

**United States Department of the Interior  
National Park Service  
National Register of Historic Places Registration Form**

**1. Name of Property**

Historic Name: Galveston, Houston & Henderson (GH&H) Freight Depot  
Other name/site number: Gately Paper Company Building (1982-2017)  
Name of related multiple property listing: NA

**2. Location**

Street & number: 325 33<sup>rd</sup> Street  
City or town: Galveston State: Texas County: Galveston  
Not for publication:  Vicinity:

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  
( nomination  request for determination of eligibility) meets the documentation standards for registering properties in the  
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my  
opinion, the property ( meets  does not meet) the National Register criteria.

I recommend that this property be considered significant at the following levels of significance:  
 national  statewide  local

Applicable National Register Criteria:  A  B  C  D

Mark Wolfe State Historic Preservation Officer 11/18/19  
Signature of certifying official / Title Date  
Texas Historical Commission  
State or Federal agency / bureau or Tribal Government

In my opinion, the property  meets  does not meet the National Register criteria.  
\_\_\_\_\_  
Signature of commenting or other official Date  
\_\_\_\_\_  
State or Federal agency / bureau or Tribal Government

**4. National Park Service Certification**

I hereby certify that the property is:  
\_\_\_ entered in the National Register  
\_\_\_ determined eligible for the National Register  
\_\_\_ determined not eligible for the National Register.  
\_\_\_ removed from the National Register  
\_\_\_ other, explain: \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper Date of Action

The Galveston, Houston & Henderson Freight Depot, Galveston, Galveston, Texas

**5. Classification**

**Ownership of Property**

<input checked="" type="checkbox"/>	Private
<input type="checkbox"/>	Public - Local
<input type="checkbox"/>	Public - State
<input type="checkbox"/>	Public - Federal

**Category of Property**

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

**Number of Resources within Property**

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	total

Number of contributing resources previously listed in the National Register: 0

**6. Function or Use**

**Historic Functions:** Transportation: rail-related = depot; Commerce/Trade: business

**Current Functions:** VACANT

**7. Description**

**Architectural Classification:** Late 19<sup>th</sup> and 20<sup>th</sup> Century Revivals: Classical Revival

**Principal Exterior Materials:** Brick; stone/limestone; metal/copper; concrete

**Narrative Description** (see continuation sheets 7-6 through 7-12)

The Galveston, Houston & Henderson Freight Depot, Galveston, Galveston, Texas

## 8. Statement of Significance

### Applicable National Register Criteria

<input checked="" type="checkbox"/>	<b>A</b>	Property is associated with events that have made a significant contribution to the broad patterns of our history.
	<b>B</b>	Property is associated with the lives of persons significant in our past.
<input checked="" type="checkbox"/>	<b>C</b>	Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
	<b>D</b>	Property has yielded, or is likely to yield information important in prehistory or history.

**Criteria Considerations:** NA

**Areas of Significance:** Commerce, Transportation, and Architecture

**Period of Significance:** 1903-1956

**Significant Dates:** 1903, 1904

**Significant Person** (only if criterion b is marked): NA

**Cultural Affiliation** (only if criterion d is marked): NA

**Architect/Builder:** Thompson, John W. (builder)

**Narrative Statement of Significance** (see continuation sheets 8-13 through 8-24)

## 9. Major Bibliographic References

**Bibliography** (see continuation sheet 9-25 through 9-27)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested. (*Part 1 approved 3-6-2018*)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

**Primary location of additional data:**

- State historic preservation office (*Texas Historical Commission, Austin*)
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository: Preservation Resource Center, Galveston Historical Foundation, Galveston, Texas

**Historic Resources Survey Number** (if assigned): NA

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## 10. Geographical Data

**Acreage of Property:** 3.21 acres

### Coordinates

#### Latitude/Longitude Coordinates

Datum if other than WGS84: NA

1. Latitude: 29.302331° Longitude: -94.806361°

**Verbal Boundary Description:** ABST 628 M B MENARD SUR (0-1) S 130 FT OF BLKS 573 & 574 GALVESTON & ADJ 34TH STREET & E 20 FT OF ADJ 35TH STREET (Property ID #289521) (2.09 acres); AND SOUTH 130-FEET OF BLOCKS 573 AND 574 ALONG WITH THE ADJACENT 34<sup>TH</sup> STREET AND THE EAST 20-FEET OF ADJACENT 35<sup>TH</sup> STREET (573-0-1) (1.124 acres) as shown on the attached Map 4.

**Boundary Justification:** The boundary includes all property historically associated with the building.

## 11. Form Prepared By

Name/title: Matthew Pelz  
Organization: Galveston Historical Foundation  
Street & number: 2228 Broadway  
City or Town: Galveston State: Texas Zip Code: 77550  
Email: matthew.pelz@galvestonhistory.org  
Telephone: 409.765.7834  
Date: 11/30/2018

## Additional Documentation

- Maps** (see continuation sheets MAP-28 through MAP-30)
- Additional items** (see continuation sheets FIGURES-31 through FIGURES-40)
- Photographs** (see continuation sheets PHOTO-41 through PHOTO-50)

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC



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**Photograph Log**

Galveston, Houston & Henderson Freight Depot

Galveston, Galveston County, Texas.

Photos by Larry Horn, October 10, 2018, except 3-5, taken by Laura Camayd, May 24, 2019

**Photo 1**

Northeast corner  
Camera facing southwest

**Photo 2**

East elevation  
Camera facing west

**Photo 3**

North elevation  
Camera facing south

**Photo 4**

South elevation  
Camera facing north

**Photo 5**

West elevation of office  
Camera facing northeast

**Photo 6**

East elevation detail  
Camera facing west

**Photo 7**

East elevation detail  
Camera facing west

**Photo 8**

South elevation warehouse  
Camera facing northwest

**Photo 9**

North elevation warehouse  
Camera facing southwest

**Photo 10**

Roof detail  
Camera facing south

**Photo 11**

Office interior first story  
Camera facing northeast

**Photo 12**

Office interior stairway second story  
Camera facing north

**Photo 13**

Second story south office  
Camera facing east

**Photo 14**

Second story north office  
Camera facing northeast

**Photo 15**

Warehouse interior  
Camera facing west

**Photo 16**

Warehouse bay numbering example  
Camera facing northwest

**Photo 17**

Warehouse north exterior door  
Camera facing north

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## Narrative Description

The Galveston, Houston & Henderson Freight Depot is a two-story brick office building with an attached one-story brick freight warehouse in Galveston, Galveston County, Texas. Built in two phases in 1903-1904, the depot is steel frame brick masonry construction on a concrete foundation. It is located on the northern half of Galveston Island several blocks south of the historic wharf on Galveston Bay in the city's industrial district. The rectangular, five-bay office building demonstrates eclectic neoclassical influences under a hipped roof and has symmetrical fenestration. The walls are red-orange brick and the roof is sheathed with modern, asphalt shingles. A limestone vestibule with orders that support a neoclassical entablature is the focus of its primary façade while a large triangular dormer and original red tile roof suggest eclectic influences in the depot's design. The linear freight warehouse, connected internally to the office, is approximately 500-feet-long with a gable roof obscured by a parapet. It is of red brick and features high concrete platforms shaded by original metal awnings and multiple rolling and sliding freight doors on both facades. GH&H Freight Depot's interior reflects the technological innovations and efficiency of early 20<sup>th</sup>-century freight depots with four interconnected segments separated by brick walls and automatic fireproof metal doors. Although the railroad tracks that serviced the depot are gone, GH&H Freight Depot is adjacent to its former railroad corridor in an area that retains its historic industrial character. The nominated building retains a high degree of architectural and historic integrity.

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## Setting

The city of Galveston occupies a barrier island in the Gulf of Mexico approximately 45 miles southeast of Houston. Galveston island is about 30 miles long (northeast to southwest) and with a maximum width of two miles (northwest to southeast).<sup>1</sup> The Galveston, Houston and Henderson Freight Depot (GH&H) is in the island's northern half, about 2000 feet south of Galveston Bay. The depot is in the eastern portion where industrial and rail and maritime transportation development concentrated during the late-nineteenth-and early-twentieth centuries.

The GH&H depot is at the northwest corner of the intersection of Market Street (Avenue D) and 33<sup>rd</sup> Street on blocks 573 and 574.<sup>2</sup> In the early nineteenth century, the railroad company successfully petitioned the city to abandon portions of Market Street, 34<sup>th</sup> Street, 35<sup>th</sup> Street, and 36<sup>th</sup> Street adjacent to the depot property. Consequently, the depot is at the east end of an expansive tract bounded by 33<sup>rd</sup> Street to the east, Mechanic Street (Avenue C) to the north, 37<sup>th</sup> Street to the west, and Postoffice and Church streets (Avenues E and F, respectively) to the south.

The nominated depot is in, what was once called the "Cotton Compress and Warehouse District," an industrial and trade hub for rail and port transportation roughly bounded by the Galveston Bay harbor (north), 26<sup>th</sup> Street (east), Broadway/Avenue J (south), and 38<sup>th</sup> Street (west). Historic maps show that the GH&H Freight Depot was one of five freight depots in the district, all located in the north or west portions. Cotton sheds and compresses were concentrated in the eastern portion and wharf facilities occupied the north. Streets of the Galveston grid system connected these facilities. Despite a series of late-20<sup>th</sup> century demolitions, the area retains its industrial character, but the GH&H Depot is the only extant resource remaining in the district that represents Galveston's early twentieth century cotton trade economy.

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<sup>1</sup> Though the Galveston rectilinear street grid feature streets running northeast to southwest and northwest to southeast, physical descriptions of the city and its buildings commonly rely on the four cardinal directions, using *north* instead of the more accurate *northwest*, *east* instead of *northeast*, *south* instead of *southeast*, and *west* instead of *southwest*. The remainder of this document adheres to this convention.

<sup>2</sup> Some records list its address as "3304 Market Street," but the current address reflects the primary (east) façade that faces 33<sup>rd</sup> Street.

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Today, blocks immediately north of the depot are parking lots associated with Galveston's cruise ship industry. Beyond these facilities, a series of railroad tracks run on the opposite side of Harborside Drive (Avenue A) and Port Industrial Road. Between Union Pacific railroad corridor and the Galveston Harbor, numerous twentieth-century industrial facilities comprise the heart of Galveston's modern industrial district.

Large tracts of open land sit to the west of the depot. The only north-south streets extending across these tracts are 51<sup>st</sup>, 59<sup>th</sup>, and 77<sup>th</sup> Streets. The western portions of this area are swampy and covered with vegetation. Closer to the depot, the terrain is drier. Historically, investors used this section of the island for rail infrastructure. Satellite images show the locations of abandoned tracks and, in one area at the corner of Harborside and 37<sup>th</sup> Street, the footprint of a since-demolished roundhouse constructed and operated by the Galveston, Houston & Henderson Railroad.

The Falstaff Brewery (NR #100002841, 2018), one of Galveston's most significant mid-twentieth-century industrial sites, is directly south of the GH&H depot.<sup>3</sup> The brewery complex is seven buildings and one structure built between 1895 and 1962. It has been largely vacant since its closure in 1981.

East of the depot, the neighborhood's character is more commercial than industrial. Between 25<sup>th</sup> and 33<sup>rd</sup> Streets, Market Street historically served as a corridor for businesses serving Galveston's African-American citizens. Existing commercial buildings at 2517, 2517 ½, 2525, 2708, 2718 Market are known to have housed restaurants operated by African Americans during the middle of the century. Modern industrial buildings have replaced some buildings from this era. Included in the group of newer industrial buildings along Market Street are facilities of Texas Gas Service at 402 33<sup>rd</sup> Street and the Galveston Transportation Department at 3115 Market. Outlying areas to the south and west consist of late-nineteenth and early-twentieth-century houses that historically served Galveston's working-class residents.

**Galveston, Houston, & Henderson Freight Depot (Photo 1)**

The Galveston, Houston & Henderson Freight Depot is a two-story brick office building with an attached one-story brick freight warehouse in Galveston, Galveston County, Texas. The office and warehouse are interconnected by a five-panel wooden door on the first story of the west wall of the office building. The two-story, rectangular office, built in 1904, has a concrete foundation and frame skinned with stretcher-bonded, orange-red face brick laid with a 1/16-inch mortar joint. The building's hip roof is covered with asphalt shingles, but it was originally red clay tile. The roof retains original copper features, including eaves, brackets, and two circular roof vents on each of the north and south slopes. Its form and ornamentation exhibit eclectic neo-classical features. Symmetrical fenestration and its central classicized vestibule with orders and cast stone reliefs communicate Classical Revival-style while the original tile roof and triangular dormer showed the depot's regional influence. Historic windows, obscured by storm shutters, on each façade are 1/1 double-hung wood sash with transoms (replaced with plywood with original frames in place), concrete lintels and sills.

The one-story warehouse, constructed in two phases in 1903-1904, has an elongated rectangular footprint that measures approximately 65 feet in width and 517 feet in length. The iron and wood frame and concrete foundation are faced with dark red brick. The rough facades of the warehouse contrast with the planar faces of the office building in texture and color. The warehouse has a gable roof covered with a late-twentieth century membrane material. A short, rectangular parapet wall obscures the gable. Metal awnings project from both the north and south sides, shading wide concrete loading platforms. Multiple rolling and sliding freight doors are on both facades.

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<sup>3</sup> For a brief period during the second half of the twentieth century, the Falstaff Brewery leased a portion of the GH&H Depot as a storage and processing facility.

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## Exterior—GH&H Office

### *East (Primary) Elevation (Photo 2)*

The symmetrical, five-bay east primary elevation faces 33<sup>rd</sup> Street. A cast limestone vestibule with classical reliefs occupies the central bay on the first story. The vestibule, featuring limestone likely sourced from one of the quarries owned by general contractor John W. Thompson, surrounds the recessed double-door entrance (**Photo 7**). Pairs of Doric columns, one engaged and one fully-rounded, stand on each side of the doors and support the entablature. The columns sit atop square plinths, large, rectangular scamillus, and brick pedestals. The scamillus, at the lowest level of the base, is painted off-white to match the inset portion of the loggia. Above the square plinth, the columns have echinus moldings and smooth, unfluted shafts. The columns have no necks or cinctures. The shafts lead directly into the capitals, characterized by an echinus molding and a carved abacus. The columns support a cast concrete architrave. Simple molding separates the architrave from a frieze with “~FREIGHT~OFFICE.~” in painted red relief, which is bordered by foliated medallions on either side. While the lettering is original, the red paint is late-twentieth-century addition. Above the frieze, dentils and a cornice run beneath a rectangular pediment that features acanthus-leaf cast ornamentation painted white.

The building’s original front doors are in place, but they are covered by simple, two-panel doors painted red. The historic doors, visible from the interior and in historic photographs (**Figure 5**), have single-panel bases beneath mid rails and single-pane, glazed upper sections. Both the wooden and glass portions are painted red on the exterior. Above both doors, modern address numbering identifies the building. Five concrete steps lead from the 33<sup>rd</sup> Street sidewalk to the landing area and double doors of the main entrance. A c.1920 photo of the depot (Figure 1) shows a different entrance assembly with unpainted, paneled and glazed double doors, sidelights, and transoms. The transoms and sidelights are no longer visible but may be enclosed by existing wall materials. The existing doors may be the same as those seen in the photograph. The alterations were completed between completion of the c.1920 photograph and the next available photograph dated to c.1975 (**Figure 6**).

Historic photographs show the first-floor originally had four windows—1/1 double-hung wood sash with transoms and cast concrete sills and lintels—in bays at either side of the central vestibule. Window openings in the outer bays were later enlarged to create door openings, each accessed by five concrete steps, with original concrete lintels intact. The date of the alterations is estimated to be 1956, the year in which the Missouri Pacific Railroad absorbed the International & Great Northern (I&GN) Railroad. The change marked the end of the partnership between the I&GN and the Missouri-Kansas-Texas Railroad (MKT), which had been the two parent companies of the GH&H since the nineteenth century and had collaborated on the depot’s construction and operation. Missouri Pacific signage accompanying one of the peripheral doors suggests that the alterations did not occur prior to Missouri Pacific’s I&GN. Currently, the two secondary entrances on this elevation have solid wooden doors painted red. Unlike the primary entrance, the secondary entrances have no landings. Single, historic windows are in bays between the main entrance and each of the peripheral entrances on the first floor.

The second story of the primary façade has seven windows: three slender windows in the central bay are above the vestibule and two windows in each of the peripheral bays align with openings below. All windows on the office portion of the nominated building have red aluminum hurricane coverings with historic wooden sash windows intact behind the shutters. The 1/1 windows have infilled transoms. An air-conditioning unit is installed in the southernmost window of the first story. The characteristics of these windows—materials, light-configuration, sill and lintel proportions, carry over to secondary elevations.

A narrow, stepped shelf of brick stretchers provides subtle division between the primary building plane and the roof line. This detail is carried over to secondary elevations. Above, scrolled copper corbels support slightly-projecting

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copper eaves of the hipped roof. A large, triangular through-cornice dormer faced with orange-red brick is flush with the wall plane and of equal width to the vestibule below (**Photo 6**). Its triangular shape is accentuated by concrete coping that terminates to a point at its tip. Cast medallions adorned with acanthus leaf details, which match the entrance entablature support concrete caps on either side of the dormer. A decorative urn with acanthus-leaf relief is in the center of the dormer above relief lettering, painted red, that says, “G.H.&H. ~I.&G.N.~M.K.&T.~”, framed by a cast block which features additional acanthus-leaf detailing. Below is a second cast block framing unpainted cast numbering that identifies the building’s date of construction (“1904”).

Additional signage on the façade emphasizes the company’s corporate structure. At the northern corner of the building, a red, circular sign reads “MISSOURI PACIFIC LINES.” A square sign reading “KATY” formerly occupied a corresponding space at the east corner, but it was removed at an unknown date and stored onsite.

*South Elevation (Photo 4)*

The six-bay south elevation of the office building is similar to the east elevation in its material composition and symmetry of design. The elevation has twelve wooden sash windows, six on each story, matching the style, light-configuration, and materials of the east elevation. The copper eaves and brackets are present here as well. The lateral face of the hipped roof has two circular copper vents, located halfway up the slopes (**Photo 10**).

*North Elevation (Photo 3)*

The north elevation is a mirror image of the south elevation, with matching façade and roofing materials and window configurations. Here again, the roof slope has circular copper vents.

*West Elevation*

The adjoining warehouse and rooftop addition obscure most of the west elevation of the office. Only the northern portion of the second story is visible. The façade features face brick matching the rest of the building. The façade has one small, wood-frame window, which does not match the other windows of the office but nonetheless appears to be original.

**Exterior—GH&H Warehouse**

The 517’ single-story GH&H warehouse projects west from the two-story office building (**Photo 1**). The red brick of the warehouse is darker and rougher than that of the office building. The lighter, wider mortar joints provide visual definition for each brick, in contrast with the unified massing of the office building. Its primary facades are the north and south elevations that were used to move and store freight, mostly cotton, and the east elevation abuts the GH&H Office.

*North Elevation (Photo 9)*

On the north side, a metal awning shades a concrete platform that runs the full length of the warehouse. The historic metal awning attaches to the building via regularly spaced cast-iron supports mounted to engaged brick piers with cast stone coping that frame the bays. Eight elliptically-arched openings are spaced across the full length of the concrete loading platform.

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### *South Elevation (Photo 8)*

The south elevation of the warehouse is similar to the north in that a matching metal awning with cast-iron supports covers a full-length 20-foot-wide concrete platform with a brick veneer (**Photo 8**). However, in this case nearly every bay contains a series of metal overhead garage doors in openings supported by steel pier and beams. The awning supports connect to steel piers as there are no engaged brick piers on the south elevation. The doors are curtain-type garage models that are likely original (**Photo 22**). The doors open to the interior warehouse spaces, collectively giving unfettered access for processing operations. Near the center of the south elevation, an earthen and gravel ramp leads from ground level to the raised platform.

### *West elevation*

The rear (west) elevation of the warehouse is a solid brick wall with no openings. The bricks and mortar match those of the north and south elevations of the warehouse. A 1912 Sanborn map (Figure 6) shows a wooden cotton platform extending westward from the depot. As the detailed descriptions of the buildings printed newspapers in 1904 do not mention this platform, it appears to have been added between 1905 and 1912. A 1926 aerial photograph (Figure 9) shows that between 1912 and 1927 the platform was replaced or enclosed as a roofed shed. A 1947 Sanborn map (figure 8) shows that the shed had a wooden frame. The shed is not present in a 1969 aerial photograph but its exact date of demolition is unknown. It was either removed during or soon after the end of the period of significance.

### *Rooftop Addition (Photo 3 and Photo 5)*

A small, 18'6" by 29' wood-framed rooftop addition adjoins the second story of the office building on the south side of the warehouse roof. The addition is accessed via a set of stairs from the second story offices. The addition is not present in a 1926 aerial photograph of the area (**Figure 12**), but it is depicted in a 1947 Sanborn fire insurance map (**Figure 11**). Based on its gable roof and exposed rafter tails, it was likely constructed circa 1930. The addition was altered late in the twentieth century with the installation of aluminum storm shutters and composite cladding. Original materials are retained beneath these modern installations. The north and south sides of the addition each have three wooden sash windows. The east side has a single wooden sash window.

### **Interior—GH&H Office** (Figures 1-2)

Upon the building's construction, a large office occupied the entirety of the first story and it currently retains this historic layout.<sup>4</sup> Four plastered, Doric-order columns provide support for the open area. The column heads have echinus moldings, round abaci, and narrow cinctures. The ribbed ceiling and walls are also finished with plaster. The walls and column shafts are painted turquoise while the column heads and ceiling are white. The doors and windows have wooden casing, alternatively painted turquoise or brown. During the building's 1980s adaption as a paper and restaurant supply store, the owners applied modern finish materials over the top of the above-described historic finishes. Fiber-board wood paneling lines the walls and acoustical ceiling tiles and fluorescent lighting are suspended from the original plaster ceiling. Climate-control ductwork runs above the dropped ceiling. The flooring of the first story is primarily vinyl, likely dating to the 1980s renovation. Ceramic tile flooring at the main entrance likely predates the vinyl. Despite these changes, twentieth-century owners left few permanent impacts on the first-story interior. Modern material installations are reversible (**Photo 11**).

The second story is accessible via a staircase at the rear (west) of the building (**Photos 12**). The stair hall has plaster walls and ceiling. The lower portions of the walls are painted brown while the upper portions and the ceiling are white.

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<sup>4</sup> "G.H. & H. Reception," *Galveston Daily News*; September 11, 1904.

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This paint pattern extends upwards through the stairwell, which has simple, block treads and two-panel risers. Scrolled cast-iron balusters support a stained, wooden handrail. Matching recessed-panel, boxed newel posts stand on the south side of the staircase at the bottom and top landings. The newel posts and balusters are painted brown to match the lower portion of the wall.

Originally, the second floor had three rooms: one large office on the building's east side and two smaller rooms on the west side. These original walls are present, but battened partition wall was added at an unknown date to divide the larger office (**Photo 13**). Materials and finishes are mostly similar to those of the first story. The flooring of the second story is mostly wood that is likely original. The bathroom floors and some portions of office floors have vinyl covering the wood. Plastered supports, alternatively painted turquoise or white, support a ribbed, plastered ceiling. In all but one of the offices, the second story lacks the dropped ceiling found on the first story. Instead, fluorescent light fixtures and ceiling fans hang from the plaster ceiling. The plaster walls are painted turquoise. The window and door casings match the design and materials of the casing on the first story.

### Interior—GH&H Warehouse (Figure 1)

The linear GH&H freight warehouse was constructed to facilitate the transportation of goods north-south through the exterior rolling and sliding doors that fenestrate the exterior walls of the warehouse. It was also designed with north-south partitions that enabled workers to close off one or more of the warehouse's four sections in case of fire. Its interior materials are primarily unfinished—walls are brick (whitewashed) masonry and floors are poured concrete. The ceiling is constructed of wood with large wooden beams supported by brick corbels spaced evenly along warehouse walls. A row of wood columns extends along the long, east-west axis of the building, and support the roof structure.

The GH&H office and freight warehouse share a wall (the eastern warehouse wall). The elliptical arch is infilled, a historic alteration, with a 2/2 wood frame window and solid, five panel door to provide access to each functional space. Within the warehouse, there are four uniform sections divided by 2-foot-thick brick walls (**Figure 1**). Each interior section wall has an elliptically-arched opening with an automatic fire door that closed to minimize any potential damage to stored freight in case of such emergency. The doors open to the north via mounted tracks and appear similar to a product offered in 1904 by Felix Manufacturing under a patent owned by Felix L. Saino.<sup>5</sup> The doors are operable in regard to their ability to open and close, but the automatic fire protection technology is not functional.

Each warehouse section contains five “alleyways” designated by numbered signs hanging from the ceiling (**Photo 18**). These numbers were part of the system instituted by the GH&H to facilitate the processing of cotton. As described below in the sections on railroad and cotton history, this evidence of organization is significant to the building's history.

The south side of the warehouse features a continuous run of curtain-type metal doors, designed to give unobstructed access to the freight materials inside the warehouse. Most are of historic age but at least one has modern replacement materials. The openings of the north side have more substantial wooden doors with four lights in their upper sections. The doors were installed as part of the warehouse's original fire safety system. They open to the east via sliding tracks mounted on the northern wall of the interior. The wood and glass of the doors are now painted black on the exterior side.

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<sup>5</sup> Saino, Felix Lawrence. Fire-door. U.S. Patent 766,390 filed February 18, 1904 and issued August 1, 1904.

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### **Alterations and Integrity**

The GH&H Freight Depot retains excellent integrity of location, design, setting, workmanship, materials, feeling, and association from its period of significance. Both the office and warehouse sections of the building retained their character, even after the end of its association with the railroad company ended. In operating the Gately Paper Company between 1982 and 2017, the Gately Family proved to be faithful stewards of the property, making a few interior modifications but retaining features reflecting the building's significance of commerce and transportation.

Exterior alterations include the enlargement of two window openings on the primary façade into doorways; removal of sidelights and transoms from the historic entrance; and the removal of transoms from all original windows.

Importantly, asphalt shingles replaced the historic red tile roof. Interior alterations covered historic materials with vinyl tile and wood paneling, and removable interior partitions are on the first and second floors. Historic maps indicate there was a wooden freight shed that extended from the western elevation of the brick warehouse. There is no evidence as to when it was removed. Ultimately, GH&H Freight Depot retains its original design and form from its construction in 1903-1904, which did not include the timber freight shed. Its removal does not take away from these foundational architectural elements that made GH&H an innovative freight depot in the early 20<sup>th</sup> century.

GH&H Freight Depot retains integrity of location as it stands on its original site. When the depot was constructed, the setting was characterized by a concentration of industrial facilities, proximity to port infrastructure, and access to rail lines. The abandonment of railroad tracks that formerly ran along the north side of the building diminishes the site's integrity of setting. Despite this and the demolition of nearby buildings and the disuse of some rail lines in the surrounding neighborhood, the district retains its industrial character with continued relationship to port commerce and the adjacent rail corridor.

GH&H Freight Depot retains high integrity of materials, design, and workmanship. Both the office and warehouse sections retain integrity of style in exterior ornamentation, fenestration, and form. The freight warehouse retains excellent integrity with no alterations and minimal replacement of original materials. The layout of the warehouse sections, designed for operational efficiency and safety, remain entirely intact. Original rolling metal doors (except for one modern replacement) and sliding wood doors on the north and south elevations are operational and communicate the era of construction. Interior finishes within the warehouse are also original and the historic interior fire doors are in place. The workmanship of its masonry construction, like corbeled brick supports for the roof structure, are evident.

The GH&H office building experienced some alterations that diminished its integrity, but the preponderance of its historic materials, design, and workmanship are intact. Peripheral entrances on the front façade were installed after the period of significance, but they do not diminish the depot's ability to convey its early-twentieth-century significance. Furthermore, the historic fenestration was retained when the original window openings were altered for the new doorways. Original windows are merely obscured by hurricane shutters, a necessary precaution in the hurricane-prone city, and, except for the removal of transoms, these remain intact. The red tile roof, which connects the depot to the Mission Revival style popular in other depots built during this era, was replaced by modern asphalt shingles. Other aspects of its style—the Classical Revival vestibule, copper eaves and corbels, ornamental reliefs, and conspicuous triangular dormer—are intact.

Through its high integrity of design, materials, location, setting, and workmanship, the nominated building retains its feeling as an early 20<sup>th</sup> century freight depot. Furthermore, it retains integrity of association through historic signage and materials, and its proximity to a rail corridor. Until the building's purchase by Galveston Historical Foundation in 2017, the only other owner was the Gately Paper Company, which prioritized preservation of its association with the GH&H and avoided making drastic changes to the building's character.



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### Statement of Significance

The 1903 Galveston Houston & Henderson (GH&H) Freight Depot was an important regional distribution center for cotton, Galveston's most important export in the early 20th century. Originally chartered in 1853, the GH&H was the first rail line to connect Galveston's maritime port to the Texas mainland, where cotton production and exportation financed the state's economic growth. International & Great Northern Railroad (I&GN) and the Missouri-Kansas-Texas Railroad (M-K-T), co-owners of the GH&H at the beginning of the century, built the nominated depot in a partnership following the 1900 Hurricane, which was then the worst recorded national disaster. Its construction represented a new era in Galveston's post-disaster economic recovery when the city became an internationally-significant cotton port. It is nominated to the National Register of Historic Places at the local level of significance under Criterion A in the areas of Transportation and Commerce because the GH&H Freight Depot, designed specifically for the efficient conveyance of cotton, was integral to the distribution of that commodity. Following GH&H's transition to a terminal company in 1920, the nominated building remained the company headquarters, and it continued to play an active role in the port economy of Galveston through the 1950s.

The GH&H Freight Depot is also nominated under Criterion C in the area of Architecture at the local level of significance because it embodies stylistic qualities important to the development of railroad depot architecture and the characteristic eclectic neoclassical design elements connected with rail-related architecture in the early 20th century. Constructed in 1903-1904, the depot's warehouse design included innovations for the efficient transmission of cotton and its scale reflected the importance of that material to the local economy. Whereas most freight depots built in industrial areas of cities were generally less stylized, the GH&H Freight Depot's limestone neoclassical entry vestibule and original red-tile roof stands out as exceptions. The handsome design of the GH&H Freight Depot office building and the unsurpassed size of its warehouse make the nominated building the most outstanding local example of this characteristic depot layout and the only one that survives in Galveston. The period of significance is 1903-1956. The beginning date marks the construction of the first two segments of the warehouse. The ending date marks the absorption of the International & Great Northern Railroad into the larger Missouri Pacific system.

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#### *Railroad Development and the Cotton Economy, Late-19<sup>th</sup> and Early 20<sup>th</sup>-Century Galveston*

From the founding of the City of Galveston in 1839 through the end of the 1860s, the city's entrepreneurs worked quickly to cultivate their port as a commercial center of national relevance.<sup>6</sup> Across the country, different shipping outfits competed for access to Texan goods, cotton in particular, and the Galveston port played a pivotal role. Texas railroads, hitherto slow to develop, became an integral tool for establishing business relationships between the coast and the mainland, and new trade routes based on sea-rail partnerships formed.<sup>7</sup>

In an effort to offset Galveston's maritime-based trade dominance, Houston investors financed railroads sprawling across the state and terminating at their city.<sup>8</sup> Despite its increasing influence, Houston still had to coordinate the transportation of goods to the coast for shipping, a complicated task in the era prior to the creation of the Houston Ship Channel. Initially, the best option was sending the goods to Galveston wharves by boat via Buffalo Bayou and Galveston Bay, a total distance of 75 miles.<sup>9</sup> To elude Houston's increasing control of trade networks, Galveston businessmen organized the construction of the Galveston, Houston, and Henderson Railroad (GH&H) to connect the

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<sup>6</sup> Dugas, Vera L. "A Duel with Railroads: Houston vs. Galveston, 1866-1881," *East Texas Historical Journal*. Volume 2, Issue 2, October 1964, p.118.

<sup>7</sup> Baughman, James P. "The Evolution of Rail-Water Systems of Transportation in the Gulf Southwest, 1836-1890," *The Journal of Southern History*. Volume 34, Number 3, August 1968, p.362-64.

<sup>8</sup> Baughman, "The Evolution of Rail-Water," 369.

<sup>9</sup> Potts, Charles S. "Railroad Transportation in Texas," *Bulletin of the University of Texas*. Number 119. March 1, 1909, p. 185.

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two cities and thereby provide a direct, land-based means of rail transportation from inland towns. Construction began on the mainland at Virginia Point in 1854, extending northward to Houston, 42 miles away. Ties for the railroad shipped from Maine.<sup>10</sup> Slaves from Brazos plantations owned by W.J. Kyle and B.F. Terry dug the embankments and Irish laborers laid the track.<sup>11</sup> The GH&H crossed the existing tracks of the Buffalo Bayou, Brazos, and Colorado Railroad in Harrisburg before reaching Houston in December 1859.<sup>12</sup> A bridge across Galveston Bay completed the track in 1860.<sup>13</sup> The GH&H quickly became one of the most important railways in Texas.<sup>14</sup> During the 1860s, the GH&H earned one-third more income than any other Texas railroad, many of which were much longer.<sup>15</sup>

The success of the GH&H exacerbated tensions between Houston and Galveston.<sup>16</sup> As a counter measure to the success of the GH&H, in 1866 Houston investors formed the Houston Direct Navigation Company (HDNC) to offer a new means of cotton transportation. The HDNC accepted cotton transfers from across the state by rail, shipped them to the coast on river barges, and unloaded them directly onto waiting ships in Galveston Bay without going aground on the island.<sup>17</sup> Soon, the HDNC came to dominate steamboat traffic between the two cities.<sup>18</sup> In the 1870s, New Orleans magnate Charles Morgan invested heavily in Texas railroads and took control of the HDNC. In 1876, he funded the dredging of a deep-water channel from Houston to the Gulf of Mexico, nearly neutralizing Galveston's greatest commercial advantage. By the end of that year, Morgan and his partners in Houston had established the premier water-rail trade route in the state, with sea access and connections to all of Houston's major railroads.

Each mile of railroad built into the hinterlands opened more lands for cotton cultivation and brought more settlers to Texas to establish farms.<sup>19</sup> As a result, the cotton industry grew exponentially during the second half of the nineteenth century. In 1849, the state reported production of 58,073 bales (each weighing 500 pounds). By 1900, the total had grown to 3.5 million bales.<sup>20</sup>

The early history of the Texas cotton trade was the era of cotton factors (commission merchants/brokers), who served as an intermediary seller for mainland farmers and overseas consumers. Farmers cultivated, ginned, baled cotton and shipped it to the factor who marketed the product for sale. The factor monitored price trends in both foreign and domestic markets and was also expected to be an accurate judge of cotton quality. Additionally, he was responsible for procuring goods—agricultural supplies as well as household items—on behalf of the farmer. He might even be expected to serve as a source of pre-harvest credit for farmers.<sup>21</sup> Factors flourished in Texas port cities, and none more so than those in Galveston.

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<sup>10</sup> Muir, Andrew Forest. "Railroads Come to Houston 1857-1861," *The Southwestern Historical Quarterly*. Volume 64, Number 1, July 1960, pp.45, 51.

<sup>11</sup> McComb, David G. *Galveston: A History*. Austin: University of Texas Press, 1986, p.50.

<sup>12</sup> Muir, "Railroads Come to Houston," 51-52; Potts, Charles S. "Railroad Transportation in Texas," *Bulletin of the University of Texas*. Number 119. March 1, 1909," p. 29.

<sup>13</sup> McComb, *Galveston: A History*, 51; Potts, "Railroad Transportation in Texas," 29-30.

<sup>14</sup> Potts, Charles S. "Railroad Transportation in Texas."

<sup>15</sup> Potts, "Railroad Transportation in Texas," 29; McComb, *Galveston: A History*, 51.

<sup>16</sup> McComb, *Galveston: A History*, 51.

<sup>17</sup> McComb, *Galveston: A History*, 51.

<sup>18</sup> Muir, "Railroads Come to Houston," 55.

<sup>19</sup> Waller, J.L. "The Overland Movement of Cotton, 1866-1886," *The Southwestern Historical Quarterly*; Volume 35, Number 2. October 1931, p.137; Ellis, L. Tuffly. "The Revolutionizing of the Texas Cotton Trade, 1865-1885," *The Southwestern Historical Quarterly*; Volume 73, Number 4. April 1970, p.487.

<sup>20</sup> Britton, Karen Gerhardt, Fred C. Elliott, and E.A. Miller. "Cotton Culture," *Handbook of Texas Online*.

<sup>21</sup> Woodman, Harold D. "The Decline of Cotton Factorage after the Civil War," *The American Historical Review*; Volume 71, Number 4. July 1966, pp.1219,

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During the last decades of the nineteenth century, the growth of regional railroad networks undermined Galveston's role. New markets in railroad hubs like St. Louis and Kansas City offered alternatives to coastal factors. St. Louis boasted warehouses and compresses with the capacity and quality to rival any of those found in the south.<sup>22</sup> In Texas, Denison and Dallas built compresses of their own, breaking Galveston's Texas monopoly of that aspect of the cotton trade. The effects of commercial development in the northern cities were immediate. In November of 1874, Dallas shipped 5,772 bales in total. Only 350 bales went to Galveston.<sup>23</sup> Collectively, the use of railroads to create new inland markets for cotton is called the "Overland Movement." The practice occurred in one of two ways: cotton either went to the northern markets for distribution or it went directly to factories.<sup>24</sup> In neither case were the efforts of Galveston's cotton factors required. In 1855, a miniscule amount of the cotton crop shipped via overland route (7,661 bales). By 1880, overland cotton accounted for nearly 20 percent of the total (1,134,003 bales).<sup>25</sup> Cotton factors became largely unnecessary because inland cities could compress and market independently.<sup>26</sup>

During the 1870s, Galveston businessmen fought the effects of overland cotton. They constructed a railroad along the wharf, connecting to the GH&H and making Galveston one of only two ports in which freight moved directly from ships to freight cars. In the cases of other port cities, consumers on the interior had to pay drayage charges to cover the transportation of goods over the short distances between port and rail facilities. The desired outcome of the Galveston's wharf railroad was to make transfer from train to ship as efficient as possible to compete with the new transportation routes available to inland planters. While helping Galveston investors to avoid being cut out of the cotton trade altogether, the wharf railroad also furthered the reduction of the city's involvement. Inland marketers shipped cotton through Galveston on bills of lading in which cotton was neither processed nor stored in the city. Galveston businesses received smaller portions of the profits.<sup>27</sup>

During the 1880s and 1890s, a series of acquisitions and leases complicated the organizational structure of the GH&H company. After Jay Gould and his associate Russell Sage purchased the railroad in 1882, they sold it to the Missouri-Kansas-Texas (M-K-T), which Gould also controlled. Gould then leased the GH&H to another of his interests, the International & Great Northern (I&GN). After Gould surrendered control of the M-K-T and the I&GN, the new owners of the respective companies quarreled over the legitimacy of the I&GN's lease of the GH&H. In November of 1895 the two parties settled the dispute, with the M-K-T selling a 50% stake in the GH&H to the I&GN, which in turn surrendered its exclusive lease. Going forward, the M-K-T and I&GN shared ownership and trackage rights to the GH&H.<sup>28</sup> Thus, at the beginning of the twentieth century, the GH&H served as a branch of both the I&GN and M-K-T, both of which extended into north Texas.<sup>29</sup>

Acquisition of the GH&H by the I&GN and the M-K-T served to expand Galveston's trade networks. The I&GN began rough access to the cities in the Texas hinterlands, reaching Fort Worth in 1902 and connecting to Navasota and Madisonville the following year. The M-K-T was one of the first rail connections between Texas and states to the north. Through the incorporation of the GH&H into the M-K-T rail network, Galveston had new, direct rail access to Dallas, Oklahoma City, Kansas City, and St. Louis.<sup>30</sup>

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<sup>22</sup> Ellis, "The Revolutionizing of the Texas Cotton Trade," 483-485; Waller, "The Overland Movement of Cotton," 143-44.

<sup>23</sup> Ellis, "The Revolutionizing of the Texas Cotton Trade," 502-504.

<sup>24</sup> Waller, "The Overland Movement of Cotton," 137.

<sup>25</sup> Ellis, "The Revolutionizing of the Texas Cotton Trade," 482.

<sup>26</sup> Woodman, "The Decline of Cotton Factorage after the Civil War," 1223-1224.

<sup>27</sup> Ellis, "The Revolutionizing of the Texas Cotton Trade," 494-496, 506; Woodman, "The Decline of Cotton Factorage," -1225.

<sup>28</sup> Werner, George. "Galveston, Houston and Henderson Railroad," *Handbook of Texas Online*.

<sup>29</sup> Potts, "Railroad Transportation in Texas," 56.

<sup>30</sup> Werner, George. "International-Great Northern Railroad," *Handbook of Texas Online*; Hofsommer, Donovan L. "Missouri-Kansas-Texas Railroad," *Handbook of Texas Online*.

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Conflicts over access to the GH&H line reflect its sustained importance despite the fact that by the 1890s Galveston had lost its grip on the flow of goods in and out of Texas. The Panic of 1893 limited railroad investment, companies struggled to maintain their tracks, and several went into receivership. The years of 1897 and 1898 saw the lowest totals of new track construction of any year since 1875.<sup>31</sup> As the national economy recovered, however, the same dynamics that marginalized Galveston's cotton factors and limited the growth of its compresses led to unprecedented levels of activity at its port facilities. The inland cotton production centers, which had usurped portions of Galveston's role, reached record-breaking levels of output. Total production of cotton in the US grew from 4,025,000 bales in 1870 to 10,266,000 bales in 1900 and 16,250,000 bales in 1911.<sup>32</sup> Despite competition from northern cities, Galveston continued to offer inland farmers the most direct route to many overseas markets. The city's wharf sheds had a combined capacity of 309,858 bales by the end of the century. As a result, the city's cotton exports doubled between 1892 and 1902, largely based on increased use of through bills of lading.<sup>33</sup>

In the midst of the surging cotton-related activity at the port, Galveston experienced a crisis on September 8, 1900 when one of the most destructive hurricanes in American history struck the island. The 1900 Galveston Hurricane killed 6,000-8,000 people, demolished 4,000 buildings (about two-thirds of the city's total), destroyed 1,500 acres of development, and damaged important elements of the city's infrastructure. In the immediate aftermath, telegraph, telephone, and electric lines, and the water pumping station were all out of operation. All bridges to the mainland were unusable and railroad traffic to the city was halted.<sup>34</sup> For the city's business class, which had for decades combatted fears among out-of-state investors about the environmental suitability of the island, the storm was an existential threat.

After the hurricane, railroad investments played a pivotal role in both the immediate response and longtime recovery of the city. One of the railroad bridges was repaired by September 17, less than 10 days after the hurricane, and thereafter was used by multiple railroad lines, including the GH&H. The first train from the mainland arrived on September 22 and the first cotton shipment arrived three weeks after the storm. For residents and investors, the exportation of 30,300 bales on October 14 was a significant indicator for the city's economic recovery. The first years of the century saw substantial rail and port investments including the reconstruction of the wharves by the Galveston Wharf Company, the construction of a grain elevator by the Southern Pacific Railroad, and the construction of depots by multiple railroad companies. The total value of the railroad investments in the first three years after the storm surpassed \$1.5 million. Investment continued with the 1903-04 construction of the GH&H Freight Depot, the largest and most architecturally elaborate of several freight depots built in the decade after the storm.<sup>35</sup>

Cotton remained central to the city's economy but the 1904 Texas Almanac underscores that the port was in the midst of diversifying when the storm struck and that the evolution continued despite its impacts. The almanac lists wheat, flour, lumber, and livestock as important commodities at the turn of the century. Still, cotton's supremacy was clear; in 1903 the city shipped \$115 million in foreign exports of cotton and only \$15 million in foreign exports of wheat, its second most important commodity. Between the 1902 and 1903 seasons, the value of the total business handled by the port jumped from \$348 million to \$529 million.<sup>36</sup> The momentum continued into the 1910s. The 1910 and 1914 Texas

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<sup>31</sup> Potts, "Railroad Transportation in Texas," 41.

<sup>32</sup> "American Cotton Production, Exports and Percentages of Cotton Exported," *Federal Reserve Bulletin: May 1923*. Board of Governors of the Federal Reserve System. May 1923.

<sup>33</sup> *Souvenir of Greater Galveston*. Galveston, Texas, 1904.

<sup>34</sup> McComb, *Galveston: A History*, 125-127; Bixel, Patricia Bellis and Elizabeth Hayes Turner. *Galveston and the 1900 Storm*. Austin: University of Texas Press, 2000, pp. 33, 43.

<sup>35</sup> McComb, *Galveston: A History*, 132; Bixel and Turner, *Galveston and the 1900 Storm*, 74; "Galveston Poured Millions Into New Construction in Years After 1900," *Galveston Daily News*; Sunday, June 14, 1942.

<sup>36</sup> *Texas Almanac and State Industrial Guide for 1904*. May 1904. Web. *The Portal to Texas History*, University of North Texas Libraries, crediting Texas State Historical Association. <https://texashistory.unt.edu/ark:/67531/metapht123779/>. Accessed May 31, 2019), pp.169-170, 269

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almanacs cite Galveston as the nation's second busiest port after New York. The 1914 edition lists cotton, wheat, corn, cotton seed meal, oil, logs, staves, packing house products, and the fishing and oyster industries as important aspects of trade.<sup>37</sup>

By 1931, Houston surpassed Galveston in total port activity. Galveston remained the largest cotton port in the US through the 1920s, and the 1936 almanac identifies sulfur, copper, grain, flour, and commercial fishing as other important aspects of trade.<sup>38</sup> Throughout the 1940s and into the second half of the century, cotton, sulfur, and grain were the leading exports.<sup>39</sup>

### The 1903 GH&H Freight Depot

Undeterred by the 1900 Hurricane, railroad companies increased their investments in Galveston at the turn of the century. With cotton shipments at record levels and the construction of new railroad track in Texas reaching an apex, railroad companies acted boldly to take advantage of the state's development.<sup>40</sup> Their investments played an important role in sparking the city's post-storm revitalization. Between 1900 and 1912, five railroad companies constructed or extensively improved freight depots in Galveston's cotton compress and warehouse district on the city's north side. GH&H was at the forefront of this group. The new depot was a major achievement among the many improvements the company made since the hurricane. The *Galveston Daily News* reported in March 1904:

In line with its prosperity, the management has set aside a large percentage of earnings annually for improvements, and the "Old Reliable" is considered to be one of the finest fifty-mile lines in the country. Within the past three years, or since the storm, it has built new merchant shops at Galveston, equipped the road with oil fuel and build modern supply tanks and storage reserves..., installed a private telephone system connecting every station on the road and provided portable telephones for all freight trains; built several new station houses.

During this period, traffic on the GH&H line between Houston and Galveston doubled.<sup>41</sup>

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<sup>37</sup> *Texas Almanac and State Industrial Guide for 1910 with Map*. January 1910. Web. *The Portal to Texas History*, University of North Texas Libraries, crediting Texas State Historical Association. <https://texashistory.unt.edu/ark:/67531/metapth123780/>. Accessed May 31, 2019), p.114; *Texas Almanac and State Industrial Guide 1914*. January 1914. Web. *The Portal to Texas History*, University of North Texas Libraries, crediting Texas State Historical Association. <https://texashistory.unt.edu/ark:/67531/metapth117157/>. Accessed May 31, 2019), p.144, 277.

<sup>38</sup> *Texas Almanac and State Industrial Guide 1925*. 1925. Web. *The Portal to Texas History*, University of North Texas Libraries, crediting Texas State Historical Association. <https://texashistory.unt.edu/ark:/67531/metapth123783/>. Accessed May 31, 2019), p.425; *Texas Almanac and State Industrial Guide 1929*. 1929. Web. *The Portal to Texas History*, University of North Texas Libraries, crediting Texas State Historical Association. <https://texashistory.unt.edu/ark:/67531/metapth117158/>. Accessed May 31, 2019), p.105; *Texas Almanac and State Industrial Guide 1936*. 1936. Web. *The Portal to Texas History*, University of North Texas Libraries, crediting Texas State Historical Association. <https://texashistory.unt.edu/ark:/67531/metapth117161/>. Accessed May 31, 2019), pp.334, 410.

<sup>39</sup> *Texas Almanac 1947-1948*. 1947. Web. *The Portal to Texas History*, University of North Texas Libraries, crediting Texas State Historical Association. <https://texashistory.unt.edu/ark:/67531/metapth117136/>. Accessed May 31, 2019), p.297; *Texas Almanac 1956-1957*. 1955. Web. *The Portal to Texas History*, University of North Texas Libraries, crediting Texas State Historical Association. <https://texashistory.unt.edu/ark:/67531/metapth117138/>. Accessed May 31, 2019), p.638.

<sup>40</sup> Potts, "Railroad Transportation in Texas," 41.

<sup>41</sup> "Big Freight Depot," *Galveston Daily News*; March 12, 1904.

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Central to the GH&H company's efforts to update the railroad line was the construction of the largest and most elaborate freight depot in the city. The building, which included an office building and warehouse spaces, was built on the site of a pre-existing warehouse on 33<sup>rd</sup> Street between Mechanic and Market. A 1904 article in the *Galveston Daily News* provides the following explanation of the construction timeline:

Better to understand this project, it may be explained that the company erected a brick addition to its frame warehouse and office structure and this work was well under way on the 1<sup>st</sup> of September, 1903. After its completion the frame warehouse and office structure were removed and in its place another brick structure was erected and joined as one building with the addition referred to above.<sup>42</sup>

A later article clarifies that two sections of the new warehouse were finished in late 1903 and immediately put into use alongside the old wooden warehouse. In early 1904, the GH&H relocated the older warehouse to a different site to make room for the addition of the office building and two more warehouses.<sup>43</sup>

*Criterion A: Transportation & Commerce*

The GH&H Freight Depot is significant under Criterion A in the areas of Commerce and Transportation due to the role it played in the development of Galveston's cotton shipping facilities and continued investment in Galveston port economy in the aftermath of the 1900 Hurricane, which jeopardized the city's commercial future. A 1912 Sanborn fire insurance map depicts seven freight depots in the cotton compress district: two GH&H depots (the 1903-04 building and the earlier warehouse which was relocated to the south), the Galveston, Harrisburg & San Antonio Freight Depot at the northwest corner of 29<sup>th</sup> and Church (constructed in 1902 as an interest of the Southern Pacific, replaced by 1918), the Galveston, Houston & Northern Freight Depot at the southwest corner of 30<sup>th</sup> and Postoffice (extensively improved in 1904 and demolished prior to 1969), the Trinity & Brazos Valley Freight Depot at the northwest corner of 29<sup>th</sup> and Strand (constructed in 1907 and destroyed by fire in 1961), and two freight depots of the Gulf, Colorado & Santa Fe Railway (a 1907 building at the southwest corner of 33<sup>rd</sup> and Mechanic and an earlier building at the northwest corner of 30<sup>th</sup> and Mechanic, both since demolished).

Of the seven freight depots that existed in 1912, five were constructed in the decade following the 1900 Hurricane. During an era when city leaders focused on massive recovery projects like the construction of the Galveston Seawall and the raising of the grade of the island, the five new freight depots represent a reinvestment in the island on the part of railroad companies. In light of the success of the Galveston cotton shipping industry, which was the largest in the nation in 1903 and 1904, these rail-related investments played a substantial role in the city's economic recovery and sustained commercial importance through the middle of the century.

A September 1904 article on the depot's opening explicitly ties the design and construction to changes in the cotton trade, reporting that it was built "solely to handle the constantly increasing cotton traffic brought into Galveston from the territory traversed by the Galveston, Houston & Henderson, the International & Great Northern, and the Missouri-Kansas-Texas."<sup>44</sup> As the article explains,

The great trouble that the company has had in the past in the handling of cotton has been its inability to take care of small shipments with any degree of dispatch. It is quite frequently the case that a car will contain three or four small shipments, part of which is for immediate delivery, while the remainder is to

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<sup>42</sup> "Galveston Improvements," *Galveston Daily News*; September 1, 1904.

<sup>43</sup> "G.H. & H. Reception," *Galveston Daily News*; September 11, 1904.

<sup>44</sup> *Ibid.*

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be held for several days or weeks. Heretofore, the facilities of the company would not permit of a rapid transference of this class of shipments, and the primary object in building the new depot has been to obviate this feature.<sup>45</sup>

In the design of the warehouse spaces, efficiency, capacity, and technological currency of cotton production were the primary design priorities. An article written in the *Galveston Daily News* upon the depot's opening states, "The building is said to be the finest depot in the South. In capacity and in general convenience it is far ahead of anything to be found within the State." The warehouse had the capacity, according to Joint Freight Agent Francis A. Lister, "to handle the entire cotton crop of Texas." The length of the warehouse allowed trackage room for 36 cars to be unloaded simultaneously.<sup>46</sup> By comparison, the Trinity & Brazos Valley Freight Depot, constructed three years later, was about half as long.<sup>47</sup> Workers alternatively transferred consignments through the warehouse directly to cars waiting on the other side, or placed them into storage bays inside the depot for future shipment. Brick interior walls divided the warehouse interior into four sections, each of which included five numbered alleyways allowing for efficient processing of consignments.<sup>48</sup> The building featured modern materials in its concrete flooring, tile roofing, iron framework for the brick, and rolling metals doors on the loading platform.<sup>49</sup>

Newspaper accounts during and after construction of the depot also highlighted its fireproof construction. This consideration may have been a contributing factor in the decision to replace the old wood-frame depot with the new one made of brick and metal. The layout of the building further demonstrates the importance of fire protection considerations. Water pipes lined the walls at regular intervals. The interior brick walls dividing the warehouse served as firebreaks. As soon as an alarm sounded, the metal doors between each section closed automatically to contain the fire.<sup>50</sup> One article asserts that the building was also ratproof.<sup>51</sup>

The new two-story office building also offered advantages. Measuring 50 feet in width by 62 feet in depth, the offices were "completely fitted up in all modern conveniences of office equipment"<sup>52</sup> and "elegantly furnished and so complete in appointments...above anything of its kind in this section of the country."<sup>53</sup> A September 11, 1904 article entitled "G. H. & H. Reception" provides a detailed description of the offices:

The interior of the office building consists of a large office occupying the entire first floor space, and three rooms occupying the second story. The first floor is devoted to the offices of Joint Freight Agent Lister, the cashier and the desks of the chief cotton clerk, the cotton order clerk, expanses bill clerk, and car service clerks. The large room occupying the front portion of the second story is devoted to the accountants and the department of claims. A noteworthy feature is the steel shelving, where records, etc., are kept. Two rooms occupy the back portion, one used for the storing of stationery, while the other is used by the way-billing department. Various labor-saving devices are found throughout the building, among them being a dummy elevator, connecting the upper with the lower floor, and an automatic copying press.<sup>54</sup>

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<sup>45</sup> Ibid.

<sup>46</sup> Ibid.

<sup>47</sup> "Terminal Work Progressing," *Galveston Daily News*; Saturday, August 10, 1907.

<sup>48</sup> "G.H. & H. Reception," *Galveston Daily News*; September 11, 1904.

<sup>49</sup> "Big Freight Depot," *Galveston Daily News*; March 12, 1904.

<sup>50</sup> Ibid.

<sup>51</sup> "G.H. & H. Reception," *Galveston Daily News*; September 11, 1904.

<sup>52</sup> "Railway Rumbings," *Galveston Daily News*; August 31, 1904.

<sup>53</sup> "Galveston Improvements," *Galveston Tribune*; September 1, 1904.

<sup>54</sup> "G.H. & H. Reception," *Galveston Daily News*; September 11, 1904.

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Immediately following the construction of the freight depot, GH&H income trended upwards. In 1903 and 1904, Galveston ranked ahead of New Orleans as the nation's premier cotton port, and the city's cotton exports accounted for over one-third of the national total.<sup>55</sup> The railroad operated regular freight and passenger services between Houston and Galveston. Railroad executives estimated that the depot had the capacity to process over two million bales of cotton annually.<sup>56</sup> The two popular passenger services, which terminated at Galveston's Union Station, were the "Seawall Special" and the "News Run." The *Galveston Daily News* was responsible for the latter run, operating in the mornings, as they chartered the train to help distribute their paper throughout the state.<sup>57</sup> The increased freight capacity and the popular new passenger services created higher earnings. Between 1901 and 1903, the three years before the completion of the new depot, the GH&H reported gross earnings averaging just over \$380,000 annually. Between 1904 and 1906, the average increased to \$420,000.

Receipts reached a pre-war high of \$469,519 in 1911 before ebbing in the 1910s. The war provided a brief boost, but in 1919, receipts dipped below the \$300,000 mark for the first time since 1886.<sup>58</sup> The GH&H discontinued passenger services during the war and did not reinstate them upon its conclusion.<sup>59</sup>

Two factors contributed to the decline of the GH&H during the 1910s. First, the completion of the Houston Ship Channel in 1914 gave access to Houston from deep sea routes. In 1899, the U.S. Congress authorized the dredging of a ship channel between Houston and Galveston.<sup>60</sup> The project developed slowly, and dredging did not begin until 1902. By 1908, the channel reached a depth of 18.5 feet. Congress appropriated additional funds to increase the depth to 25 feet in 1910. That project was completed in September 1914 and deep sea traffic to the Port of Houston commenced the following year. During the war, the U.S. government controlled the channel, so it was not fully-available for commercial enterprises until 1919. In March 1919, Congress authorized expansion of the channel to a width of 30 feet and this project was completed in 1925. By 1926, the total value of cargo arriving and departing from Houston via the ship channel exceeded \$450 million. During the decade, Houston surpassed Galveston as the state's busiest port in terms of tonnage. By 1941, Houston was the leading cotton exporter in the country and had the third busiest port overall.<sup>61</sup>

The second factor contributing to the decline of the GH&H Railroad was a gradual reduction in the U.S. domination of the global cotton trade during the first quarter of the twentieth century. During the 1903-04 boom in U.S. cotton production—the same boom that spurred the GH&H to build the freight depot—American speculators manipulated cotton markets and caused an 80% increase in cotton prices between October 1903 and February 1904. Then, in the first two weeks of February, the price dropped by 20% and drastic fluctuations continued through June. The U.S. reached another apex of cotton production in 1910-11, speculators again manipulated prices. The volatility frustrated European manufacturers. In total, cotton manipulation during the 1903-04 and 1910-11 seasons caused an estimated loss of \$500 million in European markets.<sup>62</sup>

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<sup>55</sup> *Souvenir of Greater Galveston*. Galveston, Texas, 1904. Web. *Hathi-Trust*. <http://hdl.handle.net/2027/loc.ark:/13960/t6640369z>, pp.32, 37.

<sup>56</sup> "G.H. & H. Reception," *Galveston Daily News*; September 11, 1904

<sup>57</sup> "Oldest Railroad in Texas Goes Modern," *Galveston Daily News*; July, 24, 1949.

<sup>58</sup> Rapp, William F. "The Galveston, Houston & Henderson Railroad," *The Railway History Monograph*, Volume 15, Numbers 2-4. April, July, October 1986. J-B Publishing Company: Crete, Nebraska, pp.8-10.

<sup>59</sup> "Oldest Railroad in Texas Goes Modern," *Galveston Daily News*; July, 24, 1949.

<sup>60</sup> Rose, Warren. "Catalyst of an Economy: The Houston Ship Channel," *Land Economics*. Volume 43. Number 1. February 1967, 32.

<sup>61</sup> Farrar, R.M. *The Story of Buffalo Bayou and the Houston Ship Channel*. Houston, Texas: The Chamber of Commerce, 1926, 21-23; Rose, "Catalyst of an Economy: The Houston Ship Channel", 32; McComb, *Galveston: A History*, 150; Reid, S.G. *A History of the Texas Railroads*. Houston: The St. Clair Publishing Company, 1941, 758-59.

<sup>62</sup> Hogan, John V. "What is the Future of American Cotton?" *Journal of Political Economy*, Volume 20, Number 9. November



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To protect themselves from manipulation of the cotton trade by American businesses, during the 1910s and 1920s European countries invested in cotton production in their colonies. As Egypt and India emerged as major cotton producers, a glut of cotton led to falling prices in global markets. A near-panic occurred at the outset of World War I when the price dropped by 50 percent between August and November 1916. Another season of low prices followed the war in 1919-20. Not fully grasping the role that foreign production played in the price reductions, U.S. policy makers implemented programs aimed at reducing cotton acreage across the country. In 1921, the national yield fell to 7,954,000 bales. This was less than 60% of the total from the previous year, which in turn was less than the annual pre-war output. Production expanded again during the 1920s, but the U.S. never regained the same level of dominance over global cotton markets. Whereas prior to World War I, the U.S. produced nearly two-thirds of the world's cotton, by 1940 the percentage fell to 40%. Over the same period, total exports fell from 8,520,000 to 5,420,000 bales.<sup>63</sup>

During the middle of the 1910s, global demand for American cotton began to decline. Unfortunately for Galveston cotton interests, the decrease in demand coincided with the opening of a deep-water port in Houston. The corporate history of the GH&H demonstrates that these developments quickly altered the railroad's scope of operations. On March 1, 1920, the GH&H ended its freight service. The company (managed by its two parent companies in alternating years) operated as lessor of trackage rights for other companies seeking to use the Houston-Galveston tracks and was considered to a *terminal company*.<sup>64</sup> As explained by S.G. Reid in his study of early Texas railroads, "terminal companies do not participate in the line haul revenue of any railroad, either the owning line...or other lines. Their revenue comes from the charges assessed for handling cars of other lines to or from their tracks. This is called a switching charge."<sup>65</sup> Because the GH&H had 78.4 miles of terminal trackage—the second highest total for any terminal company in Texas during the early twentieth century—lessees of trackage rights could often deliver goods directly to portside facilities. The depot had been built explicitly to process and store cotton, but for many lessees this function was not necessary. With the company's scope of operations greatly diminished, its annual operating expenses, which had exceeded \$200,000 in each year since 1903, fell to \$38,130 in 1920 and never again surpassed \$100,000.<sup>66</sup>

With the cessation of GH&H freight service, the Market Street freight depot no longer served as a center of cotton processing in Galveston. Beginning in June 1916, parent companies I&GN and M-K-T offered their own passenger services over the tracks, but these trains brought travelers to the Santa Fe Building on the Strand. The construction of the Galveston Causeway in 1909-11 and its repairs in 1915 and 1937-40 encouraged vehicular traffic between Galveston and the mainland and ultimately obsoleted passenger rail travel to Galveston. The M-K-T ended its passenger service in 1942. The I&GN service, known as the Texas Eagle, operated until 1950. Its discontinuation marked the end of passenger traffic over the line.<sup>67</sup>

Despite Houston's rise to prominence and changes in international cotton markets, Galveston continued to serve as an important cotton exporter. In 1941, when Houston was the nation's leading cotton exporter, Galveston was second.<sup>68</sup> And while cotton shipments were no longer funneled through the Market Street freight depot, freight traffic on the leased GH&H line continued to serve an important role in the city's economy. Three daily freight services continued into the middle of the century: two operated by the I&GN and one by the M-K-T.<sup>69</sup> In 1956, the I&GN was merged

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1912, pp.886-912.

<sup>63</sup> Fite, Gilbert C. "Voluntary Attempts to Reduce Cotton Acreage in the South, 1914-1933," *The Journal of Southern History*, Volume 14, Number 4. November 1948, 482-485, 499.

<sup>64</sup> Werner, "Galveston, Houston and Henderson Railroad," *Handbook of Texas Online*.

<sup>65</sup> Reid, *A History of the Texas Railroads*, 488-89.

<sup>66</sup> Rapp, "The Galveston, Houston & Henderson Railroad," 10-13.

<sup>67</sup> *Ibid.*, 17; Reid, *A History of the Texas Railroads*, 353.

<sup>68</sup> Reid, *A History of the Texas Railroads*, 759.

<sup>69</sup> Rapp, "The Galveston, Houston & Henderson Railroad," *The Railway History Monograph*, 17.

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into the Missouri Pacific Railroad Company, which consolidated freight service to offer just one daily service.<sup>70</sup> At some point after reorganization, the M-K-T and the Missouri Pacific installed separate entrances on the periphery of the east façade.

The GH&H Freight Depot remained active throughout this period, although available research materials do not offer comprehensive insight into its precise usage after the cessation of the GH&H Railroad's freight service in 1920. Historic maps and city directories indicate the GH&H office remained in-use by GH&H and its parent companies through the late 1950s. It is likely other companies that leased its trackage rights used the freight depot, but the more efficient alternative was to utilize the extensive wharf side tracks to deliver goods directly to the port. Nevertheless, active tracks were present alongside the nominated building through 1947, as shown on the Sanborn Map. For at least a portion of the mid-twentieth-century, segments of the freight depot served as warehouse space for the Galveston Brewing Company, later known as the Falstaff Brewery, located two blocks to the south. The earliest indication of this use is found on the 1947 Sanborn Map (Figure 8), which notes storage of beer, barrels, bottles, and cases on the premises. The same map also notes general storage and baled paper storage. The map notes just one warehouse segment as a freight shed. Falstaff-associated signage remains visible on the north side of the warehouse. Because the Falstaff acquired the Galveston Brewery in 1956, the freight depot's association with beer storage lasted at least from 1947 to 1956. No details are available for other mid-century storage uses, but the limited documentation available shows that GH&H Freight Depot remained an active institution in the transport of goods for the City of Galveston throughout this period.

In 1982, Gately Paper Company purchased the property for use as its store, warehouse, and offices. According to owner Robert Gately, the company had previously rented space in the building for many years. An article in the *Daily News* noted that the GH&H had relocated its offices to 44<sup>th</sup> and Market several months earlier.<sup>71</sup> Gately Paper Company operated from the building for 35 years before selling it to Galveston Historical Foundation in 2017.

Of the five depots, the GH&H facility is the only one that remains. The developments of the Houston Ship Channel, international cotton production, and even the Galveston Causeway reduced the importance of functions offered by freight depots after World War I. The Galveston, Harrisburg & San Antonio (GHSA) Freight Depot was replaced in 1918. All the other depot buildings identified above remained standing in 1947 according to a Sanborn map created in that year. Three of them—the Trinity & Brazos Valley Freight Depot, the Gulf, Colorado & Santa Fe Freight Depot at 30<sup>th</sup> and Mechanic, and the Galveston, Houston & Northern Freight Depot—were demolished prior to 1969. Aside from the existing GH&H Freight Depot, the remaining buildings—including the 1918 GHSA depot—were demolished after 1969.

#### *Criterion C: Architecture*

The depot is significant in the area of Architecture as an excellent local example of a freight depot style and configuration that predominated during Galveston's early-twentieth-century cotton shipping boom. Each of the five freight depots constructed in Galveston's cotton compress district shared the 1903 GH&H depot's basic configuration. Each featured an east-facing, two-story office building with an attached one-story warehouse extending to the west. The GH&H depot, with the elaborate masonry of its office building and the unsurpassed size of its warehouse, was perhaps the most outstanding example of this characteristic layout and the only one that survives in Galveston.

Eclectic neoclassical influences in the design of the building represent an effort by railroad companies to incorporate up-to-date trends in railroad-related architecture. At the turn of the century, train stations of all types asserted

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<sup>70</sup> Werner, George C. "International-Great Northern Railroad," *Handbook of Texas Outline*.

<sup>71</sup> "Gately Paper Purchases GH&H Railroad Depot," *Galveston Daily News*; July 11, 1982.

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themselves as fundamental pieces of the civic sphere. Architects designed passenger terminals in larger cities on monumental scales and in neoclassical styles. Freight depots were generally less publicly-oriented, as exemplified by the simple profile of the Gulf, Colorado & Santa Fe Freight Depot (**Figure 8**). The GH&H Freight Depot, with its limestone neoclassical details, stands out as an exception. The ornamentation of the vestibule and entablature represent an effort to tie the depot to the highly-celebrated Beaux Arts passenger stations of the period and to establish the building's role in the civic realm.

The GH&H Freight reflected the efforts of rail companies to regionalize depots in southwestern cities, and its design demonstrates the style's influence on railroad-related architecture. The Southern Pacific and Atchison, Topeka & Santa Fe Railway systems both adopted the style for their train stations, and smaller lines often followed the trend. The result is that the Mission Style, characterized by shaped dormers and parapets, tiled roofs, overhanging eaves, stuccoed walls, and arched openings, became thematically linked with the railroad industry. The GH&H depot lacks most of the characteristic Mission-Style features found in other southwestern depots, but the hipped, tiled roof (originally tiled) indicates that the building's designers felt some influence of the Mission Style. The triangular dormer is similar to the one found on the 1920 Texas & Pacific Railway Depot in Abilene, Texas, which has been characterized as "an eclectic blend of Mission Revival and Prairie School influences."

Upon its opening, the building presented an imposing presence. Classical details augmented the building's orange-red brick body and judicious symmetry. The neoclassical front entrance was "strikingly" trimmed with white limestone.<sup>72</sup> Doors and windows had stained-glass trimmings, though these features were lost at some point.<sup>73</sup> The copper details of the roof added to the building's stateliness. The depot was formally dedicated on September 10, 1904, when multiple newspaper articles commented on the "handsomeness" of the building.<sup>74</sup> One reviewer, describing the details of the front elevation, remarked that "the whole combines to convey to the beholder an appearance of solidity and dignity."<sup>75</sup> As the GH&H prepared for more changes during the twentieth century, its new freight depot of the GH&H was one of the largest and most up-to-date in Texas.<sup>76</sup> The total construction cost of the depot was around \$70,000, funded entirely by the GH&H company.<sup>77</sup> By comparison, the cost of the Galveston, Harrisburg & San Antonio Freight Depot, constructed in 1902 as an interest of the Southern Pacific, was just \$10,000.<sup>78</sup>

The depot underwent few significant alterations over the course of the twentieth century. Prior to 1947, a small, Craftsmen-style rooftop addition was constructed atop the warehouse, adjoining the second story of the office building. The 1947 Sanborn fire insurance map notes that the space was used as a record room and office. The 1947 map also shows an extension to the warehouse. A 1969 aerial photograph shows that this extension was demolished prior to that date. The most substantial alterations to the office building occurred after the 1956 absorption of the I&GN by its parent Missouri Pacific. Peripheral entrances and signage on the east elevation of the office building, likely dating to this merger, represent changes in the railroad's corporate structure and an emphasis on the depot as a commercial presence, rather than a civic one.

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<sup>72</sup> "Railway Rumbblings," *Galveston Daily News*; August 31, 1904.

<sup>73</sup> "G.H. & H. Reception," *Galveston Daily News*; September 11, 1904.

<sup>74</sup> "Railway Rumbblings," *Galveston Daily News*; August 12, 1904; 1904; "Changes on Sunset," *Galveston Daily News*; September 10, 1904.

<sup>75</sup> "Railway Rumbblings," *Galveston Daily News*; August 31, 1904; "G.H. & H. Reception," *Galveston Daily News*; September 11, 1904.

<sup>76</sup> "Railway Rumbblings," *Galveston Daily News*; August 12, 1904.

<sup>77</sup> "Big Freight Depot," *Galveston Daily News*; March 12, 1904.

<sup>78</sup> "Galveston Improvements," *Galveston Daily News*; September 1, 1902.

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*Notes on John W. Thompson*

The depot's anonymous designer was likely an employee of either the I&GN or M-K-T. The contractor was John W. Thompson of St. Louis and New Orleans.<sup>79</sup> Thompson began his career in St. Louis in 1890 as part of the general contracting firm Thompson & Gray. After Gray's death, Thompson expanded the business across the country, specializing in masonry, grading, curbing, and bridge construction. He controlled the supply of building materials by owning limestone quarries.<sup>80</sup> The limestone details found in the depot likely came from one of these quarries. A 1917 article refers to Thompson as "one of the largest contractors in the country" and credits him with construction of the Texas & Pacific Railroad terminals in New Orleans.<sup>81</sup> He also served as contractor for the 1916 Union Station in Dallas (National Register #75001966, 1975). During the 1920s, his career ended in scandal when he discovered to have participated in a conspiracy to defraud the federal government in a case related to contracts for the construction of hospitals.<sup>82</sup>

**Conclusion**

The GH&H Freight Depot is the physical embodiment of Galveston's early-twentieth-century apex as a center of cotton shipping. Previously-listed commercial buildings on the Strand and houses across the island share associations with earlier eras of the Texas cotton trade characterized by the central role played by cotton factors. However, buildings like the GH&H Freight Depot have received less recognition. GH&H Freight Depot is the only extant building in Galveston that is representative of early 20<sup>th</sup> century rail transportation, which was fundamental to the success of the city's port economy. In the first two decades of the century, U.S. businesses dominated the international trade, and in each year, Galveston ranked at or near the top of list of the country's cotton exporters. The 1903 GH&H Freight Depot was the largest and most architecturally elaborate freight depot constructed in the city during this period. It was built explicitly to increase the capacity and efficiency of the railroad's cotton processing operations. The building represents both a response by railroad executives to a booming market in 1903-04 and their optimism for future growth. The depot was one of Galveston's busiest cotton-processing facilities until 1920, when new changes in patterns and methods of cotton shipping changed the scope of the GH&H railroad's operations and dramatically reduced the function of the depot. The GH&H operated under its original charter as a terminal company through 1956 when it merged into the Missouri Pacific Railway Company. In the decades after freight service terminated at the depot, GH&H and its parent companies remained headquartered in the building. Its continued use as a warehouse shows the building supported the city's port economy through the mid-20<sup>th</sup> century, even after its active role in the conveyance of cotton ceased. It is nominated to the National Register of Historic Places at the local level of significance under Criterion A in the areas of Transportation and Commerce and Criterion C in the area of Architecture. The period of significance is 1903-1956.

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<sup>79</sup> "Railway Rumbings," *Galveston Daily News*; August 31, 1904.

<sup>80</sup> *St. Louis, Queen City of the West*. St. Louis: Mercantile Advancement Co., 1898-99, pp.96-97.

<sup>81</sup> "\$10,000,000 Shipyard to Be Built in South by St. Louis Contractor," *St. Louis Globe-Democrat*; May 3, 1917.

<sup>82</sup> "John W. Thompson Dies; Forbes' Aide," *Huntingdon Daily News*; May 4, 1926.

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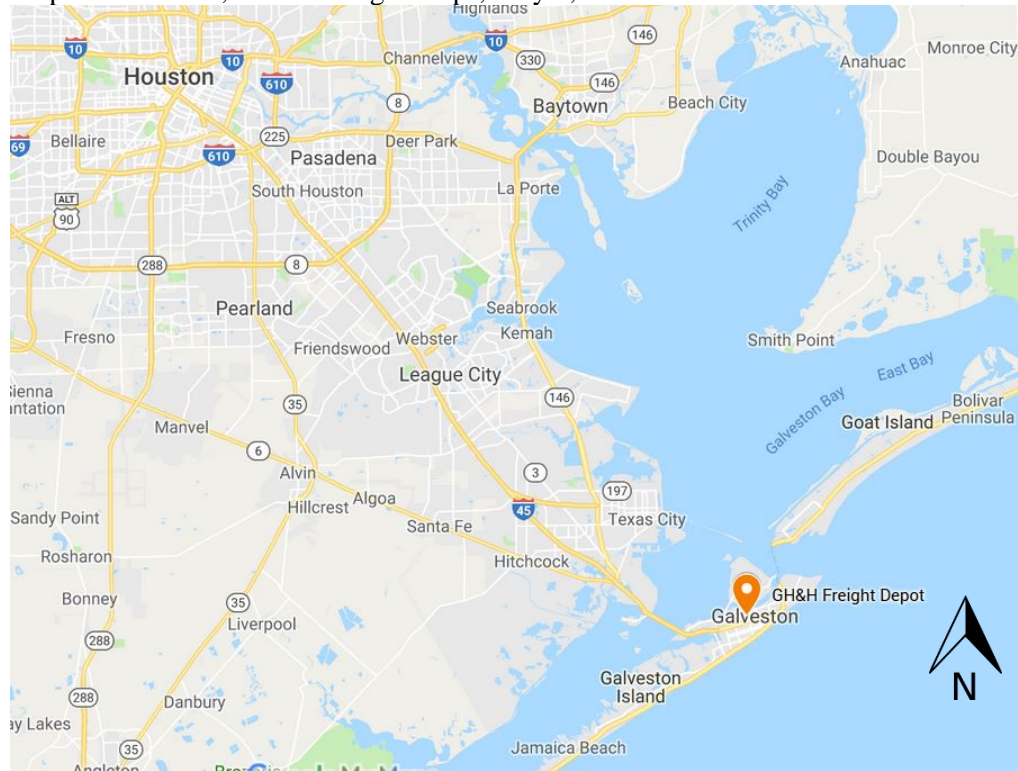
Saino, Felix Lawrence. Fire-door. U.S. Patent 766,390 filed February 18, 1904 and issued August 1, 1904.



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Maps

Map 1: Galveston, Texas. Google Maps, May 8, 2019.



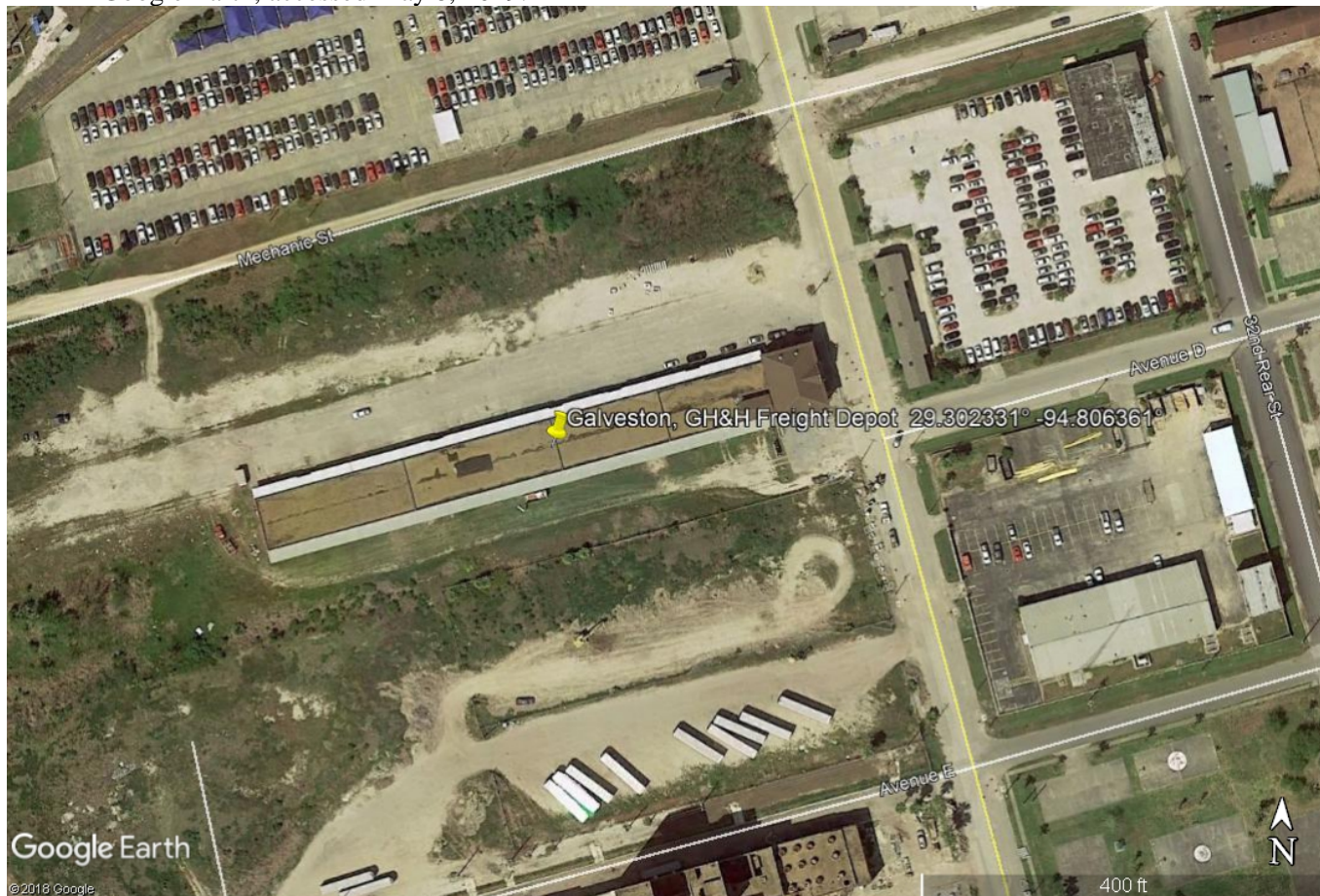
Map 2: GH&H Depot in Galveston, Texas. Google Maps, accessed May 8, 2019.





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Map 3: Galveston, Houston & Henderson Freight Depot 29.302331° -94.806361.°  
Google Earth, accessed May 8, 2019.

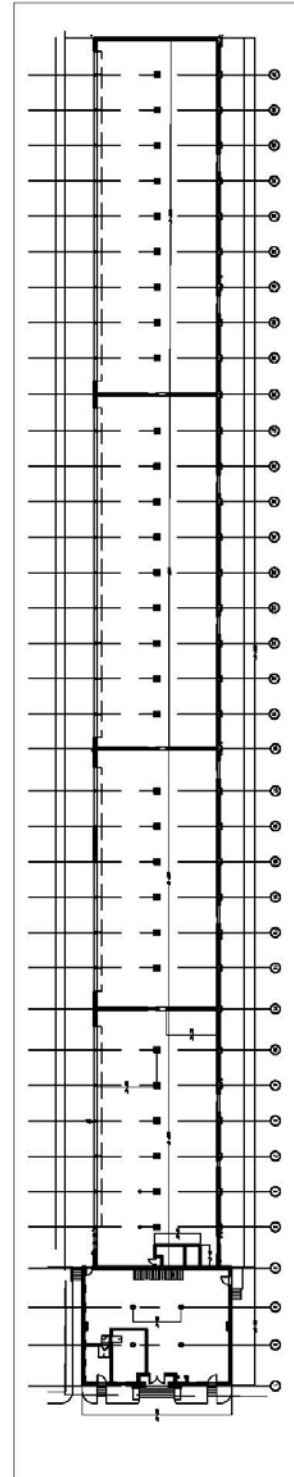
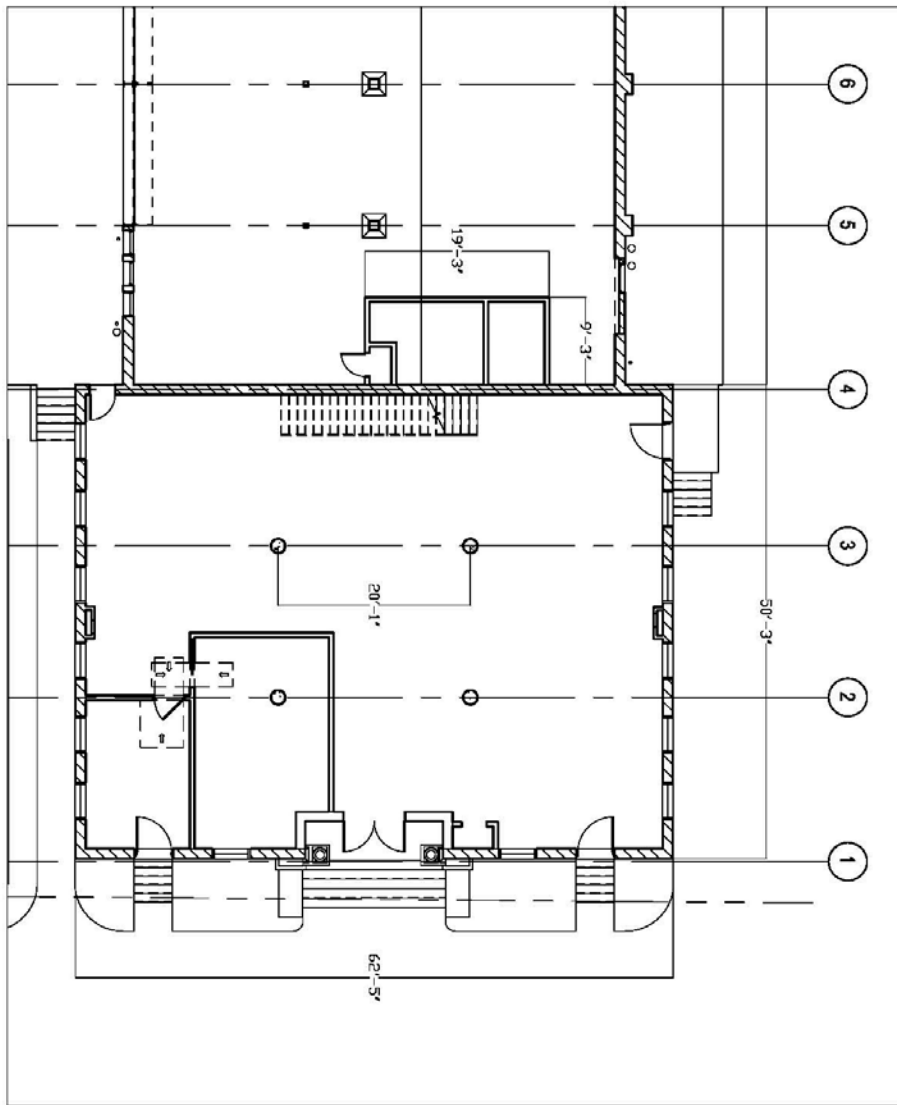




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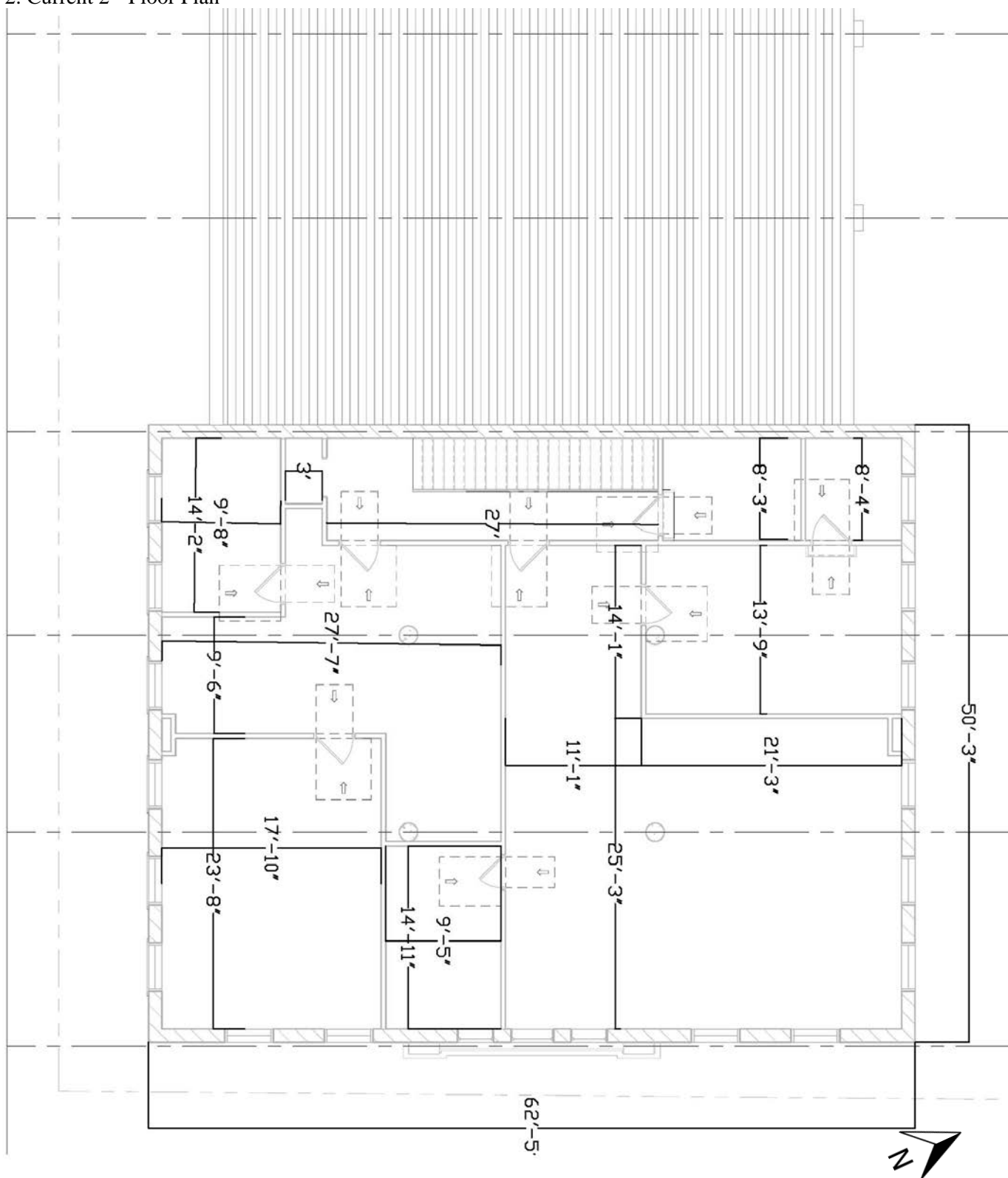
Figures

Figure 1: Current 1<sup>st</sup> Floor Plan, GH&H Depot



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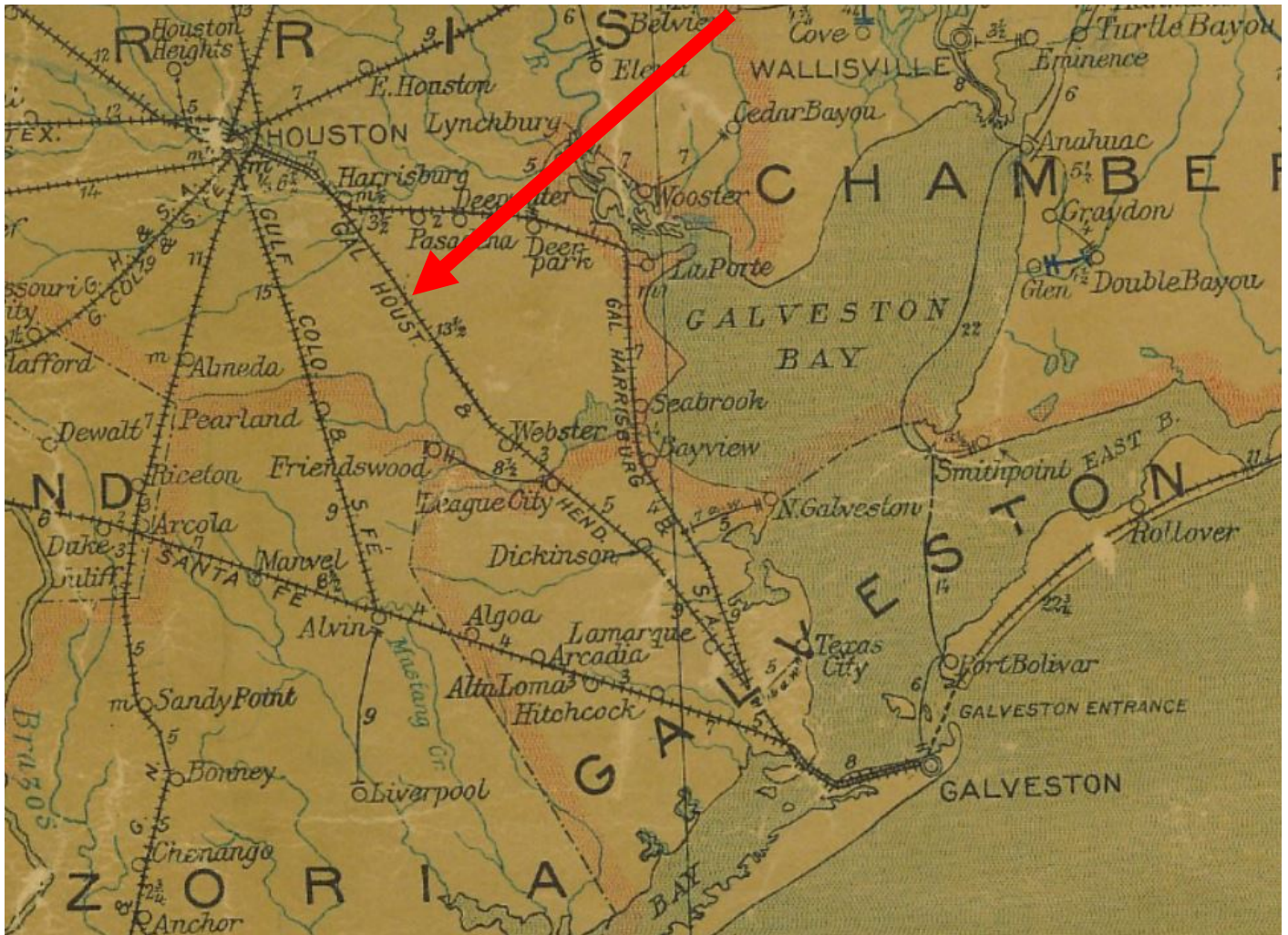
Figure 2: Current 2<sup>nd</sup> Floor Plan





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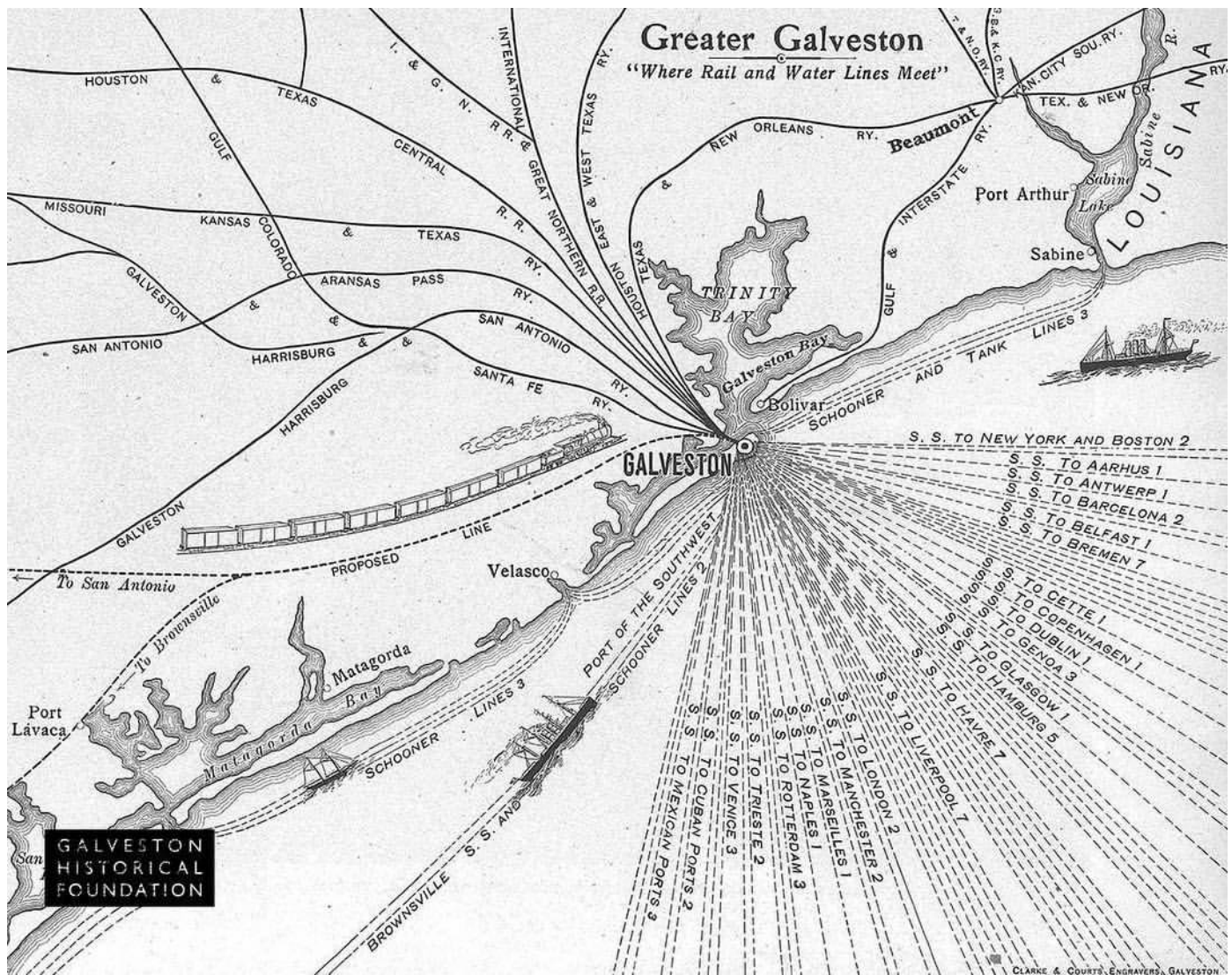
Figure 3: Red arrow showing the 50-mile Galveston Houston & Henderson route to Houston.  
Source: Post Office Department, United States of America. "Post Route Map of the State of Texas." Map 2090. March 1, 1907. General Map Collection. Texas General Land Office.



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Figure 4: Despite increasing competition from inland trade, Galveston boasted numerous rail and shipping lines that ran daily to and from the city. Galveston Houston & Henderson's route is listed under its umbrella company, the International & Great Northern R.R.

Source: "Galveston, the Oleander City: Galveston in a Nutshell." Galveston: A.A. Finck & Co., 1904. Library of Congress.





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Figure 5: GH&H Freight Depot at an unknown date early in the twentieth century. (Courtesy of the Texas History Center, Rosenberg Library, Galveston, Texas).



Figure 6 - The GH&H Freight Depot c. 1975. (Texas Historical Commission, Austin, Texas. Accessed via The Portal to Texas History. <http://texashistory.unt.edu>).



The Galveston, Houston & Henderson Freight Depot, Galveston, Galveston, Texas

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Figure 7 - The Galveston, Houston & Henderson Freight Depot that was replaced by the subject building in 1904. This smaller, wood-framed depot was relocated southwards to 413 33rd Street. It was demolished late in the twentieth century. (Preservation Resource Center, Galveston Historical Foundation, Galveston, Texas).



Figure 8 – A postcard of the Santa Fe Freight Depot at the southwest corner of 30<sup>th</sup> St. and Mechanic, one block north of the GH&H Freight Depot. (Accessed via “Texas Postcards,” a special project of TXGenWeb, <http://www.txgenweb.org/postcards/galveston.html>).






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Figure 9 - 1904 Advertisement for the Galveston, Houston & Henderson Railroad. ("Galveston, the Oleander City. Galveston in a nutshell. Galveston, 1904. Web. Library of Congress. <https://archive.org/details/galvestonoleande00galv>).

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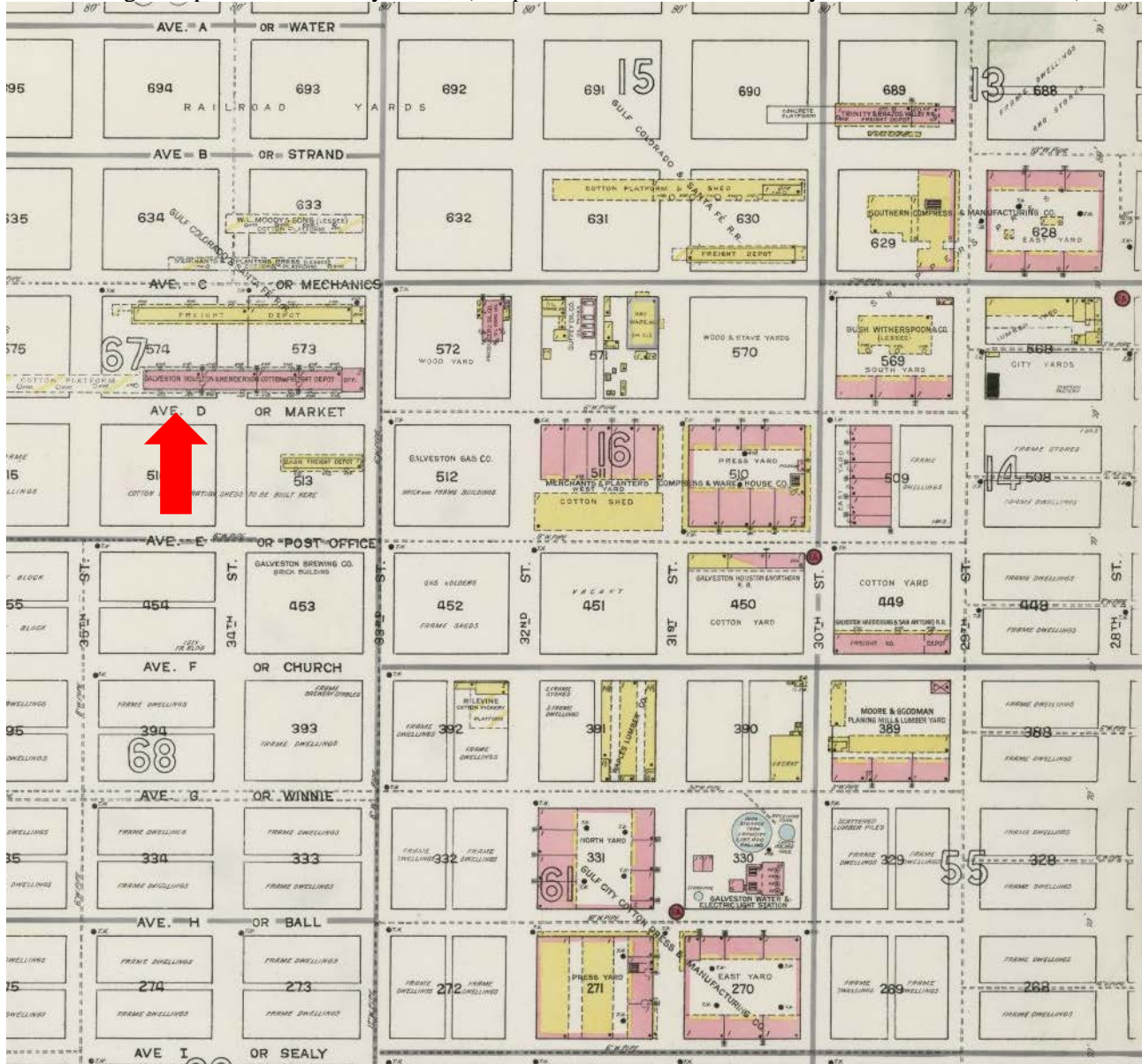
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**W. F. McCLURE,**  
GEN'L. FREIGHT AND PASS. AGT.  
**Phone 751.**

**J. H. HILL,**  
MANAGER.  
**GALVESTON, TEXAS.**

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Figure 10 – The Cotton Compress and Warehouse District as depicted in the 1912 Sanborn Fire Insurance Map. The GH&H Freight Depot is indicated by arrow. (Dolph Briscoe Center. University of Texas, Austin, Texas).



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Figure 11 – The GH&H Freight Depot indicated by arrow in the 1947 Sanborn Fire Insurance Map. The rooftop addition is present, depicted in yellow. This rooftop addition was not present in the 1926 aerial (Figure 9) and was thus constructed between 1926 and 1947. The wooden shed, shown here extending westward, was added between 1912 and 1926 and demolished between 1947 and 1969. The shed was likely built to house cotton but by 1947 it served as storage for beer bottles and accessories likely related to the Galveston Brewery complex two blocks to the south. (Dolph Briscoe Center. University of Texas, Austin, Texas).





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Figure 12 – The GH&H Freight Depot indicated by an arrow in a 1926 aerial photograph. The rooftop addition is not present at this date. (Preservation Resource Center, Galveston Historical Foundation, Galveston, Texas)



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**Photographs**

*Galveston, Houston, & Henderson Freight Depot*

Galveston, Galveston County, Texas

Photographer: Larry Horn

Date: October 10, 2019; except 3-5, taken by Laura Camayd, May 24, 2019

Photo 1: Northeast corner. Looking southwest.





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Photo 2: East elevation. Looking west.



Photo 3: North elevation. Looking south.



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Photo 4: South elevation. Looking north.



Photo 5: Cottage and west elevation of office. Looking northeast.





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Photo 6: East elevation detail. Looking west.





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Photo 7: East elevation detail. Looking west.





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Photo 8: South elevation warehouse. Looking northwest.



Photo 9: North elevation warehouse. Looking southwest.





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Photo 10: Roof detail. Looking south.



Photo 11: Office interior first story. Looking northeast.





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Photo 12: Office interior stairway second story. Looking north.



Photo 13: Second story south office. Looking east.



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Photo 14: Second story north office. Looking northeast.



Photo 15: Warehouse interior. Looking west.





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Photo 16: Warehouse bay numbering example. Looking northwest.



Photo 17: Warehouse north exterior door. Looking north.



~end~