist Church," The Galveston News, January 31, 1940, p. 8.

Avenue I in 1906. The church property consists of the church plant, an annex and the parsonage. Plans are prepared and funds partly collected to erect an addition to the present edifice that will accommodate a Sunday School which is overflowing its quarters.⁷

The Central Methodist is one of the older churches. It is the outgrowth of a mission established in 1885. This church was first known as West End Methodist Episcopal Church, South, Inc.

For Jewish citizens of Galveston there are two fine synagogues. Temple B'nai Israel, at Twenty-second Street and Avenue I, is the oldest and largest. This synagogue was dedicated May 25, 1871. The original building cost \$28,000 and additions were built in 1886 and 1890. In November, 1928, the Henry Cohen Community House was dedicated by the Jewish people. The erection of this Community House by members of Temple B'nai Israel was in recognition of forty years of service by Rabbi Henry Cohen to the people of Galveston and the state of Texas.

Congregation Beth Jacob, Galveston's other place of worship for the Jews, was built in 1932 at a cost of \$40,000.

First Church of Christ Scientist, of Galveston, was organized in November, 1896. Rented buildings were used to house the congregation until the present building at

7 Anonymous, "Methodism in Galveston Will Observe Centennial Next Year," The Galveston News, April 13, 1941, p. 8.

Twenty-seventh Street and Avenue O was constructed in 1916. The church building consists of two stories erected at a cost of \$115,000.

First Evangelical Lutheran Church, in former days known as German Lutheran Church, was organized in 1850. This congregation has always worshipped in a building located where their present church home is located, at Twenty-fourth Street and Avenue G. In the beginning the German language was used in the conduct of services, but since 1892 German and English are used, with the German language employed only when the occasion demands. In 1916 a brick structure was erected for Sunday School and social gatherings.

Among other leading churches of more recent origin are Central Christian Church, which was established in 1919; Westminster Presbyterian Church, an old congregation which for years was known as Trueheart Memorial Church; Zion Lutheran Church, at Eighteenth and Market Streets; Scandinavian Methodist Church, which in later years became known as St. James Methodist Church; St. John's Lutheran Church; First Spiritualist Church; the Hellenic Orthodox Church, Church of the Assumption of the Virgin Mary; the Serbian Orthodox Church, the Church of SS. Constantine and Helen.⁸

There are a number of Negro churches in the city. The

⁸ Anonymous, "Religious Development Followed Closely the Progress of the City," The Galveston News, August 15, 1939, p. 4.

Avenue L Baptist Church, located at 2610 Avenue L, is the oldest Negro Baptist church in Galveston. The date of the organization of this church could not be found. But the records of First Baptist Church show that the persons who were charter members of Avenue L Negro Baptist Church were members of First Baptist Church until 1860.⁹ Other Negro Baptist churches are West Point, Mount Calvary, Union, Mount Pilgrim, Macedonia, Trinity, St. Luke and Sunlight.

Reedy Chapel, the mother church of Negro Methodism in Texas, was organized in 1856.¹⁰ Other Negro Methodist churches in Galveston are Wesley Tabernacle, Shiloh, Carter's Temple, St. Paul and St. Andrews.

The history of Galveston's churches is an amazing story, not just a record of names and dates and figures. There was a constant struggle against discouraging hardships and a final victory gained because of determined effort and devotion to a cause. There are many institutions that owe their beginnings to Galveston and few realize the sacrifices made by old pioneers of this city in being the originators of institutions of charity, humanity, philanthropy and religion.

Listed among the institutions of charity found in Galveston are three orphans' homes--the Galveston Orphans' Home, the Lasker Home for Homeless Children and St. Mary's

9 Minutes of First Baptist Church, March, 1860.

10 Church Records of Reedy Chapel, Galveston.

Orphanage, all of which are doing good work in providing homes for children who have been deprived of their own.

The first orphanage in Texas was St. Mary's Orphanage, established in Galveston in 1866, on the present site of St. Mary's Infirmary. This was first called St. Mary's Orphan Asylum, meaning a place of refuge and protection. The Sisters of Charity of the Incarnate Word were in charge and Mother St. Joseph became the first superioress. Twenty orphans were cared for at that time. In 1874 a tract of land three miles west of the city near Green's Bayou, fronting the Gulf of Mexico, was purchased. Many donations were received and the property improved. Comfortable buildings were erected and the institution expanded until there were one hundred inmates; at that time more Sisters joined the staff at the orphanage to assist in caring for the orphans.¹¹

The 1900 storm destroyed the buildings and ninety of the boys and girls and a number of the Sisters were killed. Bishop N. A. Gallagher of the diocese of Galveston determined that the orphanage should be reestablished. He purchased a tract of land at Fortieth Street and Avenue Q. In December, 1901, a new building was completed. In 1912 Dr. and Mrs. Fred K. Fisher gave the block of ground just north of the orphanage for a playground. At present St. Mary's Orphanage

¹¹ Anonymous, "Charity Projects of City Centered on Three Orphans' Homes," The Galveston News, August 15, 1939, p. 13.

cares for all the orphans of the Galveston Catholic diocese, which extends from Galveston to Austin.¹²

One of the first orphanages in Texas was the Galveston Orphans' Home, established in 1880. In 1879 there was a need to care for orphans in the city, and a Mrs. Susie Arnold, living at Twelfth and Strand Streets, became greatly interested in the care of orphans. Though her work was not systematized or carried on with any definite aim, she took children into her home when she found them in a destitute condition and, without assistance, financial or otherwise, cared for them in a motherly way to the best of her ability.

As the number of orphans in Mrs. Arnold's home increased, the work attracted the attention of other people and, as a consequence, on December 3, 1879, an organization was perfected under the name of the Island City Orphans' Home. A board of directors was appointed to take over the work of Mrs. Arnold, relieving her of the financial responsibility. On January 28, 1880, Mrs. Arnold agreed to the proposal of the board, and the Island City Orphans' Home entered into the work for which it was organized. A lot was purchased on the corner of Twenty-first Street and Avenue M for the purpose of erecting a home. Improvements to the value of \$3,500 were authorized in 1881 and this building was ready for occupancy in August of that year. Funds for the erection

12 Ibid.

of an infirmary for sick children were contributed by Mr. and Mrs. M. Kopperl. The infirmary was completed in 1885 and used until 1894. Additional lots were purchased in the same block in which the lots were originally acquired in 1889. Five years later the trustees of the home were advised that Henry Rosenberg had set aside in his will \$30,000 to be used by the directors for the construction of a modern building for the use of the children. The building was completed in 1895 and the name of the organization changed to the Galveston Orphans' Home.

The storm of 1900 practically destroyed the home. The trustees were notified that William R. Hearst and a number of men in New York had donated \$50,000 to aid orphans of the city. The central relief committee in Galveston decided to turn this amount over to the Galveston Orphans' Home. On March 30, 1902, a new home was dedicated and opened for use. Several years ago the trustees decided to put aside in an investment fund all amounts received in excess of \$1,000, using the proceeds of the investment for operating expenses. The last financial report shows that the Galveston Orphans' Home owns securities to the value of \$146,300.¹³

In 1894 a group of women met to discuss the problem of caring for helpless children in Galveston, and as a result the Society for Friendless Children was organized and

13 Ibid.

incorporated. These women acquired a building on the corner of Thirty-seventh Street and Avenue R and established a home for children. The 1900 storm destroyed the building, and many of the inmates were lost.

Assisted by the city of Galveston and the county, the McLemore Home on Sixteenth Street and Avenue K was acquired and the work was continued. In 1912 M. Lasker, a prominent business man, gave the association \$15,000 to repair and refurnish the building. The name of the home was changed to Lasker Home for Homeless Children.

The Galveston Orphans' Home is self-supporting, while St. Mary's Orphanage and Lasker Home for Homeless Children are maintained by funds from the Community Chest. These homes were provided for the many helpless children in the city of Galveston.¹⁴

The Galveston branch of the Young Men's Christian Association was chartered in 1884. The history of the Y. M. C. A., from its organization until the construction of the present building on Twenty-third Street, is one of heroic struggle against tremendous odds. There was always a shortage of funds and as a consequence it was almost impossible to support a secretary to keep the organization together. Several public-spirited men gave their time without charge to further the movement, but this was not satisfactory.

14 Ibid.

Henry Rosenberg died in 1893, and in his will he provided that sufficient funds be given the association to enable it to construct its own building. The present building was finished on January 1, 1898. During the following year the new home was adequately furnished, and for the first time the organization was ready to serve acceptably. In 1923 an annex was constructed, which added materially to the efficiency and convenience of the athletic departments of the association. The boys' department of the Galveston branch of the Y. M. C. A. offers many interesting features which have assisted in the solution of delinquency problems. Clubs, recreational events, swimming and life-saving classes and the sponsoring of camps are some of the means used to assist the underprivileged.

The Young Women's Christian Association was founded in 1914. Immediately afterward a club room and a home were opened for working girls. Bible courses, craft and handwork courses, social functions and other social and recreational activities were offered to girls and women.

In June, 1924, the association moved to its present headquarters at Twenty-first Street and Avenue G, a magnificent three-story building of hollow tile and stucco in Spanish style architecture. This building and the furnishings cost \$201,000. It contains gymnasium, cafeteria, library, auditorium, lobby and lounge, club rooms and rest rooms, secretarial offices as well as roof garden and tennis

court in connection. The building, both for exterior and interior beauty and usefulness, is considered one of the finest structures in Galveston. The building with its furnishings was the gift of Mrs. J. C. League, and stands as a monument to her generosity. Twenty-five thousand dollars was bequeathed the Young Women's Christian Association by R. B. Hawley for the construction and equipping of a gymnasium in the building as a memorial to his daughter, Mrs. Sue Hawley Oakes. In 1921 a Y. W. C. A. residence for girls was given by the late Brewer W. Key as a memorial to his wife, Mrs. Julia Vedder Key. This building at Twenty-fourth Street and Avenue J accommodates fifty-five girls in safe, home-like surroundings. The total value of this gift was \$97,000.

The Young Women's Christian Association in Galveston is eighty per cent self-supporting and is one of the character-building agencies participating in the Community Chest for a portion of its necessary funds. The Headquarters Building is used as a community house by many organizations and small groups.¹⁵

The Girls' Musical Club was organized in 1892 for the purpose of educating its members and the public to the end that high-class music might be appreciated at its full worth.

15 Anonymous, "Chapters of Y. M. C. A. and Y. W. C. A. in Galveston," The Galveston News, August 15, 1939, p. 10.

The club's membership lists have included since its foundation some of the best musical talent of the city, and some of the foremost artists in the musical world have been presented in Galveston under the auspices of this organization. Among them are Geraldine Farrar, Olga Samaroff, Ossip Gabrilowitsch, Ignace Jan Paderewski, Vladimir de Pachmann, Charles Wakefield Cadman, Thurlow Lieurance, Nina Koshetz.

The organization of parents and teachers is today a vital auxiliary to the public schools of every city and town of any importance in the state. The first Mothers' Club in Texas was organized in 1903 by E. J. Littlejohn, well-known Galveston educator, in the old Alamo School of which Mr. Littlejohn was then principal. The club had thirty charter members, who began at once to work for the interest of the school. The mothers of children and the principals of other schools of Galveston were quick to realize the advantage to be gained by banding together in a common effort, and soon every school in the city had its own organization, which by 1908 had become the Parent-Teachers Association.¹⁶

Galveston could well be called the city of brotherly love, for nowhere in the United States, according to population, have citizens contributed more generously to benefactions which have added to the cultural, educational, medical and eleemosynary advancement of the city. Schools, libraries,

16 Anonymous, "Galveston is the Cradle of Parent-Teacher Movement," The Galveston Tribune, November 20, 1939, p. 2.

hospitals, homes for orphan children and the aged and infirm, drinking fountains for animals, character-building institutions, parks and playgrounds--all have their place in Galveston's civic structure, many of them largely the gift of public-spirited Galvestonians whose love and devotion have extended even beyond the grave.

Included among Galveston's long list of benefactors are members of the Sealy family--John Sealy, the father; John Sealy, the son; and Mrs. R. Waverly Smith (Jenny Sealy), the daughter--whose benefactions will ultimately enrich the city's medical and hospitalization program by nearly \$30,000,000; Henry Rosenberg, whose love for his adopted city was manifested through liberal contributions for a school, a library, an orphans' home, a home for aged and infirm women, a Y. M. C. A. and other institutions; George Ball, who contributed funds for the erection of a high school building and whose family later augmented the amount bequeathed; Brewer W. Key, who built an elementary school, provided playgrounds for the children of the city, and who gave the Young Women's Christian Association residence for employed women of the city; Stanley E. Kempner, who gave Kempner Park to the citizens of Galveston; Mrs. J. C. League, who gave the Young Women's Christian Association a commodious building to be used for Y. W. C. A. activities; Mrs. I. Lovenberg, who contributed \$50,000 as a nucleus for a teachers' pension fund in memory of her husband and on her death

bequeathed the residue of her estate to Lovenberg Junior High School. B. Adoue and Morris Lasker, prominent men in banking and commercial circles, installed the first manual training system in the Galveston Public Schools. In memory of Mr. Adoue, his son, Louis Adoue, equipped Sherman Park in the east end of the city as a playground for children. The late Frank C. Patten, librarian of Rosenberg Library for twenty-five years, left the residue of his estate to the library.

Eventually Galveston will share in the joint will of Mr. and Mrs. Robert Weis, who died several years ago in New York City. They had lived a number of years in Galveston and had been active in social and community life. Mr. Weis died several years prior to Mrs. Weis' death. Their joint will discloses that after certain stipulations have been fulfilled the residue of their estate, estimated to exceed \$1,000,000, will go toward the construction of a new high school for Galveston, to be known as the Robert and Mamie Weis High School.

Galveston's Rosenberg Library is one of the city's sources of pride. This library was made possible through the philanthropy of Henry Rosenberg, a Galveston capitalist who died in 1893. His dominant characteristic is clearly illustrated by a clause of his will which reads thus:

I desire to express in practical form my affection for the city of my adoption and for the people among whom I have lived for so many years, trusting that it will aid their intellectual

and moral development and be a source of pleasure and profit to them and their children and their children's children, through many generations.

A bequest of \$620,000 was made by Mr. Rosenberg to establish and endow this library.

The present building was dedicated in June, 1904. The City Commission voted in 1905 to turn over to the Rosenberg Library all books of the existing Galveston Free Library, which was organized in 1871. The growth of Rosenberg Library constitutes somewhat a yardstick by which to measure the cultural progress of the people of the city of Galveston. There were 8,000 volumes placed on the shelves when the library opened in 1904. Records show that in 1940 there were about 110,000 books, 85,000 pamphlets and a valuable collection of Texas and Galveston historical material. The loan records have increased from 1,000 the first year to over 150,000 in 1940. There is no more certain indication of the realization of Mr. Rosenberg's desire than the increasing patronage of the institution which he founded and supported.¹⁷

To meet the demand for more and better qualified physicians in the state of Texas, the Legislature created in 1881 a Medical Department of the Texas University. The voters of the state selected Galveston to be the seat of that

17 Anonymous, "Rosenberg Library Performs Multitude of Services," The Galveston News, February 25, 1940.

department.

One of the requirements specified by the Legislature was that the city selected donate a block of ground on which a building to be known as the Medical Building would be erected by the state. John Sealy, one of Galveston's most liberal benefactors, gave the block of ground, and in further compliance with the requirement of the legislative act Mr. Sealy erected in 1890, on a block of ground east of the Medical Building, the John Sealy Hospital. This building, well equipped for caring for the sick, was deeded to the city of Galveston, and the city deeded it to the state. The state, acting through the Board of Regents of the University, leased the property to the city of Galveston. The lease provided that the John Sealy Hospital be used in connection with the Medical Branch of the University and that the wards and clinics be used by the staff in giving clinical instruction to the medical students. In this way Mr. Sealy planned to relieve the suffering of the poor of Galveston.

The Medical Building was completed in 1891 and the Medical Branch of the University opened October 1, 1891, under most favorable conditions with a plant valued at \$200,000. Both the hospital and the Medical College rendered service to a greater number with each passing month, and it was soon necessary to make other expenditures. In 1899 the hospital was renovated and enlarged by the Sealy family at an expense of \$30,000. After the destructive storm of 1900



Sealy Hospital Buildings.

the hospital was repaired and damaged furnishings replaced by the Sealys. Since that time many additions and improvements have been made by funds from the Sealy estate. Two of these contributions were made in 1932 when Rebecca Sealy Nurses' Residence and a five-story out-patient building were erected by the Sealy-Smith Foundation.¹⁸

Since the erection of the Crockett School Building in 1914, there have been two bond issues for school expansion voted by the citizens of Galveston. The \$1,000,000 from the sale of bonds voted in 1925 was used to repair and improve the old buildings and to erect a building to replace the old Goliad School Building. From the proceeds of the 1929 bond issue two junior high schools--Lovenberg Junior High School and Stephen F. Austin Junior High School, one elementary school--the Alamo School to replace the old Alamo building--and two elementary school buildings for colored children, Booker T. Washington School and John Carver School.¹⁹

Because of the rapid expansion of the city westward, plans are made and sufficient funds are on reserve to erect another elementary school in the west end of the city. The highest standards have always been maintained by the Galveston Public Schools and every opportunity provided for a

18 Anonymous, "Charter Foundation for Sealy Hospital," The Galveston News, March 20, 1922, p. 7.

19 Anonymous, "Public Schools Established in City of Galveston," The Galveston News, July 11, 1936, p. 13.

well-balanced school program to be offered.

Galveston's parochial schools have played an important part in the educational development of the city and many of these institutions were closely connected with the early history of the city.

Ursuline Convent in Galveston has the distinction of being the oldest Catholic school in Texas. It was established in 1847 by the Ursulines from New Orleans.

The Ursuline Nuns have supervision over St. Patrick's and St. Peter's Schools. St. Patrick's School is now located at Thirty-fifth Street and Avenue J. They have a commodious building, well equipped. St. Peter's School was founded in 1917 for the benefit of the Mexican population in the city. An attractive building has been erected between Forty-fourth and Forty-fifth Streets on Avenue M.

Sacred Heart Academy is a co-educational school established in 1891. It is under the supervision of the Dominican Order. They have a lovely building with splendid equipment at Fourteenth Street and Avenue I.

Kirwin High School is conducted by the Brothers of the Christian Schools, who came to Galveston in 1927. This school occupies the old Moody homestead at Twenty-third Street and Avenue M. This school was formerly Odin High School and was under supervision of the Dominican and Ursuline Orders until a congregation of men could be placed in charge. Friends and patrons of Kirwin High School have

donated money and have plans made to erect during the summer of 1941 a new building where Kirwin School now stands.

Bishop N. A. Gallagher in September, 1882, brought members of the Dominican Order to Galveston and established Sacred Heart Convent. The 1900 hurricane destroyed their buildings and it was some years before they were replaced. By July, 1923, this school had reached the status of an accredited high school.

In February, 1893, the Cathedral School was opened at Twentieth Street and Avenue G. This is a co-educational school, and both domestic art and manual training are taught. Members of the Dominican Order supply the teaching staff.

Members of the Dominican Order in 1887 opened Holy Rosary School for Negro children. In 1898 this school was given over to the Sisters of the Holy Family, a Negro congregation, who came from New Orleans to work among the Negroes in Galveston.

Approximately 1,800 children are enrolled in the Catholic schools of Galveston.²⁰

Ministering to the spiritual needs of many of her citizens, aiding and healing the sick, caring for the helpless children and the aged poor, and providing educational facilities--especially when public funds were limited and assistance so needed--is responsible for the cultural progress

20 Ibid.

in the city of Galveston.

A mark of success in pioneer days was a palatial residence in which to rear a large family and lavishly entertain friends and visitors. Galveston has many lovely old homes, the beauty of which makes them fascinating; but, add to that the knowledge that some of them are more than a century old and that many historic episodes have taken place within their portals, they become of national interest. Five of these historic homes--the Menard Home, the Brown Home, the Rosenberg Home, the Old Moody Home and the Gresham Home--have been preserved for record photographically and with adequate description in the Library of Congress.

The Menard Home known as The Oaks was built in 1840 by Michel B. Menard, the founder of Galveston. It is built of white pine from Maine and morticed throughout with the joints set in white lead. In front of the house is a granite monument erected to Colonel Menard's memory by the state during the Texas Centennial. The building was purchased in 1940 by the Women's Civic League and presented to Galveston to be preserved as a memorial to Colonel Menard.

The Brown Home known as Ashton Villa was erected in 1859 by J. M. Brown. This was one of the most elaborate homes in Galveston. The fine mirrors came from France; the iron lace-work and beautiful fence came from England. The Union forces while in possession of Galveston used the house as headquarters. It is now the home of the El Mina Temple and has

been renovated to suit the needs of the Shrine.

The Rosenberg Home represents a period in American architecture. Henry Rosenberg erected this home in 1859. The interior of the building is beautiful. The fireplaces are of Italian marble with flowers and fruit inlaid. The ceiling medallions and mouldings are of grapes and Corinthian leaves. A part of this building was made into a clubhouse and used by the United Daughters of the Confederacy for their elaborate entertainments.

The Old Moody Home, built of brick from England and with a foundation of coral from the West Indies, was erected in 1859. The tall columns, the full-length French windows, graceful cornices and twenty-foot ceilings reflect the best of the period. It was here that Colonel W. L. Moody founded the Moody Interests which today extend into many parts of the United States. This building was purchased in 1933 by the Catholic Parishes of Galveston and is used to house the Kerwin High School.

The Gresham Home, now known as the Bishop's Castle, was built in 1883 by Walter Gresham, an early railroad magnate of the Southwest, but is now occupied by Bishop Christopher E. Byrne. Its picturesque spires, towers and iron grill work give a feudal atmosphere. Its griffins, winged horses of Assyria and other ornaments were done by foreign artisans. The interior has handsome woodwork and hand-painted murals.²¹

21 J. S. Ibbotson, "Historic Homes Here Worthy of Filing," The Galveston News, August 15, 1939, p. 12.

These buildings were selected according to the Historic American Building Survey conducted in 1938 and are preserved as landmarks in the files of the Library of Congress.

The home owner in Galveston has been gradually crowded to the west end of the city. The development of industrial plants and a decided change in architecture has made the eastern and central part of Galveston less desirable as a residential section. Many of the lovely old southern homes have become apartment houses, while on many of the sites are now to be found shops, factories or filling stations. The Zoning Board has seen the need of industrial expansion, and many of what were formerly lovely residential streets have become business marts.

Building lots have been eagerly sought in the recently added residential areas--Cedar Lawn, Palm Garden, Denver Court, Westmoor and other west-end areas. A ride through these new subdivisions recently created and developed is proof sufficient that other residential sections must be provided. Another area to the west and one to the east of the city are to be opened up soon so that desirable home sites may be obtained.

CHAPTER VIII

GALVESTON AS A PLAYGROUND

Tropical beauty, friendly skies, cool sea breezes, waters filled with game fish, one of the world's finest bathing beaches and facilities for every form of relaxation, entertainment and athletic diversion are found in the city of Galveston on the pleasure island of the South, the ideal spot for a restful and thoroughly enjoyable vacation.

On the south side of Galveston Island overlooking the Gulf of Mexico lie thirty-two miles of white sandy beach, which has made Galveston a famous winter and summer playground. Thousands dressed in bright colored bathing suits frolic in the sand, play in the surf, have ball games and generally enjoy themselves in the cool salt-laden gulf breezes. Modern hotels and tourist camps are located along the sea wall, as well as in the heart of the city, offering most comfortable accommodations for many thousands of visitors.

Those who prefer to live out-of-doors during their visit to Galveston may pitch their tents and set up their cots anywhere along the east or west beaches within a few feet of the blue-green waters of the Gulf. During week-ends both beaches are crowded with visitors seeking relief from the sultry heat of the interior. License plates from every

state in the union may be seen among the thousands of cars parked on the broad sandy shore of the Gulf. Camping on Galveston's beach presents no difficulty at all, as is attested by thousands of week-end visitors who simply select a good spot, spread a piece of canvas upon the sand and another overhead, and settle down for a comfortable rest beneath the stars.

Visitors who prefer their recreation to be quiet and restful will find what they seek along the Sea Wall Boulevard and on the beach. Swimming, boating or crabbing may offer the desired diversion. Horseback riding and bicycling are preferred by some while playing golf, tennis or baseball attracts the attention of many. If these are too strenuous, the visitor can just sit and rest himself in the cool sea breeze.

An ever increasing number of people are enjoying Galveston's bathing beaches. Tourists who have been to both the Atlantic and the Pacific coasts declare enthusiastically that the Galveston beach surpasses them all. The water is always temperate, neither too warm nor too cold. There are no dangerous currents or undertows, and the waves are rarely too rough for safety. There are three large bath houses--Murdock's and the Crystal Palace at the central bathing beach, and Del Mar on east beach for visitors who are not staying at one of the numerous beach-front hotels or tourist camps. Many visitors convert their cars into dressing rooms

by simply covering the windows with newspapers and towels, though this informal practice is confined to the broad stretches of beach which are some distance from the bath houses.

Bathing is safe at Galveston, and any who get into trouble in deep water can depend upon a corps of volunteer Red Cross life savers and the municipal life guards for help when it is needed. Those who prefer to swim in quiet waters will find the east end lagoon an ideal spot. Diving platforms have been built at the lagoon, and at least one guard is on duty throughout the day.

The beach center playground and the children's playground are special sections supplied with swings, slides, see-saws, trapeze bars, rings and other playthings for visitors. Picnic lunches may be served on tables provided with shelters and benches for seats. Fires may be built to roast frankfurters, toast marshmallows and prepare lunch. The beach slopes gently into the rolling waters of the Gulf and one can go from the playground to the surf for a swim.

East Beach Marine Park on east beach is now under construction. The city of Galveston voted a \$350,000 bond issue to provide this playground east of the military reservation.

The founders of the city were wise in providing sites for public parks for the coming generations. One block of ground was set aside between Avenues G and H at Tenth,

Twentieth, Thirtieth, Fortieth and Fiftieth Streets for park purposes. The parks at Tenth, Twentieth and Fortieth Streets have been improved and are maintained by the city for the benefit of the public. The block at Thirtieth Street is used as the location of the city water plant and the block at Fiftieth Street has not been improved. In addition, the city's largest playground located on the boulevard between Twenty-seventh and Twenty-eighth Streets, which consists of almost three city blocks, was dedicated in 1915. This land was acquired by the city and the park named for the city's founder, Colonel M. B. Menard.

The property between Twenty-seventh and Twenty-eighth Streets, and Avenues N and O, consisting of two blocks, was given to the city by Stanley E. Kempner. A pavilion, tennis courts and other improvements were included in the gift. It was formally named Kempner Park in honor of Mr. Kempner's parents, Mr. and Mrs. Harris Kempner.

The parks on Avenue G at Tenth and Fortieth Streets were equipped through the generosity of two of Galveston's leading citizens, Louis A. Adoue and M. Lasker, both now deceased.

The School Park, the block of ground between Twenty-seventh and Twenty-eighth Streets and Avenues M $\frac{1}{2}$ and N, is owned by the Public Schools of the city of Galveston. This park is used for all athletic contests participated in by the schools of Galveston.



Broadway at Twenty-fifth Street.

Moody Stadium, consisting of four blocks of ground in the west end of the city north of Broadway, is used for circuses and athletic contests other than those in which schools participate.

All the city's parks, and especially those located on the beach, are a source of enjoyment not only to visitors but to the inhabitants of Galveston. During the summer months families serve many of their evening meals on the tables at the children's playground on the beach. Dressed in bathing suits mother, father and the children spend many happy hours eating, playing and swimming.

Skating and cycling have been popular beach-front pastimes for girls and young women for several years. These sports on the Sea Wall Boulevard in the cool of the morning or in the late afternoon and at night are exhilarating forms of exercise. Hundreds of bicycles are for rent at several places along the Boulevard. Horseback riding is another popular sport. Horses are available on east and west beaches at reasonable rates.

The Sea Wall Boulevard never fails to charm visitors and home folks. At the western end of the boulevard is the Fort Crockett military reservation, with broad parade ground, big guns, neat rows of barracks, officers' quarters, hospital, post theater and other buildings and the athletic field. Heading eastward along the boulevard the motorist passes Miramar Courts then Menard Park, with its playground

and bandstand. Next are the \$100,000 Coronado Courts and then the center of beach-front activity--the Buccaneer Hotel, the Crystal Palace, Murdock's Bath House, blocks of concessions, the amusement center, the Twenty-first Street pier and Hotel Galvez.

Continuing eastward are Hawkins' and other camps, Edge-water Cabanas and the beach playground. Farther along is Del Mar, with its bath house facilities and night club. Continuing to the eastern end of the Sea Wall Boulevard, the motorist sees Fort San Jacinto, the naval radio compass station, the Beach Club and one of the world's most enchanting marine views--the view across Bolivar Roads, which is an anchorage for ships awaiting orders.

The beach loop back to Edge-water Cabanas is a pleasant drive. The beach and Sea Wall Boulevard at Galveston on a summer evening become a moving mass of humanity--walking, cycling, skating and riding in automobiles--not going anywhere in particular, just drinking in the charm and beauty of the sea. The incomprehensible murmur of the sea creates a restful mood, petty troubles are forgotten and life becomes very pleasant.

Galveston is a paradise for the sport fisherman. Those who seek the thrill of deep-sea fishing will find plenty of fish lurking in the deep blue waters offshore. Several vessels make regular daily trips to Heald Bank, which is forty miles out in the Gulf, and a number of sturdy boats

are available for hire by small private parties. Fishermen who want the thrill of catching big ones without making a long offshore trip will find what they want at Bettison's pier, which is located on north jetty. Boats to Bettison's leave twice daily from Pier Twenty-two and return at noon and late in the evening.

Visitors will find good fishing on the free pier at Twenty-first Street and on the south jetty, which extends into the Gulf at the east end of the beach. There are plenty of fish caught in the bay, in Offat's Bayou and anywhere along the thirty miles of Gulf shore. Fishing in Galveston presents no difficulties--anyone with a cane pole and a line can enjoy the sport. Among the kinds of fish caught in the waters around Galveston are red fish, trout, tarpon, mackerel, whiting, kingfish, pompano, bluefish, ling, sheephead, catfish, red snapper, bonita and numerous others.

Crabbing and floundering are other sports which many visitors enjoy. Crabs may be caught at any season along the beach and in the bays and bayous. Flounders abound along the bayshore.

There is always something doing on the beach front after the sun sets across the bay and the sea gulls flap homeward to their dark marshes. The beach front then is a panorama of light and gayety. Those who find their pleasure in music, dancing, bright lights and gay crowds have every opportunity to gratify their desires in a number of local night clubs

and cabarets which rank among the most interesting in the state. Outstanding among those are the Hollywood and Sui Jen night clubs and Del Mar on the broad white sands of east beach. A number of smaller dine-drink-and-dance spots scattered about the city offer a variety of entertainment for visitors who want action and music.

Added to the attractions offered visitors at Galveston are special-day programs, which include Mardi Gras activities in mid-winter, Splash Day in spring, Oleander Festival in June, Fishing Rodeos in mid-summer and Regatta Races in the fall.

The Mardi Gras celebration at Galveston has become a regular mid-winter attraction. Public-spirited citizens in 1867 devised plans for a celebration on Shrove Tuesday which was the first Mardi Gras in Galveston. Since that date it has been the custom for Galveston to have at the Mardi Gras season the crowning of a queen and the presentation of princesses from all the states and many from foreign countries together with their attendants, followed by an elaborate ball.

In recent years, to this regular adult program has been added a junior program patterned along the same lines. On the nights preceding each coronation the Mardi Gras theme is pictured in gorgeous parades. The theme of the Junior Mardi Gras Pageant for 1941 was The Court of the United States of America. This portrayed Uncle Sam and Miss Columbia reigning

over a court composed of representatives from forty-eight states and the territorial possessions of the United States. The 1941 Mardi Gras celebration was planned to foster good will between Galveston and the democracies of the South. The Senior Pageant theme was Texas Mardi Gras Presents Fiesta Pan-Americana. Envoys from Mexico and eleven South American and Central American republics participated in the program.

Each year the beach season in Galveston opens some time in April with a two-day celebration of Splash Day. An impressive program is arranged which attracts thousands of visitors from all over the state for the week-end. To the 1941 program was added a new feature--the Car-Hop Contest--which proved to be a drawing card equal to the Parade of Pulchritude, which was at one time one of Galveston's mid-summer special days.

The annual three-day Galveston Oleander Festival, during which the city pays tribute to the beautiful semi-tropical flowering shrub that lines the streets, esplanades and parks of the city, opens usually about the middle of May. The attractions of the 1940 Oleander Festival were the coronation of the Oleander Queen and Miss Galveston, followed by the spectacular Cavalcade of Galveston, the tour of the historic homes of the city, and a unique civic and historic parade, Galveston Through the Years. The Junior Chamber of Commerce sponsors the oleander fete which is yearly increasing in popularity.

To make fishing more attractive and interesting the Galveston Tarpon Club sponsors a Fishing Rodeo each year. During this event visiting fishermen and Galveston fishermen compete for prizes. The awards are made according to the number of points scored. A lady whose home is in Galveston won the 1940 Fishing Rodeo with a score of 1325 points.

The white sails on the blue background make a colorful picture as the little boats in the Galveston Island Sailing Regatta move over the water of the Gulf of Mexico. As a safety measure United States Coast Guard boats accompany the entries and remain until the race is complete. The Regatta is usually held on Labor Day and the sea wall is thronged with people watching the progress of the boats.

Bright lights, gay music, cool sea breezes and many thrills make Playland in Galveston a most popular place. The amusement rides and concessions are of the finest type to be found anywhere. The Mountain Speedway, the ferris wheels, the scooter ride, the loop-a-loop and the tilt-a-wheel are paying investments. The Crystal Craze and Crazy House receive liberal patronage. The Racing Derby has long been a favorite with both young and old. Cars, boats and the merry-go-round are well loaded from noon until far into the night, while some days the miniature train carries over two hundred passengers and travels more than fifteen miles. The Arcade Playland contains shops, booths, wheels of fortune and games of chance.

The peace, the calm, the beauty, the freedom and the inspiration for complete relaxation, which are essential parts of the spirit of Galveston's beach, explain why Galveston Island, with the passing of the years, has become more and more the playground of the great Southwest and a haven for heat-weary victims of a merciless sun that beats down day after day on the interior of the state.

CHAPTER IX
LOOKING FORWARD

The year 1941 opened with bright prospects for the city of Galveston. According to the 1940 census the population of the city was 60,334. This was an increase of 13.97 per cent over the census of 1930 and 36.33 per cent over the 1920 census. Bank clearings during the first half of 1940 showed a considerable gain over the same period in any one of the ten preceding years. The building boom which Galveston experienced in 1940 marked an increase of thirty per cent over any one of the ten former years. According to the City Building Inspector permits for building in Galveston for the first five months of the year 1941 amounted to \$2,826,283.10.¹

The increase in scholastic population of the city has necessitated expansion of both public and parochial schools. Two public school buildings are being planned for the west end of the city. A new edifice for Kirwin High School is now under construction. Friends of that institution donated \$100,000 for the erection of a building on the present site, Twenty-third Street and Avenue M.

Additions and improvements are planned by some of the

1 The Galveston News, May 17, 1941, p. 5.

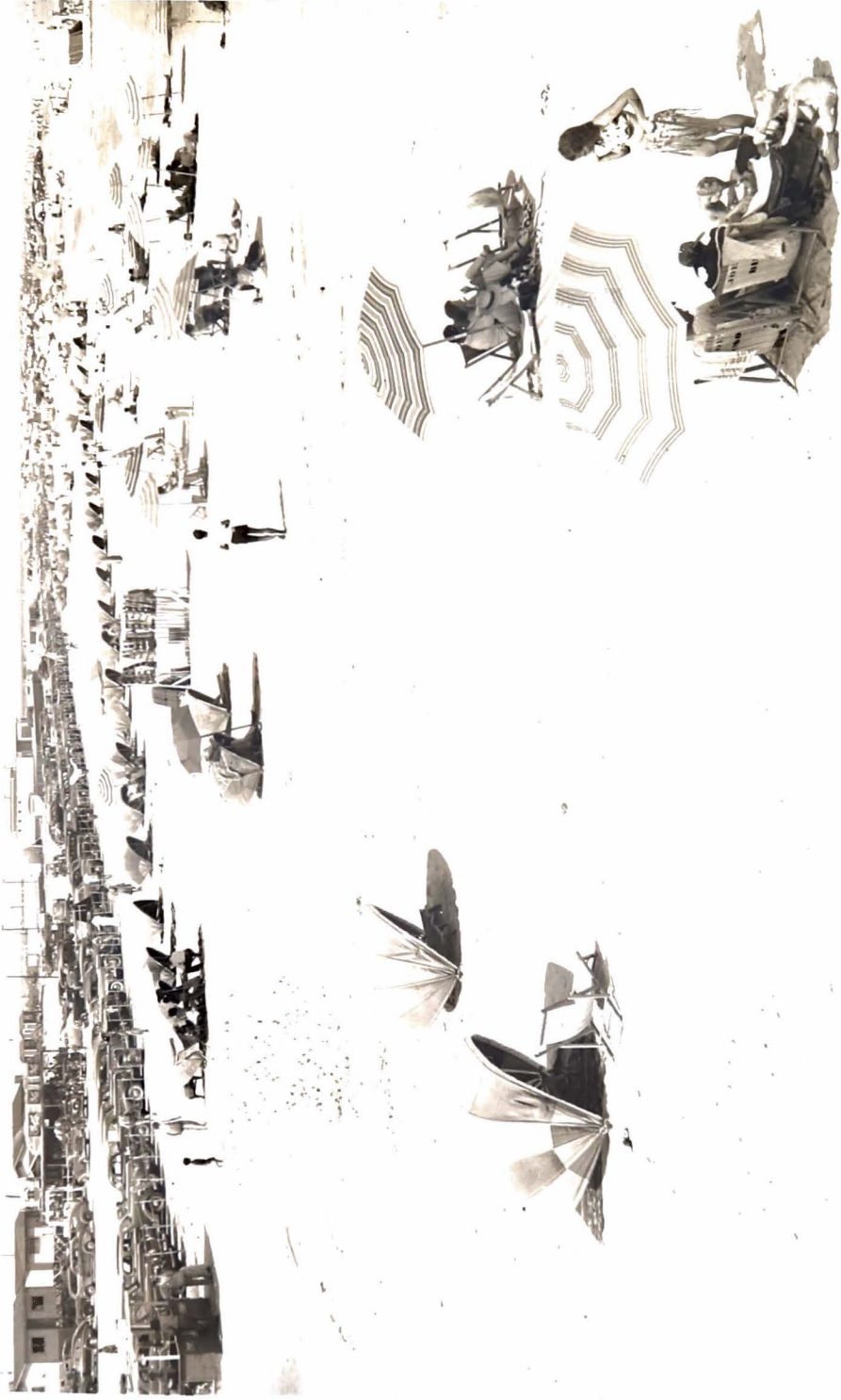


Loading Cotton, 1940.

churches of the city. First Baptist Church has raised \$70,000 of the \$100,000 desired for the erection of a church auditorium. First Methodist Church and the Presbyterian Church have plans for the construction of more adequate Sunday School buildings.

Three bond issues were voted by the citizens of Galveston during the summer of 1940. A bond issue of \$6,250,000 was authorized, the proceeds of which were used to purchase the properties of the Galveston Wharf Company. By this transfer of the Galveston water front to municipal ownership and operation Galveston can compete with other ports. The sum of \$1,500,000 in bonds was approved by the voters of Galveston to construct a beach pleasure pier. The pier, which is to be of concrete, is to extend 1,600 feet into the Gulf of Mexico at the foot of Twenty-fifth Street and will provide fishing space, a dance hall, concessions and amusements of various types. The construction is to be completed by May, 1942, if present plans are carried to perfection. It is to be one of the finest and most modern piers in the world.

The development of east beach by the building of East Beach Marine Park is to be accomplished with the proceeds from the third bond issue supplemented by a \$100,000 W. P. A. allotment. This park is to include a main pavilion, bath house, skating rink, soda fountain, novelty shop and tennis court. This park is located east of the Children's



Stewart Beach, 1941.

Playground between Sixth Street and the Government reservation.

The Galveston-Bolivar ferry service has proven inadequate and unsatisfactory in caring for the increasing traffic, so the Galveston County Commissioners have authorized an engineering firm to proceed with plans for the construction of a tunnel under Galveston Bay connecting Galveston with Bolivar Peninsula. The construction of this concrete tube is to cost \$6,500,000, which is to be paid with revenues derived from a bond issue.

A super-highway, providing four or more lanes for traffic, is being planned between Houston and Galveston. Property owners along the proposed route have agreed to furnish two-thirds of the right-of-way, and it is expected that work will begin soon.

The extension of the sea wall westward from Sixty-first Street to the air port, a distance of four miles, is being advocated. This area would provide a lovely residential section and furnish further protection from the waters of the Gulf. The County Commissioners have the project under advisement.

Preparation for National Defense in Galveston means an expenditure of \$25,000,000 and a monthly income of \$2,000,000. These appropriations include funds for the construction of Camp Wallace, the expansion of Fort Crockett, the building of a floating dry dock, and building of new roads and repair

of others in the vicinity of Camp Wallace. This vast expenditure of Government money has set a new record for the number of persons employed. The March, 1941, record showed an increase of 4.5 per cent more workers and raised the pay-rolls 5.9 per cent above the preceding month.

The Recreation Council of the War Department is planning a building to cost \$50,000 to be erected by the Government for soldiers within the Galveston area. According to statements of Major George C. Coe, commanding officer of the army's beach recreation center, Galveston has been highly recommended as a recreation center for soldiers.

The outline of a recreation plan approved by Brigadier General James A. Ulio, chief of the morale branch of the War Department, provides for divisions of the United States Army to come to Galveston for the week-ends. Under the present plan a tented city has been constructed adjacent to East Beach Marine Park and the soldiers will be housed free of charge. Transportation for 1,000 or more each week-end will be furnished by army trucks or by train.

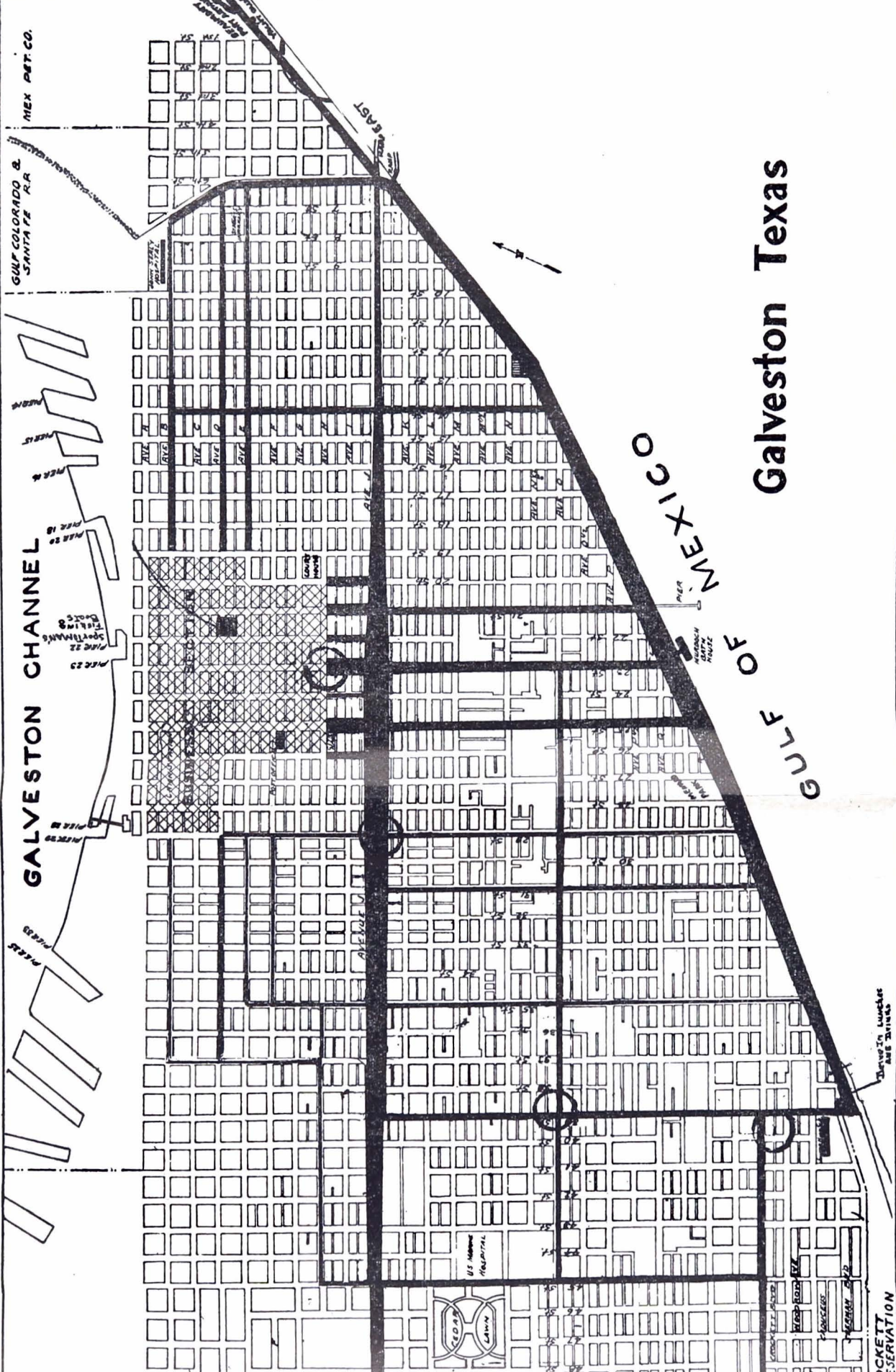
Galveston's commercial importance, strategic position and delightful climate insure her future as an army post, port and tourist resort.

BIBLIOGRAPHY

- Adams, E. D., "Correspondence From the British Archives Concerning Texas," The Texas State Historical Quarterly, vols. XV and XVIII.
- Angly, Ed, "Medical College Has Long Record," The Galveston News, July 19, 1920.
- Auditor, Records of Galveston County, The Galveston News, October 1, 1929.
- Bancroft, H. H., History of the North Mexican States and Texas, vols. 1, II, The History Company, San Francisco, 1889.
- Barker, E. C., editor, Austin Papers, vol. II, Government Printing Office, Washington, 1919.
- Barker, E. C., editor, Readings in Texas History, Southwest Press, Dallas, 1925.
- Barker, E. C., The Life of Stephen F. Austin, vols. I, II, Cokesbury Press, Dallas, 1925.
- Barker, E. C., "The African Slave Trade," The Texas State Historical Quarterly, vol. VI.
- Benton, Thomas H., Thirty Years in The United States Senate, Appleton Company, New York, 1854.
- Bolton, H. E., Spanish Borderlands, Chronicles of America, vol. 25, 1921.
- "The Location of LaSalle's Colony on the Gulf of Mexico," The Southwestern Historical Quarterly, vol. XXVII.
- Bolton, H. E., and E. C. Barker, With the Makers of Texas, American Book Company, New York, 1904.
- Brown, John Henry, History of Texas, vols. I, II, Beckett and Company, St. Louis, 1893.
- Brown, William Horace, The Glory Seekers, vol. III, A. C. McClurg and Son, Chicago, 1906.
- Byrne, Right Reverend Christopher, Galveston Catholic Charities, Knapp Bros., Galveston, 1924.

- Central Relief Committee for Galveston Storm Sufferers,
Report, Clarke and Court, Galveston, 1902.
- Chamber of Commerce, The Port of Galveston, 1918-1928, Galveston.
- Galveston, The South's Most Important Medical Center, Resort, Port and Playground, Galveston, 1932.
- Charnley, Mitchell V., Gentleman Smuggler, The Viking Press, New York, 1934.
- Cheesborough, Edmund R., Galveston--Politics and Government, F. F. Hunter, Galveston, 1910.
- Dashiel, L. L., General Laws of The State of Texas, Von Bookmann Jones Company, Austin, 1907.
- De Bow's Commercial Review, July, 1858.
- Department of Commerce, Washington, Financial Statistics of Galveston, Texas, 1928.
- Dexter, W. W., Picturesque Galveston, Clarke and Court, Galveston, 1918.
- Dienst, Alex, M. D., "Lafitte No Pirate--Smuggler, Patriot, Yes, but Riding on Boats Made Him Seasick," The Galveston News, April 3, 1938.
- "The Navy of the Republic of Texas,"
The Texas Historical Quarterly, vols. XII, XV.
- Dobie, J. Frank, Legends of Texas, vol. III, Texas Folk Lore Society, Austin, 1916.
- Dyer, J. C., The Early History of Galveston, part I, Oscar Springer, Galveston, 1916.
- Dyer, Joseph O., History of Galveston, Scrap Book, Rosenberg Library, Galveston.
- Franklin, Robert M., "The Story of the Battle of Galveston," The Galveston News, May 8, 1911.
- Fullbright, R. C., E. H. Thornton and F. R. Dalsell, "Port History and Statistics," Galveston Chamber of Commerce, Rein Printing Company, Houston, 1921.
- Galveston Board of Engineers, Report on Plans for Sea Wall

- and Raising Grade of City, Clarke and Court, Galveston, 1902.
- Galveston City Directory, 1870; 1831-1885, J. F. Fink Stationery and Printing Company, Galveston.
- Galveston Fire Department, History of The Galveston Fire Department, 1843-1921, F. J. Fink Stationery and Printing Company, Galveston, 1926.
- Galveston Police Department, Souvenir Year Book, Galveston, 1926.
- Gammel, H. P. N., Laws of Texas, 1822-1897, vol. I, The Gammel Book Company, Austin, 1898.
- Garrison, G. P., "Diplomatic Correspondence of The Republic of Texas," American Historical Association Report, 1908.
- Griffin, S. C., History of Galveston, A. H. Cawston, Galveston, 1931.
- Harwood, Frances, "Colonel Amasa Turner's Reminiscences of Galveston," The Texas Historical Quarterly, vol. II.
- Houstoun, Mrs. M. C., Texas and The Gulf of Mexico, or Yachting in The New World, vols. I, II, G. B. Zieber, Philadelphia, 1845.
- Ibbotson, J. S., "Historic Homes Here Worthy of Filing," The Galveston News, August 15, 1939.
- Johnson, William Henry, French Pathfinder in North America, Little, Brown and Company, Boston, 1905.
- Kennedy, William, "British Correspondence," The Southwestern Historical Quarterly, Vol. XX.
- Texas: The Rise, Progress and Prospects of the Republic of Texas, Hastings, London, 1841.
- King, J. E., "A Brief History of The City of Galveston," The Galveston News, March 23, 1913.
- Lane, J. J., History of The University of Texas, Henry Hutchings, State Printer, 1891.
- Lester, Paul, The Great Galveston Disaster, Singer Book Company, Galveston, 1900.
- Looscar, Odle B., "Harris County 1882-1845," The Southwestern Historical Quarterly, vol. XVIII.



MEX. PORT CO.

GULF COLORADO & SANTA FE R.R.

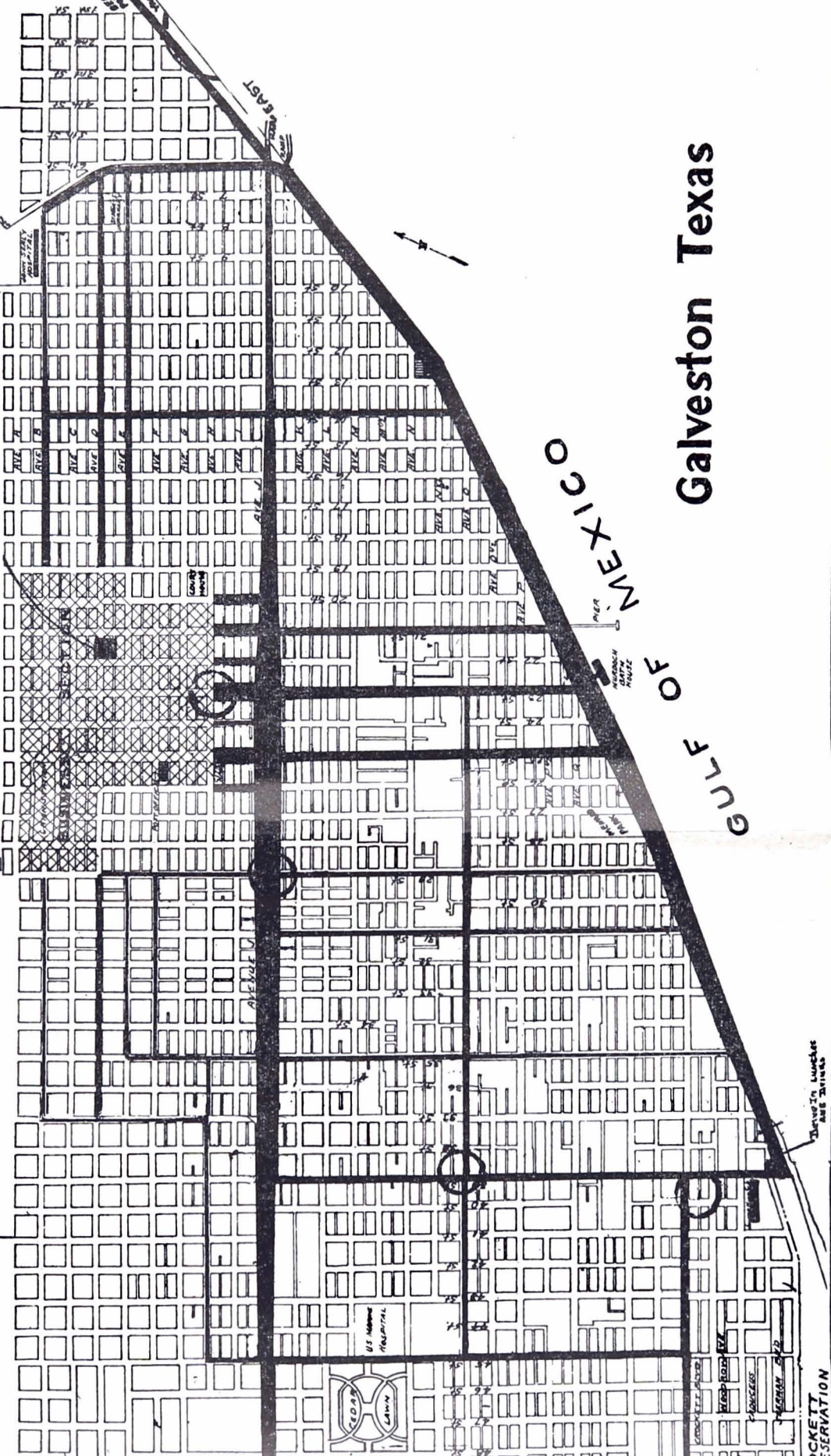
GALVESTON CHANNEL

GULF OF MEXICO

Galveston Texas

Drive in Luncheon and Bar

ROCKETT RESERVATION



- Lubbock, Francis Richard, Six Decades in Texas, Ben Jones and Company, Austin, 1900.
- Marston, C. W., Compiler of Galveston City Directory for 1868-1869, Shaw and Blaylock, 1868.
- Morgan's Papers, Rosenberg Library, Galveston.
- Nelson, Thomas, Encyclopedia, Thomas Nelson and Sons, London, 1917.
- Ousley, Clarence, Galveston in Nineteen Hundred, William C. Chase, Atlanta, 1900.
- Pennybacker, Mrs. Anna J. Hardwicke, History of Texas, Mrs. Percy V. Pennybacker, Austin, 1895.
- Potts, Charles, Railroad Transportation in Texas, University Bulletin, Austin, 1909.
- Red, W. S., editor, "Allen's Reminiscence of Texas, 1834-1842," Southwestern Historical Quarterly, vols. XVII, XVIII.
- Richardson, W. D., "Early History of Galveston," Galveston Directory, 1866-1867, News Book and Job Office, Galveston, 1866.
- "Early History of Galveston," Galveston Directory, 1859, Galveston News Press, 1859.
- Rome, Edna, "Disturbance at Anahuac," The Texas Historical Quarterly, vol. VI.
- Saxon, Lyle, Lafitte The Pirate, The Century Company, New York, 1930.
- Sealy, George, Galveston's Firsts, an unpublished manuscript, Rosenberg Library, Galveston.
- Smith, Ashbel, "An Account of the Yellow Fever That Appeared in The City of Galveston in The Autumn of 1839," Ashbel Smith's Papers, Rosenberg Library, Galveston.
- Smithwick, Noah, The Evolution of a State, Gammel Book Company, Austin, 1900.
- Southwick, S. B., Galveston, Old and New, Ferdinand Ohlendorf, 2015 Market Street, Galveston, 1906.
- Special Board of United States Army Engineers, Deep Water at Galveston, Clarke and Court, Galveston, 1918.

- Spurway, Mrs. Pauline, Trinity Episcopal Church, Galveston, an unpublished manuscript, Estill Library, Huntsville, 1940.
- Stiff, Colonel E., The Texan Emigrant, George Conklin, Cincinnati, 1840.
- Stuart, Ben C., "Early Bay Settlers," The Galveston News, February 17, 1907.
- History of Galveston, William C. Chase, Atlanta, 1900.
- "Old Confederate Forts Defending the City," The Galveston News, July 23, 1911.
- Telegraph and Texas Register, December 27, 1836; May 26, 1838.
- Texas Almanac, 1857-1861; 1872, New York World-Telegram.
- The Galveston News, June 4, 1889; August 26, 1914; September 1, 1916; October 1, 1919; March 13, 1921; March 20, 1922; May 29, 1922; June 24, 1926; July 11, 1926; October 1, 1928; October 21, 1928; October 1, 1929; October 3, 1931; July 11, 1936; July 19, 1936; August 15, 1936; August 15, 1939; January 31, 1940; February 25, 1940; March 21, 1941; April 13, 1941; May 17, 1941.
- The Galveston Tribune, October 27, 1922; February 12, 1927; November 20, 1939.
- Thrall, H. S., A Pictorial History of Texas, N. D. Thompson and Company, St. Louis, 1879.
- Thrasher, J. S., Early History of Galveston, Scrap Book, Mounted, December, 1927.
- Walls, A. L., "Galveston," Bunker's Monthly, vol. I.
- Warren, Harris Gaylord, "Documents Relating to George Graham's Proposal to Jean Lafitte for Occupation of the Texas Coast," The Louisiana Historical Quarterly, vol. XX.
- "Documents Relating to The Establishment of Privateers at Galveston, 1816-1817," The Louisiana Historical Quarterly, vol. XXI.
- Wharton, Clarence, The Lone Star State, The Southern Publishing Company, Dallas, 1932.
- Williams' Papers, Rosenberg Library, Galveston.

- Winters, Nevun O., Texas, The Marvelous, Garden City Publishing Company, Inc., Garden City, 1916; 1936.
- Wooten, Dudley G., History of Texas, vols. I, II, William G. Scarff, Dallas, 1898.
- Wortham, Lois J., A History of Texas, vol. I, Molyneaux Company, Fort Worth, 1924.
- Wrinkler, E. W. "Fragments," The Texas Historical Quarterly, vol. VI.
- Yoakum, Henderson K., History of Texas, vols. I, II, Redfield, New York, 1856.
- Zeiglers, Jesse A., Wave of The Gulf, The Naylor Company, San Antonio, 1938.