

Early Texas Railroads & Gulf, Colorado & Santa Fe

Transcribed by Johnnie Welborn Jr.

Early Texas Railroads & Gulf, Colorado & Santa Fe

Selections from The Splinters - Volume 7

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The First Railroad in Texas

P. Briscoe

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The first railroad built in Texas was the Buffalo Bayou, Brazos and Colorado, commonly called in the early days the Harrisburg railroad.* With this road the writer has been familiar from near the day when its building was begun down to the present time, and perhaps the following partial history of its beginnings may not be without interest to the readers of the Quarterly.

* (Now that part of the Southern Pacific Lines from Harrisburg to Richmond via Pierce Junction.)

The first charter for a railroad from Harrisburg was granted by the fifth congress of the Republic of Texas, January 9, 1841. The name of the corporation was the Harrisburg Railroad and Trading Company, but there is evidence that the enterprise was commenced almost one year earlier under the name of the Harrisburg and Brazos Railroad. An original contract let for three thousand cross-ties dated February 28, 1840, signed by M. L. Birdsall and A. Briscoe, proprietor of the road, is in my possession, and a copy of it is herewith given:

Republic of Texas

County of Harris

This contract and agreement made and entered into this Twenty-eighth day of February, A.D. 1840, between Maurice L. Birdsall and Andrew Briscoe, proprietors of the Harrisburg and Brazos Railroad, both of the county above written, witnesseth: That the said Birdsall doth engage and agree, that he will take from the woods and deliver within thirty feet of the line of the said Railroad three hundred pieces of post oak or cedar timber in a sound state. Seven feet in length, clear of the chip or kerf and from eight to twelve inches in diameter, hewed straight on one side, and that said timber shall be deposited five sticks or pieces to every twenty-five feet of the road; also that five hundred pieces shall be delivered within one month from the first day of March of the current year, and that the remaining twenty-five hundred shall be delivered within four months thereafter at the discretion of the said Briscoe: In consideration of which the said Briscoe doth engage that within ten days after the next public sale of lots in the town of Harrisburg, or on the fifteenth day of April next, at the option of the said Birdsall, he will pay to the said Birdsall or his heirs and assigns the value of five hundred pieces of said timber delivered as aforesaid, at the rate of fifty cents lawful money each or the equivalent thereof in the promissory notes of the government, at the option of the said Brazos, and that if the said Birdsall should deliver more than five hundred pieces of said timber previous to said time, and if the said Briscoe should have funds in his hands belonging to the stockholders in said Railroad for the use of said Road, then so far as said funds shall go towards paying for said timber, the said Birdsall shall be then paid; and afterwards on the delivery of every three thousand pieces of timber by said Birdsall, the said Birdsall shall exhibit a statement of all expenses incurred by him on account of this contract, and of all moneys received by him on said account, and the said Briscoe shall pay as aforesaid! till the amount and the balance coming to said Birdsall shall be reduced to its value in the

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promissory notes of the Government, and the said Briscoe shall give to the said Birdsall his receipt for said balance as stock in the railroad, for which certificates of stock shall issue when the road is vested in a chartered company or when it shall be completed to the Brazos timber. The pieces aforesaid shall be counted at the rate of fifty cents each lawful money or the equivalent thereof in the promissory notes of the government.

This agreement further witnesseth, that if the country should during the time of this contract be invaded by a foreign foe, from the time that said foe shall enter the limits of the Republic till they shall depart beyond said limits, all obligations on either party by this contract shall be suspended, and shall commence again on said departure of the enemy. Also that Andrew Briscoe aforesaid agrees that all moneys which may come into his hands on account of the Railroad above named, not exceeding the amount herein contemplated for this contract, shall be paid to said Birdsall on the delivery of the timber aforesaid (saving and excepting the sum of one thousand dollars of the promissory notes of the government, which may be needed for the purpose) till he shall be paid for said timber.

In witness whereof we have hereunto set our hands and seals at Harrisburg the day and year first aforesaid.

WITNESS:

Wm. P. Harris

M. L. Birdsall (Seal)

Lewis B. Harris

A. Briscoe (Seal)

Wrapped up in the original contract is an order on A. Briscoe for one hundred and fifty dollars in Texas promissory notes, dated May 8, 1840, and signed by M. L. Birdsall.

From the wording of this contract it is evident that no company had been formed and no charter obtained at that time, and that Andrew Briscoe was alone in the enterprise, no doubt, however, expecting to enlist others with him afterwards.

In the "Morning Star" (a newspaper published in Houston) for May 16, 1840, appears the following notice:

HARRISBURG AND BRAZOS RAILROAD

It is gratifying to notice the progress made by the enterprising proprietors of this work. A large number of laborers are engaged at present in throwing up the track and preparing it for rails at an early season, and a greater number will soon be employed. The enterprise and resolution manifested by the projectors, far from exciting feelings of jealousy among the citizens of this place, call for the most unequivocal praise and emulation. The Houston and Brazos Railroad will have very few if any interests at variance with those of the Harrisburg Road, as they are projected to terminate at points on the Brazos widely apart from each other. We wish them both the most complete success, and we have the least doubt that in time both will attain it.

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In the same paper, on various dates, appeared the following advertisement: "Wanted to hire, sixty Negro men for which good wages will be given and secured, to work on the Harrisburg and Brazos Railroad. They will be taken for not less than six months, and kept two years if desired. Harrisburg, March 18th, 1840."

This was signed by A. Briscoe.

Among my early recollections is that of jumping my horse over the ditches of this grade, and seeing the ties scattered for miles along the route. I infer from the wording of the tie contract that the funds to pay for this work were expected to be largely realized from the sale of Harrisburg town lots and lands. This, no doubt, was on account of the slow sale of property and the impossibility of enlisting foreign capital because of the unsettled condition of the country. A Mexican invasion being probable at any time, the enterprise was abandoned.

In March 1847, the Harrisburg Town Company sold and transferred all the unsold town lots and lands to Sidney Sherman, who, after repeated trips to the North, succeeded in inducing northern capital to invest in his enterprise, which was the building of a railroad from Harrisburg westward. Of course, the Harrisburg town lots and lands were used as an inducement, as after the organization of a company these lands represented fifteen hundred shares of paid up stock. A charter was applied for and obtained under the name of the Buffalo Bayou, Brazos and Colorado Railroad, by an act of the third legislature, February 11, 1850. The company was organized June 1, 1850. The incorporators were Sidney Sherman, Hugh McLeod, John G. Todd, John Angier, Jonathan F. Barrett, E. A. Allen, Wm. M. Rice, W. A. van Alstyne, James H. Stevens, B. A. Shepherd, and W. J. Hutchins. Jonathan F. Barrett was made president and in the early spring of 1851 John A. Williams of Boston, Mass., as locating engineer, commenced the survey near the west bank of Buffalo Bayou in the town of Harrisburg. Late in the year 1852, the first locomotive and iron were received, and track laying commenced; and by the first of August 1853, twenty miles were completed, and the event was celebrated by a barbecue at Staffords Point.

The first locomotive was named "General Sherman" and it weighed probably ten or twelve tons. It had one pair of screws, four and a half or five feet in diameter, with inside connections and with four ordinary track wheels in front. The tender was not apparently different from those now in use, except in size. F. A. Stearns of Massachusetts was master mechanic, and I believe the first to pull a throttle on a locomotive in Texas, if not the first west of the Mississippi River.

The "General Sherman" did the road good service. It was in use until about 1869 or 1870 and was the first locomotive to cross the Colorado River, into the town of Columbus, in the year 1867.

The second locomotive received was called the "Texas". It was not like any I have ever seen, before or since. Engine and tender were on one frame, mounted on two pairs of drivers, thirty-two or thirty-four inches in diameter, placed some sixteen or eighteen feet apart, connected outside to a rocking shaft in the center. This machine was of very little service to the road; it would move heavy loads on a straight track, but would not follow curves, except where they were very slight. It was soon consigned to the scrap heap and afterwards sold to a sawmill.

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Other locomotives came later, and their names follow in the order in which they were received: "Austin", "Columbus", "Richmond", and "Harrisburg". They were not very different in appearance from the engines now in use, except they were of much lighter weight. They comprised all that the road owned up to the time when it was sold (1868) and its name changed to the Galveston, Harrisburg and San Antonio Railroad.

About the first of December 1855, the tracks were completed to the east bank of the Brazos River, opposite the town of Richmond, making thirty-two miles in all. To construct a suitable bridge over the Brazos River at that time would necessitate delay in building the road and cost a great deal of money. The state legislature had passed several acts to assist railroad building, one of which authorized the loan of six thousand dollars on every mile of road completed; therefore, it was politic to devote all energy to adding miles of track. But the river had to be crossed, so a temporary bridge was decided on. In 1856 an ordinary pile bridge, only about six feet above the water at a low stage, was built, perhaps one hundred feet below the permanent bridge now in use, leaving an opening of fifty feet for the passage of steamboats and other vessels which occasionally navigated the river at that time. This opening was covered by one span supported or braced by log chains underneath. A large flat boat was kept moored under the span to carry it out of place when desired. The bridge being so low, it was supposed that when a rise in the river occurred the drift would not accumulate sufficiently to do any harm until the water rose higher than the bridge and allow the drift to pass over; but this proved to be a mistake. The bridge caught the drift, which at one time threatened to form a permanent raft, the river being blocked for two or three hundred feet; and it was only after a great deal of labor, with the assistance of a steamboat that happened to come up at the time, that the raft was cleared. Then three more spans of similar construction and length were added, making an opening of about two hundred feet for the passage of drift. The spans were always floated out of place on flatboats, and moved to the bank, when a rise in the river came. On each occasion the road used the public ferry, and frequently the bridge was out of use for weeks and sometimes for months. This bridge was approached on each side by a very! steep incline, so that it was necessary for a train of any length to cross with all the speed possible in order to make the opposite hill. The bridge was used from the time it was built in 1856 or 1857 until about 1870. I remember only two accidents of any consequence on it, one in 1860, and the other in 1867. In each case, one of the spans gave way, throwing the train into the river and killing two or three men. To cross the bridge was very trying on the nerves of the passengers. They were usually given the privilege of crossing on the ferry if they desired, a privilege that a great many of them accepted.

In the fall of 1859, Eagle Lake station was opened and the following fall Alleyton, just eighty miles from Harrisburg, became the western terminus of the road. Austin was the objective point at this time, but after some twelve or fifteen miles in the direction of La Grange had been graded, the Civil War came on and stopped all railroad building. The citizens of Columbus, fearing they would be passed by built a branch about two- and one-half miles long from Alleyton to the east bank of the Colorado opposite the town during the war. This branch was not much used until a bridge was constructed over the river and the track laid into the town. This was accomplished in 1867, when Columbus became the western terminus, and it remained such until after the road changed owners and name. The route was then directed towards San Antonio, instead of Austin, and this branch became part of the main line. Construction was then pushed until San Antonio was reached, and, after a short delay at this point, the road was continued on to El Paso, where it

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met the Southern Pacific System across the continent, which no doubt would have crossed the northern part of the State, but for the energy exerted in pushing the construction of the Galveston, Harrisburg and San Antonio line.

The gauge adopted at the start was four feet, eight- and one-half inches, which is now the standard gauge all over North America. This is a very remarkable occurrence, as at that time it was very uncertain what gauge would be established. Many roads in Texas adopted a different gauge, and hundreds of miles of road had to be changed at an enormous expense.

The first passenger coaches used on this road were no doubt made for street cars, and probably employed as such in Boston, before they were brought to Texas. They would seat about twenty passengers each and were mounted on four wheels. They were used but a short time as it was difficult to keep them on the track. The last use I remember that was made of one of them was at Eagle Lake in the winter of 1859-1860. The car was placed at one end of the warehouse and used for an office and bedroom by the agent and the clerk. Michael Quin was the agent, and the writer hereof was the clerk. The roof leaked like a sieve, and the car had no heating arrangement, but by the use of tarpaulins to cover the top of it, and a ten-gallon pot, confiscated out of the freight of someone, in which to build a fire, we managed to get along.

No telegraph line that could be used was constructed by the road until 1868. Prior to that date, two mixed trains, one each way, usually did the business. They had a leaving time and a meeting time and place; but beyond these they had little use for a schedule. When either train failed to reach the meeting point on time, they met at the nearest turnout or switch. This occurred very frequently. The writer served as conductor of one of the trains during the years 1866 and 1867; and he remembers meeting and passing on one occasion, two trains of ten or fifteen cars each on a spur switch that would hold only an engine and one car.

The general office and shops were located at Harrisburg until railroad connection was made between Houston and New Orleans, but since that time Harrisburg has been virtually abandoned in favor of Houston. The offices and shops were moved, and the Harrisburg lands that played such an important part in starting and building the road were put on the market and sold for what they would bring. So, the owners of the town of Harrisburg, after all their efforts and sacrifice, lost the road and their lands as well.

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Many Difficulties Were Met in Building Early Texas Railroad

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FIRST STOCKHOLDER TELLS OF GH&H

One of Original Backers Gives History of Pioneer Work

An interesting account of the early history of the Galveston, Harrisburg & San Antonio Railway is contained in the current issue of the Southern Pacific Bulletin, edited in Houston by H. M. Mayo. Charles Babbidge, the author of the article is a resident of Montclair, N.J., and in his eighty-first year. Mr. Babbidge was treasurer and assistant secretary of the H.H. & S.A. from 1870 until the assumption of Harriman control in 1901.

Before Civil War

The Galveston, Harrisburg & San Antonio Railway was originally called the Buffalo Bayou & Colorado R.R. chartered to run from Harrisburg on Buffalo Bayou across the Brazos River to the Colorado River thence to Austin. It was built to Alleyton prior to the civil war, I think.

A few years after the war the road was sold out under foreclosure of mortgage. A new company was formed under the name of B.B.B. & C. R.R. Nav. Co.

The H. & T. C. R.R. Co. having built its Hempstead branch to Austin, the extension of the line to that city was abandoned.

A new charter was obtained in December, 1870, under the name of the G. H. & S. A. Ry. to build to San Antonio.

There were five persons in the new company holding interests as follows: T. W. Peirce, one-fourth; Oakes Ames, one-fourth; John Sledge, one-fourth; John Sealy, one-eighth; J. F. Barrett, one-eighth. Mr. Sledge very soon sold his interest to Mr. Peirce, the failure of Oliver Ames & Sons made it necessary for Mr. Peirce to buy the interest of Mr. Ames. Later on, Mr. Sealy and Mr. Barrett sold out. Mr. Peirce thus becoming sole owner with the exception of a few shares issued for construction purposes which ownership he retained until he joined Mr. C. P. Huntington and Associates in control of the Southern Pacific Company.

First Officers

The original officers of the G. H. & S. A. Ry. Co. were T. W. Peirce, president; F. T. LeEstrange, secretary and assistant treasurer; Charles Babbidge, treasurer and assistant secretary.

The general office of the company was at first in Galveston and afterwards in Harrisburg and later in Houston.

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The executive office was in Boston where the annual and most of the director's meetings were held.

Mr. LeEstrange served only a short time, Mr. J. E. Fisher being elected in his place. Mr. Peirce remained as president until his death in October 1885, being succeeded by Mr. Huntington who served until his death in August 1900.

Mr. Babbidge served as treasurer and assistant secretary until sometime in the 90's when the Texas law required the treasurer to reside in that state, continuing, however, as assistant secretary until the company was turned over with other Southern Pacific property to Mr. Harriman in 1901. Among the other early officers of the G. H. & S. A. were Col. H. B. Andrews, as vice president; C. C. Gibbs, freight agent; T. W. Peirce, general passenger and ticket agent; James Converse, chief engineer; George B. Nichols, superintendent; D. T. Davis, master mechanic; later W. G. Van Vleck was general superintendent and I think general manager. The years 1868 to 1873 were called years of great railroad building in this country. Nearly 30,000 miles were constructed during this period. This excessive building brought on the panic of 1873.

Slow Progress

The panic following the burning of Chicago in 1871 and the great fire in Boston in 1872 made the raising of money for railroads almost impossible for many years and foreclosures were common. It was during this period that the repairs to the old road and extension to San Antonio were undertaken.

Mr. Converse was put in charge of location and a Mr. Lawrence Kellett in charge of construction, the latter was shortly afterward unfortunately killed, and Mr. Converse assumed his duties also.

Owing to the difficulty of raising money as referred to the progress was slow but steady. In order to hasten the work, the county of Bexar voted an issue of \$300,000 bonds to be given the company on the completion of the road to San Antonio within a certain time. The road was opened to San Antonio in February 1877, just in time to secure this grant. After the line had been built to San Antonio a route to Fredericksburg was surveyed about seventy-five miles long. Mr. Peirce and Mr. Converse desired to build to that point, but the new interests which had then come into the company did not coincide and so it was not built.

Had it been the San Antonio & Aransas Pass would never have been built to Kerrville and afterward extended east from San Antonio in competition with the Galveston, Harrisburg & San Antonio. This error in judgment cost the Southern Pacific Company the very large amount of money required to purchase the San Antonio & Aransas Pass.

Eagle Pass Extension

After Mr. Peirce became associated with Mr. Huntington it was determined to extend the line to El Paso with a branch to Eagle Pass. Owing to greater facilities for raising money this extension

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of 640 miles was completed early in 1883, making a through line from New Orleans to San Francisco.

There were many interesting things connected with those olden days.

One of the first things done in rehabilitating the old line east of Columbus was the building of a new iron bridge across the Brazos River. During its construction a low water bridge of piling was built. The trains would run down one bank and up the other.

After the completion of the new bridge, at a cost of many thousands of dollars, Superintendent Nichols planned an excursion to Columbus. All went well on the outward trip, but when the party reached the bridge on its return that afternoon the water had risen forty feet and covered it. It was supposed the bridge was lost and telegram to that effect was sent the Boston office, causing much gloom which, however, was removed by a later dispatch that the bridge was safe. Mr. Nichols had in the meantime secured a cable, fastened one end around the false work and the other to his locomotive and tore away the false work, releasing the water and saving the bridge.

I have referred to the death of Mr. Kellett, which was not only very unfortunate but very singular. In the performance of his duties he was riding in the caboose of a freight train and for some reason started to go forward. At the same time a Negro brakeman also desired to go forward, but seeing Mr. Kellett, he stepped aside to allow Mr. Kellett to go first.

Mr. Kellett reached for the ladder on the end of the freight car, but just at that moment the train broke apart at that point and he fell between the cars.

At the close of the Civil War there were I think but four railroads in Texas and only one extending to a border. The Galveston, Houston & Henderson Railroad ran from Galveston to Houston, the Houston & Texas Central Railroad from Houston some miles north, the Texas & New Orleans Railroad from Houston a few miles east and the B. B. B. & C. Railroad from Harrisburg eighty miles west. Thus, no entrance to Texas by rail was possible and it was not until well into the seventies that the Missouri, Kansas & Texas Railroad entered Texas and connected with the Houston & Texas Central, which by that time had reached Denison.

Up to that time the only way to enter was either by steamer from the sea or by rail to New Orleans and thence to Brasher (now Morgan City) and Morgan steamer from there to Galveston. Under these conditions it was difficult to secure rolling stock. In order to do so it was necessary to charter a schooner with what was called a free deck. The trucks would be removed from engine tenders and cars and stowed below deck and the rest placed on the sides of the vessel between the masts and rails. The cost of thus loading an engine would be about \$600.

These engines were small, weighing about 16 tons with cylinders about 12-16. The passenger cars were short and low studded, seating about fifty people. It was quite a problem what sort of covering to put on the cushions of the car seats as the cowboys had a habit of putting their feet on them without first removing spurs. Cane seats were cooler but would not last. Plush would last only until the cowboys cut them.

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It is perhaps not known by many of the people of these times that there was as late as the early 70's no standard gauge for railroads, or at least it was not observed. In the North most of the roads were 4 feet 8-1/2 inches, although the Erie and its connection were six feet. In the Southern and some Western states, the gauges were five feet and upward. This prevented much interchange of freight cars and as late as 1883 passenger cars bound South on the Southern Railway had to have their trucks changed at Danville.

Following the example of other roads, the Galveston, Harrisburg & San Antonio adopted "Sunset Route" for a slogan as starting at Houston the trains went west toward the setting sun.

The public used to say the reason for the name was that while the trains started in the morning the sun had set before they reached San Antonio.

The T. & N. O. and L. W. adopted "Star and Crescent" for their slogan, but on completion of the through line that was dropped, and the name Sunset applied to all.

From Galveston News
Sunday December 16, 1928.

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Steamship Lines

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Prior to the civil war, all commerce passing through Galveston was carried on sailing vessels, with the exception of a line of small boats operated by Captain Charles Morgan, between Galveston and New Orleans. In 1865, two lines were established to operate between New York and Galveston. They were Spofford, Tileston & Co., with T. H. McMahan & Co., as local agents and C. H. Mallory & Co., with Wm. Hendley & Co., local agents. A short while after C. H. Mallory & Co., established regular service, these interests with Galveston capitalists organized the New York & Texas Steamship Co., which afterwards became the Mallory Line.

The origin of the great Mallory steamship interests was in an obscure shipyard located on the Connecticut shore. C. H. Mallory began building ships as far back as 1837, and operated them, the famous clipper type, between America, the Far East and Australia.

His interest in the possibilities of transportation by water, between the Eastern Seaboard and the Southwestern Gulf, began with the conditions arising from the Civil War. Mr. Mallory had obtained a contract to build thirty gunboats for the Mexican Government, and this fleet was in the course of construction at the time of the outbreak of the War Between the States. He turned them over to the United States to be used as army transports, and at the close of the war they were returned to him.

Because of the operation of these ships between the Northeastern Seaboard and the South Atlantic Coast, Mr. Mallory conceived the idea of establishing regular service between these points after the war, and in 1866 the firm of C. H. Mallory & Company was formed.

Galveston merchants and capitalists were very anxious that a regular steamship line be established between Galveston and the Eastern Seaboard and they interested Mr. Mallory in the proposition. As a result, the New York & Texas Steamship Line was formed.

In those days' ships were built of wood, very few of them more than 200 feet long, with a carrying capacity of about 700 tons. Generally, they were propelled by steam, but relied largely upon sail as an auxiliary power. Their maximum speed was seven or eight knots per hour. A brisk trade developed, but the cargo capacity being small, a maximum of 1,000 bales of cotton was the rule.

The first agent of this company in Galveston was Captain J. M. Sawyer, who served these interests until his death, when he was succeeded by J. B. Denison.

The list of ships originally assigned in this service will contain names easily recognizable by old-time shipping men. This list included such names as City of Galveston, City of Houston, City of Dallas, City of San Antonio, City of Waco, State of Texas, Southwestern Texas, General Ingersoll, the Tillie and others.

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During the early 70's this line established the first regular service to the State of Florida, through the port of Jacksonville. Finally, this service was abandoned because of insufficiency of water over the bar at that port. Operations were then transferred to Fernandina, Florida, and after operating through this port for about six years, were transferred to Brunswick, Georgia. Meantime the service between New York and Galveston was maintained. Some of the most prominent men in Galveston were interested in this company, notably members of the Sealy family.

Today the Mallory operates one of the finest fleets of steamers calling regularly at Gulf Ports. Such ships as the Seminole, Algonquin and Mohawk, palatial steamers of 8,000 tons, offer accommodations for passengers weekly from Galveston to New York, with stops in Florida. These steamers also carry freight and additional freight service is afforded by sailings on Wednesday by the steamers Medina and Brazos.

The local agency of this company has been extremely fortunate in that but six men have represented the company since the establishment of the original office in 1866. Captain J. M. Sawyer was succeeded by J. B. Denison. After a number of years, Mr. Denison was transferred to New York, and was succeeded by S. T. DeMilt, then Frank T. Rennie assumed the local agency. Upon the retirement of Mr. Rennie, Hugh B. Wright was appointed local agent, but served only a short time due to serious illness. W. V. Pittman, who has been connected with the Mallory Line for a number of years, succeeded Mr. Wright, and is the present agent. The first line of steamships to ply regularly between Galveston and Liverpool were owned by C. W. Hurley & Co., in 1871. Texas and British capital were interested in this venture, which was subsequently called the Liverpool and Texas Steamship Company. Three ships were ordered built, the first to be placed on the run being the San Jacinto of 1,050 tons. This ship arrived in Galveston! her maiden voyage February 6th, 1873, Cap. A. C. Burrows, commanding. The San Jacinto was a passenger and freight carrier and on her first trip to Galveston, had 250 passengers for Texas. Later on, the San Antonio and the San Marcos were delivered by their builders and placed in this trade. The San Jacinto carried the first wheat ever exported from Galveston, in 1874. This experiment was not a financial success and after operating about 8 years, the ships were sold, and the affairs of the company were liquidated. From that time until deep water was assured, the greater portion of the tonnage shipped from Galveston was carried by tramp steamers and sailing vessels.

From History of Galveston, Texas, 1931

By S. C. Griffin.

Early Texas Railroads & Gulf, Colorado & Santa Fe

Transcribed by Johnnie Welborn Jr.

The Cotton Exchange

Selections from The Splinters - Volume 7

The most important commodity to the port of Galveston was cotton. Practically all of the merchants of the early city bought and sold it and advanced money to planters with cotton as security. There were no rules or regulations; each firm or individual trading direct with the producer on such terms as were agreeable to the two parties at interest. There was no standard of grades, and such a thing as futures were unheard of. Every man engaged in this business paid strict attention to his own affairs and his competitor did likewise unless there was a conflict of interests, and then the dispute was generally taken to the courts. Before the '70s nearly all cotton grown in Texas was shipped to Galveston, except a small proportion from east Texas which found its way to New Orleans via the Red river. Rail transportation was in its infancy and the only mode of transportation was by wagon to the rail terminal. Cotton was sent to Galveston or Houston and either sold at once to a dealer or stored for future sale! Prices were regulated strictly on the supply and demand basis. The dealer traded with eastern mills and shipments were made from Galveston in small schooners to New York, Baltimore and New England destinations. A primitive and on the whole a most satisfactory condition prevailed, especially satisfactory when viewed from the present-day point of view, when the modern merchant is faced with market conditions over the world, future markets, farm boards, overproduction and other conditions which were wholly unknown in the '70s.

Railroads were being built and extended and in this period the Houston & Texas Central reached Denison, connecting at that point with lines reaching St. Louis. The Texas & New Orleans had reached New Orleans, and rail transportation was now available to the cotton shipper. Receipts at Texas ports dropped and changed conditions demanded a different method of handling at the ports. The march of progress was not to be denied and "the good old days" were passing.

The cotton factors formed an organization, as did the buyers, but neither functioned very effectually because of violent differences of opinion among the members. A convention of the factors was held on October 28th, 1872, to consider the situation, and determined to dissolve the association.

Colonel W. L. Moody, chairman of the association, called the meeting to order and explained that the object of the meeting was to organize and exchange, and he suggested that the factors association be dissolved so as to allow its members to join the exchange if they so desired. Colonel Moody nominated J. Frederich for chairman and E. S. Flint as secretary of the new organization, and both men were unanimously elected. There was some discussion as to the rules and by-laws and the membership roll was opened. Those who enrolled at this meeting were: Frederich and Erhard, Arthur, Classon & Wieting, Allen, Lewis & Co., Jno. D. Rogers & Co., Moody & Jemison, Stowe & Wilmerding, Focke & Wilkens, Lee, McBride & Co., Campbell & Clough, Shackelford, Brown & Co., Geo. Bondies, and Duble & Wooters. Another meeting was held on April 27th, 1873, and a committee was appointed to draft rules and by-laws. At the meeting on the 6th of May it was announced that twenty members had been secured, and the Galveston Cotton Exchange was declared organized. At a meeting on the 24th of May, the first

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election of permanent officers was held, and W. H. Sellers was chosen for president, W. K. McAlpin, vice-president, and M. Quin, treasurer.

The first action taken by the Exchange, other than organization, was the launching of efforts to secure a weather bureau station for the city. A. G. Mills was elected secretary at the meeting in June and the Exchange records speak highly of his work in perfecting the organization and systematizing the operations. The first quarters leased were in the Moody & Jemison building, where meetings were held for several years.

Even in these early days of railroads, the matter of railway rates and regulation was troublesome. In August 1873, a committee consisting of John Sealy, Chas. Vidor and P. J. Willis, was appointed for the purpose of "devising some remedy for the vexatious railroad regulations". The records show that 328,808 bales of cotton were received in that season, about ten percent of the entire crop of the United States.

In October 1873, a committee of buyers conferred with the exchange, submitting some proposed changes in the rules regulating sale, purchase and inspection of cotton, also the request that the Exchange membership be changed to individuals instead of firms. The latter suggestion was acted upon favorably, the change becoming effective December 31.

The cotton receipts for the season 1873-74 were 371,741, and the next year, 354,927 bales.

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DEEP WATER

Selections from The Splinters - Volume 7

Early history, or possibly it might with strict accuracy be called tradition, records that when Texas was first settled, there was a forty-foot depth of water at the entrance of Galveston harbor. However, this channel shoaled rapidly, through the deposits from the tides and inland streams so that by the year 1853 a United States Army engineer reported that the channel between Pelican and Galveston was filling up rapidly. Due to a storm in 1854 the channel which had shoaled to ten feet was deepened to fifteen and maintained that measurement for several years. A survey in 1867 showed 9-1/2 feet on the inner bar and Galveston became alarmed, fearing with good reason that its existence as a port was threatened. An appropriation of \$170,000 was made by the city, and Captain Charles Fowler was placed in charge of the work to deepen the channel. He sank a line of piling for a distance of about one-half mile along the east side, which had the effect of cutting away the inner bar, the greatest menace to navigation! at that time. It was quickly appreciated that an undertaking of this magnitude was beyond the power of one municipality to assume, and the Federal government was called upon to take up the burden. The War Department detailed Major McAlester of New Orleans to make the necessary surveys and send his recommendations to the department for consideration.

This preliminary work commenced in 1867, and upon completion, Major McAlester submitted three plans: First, to build a jetty from Pelican island and spit, intersecting Bolivar roads, for the purpose of deflecting a greater volume of water through the channel, thereby deepening and maintaining it; second, to construct a dam at San Luis pass, at the southwestern end of the island, and third, to excavate the sand and silt by means of machinery and dredges. The estimate for the cost of the first plan was \$1,300,000; for the second, \$330,000, and for the third, \$10,952.

In the report, it was recommended that a jetty be constructed from the east end of the island, to prevent constant erosion, with resulting obstruction to navigation. The government took no action on these recommendations and finally in 1871, Captain Howell, who succeeded Maj. McAlester at New Orleans, made an inspection and report of the conditions. Congress acted on this report and made an appropriation of \$25,000 in 1870. An additional amount was made available the next year, \$20,000. Practically all of this money was expended for dredges for carrying on the work. In the meantime, the work done by the city was proving highly satisfactory, the action of the deflected currents maintained a depth over the inner bar almost equal to that of the outer obstruction.

From time to time additional amounts were secured from the Federal government and expended on the work, but in 1875 a hurricane destroyed nearly all of the government machinery and seriously damaged the gabion jetty extending from the east end.

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Houston's hostile attitude toward Galveston trade back in 1873 forced island to promote construction of Gulf, Colorado and Santa Fe

A long time ago, say 61 years ago, Galveston was visited by a yellow fever epidemic. It was not the first visitation of its kind which punctuated the history of this city, but it became the provocation for the building of a railroad system which became one of the prominent factors in the making here of a great seaport and pleasure resort. It came about in this way.

Galveston, even in those early days, constituted the port of entry for the entire state of Texas; there was not a single railroad track connecting this state with the outside world. Two lines of steamers, the Morgan and the Mallory, with an occasional sailing vessel, brought to Galveston all the merchandise handled in Texas, with the exception of small lots brought into the eastern and northern portion of the state by wagon. This meant that the great Texas cotton crop depended upon the bagging and ties entering the state through Galveston for being put into marketable shape. Naturally, the business men of Galveston saw an opportunity and would accumulate large stocks of bagging and ties each summer for the demand which was sure to come with the arrival of the harvesting season.

Rival cities - rivals commercially, began to look with envy upon the lucrative business being done by the Galveston merchants and sought to wrest away some of this trade and succeeded in doing so by taking advantage of the law, or perhaps absence of the law, based upon the principle of self-defense. Yellow fever was the most dreaded scourge of the Southern states during the decade following the war between the states, and before that national tragedy, for that matter. It came to the Gulf coast ports from Mexico, from Central America and from Cuba, usually making its appearance in June or July and lasting until the first frost appeared. Hence it was the yellow fever, indirectly perhaps, which brought about the building of the Santa Fe railroad.

As the years passed and the yellow fever paid its almost annual visits to the Texas coast, the fact suggested itself to the state lawmakers, that if the first case of fever could be kept out of the country, there would be no epidemics, and it was made legal to place an embargo on all vessels coming here from so-called infected ports. In addition to this, it was suggested that each community might sever relationships with a supposedly infected point in the state and thus preserve its own health integrity. Houston was not slow to see the commercial opportunity lurking back of a prevalent and popular dread of the yellow fever.

During the year 1857, Galveston suffered its most fearful visitation of "yellow jack". Houston, or, rather it was brought about as a county matter, placed armed guards at the county line and refused to permit trains to enter Harris county coming from the infected area of Galveston, nor would anyone be permitted to enter Harris county coming from Galveston. This action was repeated year after year on the slightest suggestion that yellow fever existed in Galveston, and Houston merchants reaped a rich harvest in the sale of bagging, ties and other merchandise needed by the inland farmers. This constituted what became known as the "shotgun quarantine".

Galveston merchants saw their trade dwindling away to nothing and the cotton receipts for export annually approaching nearer the vanishing point. Something had to be done, and

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something was done. A mass meeting of all persons interested in the future of Galveston was called and it was decided Galveston must build, own and control a railroad which did not pass through Harris county. Other counties were more friendly and only occasionally established a quarantine, and then only when it was definitely known that the yellow fever really existed here.

A number of helpful suggestions were offered but it was finally decided that the Gulf, Colorado and Santa Fe railroad was the answer to the problem and in 1873 the company was organized and went at once to work to secure funds for the enterprise. The idea at once caught the popular fancy and everybody who could, subscribed for stock in the road; the county of Galveston voted to take half a million dollars of the stock and business men vied with each other in their investments in the road's stock. By 1875 the road had been built to a point near the Brazos river. The company became financially unable to go a step farther and a new company was organized to take up the task.

For several years little or nothing was done, but in 1878 the construction of the road to Belton was agitated and the counties between Galveston and Belton were asked to aid in the task and responded generously. Based upon the promised donations of land and money by the various counties, Eastern capitalists were induced to purchase the bonds of the company and from that time the road prospered.

Later it was deemed good business to build a line into Houston, and, starting from Mustang Tank, as Alvin was then called, a branch line was constructed into Houston, but from the day the Santa Fe rails crossed the Brazos river, headed toward Brenham there came no further shotgun quarantines on the part of Houston, or Harris county, and Galveston merchants soon regained their business and, aided by the construction of the Santa Fe road, enlarged their clientele and entered upon new territory.

Thus, the Santa Fe became an agency in the making of Galveston the premier cotton port of the world.

In the year 1886 the Gulf, Colorado and Santa Fe railroad was consolidated with the Atchison, Topeka and Santa Fe by an exchange of stock.

One of the conditions of the consolidation was that the Gulf line should meet the rails of the Atchison at Purcell, then in the Indian Territory. Permission from the United States government was obtained for the construction of the Gulf line and in 1887, to be exact, on April 26 of that year, the rails of the two Santa Fe's were joined and the interchange of business from the lakes to the gulf over Santa Fe rails was begun. The red depot of the Santa Fe, which also constituted the general offices of the Gulf division, corner Strand and Twenty-fifth street, was opened on August 16th, 1897.

And it may be added, that since 1867, yellow fever has been unknown in Galveston and has ceased to be a dread to the inhabitants of the southern state coast; science - medical science, has stamped it out and achieved a mighty victory for humanity.

From Galveston Tribune - Saturday, June 23, 1928

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Epidemics

A Complete Record

Although Galveston has not been visited by a yellow fever epidemic since 1867 - twenty-two years ago - it was not at all uncommon during the early history of the city. The first epidemic took place in 1839, and some twenty cases occurred before the physicians were able to recognize that disease. There is not space in this article to more than give the dates of the different epidemics, the estimated population of the city, and the number of deaths resulting from the disease which will be found tabulated below:

Year	Date	Population	Deaths
1839	Sept. 20	1,000	250
1844	July 5	3,500	400
1847	Oct. 1	4,800	200
1853	Aug. 9	6,000	535
1854	Aug. 4	7,000	404
1858	Aug. 28	9,000	378
1859	Sept. 17	9,500	182
1864	Sept. 1	5,000	259
1867	July 28	18,000	1150

Ben C. Stuart, in *The City's Story*,
Galveston News, Tuesday, June 4, 1889

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Growth of Texas Railroads

Selections from The Splinters - Volume 7

The following paper on the growth of Texas railroads was read at the San Antonio meeting of the Texas Academy of Science by Mr. R. A. Thompson, engineer of the Texas Railroad Commission: (December 27-29, 1905)

When we contemplate the great development that has occurred during the half century past of the agricultural and economic resources of Texas, the magnitude of the enterprise now under construction and projected within her borders, the wonderful growth of her manufactural and industrial interests, and the high position of social and political prominence and influence which she has so lately attained among the most advanced and prosperous of her sister States, we are moved to discover the great factor to whose potency this marvelous transformation has been chiefly due.

A casual consideration of these extraordinary achievements will convince the most skeptical that to the "railroad" is due the credit and honor more than to any other single instrumentality, and what is of as great significance, more mature reflection will convince us that from this same agent must the future exploitation of the boundless resources of our State derive inspiration.

It has been well said that this country owes more to its railroads, as an agency in increasing its wealth and population, than to all other agencies combined. Through them the vast wealth of our prairies, forests and mines has been unfolded and their products placed upon the markets of the world. They have been the advance guards of civilization, the channels through which the progress and enlightenment of the world have passed, and no other great invention of modern times has contributed so much to the prosperity and happiness of mankind.

While it is fundamentally true that the wealth of a country lies in the fertility of its soil, it is a fact that in order to realize upon such resources, transportation facilities must be afforded, and no other medium is comparable to the railroad for fulfilling this necessity. By means of its communities, States and Nations are able to exchange the commodities and products of the one for those of the other, and the luxuries of our fathers and grandfathers have now become our necessities.

The main highways of commerce before the successful inauguration of the railroad were the seas and the navigable streams. Upon these the principal cities were built and the business of the world was done through their ports. These cities were the centers of population and the territory adjoining them, on account of its proximity to the markets, was more valuable than the interior. As the population increased the demand for more available land was met by the extension of the navigable streams in artificial canals. These canals were for a long time regarded as the only practical means of developing inland resources, and the early history of our country shows that their construction was encouraged by aid, both State and National. In fact, for some time after the advent of railroads it was thought that their chief utility lay as feeders for canal systems.

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Railroad building in the United States began in 1828. The first railroad built for a regular passenger and freight traffic was the Baltimore & Ohio out of Baltimore. Ten miles of this road was opened for business in 1830. The South Carolina Railroad was begun out of Charleston in 1830 and by 1833 it had 135 miles in operation. On this road was used the first locomotive of American manufacture.

At first short lines were built by local interests to promote the welfare of some special town or community. As these were extended and their number multiplied, consolidations were affected and the foundations laid for our present gigantic railroad system. The growth of the railroads of the United States has been most remarkable and today its mileage is estimated at over 215,000.

The Early Railroads of Texas

We find that great necessity was not felt for more modern transportation facilities in Texas until after the successful installation of the railroad elsewhere. The first railroads were projected from towns of commercial importance situated on the coast and navigable waterways. These were centers of social and political influence as well as wealth, which in addition to giving substantial support in the way of donations of land and money, could lend vigorous aid in securing valuable bonuses from the State Government.

Railroads were early projected from Sabine Pass, Galveston, Port Lavaca, and Indianola on the gulf, Houston at the head of deep water on Buffalo Bayou, and Jefferson and Texarkana in the northeast, on Red River.

The first charter for a railroad corporation in Texas was granted by the first Congress on Dec. 16, 1836, to the Texas Railroad, Navigation and Banking Company, and it was forfeited because of the failure of the company to carry out any of its promises. A large number of other companies were chartered soon after, but none accomplished any work, and all the charters were forfeited up to March 11, 1849, when the Galveston & Red River Railroad Company was granted a charter by the Legislature. This company, now the Houston & Texas Central Railroad, was the first chartered that was actually built, although the Buffalo Bayou, Brazos & Colorado Railway, chartered Feb. 11, 1850, was the first to actually begin construction.

The pioneer of Texas railroads is the Galveston, Harrisburg & San Antonio Railway, which was chartered Feb. 11, 1850, as the Buffalo Bayou, Brazos & Colorado Railroad. This road was designed to develop and secure the trade of the fertile valleys of the Brazos and Colorado Rivers and transport their products to seaboard at Galveston. Construction began on Buffalo Bayou, near Harrisburg, in 1851. By December 1855, it had reached the Brazos River, opposite Richmond, thirty-two miles, when the serious problem of bridging the river presented itself. For a time a pontoon or floating bridge was used, which could be operated over during the low states of the river. The first engine for this road weighed only twelve tons and was put in service in the latter part of 1851.

In 1860 the B.B.B. & C. Railroad was completed to Alleytown on the Colorado River east of Columbus, eighty-one miles from Harrisburg. The Civil War came and stopped construction until 1874. It was the original plan of the builders of this road to extend same up the Colorado

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River to Austin, but in 1870 it was merged with the Columbus, San Antonio & Rio Grande Railroad, under its present name, and the extension west to the Rio Grande at Eagle Pass and El Paso projected. By March 1, 1877, it was completed to San Antonio and El Paso was closed in 1883. This road received 1,460,104 acres of land donation from the State.

The Houston & Texas Central Railroad was chartered March 11, 1848, as the Galveston & Red River Railroad, to build from Galveston to Red River. It began work at Houston in 1853, and by January 1856 had completed two miles when the first locomotive was put on its track. In 1860 it was completed to Millican, eighty miles, when the Civil War stopped construction. Construction began immediately thereafter, and the road was completed to Denison by Jan. 1, 1873. The Austin Branch began work at Hempstead in 1857 as the Washington County Railroad, and was built to Brenham, twenty-five miles, by 1860. It was completed to Austin in 1872. The State land donations for this road aggregated 5,553,780 acres.

The Galveston, Houston & Henderson Railroad was chartered by act approved Feb. 7, 1853, and construction began at Virginia Point March 1, 1854. The city of Galveston donated \$100,000 toward the construction of the bay bridge. In 1857 it was completed to Harrisburg, forty miles, and the entire line between Houston and Galveston was opened for business in 1860. This road received 610,560 acres of land from the State.

The Gulf, Western Texas & Pacific Railway was chartered Sept. 5, 1850, as the San Antonio & Mexican Gulf Railroad, and projected from Port Lavaca to San Antonio. Work began in 1856, and it was completed to Victoria in April 1861. The Indianola Railroad chartered from the rival port of Indianola Jan. 21, 1858, and five miles built by 1860. In 1870 both of these roads were merged under their present title, and the line extended to Cuero by May 31, 1874. Here rested one of the oldest railroad enterprises ever projected in the State, viz. the connecting of San Antonio by rail with a Gulf port, and with the completion of the San Antonio & Gulf Railroad, now under construction from Stockdale to Cuero, will be consummated this project more than fifty-five years after its first inspection. The S.A. & M.G. Railway has quite a history, having been destroyed by General Magruder in 1863, and rebuilt by the Federals in 1865-66, and sold by these to the present company in 1870. It received 735,938 acres of land from! the State.

On the northeast construction began on the Memphis, El Paso & Pacific Railway out of Texarkana, and the Southern Pacific Railway from Caddo Lake near Jefferson, almost simultaneously in 1856. Five miles were built on the former and 27.5 miles on the latter before construction was stopped by the Civil War. In 1871 both of these roads were consolidated under a Federal charter as the Texas & Pacific Railway, and extension westward began on both. Fort Worth was reached in 1880 and by Jan. 1, 1882, connection had been made with the Southern Pacific Railway at Sierra Blanca. This road received 5,732,237 acres of land from the State.

The Texas & New Orleans Railroad began construction at Houston in 1858, as the Sabine & Galveston Bay Railroad, and was completed to the Sabine River at Orange by January 1, 1861. It was destroyed by the Confederates in 1865 and was not rebuilt until 1876. It received 1,226,880 acres of land as donation from the State.

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The Houston Tap Railroad was built in 1856 from Houston to Pierce Junction by the citizens of Houston to connect with the Buffalo Bayou, Brazos & Colorado Railroad. It was sold to the Houston Tap & Brazoria Railroad Company, which was organized under act approved Sept. 1, 1856, and extended to Columbia, on the Brazos River, fifty miles from Houston, by 1861. In 1871 it was sold under foreclosure and consolidated with the International & Great Northern Railroad in 1873.

The foregoing were the pioneer railroads of Texas whose construction was begun prior to the Civil War. The Texas Almanac for 1860 gives the following list of railroads constructed and in operation on October 1, 1859:

	Miles
Galveston & Red River (now Houston & Texas Central)	75
Buffalo Bayou, Brazos & Colorado (now Galveston, Harrisburg & San Antonio Railway)	65
San Antonio & Mexican Gulf (now Gulf, West Texas & Pacific Railway)	5
Galveston, Houston & Henderson	42.5
Southern Pacific (now Texas & Pacific)	27.5
Washington County (now Houston & Texas Central Railroad)	11
Sabine & Galveston Bay (now Texas & New Orleans ")	10
Houston Tap & Brazoria (now International & Great Northern Railroad)	36.5
Total	272.5

The blighting effects of the Civil War were felt by the railroads perhaps more than by any other kind of enterprise, and during the financial depression extending particularly from 1862 to 1869, building practically ceased. The mileage increased from 307 at the end of 1860 to 511 on Dec. 31. 1870, or 204 miles in ten years.

After the close of the war the greater necessity for these factors in the rehabilitation and development of the State was apparent from every standpoint, and every inducement that could be given was offered by the people on the most liberal basis. Land donations by the State were increased and private bonuses of land, money and property in addition were subscribed by the towns and communities.

Up to 1876, when the general incorporation act was passed, railroads were chartered by special acts of the Legislature. These acts specified, in addition to other features, the amount of State land to be donated, the length of line required to be built each year, etc., but almost without exception these charter requirements, when not complied with, were waived or extended by the next Legislature, in order that further building might be encouraged. The statute books of the State are covered with acts of relief and special charter favors for railroads. As a rule, especially in the earlier days, those laws pertaining to railroads were framed by the promoters of projects themselves and passed by a willing, even anxious, Legislature, without a semblance of restrictive features, and even with all of these favors shown, the difficulties of these early constructors, were serious and many, and numerous were the trials encountered before the contiguous country was developed sufficiently to afford a traffic that put the roads on a paying basis.

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State and Other Aid to Railroads

In 1850, when railroad building was seriously undertaken in Texas, broad, thinly populated and but little developed areas confronted the promoters, and the investment of capital in such enterprises gave little prospect of substantial returns for some years at least. Hence it was absolutely necessary that it be stimulated by special offers of aid and the hope of profits from construction above the ordinary.

The first charters carried with them donations of public land to the amount of eight sections of 640 acres each for each mile of completed road. In addition, a right of way 200 feet in width across the public lands was granted, with such additional grounds for depots and terminals as were considered necessary. In 1854 a general act was passed "to encourage the construction of railroads in Texas by donations of public lands", granting to each company sixteen sections, or 10,240 acres, for every mile of completed road. This act remained in effect until 1882 when it was repealed on account of the public domain being exhausted. Special acts granted the Texas & Pacific Railroad and the International & Great Northern Railroad twenty sections of land per mile.

Under the provisions of these acts the State passed title to the railroads the enormous area of 34,179,055 acres, or about 53,405 square miles. This land was about one-fifth of the total area of the State and would form a territory as large as the State of Arkansas, and larger than the States of Pennsylvania, New Jersey and Delaware combined.

Under an act of 1856 \$1,816,000 of the public school fund was loaned to certain railroads, limited to \$6,000 per mile, as follows:

Buffalo Bayou, Brazos & Colorado (G.H.& S.A.)	\$420,000
Houston & Texas Central	450,000
Houston Tap & Brazoria (I.& G.N.)	300,000
Southern Pacific (T.& P.)	150,000
Texas & New Orleans	430,500
Washington County (H.& T.C.)	66,000
Total	\$1,816,500

This act was soon repealed on account of difficulty of collecting even the interest, and for the same reason a number of the roads were foreclosed upon and sold. Acts of relief were passed from time to time extending the payments of principal and interest as they were assumed by the new companies organized after sale. The school fund still carries a balance of some \$1,726,663 still due it, principal and interest, on account of these loans.

At the end of 1882 there were in operation in Texas some 6,000 miles of railroad which had received the public domain approximately 5,700 acres of land per mile. But this donation, though apparently large, was exceeded in value by the gifts of land, money, franchises and other property from counties, towns and individuals. Some of these lands and franchises, particularly street franchises and terminals in cities, are of great value. Until very recently railroads received all of their right of way, depot and terminal grounds as donations from communities and

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individuals along their lines, often with money in addition, and at this day for a company to have to purchase its real estate is the exception rather than the rule.

Counties and incorporated towns were legally authorized to issue bonds for the benefit of railroads until 1876, when the practice was forbidden by the State Constitution.

The Present Railroad Systems

Stimulated by liberal public and private aid, and disturbed by few statutory restrictions and regulations, railroad building went forward after 1870 with renewed vigor. On Dec. 31, 1880, there were 3,244 miles in operation, an increase of 2,733 miles in ten years. The "banner" year for railroad construction in Texas was 1881, when 1,669 miles were built. In 1882 1,096 miles were built, and in 1883 only sixty-six miles. The reason for the extraordinary activity in 1881 and 1882, as well as the subsequent falling off in 1883, was the exhaustion of the public domain and the repeal in 1882 of the "public land donation" act.

On Dec. 31, 1890, there were 8,710 miles of railroad in operation, an increase of 5,466 miles in ten years, and on Dec. 31, 1900, there were 10,022 miles, a further increase of 1,312 miles. The approximate mileage in operation on Dec. 31, 1905, is 11,931 miles, an increase of 1,909 miles during the past five years.

The following table gives the railroad in Texas at the end of each five-year period, beginning Dec. 31, 1855, and extending to the present time, with the increase for each period, to-wit:

End of year	Miles in operation	Increase
1855	40	--
1860	307	267
1865	465	158
1870	511	46
1875	1,685	1,174
1880	3,244	1,559
1885	6,687	3,443
1890	8,710	2,023
1895	9,422	712
1900	10,022	600
1905	11,931	1,909

From Galveston News

Saturday, December 30, 1905

Early Texas Railroads & Gulf, Colorado & Santa Fe

Transcribed by Johnnie Welborn Jr.

The Santa Fe Railway

Selections from The Splinters - Volume 7

The recurring appearance of yellow fever in Galveston resulted in many quarantine regulations placed by Houston and neighboring towns. These regulations greatly impeded the movement of passengers and freight to and from Galveston. For this reason, the business men of the city began to devise ways and means to secure transportation via routes other than through Houston. The dream of the citizens was for a railway line, direct from Galveston to North Texas, passing through territory not at that time served by railroad. Through the efforts of local capitalists, the state legislature passed an act on May 28, 1873, under which the Gulf, Colorado & Santa Fe Railway Company was incorporated with the capital stock fixed at \$7,000,000 as a maximum and \$2,000,000 as a minimum. The newly organized company received generous land grants from the state, amounting to 10,240 acres of land. Sometime previous to the incorporation of the Gulf Line, the legislature had passed an act to permit counties or cities to subscribe moneys for the purpose of aiding railroad construction, and under this authority the citizens of Galveston county voted to subscribe \$500,000 in bonds to aid this project. The county was to receive therefor 5,000 shares of stock in the railroad, with a par value of \$100. Under the original act of incorporation the line was to be constructed from Galveston to the Canadian River, in northwest Texas via Caldwell, Cameron, Belton and Eastland. The plan contemplated further extension to Santa Fe, New Mexico. A list of the early directors included M. Zopperl, James Sorley, C. R. Hughes, Henry Rosenberg, R. S. Willis, J. E. Wallis, C. B. Lee, Walter Gresham, W. L. Moody, Julius Runge, H. Kempner, C. H. Hurley, H. Marwitz and C. E. Richards.

General Braxton Bragg, an officer of high standing in the Confederate armies, was chosen as chief engineer, and under his direction grading began and a trestle across Galveston Bay was commenced in 1875. General Bragg's death in 1876 brought to an untimely end his connection with the road, and he was succeeded by Major S. M. Temple. The work progressed slowly and the Brazos river, about sixty miles away, was not bridged until 1878.

On the 19th of January, 1878, the officers reported that \$776,100 had been subscribed to the common stock, and that \$672,500 had actually been paid in. This amount included the one-half million subscribed by Galveston county. Fifty miles of grading had been finished and forty-five miles of 56-pound rail had been laid. The total expenditure to September 1, 1877, had been \$690,000. The line finally reached Richmond on October 10, 1878, but by that time money was exhausted and construction work was halted until the financial affairs could be put in better shape. There was very little rolling stock, and operation was carried on with little or no regularity. The first freight hauled by the new company consisted of twelve bales of cotton from Arcola to Galveston, arriving here in September 1878, but because of inefficient operating conditions, the volume was not heavy and the treasury was practically depleted.

The state legislature passed another act on March 8, 1879, amending the charter of the company, under which a new organization was to be affected within six months, and provided that 80 miles of road must be completed by March 1, 1880; and further, fifty miles must be constructed each year, or the charter would be forfeited as to the portion already built. The legislature also authorized the county to sell its stock, purchased with a bond issue, to private parties upon such

Early Texas Railroads & Gulf, Colorado & Santa Fe

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terms as it might think best, with a proviso, however, that the purchasers would give a bond to the amount of \$200,000, that they would construct and put in operation an extension to Belton, from the terminus, then at Richmond.

A sale was negotiated, under this authority, in which the county received \$10,000 for its stock, and an agreement that the purchasers would complete an extension to Belton by December 12, 1882. The minutes of the County Commissioners' Court show the following entry, covering the transaction:

"Therefore in consideration of the payment of said sum of \$10,000 to R. J. Hughes, treasurer of Galveston County, the receipt of which is hereby acknowledged, and the covenants undertaken to be performed by the parties who have made the proposition and the bond, it is considered by this court and so ordered, adjudged and decreed, that said proposition be and the same is hereby accepted, and all rights, title, interest and claim of every nature whatsoever, the county of Galveston has in and to the 5,000 shares, representing \$500,000 of the capital stock of the Gulf, Colorado and Santa Fe Railway Company, now owned by the said county of Galveston, be and the same is hereby bargained, sold, alienated, transferred, conveyed and delivered to George Sealy, Esq., as trustee. And W. H. Williams as county judge of Galveston county and presiding officer of the Commissioners' Court, be and is hereby empowered and directed and instructed to sign all transfers, proper, to place said 5,000 shares in the possession of George Sealy, trustee."

The purchasers of the county stock reorganized the company, and elected George Sealy president. Through his efforts and the assistance of the directors of the new company, the finances were rehabilitated, and construction commenced once more. Brenham was reached in 1880 and Belton in February 1881. Two hundred and twenty-six miles had now been built, and before the end of that year, the line was in Fort Worth. The original intention was to construct the main line westward from Temple, and that portion of the system was completed to San Angelo later, although the section to Lampassas was opened in 1882. The traffic to and from Houston was too important not to be sought after, so a branch from Alvin to Houston was built in the early 80's. After connections had been made with the Frisco railroad at Paris, Texas, and with the Atchison system at Purcell, negotiations with the Atchison were concluded under which the Gulf line passed under the control of that company in 1886.

Associated with Mr. Sealy in the reorganization and the work of successfully completing this tremendous undertaking were Geo. Ball, J. H. Hutchings, John Sealy, W. L. Moody, E. S. Jemison, Moritz Kopperl, Julius Runge, R. S. Willis, J. E. Wallis, J. D. Rodgers, J. A. Robertson, J. J. Hendley, Albert Somerville, Walters S. Davis, Sr., Leon, Hyman and Sylvain Blum.

The Gulf Lines enjoy a unique distinction among railroads of the southwest in that it was never in the hands of a receiver. Most of the railways in this part of the country were in bankruptcy at one time or another and some of them experienced recurring attacks, but through the efforts of these citizens the Galveston road was always under the management of its officers and directors.

The completion of this road was of incalculable value to the city. New territory had been opened up and a short line was offered from many towns to Galveston, which attracted cotton and other farm products to this market. In addition to this, the International & Great Northern secured

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traffic rights over the Galveston, Houston & Henderson, and entered Galveston some time in 1883. Rail traffic increased and freight was piling up in Galveston warehouses and wharves. Increased frequency in sailing were demanded and ocean freighters were clamoring for dock space. Increased depth in the channel and over the bar were a necessity, and the history of the city shows that when a necessity presented itself, the citizens found the solution.

From History of Galveston, Texas, 1931

By S. C. Griffin

Early Texas Railroads & Gulf, Colorado & Santa Fe

Transcribed by Johnnie Welborn Jr.

GULF, COLORADO AND SANTA FE RAILWAY COMPANY

SECRETARY'S NO. 1233

CHAPTER CCXIV

AN ACT to incorporate the Gulf, Colorado and Santa Fe Railway Company, and to grant land in aid of the construction of the same.

Section 1. BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS, That J. P. Palmer, Albert Somerville, P. J. Willis, J. C. Higgins, W. H. Ledbetter, J. L. Darrah, Leon Blum, A. C. McKeen, W. K. Little, E. Sterling, C. Robertson, Frank W. Latham, Thomas Allen, B. O'Connor, W. E. Scott, E. Pelot, J. S. Catlin, M. A. Bryan, Wm. Wagner, B. H. Bassett, J. W. Carroll, and J. L. D. Morrison, George Lawrence, Wm. R. Smith, N. B. Yard, and C. E. Broussard, M. Kopperl and John S. Sellers, and their associates, be and they are hereby appointed commissioners to open books and receive subscriptions to the capital stock of a corporation hereby created, to be styled the GULF, COLORADO & SANTA FE RAILWAY COMPANY.

Sec. 2. That a majority of the commissioners shall constitute a board for the transaction of business and shall hold meetings from time to time until directors shall be elected as provided hereinafter.

Sec. 3. That at the time of subscribing to the capital stock of this company, not less than five per centum of the amount subscribed shall be paid in.

Sec. 4. That the subscribers to the capital stock of this company are hereby created and established a body corporate and politic, under the name and style of the Gulf, Colorado and Santa Fe Railway Company; with capacity to contract; to sue and be sued; to plead and be impleaded; to have succession, a common seal; to grant and receive; to make and enforce by-laws, and perform all things necessary to maintain their rights under this Act.

Sec. 5. The capital stock of this company shall be two millions of dollars, to be increased by a vote of two-thirds of the stockholders, representing two-thirds of the stock, to such an amount, not exceeding seven millions of dollars, as may be requisite to carry out the object of this company, divided into shares of one hundred dollars, each share to entitle its holder and owner to one vote in all meetings or elections of the stockholders, and a majority of the stock shall govern, except in cases otherwise specially provided. The said shares of stock shall be deemed personal property, transferable only on the books of the company.

Sec. 6. The direction and control of said corporation and its affairs shall be vested in a board of not less than seven nor more than thirteen directors, to be chosen by the stockholders at an annual meeting, the first of which shall be held in the city of Galveston whenever two hundred thousand dollars shall have been subscribed and five per cent thereof paid in. The principal office shall be in the city of Galveston, with the right to establish branch offices for the transfer of

Early Texas Railroads & Gulf, Colorado & Santa Fe

Transcribed by Johnnie Welborn Jr.

stock, and for assistant treasurer to pay interest on bonds and other purposes, in any city out of this State.

Sec. 7. A majority of the directors shall constitute a quorum to do business, and at their first meeting they shall elect a president and one vice-president. The board shall appoint a secretary and treasurer, and all other officers requisite to carry on the business of the company.

Sec. 8. That said company, when duly organized, shall be and is hereby invested with the right of locating, constructing, owning, operating and maintaining a railway and telegraph line, commencing at the city of Galveston, running westward, crossing the Brazos river a(at) Columbia, thence following the divide between the San Bernard river and the Brazos river, keeping an air line as near as practicable to the town of Caldwell, in Burleson county; thence to the town of Cameron, in Milam county; thence to the town of Belton, in Bell county; and in event that the citizens of each of said towns shall donate to said company the necessary right of way for road, switches and turnouts, to and through said towns, and sufficient grounds for depot purposes, the depot shall be located within half a mile of the courthouse in each of said towns; thence up the Leon Valley through Coryell, Hamilton and Comanche counties to Eastland county, forming a junction with the Texas Pacific Railway; From thence through the border counties to Young territory; from thence in a northwesterly direction over the most practicable route to the Canadian river, at some point on said river between the eastern boundary of the Panhandle and the one hundred and second degree of west longitude; thence up the valley of said river to the State line; from thence to Santa Fe, making connection with the Denver and Rio Grande Railway; together, with such turnouts, branches, sidings and extension as the company may deem it their interest to construct, with authority to construct, own, equip, and maintain a branch road from Mill Creek to the towns of La Grange and Bastrop provided, that when the direct route of said railway shall run within five miles of any county seat, and maintain a freight and passenger depot at such town, provided, said town shall donate to said road the right of way for a single track, with all the necessary switches, turnouts, side-tracks, etc. together with sufficient grounds for depot purposes, not to exceed ten acres.

Sec. 9. Any agreement in writing to subscribed for stock may be enforced according to the terms of description, and unless payment be made, the directors, after thirty days due notice, may sell said delinquent stock and transfer the shares of said delinquent to the purchasers.

Sec. 10. It shall be lawful for said company to enter upon, purchase, or otherwise receive, take, hold, or obtain, in the manner provided by the laws of this State, any lands necessary for the purpose of locating, constructing, and maintaining said railway, with all needed depots, turnouts, sidings, extensions and buildings connected with said railway. When lands cannot be obtained by agreement, the land taken for this railway shall not exceed two hundred feet in width, unless for depots and buildings. Whenever said railway shall be constructed over any part of the public domain of this State, the right of way not exceeding two hundred feet along such portion of said line, and all necessary grounds for depots, buildings, turntables, turnouts and sidetracks, is hereby granted to said company, and also the right to take from said public domain and use all rock, timber, earth, or other material thereon, necessary in the construction and maintenance of such portion of said railway.

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Sec. 11. That said railway company shall have the right to cross all public highways, and all railroads that it may be necessary to cross, to establish said railway.

Sec. 12. That said company shall have power to borrow money, issue bonds, with or without mortgage; provided, it is done in conformity to a vote of two-thirds of the directors, sanctioned by a majority of the stockholders at a regular meeting, of which thirty days public notice has been given; and generally this company shall have all power requisite to carry into successful effect the object of this company.

Sec. 13. That the first meeting of this company shall be called in the city of Galveston whenever two hundred thousand dollars of the capital shall have been subscribed, by giving sixty days public notice in two or more newspapers published in the counties through which this railway is to pass, and the stockholders shall then proceed to elect directors, who may be residents or nonresidents of the State of Texas, who shall hold office until the annual election, which shall take place at the company's principal office, in the city of Galveston, on the first Tuesday of October in each year. Should a majority of the stock be represented, the election shall proceed; if not, the directors shall appoint another day within thirty days thereafter, by giving like due notice, and an election on that day shall be valid. Directors elected under the provisions hereof shall hold their office for the term of one year, or until their successors be chosen and qualified. No person shall be a director who is not the subscriber of ten or more shares of the capital stock of the company.

Sec. 14. That this charter shall remain in force for the period of sixty years from the date of this act; and the State of Texas hereby grants and donates to the said Gulf, Colorado and Santa Fe Railway Company sixteen sections of land for each and every mile of said road completed; and whenever the Governor shall be informed that ten miles of said railroad shall have been completed, he shall at once appoint some competent person to inspect the same; and if the report of the inspector, made under oath, be favorable, the Governor shall immediately notify the Commissioner of the General Land Office, whose duty it shall be immediately to issue to said company sixteen land certificates, of six hundred and forty acres each, for each and every mile of road completed, and so on for every additional ten miles of road completed; which said certificates shall be located, surveyed and patented according to the provisions of the general railroad law, on the principle of alternate sections; provided, that each succeeding section of ten miles after the first shall be inspected in like manner as provided in this section for the first ten miles; provided further, that in no case shall the State be in any way liable for deficiency of vacant domain; and provided further, that this company shall not have the right to sell, rent, lease to or consolidate with any parallel or competing railroad in this State; and provided further, that said company shall alienate the lands hereby granted and donated, except so far as may be necessary for the ordinary uses and operating said road, as follows, viz.: one-fourth in eight years, one-fourth in twelve years; one-fourth in sixteen years, and the remaining fourth twenty years from the date of issuance of the certificates, in such manner that the whole of such lands shall pass out of the hands of said company within twenty years from the date of the certificates; provided, that said lands shall not be alienated to any other railroad, or other corporation, except so far as may be necessary for the proper use and conducting of the business of such corporation; nor shall said lands be conveyed to any person, firm or company in trust for said railroad company, or to any firm or company of which any officer or stockholder of said railroad

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company is a member; and on failure to comply with, or a violation of the provisions of this section, and the general laws of the State on this subject, the said company shall forfeit all right to lands secured by this act, not alienated as required by law.

Sec. 15. That said railway shall be constructed of such width of gauge as the directors may establish, not less than four feet eight and a half inches. That said railway shall be substantially built and fully equipped for passenger travel, and for the transportation of freight, and be operated by steam in like manner as other first-class roads.

Sec. 16. That this company shall have the power to charge and collect such rates of freight and such rates of passage as may be just and proper; provided, however, such charges do not exceed those that may be established by law; and the right is expressly reserved to the Legislature to fix the rate of charges for freight and passage on said railroad by any general laws.

Sec. 17. That the organization of this company shall be perfected within six months from the date of the passage of this act, and thirty miles of their said railroad shall be completed within two years thereafter, and fifty miles each year thereafter, or this charter shall be forfeited as to that portion not built.

Sec. 18. The commissioners appointed in the first section of this act may acquire, by gift or purchase, any real estate or other property, notes and bonds, either from individuals, corporations, towns, counties or cities, and may appoint an agent to receive subscriptions of stock and conveyances until the election of a board of directors, after which such powers may be exercised by said board of directors.

Sec. 19. That this act shall take effect and be in force from and after its passage.

Passed May 28th, 1873.

(NOTE -- The foregoing act was presented to the Governor for his approval on the thirtieth of May, A. D. 1873, and was not signed by him, or returned to the house in which it originated, with his objections thereto, within the time prescribed by the Constitution, and thereupon became a law without his signature. -- James P. Newcomb, Secretary of State.)

Early Texas Railroads & Gulf, Colorado & Santa Fe

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TENTH AMENDMENT

Secretary's No. 1233-J

Selections from The Splinters - Volume 7

At a meeting of the Board of Directors of the Gulf, Colorado and Santa Fe Railway Company, held at its office in the city of Galveston, on the 20th day of November, 1886, the 8th Section of the Charter of this company, which is of record on pages 233 to 238 Book "B" of Railroad Charters, in the office of the Secretary of State of the State of Texas, was by a vote of the Board of Directors of said company, so amended as to read as follows:

Section 8. That the said company, when duly organized, shall be and is hereby invested with the right of locating, constructing, owning, operating and maintaining a railway with one or more tracks and a line or lines of magnetic telegraph, commencing at the city of Galveston, thence northwesterly on the most direct and practical route so as to intersect the Galveston, Harrisburg and San Antonio Railway, on the dividing ridge between the Brazos and San Bernard rivers; thence on an air line, as near as practicable, to the town of Brenham, in Washington county, Caldwell in Burleson county, thence to the town of Cameron in Milam county, thence to the town of Belton in Bell county.

In the event that the citizens of each of said towns shall donate to the said company the necessary right of way for road, switches and turnouts through said towns, and sufficient grounds for depot purposes, the depot shall be located within half a mile of the courthouse in each of said towns.

Thence in a northwesterly direction through the counties of Bell, Coryell, Lampasas, Brown, Coleman, Runnels, Taylor and Nolan, forming a junction with the Texas and Pacific Railway; thence through the border counties to Young Territory; thence in a northwesterly direction, over the most practicable route, to the Canadian river, at some point on said river between the eastern boundary of the Panhandle and the one hundred and second degree west longitude; thence up the valley of said river to the State line; thence to Santa Fe, making connection with the Denver and Rio Grande Railway together with such turnouts, branches, sidings and extensions as the said company may deem it to their interest to construct, with the special authority to construct, own operate and maintain the following branch roads.

First. The Northern Branch, commencing at Temple, a station of said railway, about eight miles in an easterly direction from Belton; thence through the counties of Bell, McLennan, Bosque, Hill, Johnson, Tarrant, Wise, Denton and Cook, with the right to construct, equip, own, use, operate and maintain a railroad within the Indian Territory, in accordance with the provisions of an Act of Congress of the United States, entitled "An Act to grant to the Gulf, Colorado and Santa Fe Railway Company a right of way through the Indian Territory and for other purposes. Approved July 4th, 1884".

Second. The Eastern Branch, commencing at a point on its main line in Burleson county, about two miles north of Yeague; thence easterly through the counties of Burleson, Brazos, Grimes and Montgomery, to a point on the International and Great Northern Railway, within three miles of

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Transcribed by Johnnie Welborn Jr.

the Lemuel Smith 1280 acre survey in Montgomery county, with the right to purchase the Central Montgomery Railroad with all its rights, privileges and franchises, and to own, operate, equip and maintain the same under this Charter as a part of the said Eastern Branch.

Third. The Northeastern Branch, commencing at the city of Cleburne, in Johnson county; thence northeastwardly through the counties of Johnson, Ellis, Dallas, Collin, Hunt, Delta, Fannin and Lamar to a point on Red River at or near the northeastern corner of said Lamar county, with the right to purchase the Chicago, Texas and Mexican Central Railroad, together with all its rights, privileges and franchises, and to own, operate, equip and maintain the same under this Charter as a part of the said Northeastern Branch, with the right to construct, operate, maintain and use a branch or spur line into the city of Dallas, commencing at a point on its Northeastern Branch, in Dallas county, between its crossing of the Trinity River and its crossing of the main line of the Houston and Texas Central Railway, and terminating in the city of Dallas, and to establish, maintain, operate and use such other spur lines, sidings and extensions with said city of Dallas or within the county of Dallas as may be necessary for the transaction of its business, and to establish and maintain one or more depots in said city.

Fourth. The Houston Branch, commencing at a point on the main line of said Gulf, Colorado and Santa Fe Railway, about twenty-eight and one-half (28-1/2) miles from the city of Galveston, thence northeastwardly through the counties of Brazoria and Harris to a point three (3) miles northeast of the city of Houston, and where the main line, or either of its branches, passes within a distance of three miles of any county seat, it shall pass through the same, unless prevented by natural obstacles, such as streams, hills or mountains, provided such town or its citizens shall grant the right of way through its limits and sufficient ground for ordinary depot purposes.

Fifth. The Red River Branch, commencing on the line of the Northeastern Branch at or near the town of Ladonia, in Fannin county; thence to the town of Honey Grove, and through the counties of Fannin and Lamar, to a point on Red river.

Sixth. The Rio Grande Branch, commencing at or near the town of Santa Anna on the main line in Coleman county; thence in a westerly direction through the counties of Coleman, Runnels, Tom Green, Crockett, Presidio and El Paso, to a point on the Rio Grande River.

Seventh. The Western Branch, commencing at or near the town of Sealy, in Austin county; thence in a westerly direction through the counties of Austin, Colorado, Fayette, Lee, Bastrop, Caldwell, Travis, Hays, Blanco, Gillespie, Mason and Kimble to the county line of Crockett county.

And said company shall have the right to acquire, construct, own, use, operate and maintain a line or lines of magnetic telegraph between any and all points within and without the State of Texas, and shall have all the rights, privileges and powers conferred upon telegraph companies by the laws of this State.

In witness whereof, we, the President and Board of Directors of the said Gulf, Colorado and Santa Fe Railway Company, hereunto set our hands, this 20th day of November 1886.

Early Texas Railroads & Gulf, Colorado & Santa Fe

Transcribed by Johnnie Welborn Jr.

Before me, George L. Goodwin, a Notary Public in and for the State and county aforesaid, personally appeared Wm. B. Strong, Isaac T. Burr and A. W. Nickerson, Directors of the Gulf, Colorado and Santa Fe Railway Company, all well known to me to be the persons whose names are subscribed to the foregoing annexed instrument of writing, and also known to me to be the directors as aforesaid, and severally acknowledged to me that they executed said instrument as the act and deed of said Gulf, Colorado and Santa Fe Railway Company for the purposes and considerations therein expressed.

Given under my hand and official seal at my office at Boston, Suffolk County, Mass., this 30th day of November 1886.

(Signed) Geo. L. Goodwin
Notary Public

Attorney General's Office
Austin, Dec.6th, 1886.

This is to certify that the amended Articles of Incorporation of the Gulf, Colorado and Santa Fe Railway Company were submitted to me on the 6th day of December, 1886, and that having carefully examined the same, I find them in accordance with the provisions of Charter Two, Title LXXXIV of the Revised Statutes of Texas, and not in conflict with the laws of the United States or of the State of Texas. As witness my official signature and the seal of said office.

(LS) (Signed) John D. Templeton,
Attorney General

STATE OF TEXAS,
Department of State

I, Jos. W. Baines, Secretary of State of the State of Texas, do hereby certify that the foregoing Amended Charter of the GULF, COLORADO AND SANTA FE RAILWAY COMPANY was this day filed for record in this Department, and the same, with endorsements thereon, is now of record on pages 291 to 296 inclusive, Book "B" of Railroad Charters.

Witness my official signature and the seal of State affixed, at the City of Austin, this 6th day of December, A.D. 1886.

(Seal) (Signed) J. W. Baines,
Secretary of State

From Charters
Gulf Colorado & Santa Fe Railway Company and Auxiliary Companies
dated June 30, 1914.

Early Texas Railroads & Gulf, Colorado & Santa Fe

Transcribed by Johnnie Welborn Jr.

GULF, COLORADO AND SANTA FE RAILWAY COMPANY

Early Issues of Capital Stock

Being some notes on stock subscriptions and stockholders of the Company prior to its reorganization in April 1879.

With a supplement listing all the stock issued prior to the Trustee's sale.

Elinore McDonough

Galveston, Texas

May 25, 1927

GULF, COLORADO AND SANTA FE RAILWAY COMPANY

EARLY ISSUES OF CAPITOL STOCK

Gulf, Colorado and Santa Fe Railway Company was incorporated by an act of the Legislature of the State of Texas, passed May 28, 1873, and which became a law without the signature of the Governor. Section 19 of the Act provided that it should take effect from and after its passage. The following sections of the Act have special reference to the capital stock:

"Section 1 - Be it enacted by the Legislature of the State of Texas, that J. P. Palmer, Albert Somerville, P. J. Willis, I. C. Higgins, W. H. Ledbetter, J. L. Darragh, Leon Blum, A. C. McKeen, W. K. Little, E. Sterling, C. Robertson, Frank W. Latham, Thomas Allen, B. O'Connor, W. E. Scott, E. Pelot, I. S. Catlin, M. A. Bryan, Wm. Wagner, B. H. Bassett, J. W. Carroll, J. L. D. Morrison, George Lawrence, Wm. R. Smith, N. B. Yard, C. E. Broussard, M. Kopperl, and John S. Sellers, and their associates, be and they are hereby appointed Commissioners to open books and receive subscriptions to the Capitol Stock of a corporation hereby created, to be styled the 'Gulf, Colorado and Santa Fe Railway Company'."

"Section 2 - That a majority of the Commissioners shall constitute a Board for the transaction of business, and shall hold meetings from time to time, until Directors shall be elected as provided hereinafter."

"Section 3 - That at the time of subscribing to the Capital Stock of this Company, not less than five per centum of the amount subscribed shall be paid in."

"Section 4 - That the subscribers to the Capital Stock of this Company are hereby created and established a body corporate and politic, under the name and style of the Gulf, Colorado & Santa Fe Railway Company; with capacity to contract; to sue & be sued; to plead and be impleaded; to have succession, a common seal; to grant and receive; to make and enforce by-laws, and perform all things necessary to maintain their rights under this Act."

"Section 5 - The Capital Stock of this Company shall be Two Millions of Dollars, to be increased by a vote of two thirds of the Stockholders, representing two thirds of the stock, to such an amount, not exceeding Seven Millions of Dollars, as may be requisite to carry out the object of

Early Texas Railroads & Gulf, Colorado & Santa Fe

Transcribed by Johnnie Welborn Jr.

this Company, divided into shares of One Hundred Dollars, each share to entitle its holder and owner to one vote in all meetings or election of Stockholders, and a majority of the stock shall govern, except in cases otherwise specially provided. The shares of stock shall be deemed personal property, transferable only on the books of the Company."

"Section 6 - The direction and control of said corporation and its affairs shall be vested in a board of not less than seven nor more than thirteen Directors, to be chosen by the Stockholders at an annual meeting, the first of which shall be held in the City of Galveston, whenever Two Hundred Thousand Dollars shall have been subscribed, & five per cent thereof paid in. The principal office shall be in the City of Galveston, with the right to establish branch offices for the transfer of stock, and for Assistant Treasurer to pay interest on bonds and other purposes, in any city out of this State."

"Section 9 - Any agreement in writing to subscribe for stock may be enforced according to the terms of the subscription, and unless payment be made, the Directors, after thirty days due notice, may sell said delinquent stock, and transfer the shares of said delinquent to the purchasers."

"Section 13 - That the first meeting of this Company shall be called in the City of Galveston, whenever Two Hundred Thousand Dollars of the Capital Stock shall have been subscribed, by giving sixty days public notice in two or more newspapers published in the counties through which this Railway is to pass, and the Stockholders shall then proceed to elect Directors, who may be residents or nonresidents of the State of Texas, who shall hold office until the annual election, which shall take place at the Company's principal office in the City of Galveston on the first Tuesday of October each year.-----"

"Section 18 - The Commissioners appointed in the first section of this Act may acquire, by gift or purchase any real estate or other property notes & bonds either from individuals, corporations, towns, counties or cities, and may appoint an agent to receive subscriptions of stock and conveyances, until the election of a Board of Directors, after which such powers may be exercised by said Board of Directors."

May 25, 1927

The first meeting for organization purposes was held in the office of the Mayor of the City of Galveston on June 13, 1873. As a majority of the commissioners named in the act of incorporation were not present, no action was taken. An adjourned meeting of the commissioners was held on June 19, 1873, in the office of the Mayor of the City of Galveston, with A. Somerville temporary chairman and B. H. Bassett temporary secretary. A quorum being present at this meeting, organization was effected, and A. Somerville was elected permanent chairman of the Board of Commissioners, and N. B. Yard permanent secretary. It was reported that Mr. W. R. Smith, one of the commissioners named in the act of incorporation, had since died; and Mr. J. C. Higgins, another commissioner named in the act, tendered his resignation at this meeting. The Board then elected the following gentlemen as associate commissioners: Jas. M. Brown, H. Rosenburg, J. D. Rogers, H. Miller, John Adriance, J. T. Harcourt, W. L. Moody and Guy M. Bryan!.

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A resolution was adopted that books of subscription to the capital stock of the Company be opened, and the following gentlemen were appointed a committee to solicit and receive such subscriptions: M. Kopperl, I. H. Catlin, A. Somerville, John Adriance, J. W. Carroll, B. H. Bassett, N. B. Yard, W. K. Little, Leon Blum, J. S. Sellers, H. Miller, M. A. Bryan, Guy M. Bryan, W. L. Moody, J. D. Rogers, and P. J. Willis. "The Chairman was instructed to procure subscription books for the use of the Committee, and that the Charter of the Company be embodied in the Caption thereof, so as to form a part of the Contract with the Subscribers".

A meeting of the commissioners and stockholders was held in the Mayor's office in the City of Galveston, pursuant to notice, on Sept. 13, 1873. No quorum was present, and the following resolution was adopted:

"Resolved - That this meeting do now adjourn to meet again on the 13th day of October next, for the purpose of organizing and electing permanent officers, in accordance with the Charter; the \$200,000 of required stock subscriptions having been made, and five per cent of the same paid in".

The meeting of the commissioners and stockholders held on Oct. 13, 1873, adjourned without transacting any business, "owing to the continued blockade of railroad communication, by quarantine restrictions, and the impossibility of stockholders residing in the interior to be present". This quarantine was against yellow fever, the existence-----or the reputed existence--of which in the City of Galveston was being used to the City's detriment by rival commercial interests up the state. It was this condition that had determined the citizens of Galveston to build a railroad of their own, and which resulted in the construction of the Gulf, Colorado and Santa Fe Railway Company's line.

At an adjourned meeting of the commissioners and stockholders, held on Nov. 14, 1873, the following were elected the first Board of Directors of the new company: M. Kopperl, R. S. Willis, W. L. Moody, A. Somerville, A. C. Crawford, James Sorley, Henry Rosenberg, D. The. Ayers, B. H. Bassett, John Sealy, I. H. Catlin, Thos. F. Hudson, and J. Condiet Smith.

At a meeting of the Board of Directors held on Nov. 26, 1873, the following were elected the first officers of the new company:

Albert Somerville	President
M. Kopperl	Vice-President
C. R. Hughes	Secretary
George Sealy	Treasurer

The minutes of the meeting of the Board of Directors held on Feb. 18, 1874, contain the following entry:

"A proposition of D. C. Henderson & Co. to subscribe One Million Dollars to the Capital Stock of this Company, and the construction of the road, upon conditions therein stated, was submitted to the Board, and after discussion thereon was declined & the proposition ordered to be returned".

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There is nothing in the minutes to show what the proposition was, nor why it was considered objectionable.

At that same meeting, the President was empowered to appoint a committee "to confer with the corporate authorities of the City and County of Galveston, and also with the City Company, in relation to obtaining subscription of Five Hundred Thousand Dollars (\$500,000) to the Capital Stock of this Company".

At a meeting of the Directors held on April 11, 1874, the following resolution was adopted:

"Resolved, That the President be authorized to have prepared, the necessary petition to the County Court, asking a subscription by Galveston County, of Five Hundred Thousand Dollars (\$500,000) to the Capital Stock of this Company, payable in cash, or in bonds of the County of Galveston at their face value, to procure signatures of property holders to said petition, and cause it to be presented to the said County Court for its action thereon".

The sum of One Thousand Dollars (\$1,000.00) was appropriated to defray the expense of the election to be held on the proposition. On May 18, 1874, a further appropriation of Three Thousand Dollars (\$3,000.00) was made, to be used for election purposes.

There is pasted in the minute book a clipping from the Galveston Civilian (date not shown), containing the election notice of the County Court of Galveston County, dated April 18, 1874, ordering an election on Wednesday, May 20, 1874, to decide if Galveston County should subscribe the sum of Five Hundred Thousand Dollars (\$500,000.00) to the Capital Stock of the Gulf, Colorado and Santa Fe Railway Company. The notice includes the proposition of the Railway Company and the petition for the election, signed by a large number of freeholders of the county, many of whom----though not all----afterwards became stockholders in the Railway Company.

The amount of the County's subscription was to be applied to the construction of the first fifty miles of road, beginning at Galveston. Payments to the Railway Company were to be made in ten installments of Fifty Thousand dollars (\$50,000.00) each, on the completion of each five miles of this first fifty miles of road. Upon completion of the first fifty miles of road, and the payment of the County's total subscription, a stock certificate for the total amount of the subscription was to be issued to the County. There was some deviation from this plan---probably through a misunderstanding of the wording of the proposition---as a stock certificate in favor of Galveston County, No. 123, was issued Dec. 1, 1875, for 500 shares. This, apparently, was issued on the completion of the first five miles of road. There was only one other stock certificate issued to Galveston County, No. 223, dated Dec. 28, 1878, for 4,500 shares, which completed the County's total subscription of \$500,000.00.

At the meeting of July 25, 1874, the Executive Committee authorized the President to call for the second installment of five per cent on capital stock subscriptions, especially to cover the expense of the survey of the proposed line to Brenham, to be undertaken by General Braxton Bragg, Chief Engineer. The Executive Committee also decided to employ an agent, or agents, to procure subscriptions of stock and donations of right of way.

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At the annual meeting of the Board of Directors held on Oct. 8, 1874, the President appointed Messrs. Henry Rosenberg, John Sealy, A. C. Crawford, Jas. Sorley, and D. the Ayres, a committee to solicit additional subscriptions to the capital stock.

At an adjourned annual meeting of the Board of Directors, held Oct. 8, 1874, it was voted to call for immediate payment of the third installment of five per cent on subscriptions to the capital stock.

At the meeting of the Board of Directors held on Dec. 28, 1874, the following resolution was adopted:

"RESOLVED - That the line of construction from the City League to the crossing of the Galveston, Harrisburg & San Antonio Rail Road, on the most direct practical route, be put under survey immediately.

"RESOLVED - That the following Directors guarantee the expense of said survey, Pro-rata - viz. H. Rosenberg, R. S. Willis, John Sealy, M. Kopperl, A. C. Crawford, James Sorley, D. The. Ayres & N. N. John - and A. P. Lufkin, Stockholder - any funds advanced by them to be refunded out of the first collections on stock subscriptions."

At the meeting of the Board of Directors held on Feb. 8, 1875, the President was authorized to appoint a committee to confer with the incorporated companies of the city in regard to their proposed subscriptions to the capital stock, and also to solicit additional stock subscriptions.

The minutes of the meeting of the Board of directors held on March 15, 1875, show that the Directors named in the meeting of Dec. 25, 1874, had each contributed the sum of \$200.00---or \$1,600.00 in all---to defray the expense of the first survey of the line. Mr. A. C. Crawford is not included in the list of those contributing, as he had previously resigned as Vice-President and Director. However, at this same meeting of March 15, 1875, another committee was named to solicit stock subscriptions, particularly "to wait on those Companies who have not yet taken action on subscribing to the Capital Stock of this Company". And at an adjourned meeting of Directors, held on March 25, 1875, it was agreed that the amount of stock then subscribed for was insufficient to warrant commencing construction of the road; and the President was requested to call a meeting of property holders of the city, and all others likely to be interested in the building of the road, to meet in the secretary's office on the evening of March 27, 1875.

The report of this meeting is given in some detail in two newspaper clippings, pasted into Minute Book No. 1 on Page 44. One clipping is from the Galveston Mercury, a paper no longer in existence. The other, apparently, is from the Galveston News. Among those who spoke at the meeting were Mr. H. Rosenberg, President of the Railway Company, who presided, Capt. Quin, Mr. John Sealy, General Bragg, Capt. Lufkin, Major Tevis, Mr. Ranger, and Mr. R. S. Willis. It was agreed that further stock subscriptions of \$100,000.00 would be necessary before construction of the road could be begun, with any guarantee of its completion. And the fact was stressed that unless thirty miles of the road should be completed before Nov. 14th, of that same year, that the charter would be forfeited. An attention was also called to the operations of Commodore Morgan, who was dredging a channel to Constitution Bend, and who had been promised Federal aid in his work. He was then trying to induce the International and Great Northern ! Railroad Company to extend their line to Constitution Bend, to connect with the line

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of steamships he was planning to establish. It was highly important, therefore, that the Santa Fe complete its line to the proposed connection with the International and Great Northern before Commodore Morgan should accomplish his plans. The article in the Galveston Mercury contains the following paragraph:

"Mr. Willis, on behalf of the directors, stated that if the amount necessary to enable operations to be commenced was not subscribed within the next week, the directors would abandon the enterprise, and he made this statement now in order that the situation might be comprehended, and that the shareholders and the public might not be surprised at the action directors might be obliged to take".

At the suggestion of Major Tevis, committees were appointed to make a thorough canvass of the city for stock subscriptions, and to report at another meeting to be held on the Wednesday night following.

This second meeting----also reported by a clipping from the Galveston News----was held on the night of March 31, 1875, in the armory of the Galveston Artillery. While the committees reporting had not succeeded in raising the full amount of \$100,000.00, the results of their efforts were considered reasonably satisfactory, and after additional subscriptions had been received from people in the hall, it was decided to name another committee to continue the work of obtaining stock subscriptions. Capt. Quin stated that the subscriptions then on hand "made the total subscription to the stock from corporations and individuals about \$271,000, which with \$500,000 in bonds from the county, increased the amount to \$771,000".

(NOTE: Apparently, the Railway Company did not succeed in collecting all these stock subscriptions, as a check of the first stock books shows a total of \$710,300.00 of stock issued at the time of the Trustee's sale April 15, 1879.)

Capt. Quin's motion was unanimously carried, "that it was the sense of the meeting to put the road as far as Arcola under construction forthwith". General Bragg assured the meeting that construction work could be started on two days' notice, and spoke in glowing terms of the country the road was to traverse, not only that near to Galveston, but the mineral regions of West Texas, and the great country out to the Pacific Coast, where the road would terminate at the harbor of San Diego.

There was mention made at this meeting, also, of a plan to obtain authority from the State Legislature "that the city might be taxed \$500,000 to build the road". It appears to have been only a suggestion, that went no further.

There is embodied in the minutes of the meeting of the Board of Directors held on April 3, 1875, the following contract with Richardson, Belo & Co., publishers of the Galveston News:

"It is hereby understood and agreed that the stock in the Gulf, Colorado & Santa Fe R.W.C. subscribed for by Richardson, Belo & Co., amounting to one hundred shares, of one hundred dollars each, shall be paid by them in advertising & job printing for said Company - and that no portion of the said Stock subscription of ten thousand dollars shall be payable in Cash by the said Richardson, Belo & Co. - Should said Railway Company not require advertising & printing in sufficient quantities to meet installments when called for, the amount will stand open until such time as the Company may need it - Whenever the said Account shall amount to a sum sufficient to cover any installment, a certificate shall

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be issued for same in liquidation of said account--- All work under this agreement shall be charged for at ruling rates in Galveston".

There is embodied in the minutes of the Directors' meeting of April 7, 1875, a letter from the Galveston City Company, offering a donation of Ten Thousand Dollars, "to encourage the early construction of the Gulf, Colorado & Santa Fe Railroad". And at that same meeting the following resolution was adopted:

"That the Secretary proceed to collect the three installments, of five per cent each, (say fifteen per cent) on stock subscriptions, from such persons & companies as have not yet paid the same".

At the meeting of the Board of Directors held on May 31, 1875, it was ordered that the fourth installment on stock subscriptions (fifteen per cent) be called for payment.

The following entry appears in the minutes of the meeting of the Board of directors held on Oct. 2, 1875:

"On motion of Mr. Sealy a Special Committee consisting of Messrs. Sorley and Hancock were appointed to select a design and have printed or engraved certificates of Stock for this Company".

There have been no stock certificates issued prior to this time. Certificate No. 1, in favor of Henry Rosenberg, President of the road, for fifty shares, is dated Nov. 1, 1875.

The minutes of the Directors' meeting of Dec. 8, 1875, contain the following:

"By Mr. Sorley the following resolution which was read and adopted:"

"RESOLVED - That it is the opinion of this Board that it is highly important to have the legality of the County Bonds issued to this Co. brought to trial before the Courts at the earliest possible day."

"RESOLVED - That the President is hereby authorized to make such arrangements, with attorneys and parties in interest as he may deem for the interest of the Company to that end."

"On motion of Mr. Sealy the President was authorized and directed to deliver to the County of Galveston 500 shares of Stock for \$50,000 Bonds received for the first five miles of completed road."

This stock was probably issued to Galveston County on account of the threatened suit against the validity of the County's bonds. The original arrangement with the County was that one certificate should be issued, when the entire subscription was paid. (See Page 5 of this sketch---Page 6 of this copy---and Page 27 of Minute Book No. 1.)

The minutes of the Directors' meeting of Jan. 17, 1876, are particularly interesting on account of various troubles about stock subscriptions. A bill for \$235.00 for printing the County's bonds,

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was received from Strickland & Clark, who had, as a firm, subscribed for ten shares of stock. Apparently, the firm had been dissolved, as Mr. Strickland asked that the Company look for half the subscription to "his late partner, Mr. Clark", and that the bill for printing be allowed as a credit on his subscription for the other five shares. The President was given power to act on the request.

Mr. J. Astall had addressed a communication to the Finance Committee, "stating, that, at the time he made his subscription, he understood that the Co. would give him work - they have not done so and therefore asks that he be relieved from the payment of the balance due by him". This, also, was referred to the President, with power to act.

As a matter of fact, Mr. Astall, who had a foundry in Galveston, afterwards had contracts with the Railway Company.

The firms of J. C. Smith & Co., and Gary & Oliphint asked to be relieved of their subscriptions, which was refused in the case of the latter firm and laid on the table in the case of the former.

The meeting then adopted the following resolution:

"Resolved that the Finance Committee be, and they are hereby authorized to employ attorneys to institute suits in the District and Justice Courts to enforce the payment of subscriptions to the Capital Stock of this Company due and remaining unpaid".

the Capital Stock of this Company due and remaining unpaid".

When the first block of County bonds had been delivered to the Railway Company, and the first stock certificate issued to the County, Edward T. Austin, a citizen of Galveston, applied for an injunction in the District Court, "on behalf of himself and others, to restrain the sheriff from collecting the special tax levied by the Court, to restrain the County Court from issuing any more bonds to the Company, and to restrain the Company from using or disposing of the fifty thousand dollars already received." The injunction was denied, and on appeal to the Supreme Court of the State, it was decided on every point in favor of the County and the Railway Company. The judgment was rendered on March 17, 1876. An effort had been made at first to sell the Galveston County bonds in New York, but they were withdrawn from the market when the injunction suit was filed. They were afterwards sold in Galveston, mostly to members of the Santa Fe Board of Directors. The bill for Twenty Thousand Dollars, rendered by the law firms of Ballinger, Jack & Mott and Flournoy, Sherwood & Scott, for defending this suit, was paid in County bonds.

Mills & Tevis, who had acted at one time as attorneys for the Railway Company during the absence of Col. Geo. Flournoy, the Company's attorney, were paid for their services with five shares of capital stock.

The firm of Flournoy, Sherwood & Scott was paid for two years' legal services with twenty shares of capital stock, authorized at the Directors' meeting of August 23, 1876.

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At the same meeting, the bill of Mr. S. W. Sydnor, for his commission for collecting the first installment of subscriptions to the capital stock, was paid by crediting the amount against his own subscription to capital stock. Mr. Sydnor at first declined such payment, saying that he had not subscribed to the capital stock. However, later, on the recommendation of Mr. M. Kopperl, he was prevailed upon to accept three shares of stock in full payment for his bill for \$295.00.

At a called meeting of the Stockholders, held on March 23, 1877, with Mr. N. B. Yard, as Chairman, to consider a proposition to raise money for the extension of the road to Belton, by the issuance of bonds and the execution of a deed of trust, the vote, unanimously in the affirmative, was as follows:

Galveston County, By N. B. Yard, W. J. Jones and J. H. Hurt, Committee	5000	Shares
First National Bank of Galveston, By J. M. Brown, Pres't	50	"
Merchants Insurance Co., By Geo. Sealy, V. Pres't	50	"
National Bank of Texas, By M. Kopperl, Pres't	25	"
A. Allen & Co.	5	"
Ball Hutchings & Co.	100	"
J. M. Brown	10	"
A. H. Belo & Co.	100	"
Walter Gresham	10	"
M. Kopperl	20	"
N. N. John	10	"
J. J. Hendley, By N. N. John	20	"
Wm. Hendley & Co., By N. N. John	4	"
R. J. John	1	"
A. P. Lufkin, By Geo. Sealy	25	"
H. A. Landes, By J. E. Wallis	5	"
H. Rosenburg	55	"
James Sorley	20	"
H. H. Sears, By N. N. John	10	"
P. J. Willis & Bros	100	"
J. E. Wallis	10	"
J. M. Jones, By M. Kopperl	10	"
J. M. Heiskell	2	"
P. Fitzwilliam	5	"
Total	5657	Shares

These gentlemen represented practically all the active stockholders. It will be noted what a heavy majority was held by the County with its five thousand shares of stock. This afterwards caused a great deal of trouble in the election of directors, particularly at the election on Oct. 2, 1877, when the County Judge, voting the County's stock, insisted that the County had the right to name all thirteen directors, on account of holding the majority of the stock. Judge Wm. H. Williams, County Judge, who was chairman of the Stockholders' meeting, over-ruled all protests. Prior to this time, the County had named three gentlemen to represent it on the Board of Directors, that being "the number of directors to which the ratio of its stock is entitled". The private stockholders had then named the remaining directors. In the formal protest against this election--which protest was signed by H. Rosenberg, Somerville & Davis, P. J. Willis & Bros., and A. P. Lufkin---aside from the protest against the County's assumption of the right to name the entire

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directorates, attention was called to the fact that some of the gentlemen elected directors to represent the County were not even stockholders in the Company, although the charter provides that "no person shall be a director who is not the subscriber of ten or more shares of the capital stock of the company".

Much confusion followed this election. The "old board" remained in office; and finally, a friendly suit was agreed upon to test the legality of the election. Instead, however, the attorneys for the "new board" filed a suit for libel against the "old board". Before it came to trial, the "new board" resigned. A committee from the "old board", meeting with the county commissioners, finally effected a compromise, by which all legal proceedings were dismissed, and directors were agreed upon, eight to represent the County, and five to represent the private stockholders. These directors were, accordingly, elected at a special meeting of the stockholders held on Dec. 15, 1877. At the Director's meeting following, M. Kopperl was elected president, succeeding Henry Rosenberg, who was formally thanked by the directors for his work for the company during his three years as president.

As the financial affairs of the Railway Company were far from flourishing, the Board of Directors, at a meeting held on August 14, 1878, and the Stockholders, at a meeting held on September 16, 1878, voted the issuance of \$2,700,000.00 in bonds and the execution of a mortgage on the entire property of the Company to secure the bonds. The mortgage named George Mosle and Charles Meriwether Fry, both of New York City, as trustees; and a contract for sale of the bonds was entered into with Dennistoun, Cross & Co., Bartholomew Lane, London. The Stockholders also adopted the following resolutions:

"RESOLVED, That the capital stock of this Company be increased to Three Million Seven Hundred Thousand dollars and that Twenty-seven hundred thousand dollars of said capital stock be reserved to be issued in exchange for the bonds of this Company this day authorized to the extent of Two Million seven hundred thousand dollars".

At the Stockholders' meeting, roll call showed 6565 shares of stock represented. The meeting, which had been called to order at ten o'clock in the morning, was kept open until three o'clock in the afternoon, to permit all stockholders to vote. The result showed the following in favor of adopting the resolution in favor of the issuance of the bonds and the execution of the mortgage:

Galveston County	5,000	shares
Galveston Wharf Co.	200	"
Southern Cotton Press & Mfg.. Co.	150	"
Union Marine & Fire Ins. Co.	50	"
Merchants Insurance Co.	50	"
Home Insurance & Banking Co.	32	"
National Bank of Texas	25	"
Galveston City R.R. Co.	25	"
Island City Savings Bank	12	"
Ayers, D. Theo.	20	"
Arnold, A. L.	5	"

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Ball, Hutchings & Co.	100	"
Belo, A. H. & Co.	100	"
Blum, Leon & H.	50	"
Brown, J. M.	10	"
Brown, J. S.	10	"
Brandon, J. M.	10	"
Baulard, V. J.	7	"
Ballinger & Jack	10	"
Burck, S. B.	5	"
Brockelman, Jas.	5	"
Brock, E. M.	1	"
Bartlett, L. J.	1	"
Beers, W. F.	1	"
Crawford, A. C., & Sons	10	"
Chapman & Duffield	5	"
Davis, B. R. & Bro.	15	"
Darragh, J. L.	5	"
Davis, J. P.	5	"
Delesdernier, Geo. N.	3	"
Erhard, Peter H.	6	"
Flournoy & Scott	10	"
Focks & Wilkins	7	"
Fitzwilliams, P.	5	"
Folte, T. W.	5	"
Freeman, D.	3	"
Fischl, Joseph	2	"
Flatto & Bro.	2	"
Flake, A.	1	"
George, R. F.	15	"
Gengler, Peter	12	"
Girardin, V.	10	"
Gregory, W. R.	1	"
Hendley, J. J.	20	"
Haley, A. J.	10	"
Hawkins, T. K.	10	"
Hurley, C. W.	10	"
Halff, Weis & Co.	5	"
Henchman, Geo. H.	2	"
Harlan, Duffield & Co.	5	"
Hendley, Wm. & Co.	4	"
Hughes, R. J.	2	"
Irvin, R.	5	"

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John, N. N.	10	"
Jones, John M.	10	"
Jones, Stan S.	5	"
Jansen, Peter	2	"
John, R. J.	1	"
Kopperl, M.	20	"
Kaufman & Runge	10	"
Kaufman, J.	5	"
Lufkin, A. P.	25	"
Lufkin, T. D.	10	"
Lufkin, W. E.	10	"
Lee, F. L.	10	"
Lee, McBride & Co.	10	"
Labadie, Joseph	10	"
Lynn, A. T.	10	"
Landes, H. A.	5	"
Levy, I. C.	1	"
Lubbock, F. R.	1	"
Lang, Henry W.	1	"
Marwitz, H.	30	"
Moody & Jemison	50	"
Marx & Kempner	13	"
Mass, Saml.	10	"
Muckle, A.	5	"
McDermott, M.	5	"
Moore, C. H., & Co.	10	"
Mason, J. E.	5	"
Martin, Sidney	5	"
Magale, J. F.	5	"
Miller, G. B., & Co.	5	"
Ogilvy, Thos. H. & Bros.	5	"
Owens, Joe A.	1	"
Park, Lynch & Co.	5	"
Pierce & Terry	1	"
Richards, C. E.	20	"
Ranger, G.	20	"
Richardson, W., Estate of	20	"
Rogers, John D.	10	"
Romanet, L.	10	"
Reymerschoffer Sons	7	"
Roemer, A.	4	"
Rice, Joseph W.	2	"

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Sorley, James	12	"
Somerville & Davis	15	"
Sawyer, J. N.	10	"
Sears, H. M.	10	"
Shaw, M. W., & Bro.	10	"
Strickland, M.	5	"
Schulte, Henry	5	"
Schneider, Geo., & Co.	5	"
Steele, Wood & Co.	5	"
Sweeney, C. C.	5	"
Swymmer, W. S.	3	"
Stone, D. C.	3	"
Seeligson, H.	3	"
Sydnor, S. W.	3	"
Staffacher, A.	2	"
Skinner, J. D.	2	"
Seixas, E. E.	1	"
Stafford, W. M.	1	"
Schwartz & Burgower	1	"
Steiger, Emile	1	"
Schultz, Mrs. Sarah E.	1	"
Trueheart, H. M.	10	"
Thompson, T. K.	2	"
Vogel, P.	3	"
Wilis, P. J., & Bro.	100	"
Wells, C. H., Agt.	20	"
Wolston, Wells & Vidor	15	"
Wallis, J. E.	10	"
Wolston, John	3	"
White & King	2	"
Yard, N. B.	1	"
Ziegler, J.	1	"
Total	6,748	"

The vote against the resolution was as follows:

Galveston Real Estate & Loan Co.	6	shares
A. Allen & Co.	5	"
H. C. Drew	10	"
Mills & Tevis	5	"
A. P. Lockett	2	"
Total	28	"

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The total vote has been recorded here to show the overwhelming sentiment of the stockholders in favor of the necessity for raising money in this way if the road was to be extended. It was intended by this means to complete the line to Belton.

It is also interesting to note that not all those who voted at this meeting were stockholders of record, as will be discovered by comparing this vote with the supplement of nineteen pages, hereto attached, listing all stock which had been issued prior to the Trustee's sale of April 15, 1879. It is possible that some of those who voted were subscribers who had not yet paid their subscriptions in full.

To the dismay of everybody connected with the road, the trustees under the mortgage declined to act, and all arrangements were afterwards canceled. This was the more serious because much indebtedness had been incurred for rolling stock and other equipment, construction contracts, and even engraving of the bonds to be issued. One of the first steps taken by the Directors, at their meeting of September 28, 1878, was to instruct the Company's attorneys to take the necessary means to enforce the collection of delinquent stock subscriptions, Promissory notes, payable in thirty and sixty days, were given to meet the most pressing obligations.

At a called meeting of the Directors, held on Friday, Oct. 25, 1878, "The President stated that he had received from the County of Galveston the Fifty thousand dollars due for the balance of their stock subscription, being \$8,000 in cash and \$42,000 in County Bonds". The second stock certificate issued to Galveston County, No. 223, for 4,500 shares, is dated Dec. 28, 1878.

These county bonds were sold at a premium of 2-1/2% but the proceeds, together with the \$8,000 in cash received from the County, was not sufficient to pay off the immediate obligations of the Company, leaving it indebted in various amounts to some of its own directors, particularly to Messrs. H. Rosenberg, C. E. Richards, R. S. Willis, M. Kopperl, and Moody & Jemison, Marx & Kempner, and Wallis, Landes & Co. Construction work was accordingly stopped, and a notice was published in the Galveston News soliciting a loan of \$250,000.00 to be secured by a first mortgage on the property of the road. Payment was to be in ninety days. This amount, it was thought, would pay off all the Company's indebtedness and complete construction and full equipment of the road to Richmond.

The advertisement asking for the loan of \$250,000.00 had been published in the Journal of Commerce, New York City, and in the Boston Post, as well as in the Galveston News. The only offer received was from Mr. George Sealy who stated that he represented the following residents of Galveston:

Ball, Hutchings & Co.

J. J. Hendley

R. S. Willis

Moody & Jemison

H. Kempner

S. Heidenheimer

Julius Runge

M. Kopperl

Somerville & Davis

H. Rosenberg

Wallis, Landes & Co.

Chas. E. Richards

Isidore Dyer

Le Gierse & Co.

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John D. Rogers

Leon & H. Blum

The proposition of Mr. Sealy was accepted at the meetings of both the Stockholders and the Directors, on Dec. 14, 1878. The Company's note was executed to George Sealy under date of Dec. 16, 1878, for \$ 250,000.00, at ninety days, secured by a deed of trust on the entire property of the Company, bearing the same date, and naming Robert Mills of Galveston as trustee.

At the Directors' meeting of March 20, 1879, the following resolutions were adopted:

"RESOLVED, That on and after this date all parties desiring to subscribe to the capital stock of this Company shall at the time of subscribing for the same pay to the Company the face value of the number of shares subscribed for. And no stock shall be deemed to have been subscribed for until the par value thereof shall have been paid to the Company".

"RESOLVED, That the President be authorized and instructed, to call in person or through the Secretary, on each delinquent subscriber to the Capital stock of the Company and demand of each the payment of arrears on subscription; or propose to exchange a release of obligation the delinquent relinquishing to the company the amount paid and the Company releasing the delinquent from the balance of the subscription".

"RESOLVED, That in all cases where parties refuse either of the above propositions, notice of sale be given in accordance with Sec. 9 of the Charter".

As the Railway Company was not able to meet the note to Mr. Sealy on its maturity, the Trustee under the mortgage sold the entire property of the Railway Company at public outcry before the courthouse door in the City of Galveston on April 15, 1879. Mr. George Sealy bought the property for \$200,000.00. The Trustee's notice to the Directors of the sale, is spread on the minutes of the Directors' meeting of April 17, 1879. A resolution adopted at that meeting recited that the sale included "all chartered or corporate rights, franchises, and privileges of every kind and description whatsoever of said Company". It was also resolved:

"That the present corporate organization of said Company constituted by this Board of Directors does now cease and determine, and that the right to such organization devolves upon said Purchaser and his Associates".

The last Board of Directors of the old company had been elected at the annual meeting of the Stockholders held on Tuesday, October 1, 1878, as follows:

M. Kopperl)	
James Sorley)	
W. L. Moody)	
H. Rosenberg)	Representing the County of Galveston
R. S. Willis)	
J. E. Wallis)	
Julius Runge)	

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H. Kempner)

C. W. Hurley)

W. Gresham)

H. Marwitz) Representing Private Stock

N. N. John)

C. E. Richards)

The purchasers of the railway property met for organization on April 19, 1879. At that time, Messrs. Walter Gresham, M. Lasker and W. F. Ladd had been added to those who made the original loan proposition to the old company. This was in accordance with the invitation of those joining with Mr. Sealy in offering the loan, who asked any and all stockholders of the company to join with them. The group represented by Mr. Sealy were the largest stockholders of the road, and they controlled practically all its capital stock through their acquisition of the five thousand shares of the County of Galveston. On March 14, 1879, stock certificate No. 224 was issued to George Sealy, Trustee, for five thousand shares of stock, transferred from Galveston County. It would be interesting to learn how the County authorities were prevailed on to sell this stock, and on what terms, but there is nothing in the files of the Secretary of the Santa Fe at Galveston to show this, and no effort has! been made to ascertain it from the County records.

The Secretary's office at Galveston does not have the stock ledgers or stock subscription books of the old company, so that it is not possible to say just how much capital stock had been subscribed for and paid only in part, or not paid at all. The supplement of nineteen pages attached hereto lists all the stock for which certificates were issued. The last certificate, No. 230, was issued to A. H. Belo & Co., publishers of the Galveston News, on April 14, 1879, for ten shares, the day before the road was sold by the Trustee. This was probably in payment for advertisements and printing, in accordance with their contract.

The articles of association and organization adopted by the purchasers of the railway property at their meeting on April 19, 1879, contain the following:

"And the said parties, including said Sealy, do hereby make known and declare, that all rights whatsoever therein or thereto on the part of former Stockholders and Corporators of said Company, and all claim of whatsoever character against the same existing prior to said Trustee's Sale are extinct and at an end by said sale".

"And that the said parties to these articles are, and constitute the sole and only stockholders and corporators of the said Gulf, Colorado and Santa Fe Railway Company, and that they hold, possess and will exercise all the franchises, rights, powers and privileges heretofore conferred by the State of Texas on the Gulf, Colorado and Santa Fe Railway Company by the charter of said Company enacted by the Legislature of the State of Texas, May 28th, 1873, and all amendments thereto, and all acts relating to said railway or said company, and by all laws of said state relating to railroads, or otherwise, among

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said rights being the right and franchise to be a corporation and to preserve and continue the said corporation of the Gulf, Colorado and Santa Fe Railway Company, which right and franchise they do now hereby exercise and put into final effect."

These same articles of association describe the amount invested in the capital stock of the new company as follows:

"The amount of money invested in the construction of said railway prior to said sale having exceeded One Million of Dollars, and the parties to these articles hereby agreeing and binding themselves to pay, on call, to the Treasurer of said Company, for the immediate further extension of said Railway the additional sum of Two Hundred and Fifty Thousand Dollars, in cash, in the proportion and amount respectively hereinafter stated, the aggregate amount thereof, One Million Two Hundred and Fifty Thousand Dollars, is hereby adopted as the basis upon which to state and fix the respective shares and proportions of the parties hereto in the Capital Stock of Said Company; and on the payments by the parties of their relative prorata amount of said Two Hundred and Fifty Thousand Dollars hereinafter specified, shares in the Capital Stock of said Company shall be duly issued by said Company, and entered on its stock book to said parties hereto respectively, as follows:

	Amount to be paid to Treasurer on call-- Dollars	Amount of shares of Capital Stock to be issued-- Dollars
Ball, Hutchings & Co.	50,000	250,000
M. Kopperl	25,000	125,000
Somerville & Davis	25,000	125,000
R. S. Willis	20,000	100,000
J. J. Hendley	15,000	75,000
Julius Runge	15,000	75,000
H. Rosenberg	10,000	50,000
Moody & Jemison	10,000	50,000
Wallis, Landes & Co.	10,000	50,000
S. Heidenheimer	10,000	50,000
Isadore Dyer	10,000	50,000
J. D. Rogers & Co.	10,000	50,000
L. & H. Blum	10,000	50,000
W. Gresham	10,000	50,000
M. Lasker	5,000	25,000
C. E. Richards	5,000	25,000
H. Kempner	5,000	25,000
W. F. Ladd	5,000	25,000
	\$250,000	\$1,250,000

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These gentlemen, with Mr. George Sealy, signed the articles of association on April 18, 1879. As they represented the entire stock of the new company, they proceeded at once to organize, and the following were elected as the first board of directors:

Jno. Sealy	Walter Gresham
W. S. Davis	George Sealy
M. Kopperl	S. Heidenheimer
J. E. Wallis	H. Rosenberg
J. D. Rogers	W. L. Moody
Julius Runge	R. S. Willis
Leon Blum	

At a called meeting of the new directors, held on April 22, 1879, the following were elected the first officers of the new company:

President	John Sealy
Vice President	R. S. Willis
Secretary	C. C. Allen
Treasurer	Geo. Ball

On April 23, 1879, George Sealy conveyed to the new company the entire property of the Gulf, Colorado and Santa Fe Railway Company which he had acquired at the trustee's sale of April 15, 1879.

The new company was now fully launched, and the old company organized in 1873 had ceased to exist, in everything but name. The stockholders in the old company who had not joined with George Sealy and his associates in the purchase of the railway property at the Trustee's sale, found their stock certificates worthless scraps of paper, and their investment a total loss. The new company issued its stock certificates beginning with number one, and the old issue had no longer any legal existence. The new certificates were practically identical in appearance and wording with the old certificates, except for a difference in the lithograph of the arriving railway train. In addition, the date "1879" appeared in large figures across the face of the new certificates.

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The Commissioners for Organization

On reference to the attached supplement of nineteen pages, listing all the stock issued by the original company, it is interesting to note that not all the gentlemen named in the charter as commissioners to effect organization of the Gulf, Colorado and Santa Fe Railway Company evidenced their faith in the project sufficiently to subscribe to its capital stock. They may all have subscribed to the stock, of course, but, if so, not all of them completed payments on their subscriptions. There is no record in the stock book, for instance or any certificate of stock having been issued to the following gentlemen, all of whom were named as commissioners in the Company's charter: J. P. Palmer, W. H. Ledbetter, A. C. McKeen, W. X. Little, E. Sterling, Frank W. Latham, Thomas Allen, B. O'Connor, W. E. Scott, E. Pelot, I. S. Catlin, M. A. Bryan, Wm. Wagner, B. H. Bassett, J. W. Carroll, J. L. D. Morrison, George Lawrence, and John S. Sellers. Nor is there any record of the issuance of stock certificates to the following gentlemen, who were subsequently named as associate commissioners: H. Miller, John Adriance, J. T. Harcourt, and Guy M. Bryan. It may be that they were instrumental in securing subscriptions from firms with which they were connected, but there is no record of subscriptions from them individually.

Mr. Wm. R. Smith, one of the commissioners named in the charter, died before the company organized. And Mr. I. C. Higgins (or J. C. Higgins?), also named in the charter, resigned at the meeting of June 19, 1873.

Of the other commissioners named in the charter, and of those afterwards appointed associate commissioners, the following notes may be of interest:

Albert Somerville, elected first president of the Gulf, Colorado and Santa Fe Railway Company on Nov. 26, 1873, had been Mayor of the City of Galveston in 1871 and 1872. He was senior member of the firm of Somerville & Davis, to whom Certificate No. 26 was issued on Nov. 3, 1875, for 15 shares of stock. The other member of the firm was Waters S. Davis; and they did a large shipping business and were commission merchants for cotton ties, domestic jute, bagging, etc. Both were almost continuously directors of the railway company; and the firm of Somerville & Davis joined with George Sealy in lending money to the railway company just before its final collapse. Somerville & Davis were among the organizers of the new company in 1879.

P. J. Willis was a member of the firm of P. J. Willis & Bro., to whom certificate No. 116, for 100 shares was issued on Nov. 30, 1875. They were large cotton merchants, and wholesalers in dry goods, groceries and liquors. Mr. R. S. Willis was almost continuously a director of the original company. He was among those joining with George Sealy to lend money to the company and was also among the organizers of the new company of 1879. Mr. George Sealy, who was chiefly instrumental in organizing the company of 1879, married Miss Magnolia Willis. The firm of P. J. Willis & Bro. went out of existence long ago, but the children and grandchildren of its members are interested in many concerns both in Galveston and in other parts of the country.

J. L. Darragh, to whom certificate No. 126, for 10 shares, was issued Dec. 11, 1875, was invited to the meeting of Galveston corporations held on Dec. 23, 1874, as a representative of the

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Galveston City Company. The family was wealthy and prominent in those days but is scattered now. John L. Darragh had been an alderman of the City of Galveston in 1848 and 1849.

Leon Blum was a member of the firm of Leon & H. Blum, to whom certificate No. 93, for 50 shares, was issued Nov. 9, 1875. They were cotton merchants, with large land holdings. They afterwards gave to the Railway Company the site of the present station of Algoa, constructing the station buildings and putting in a fifteen-hundred-foot side track free of charge. Leon Blum was among those to whom the City of Galveston granted the right to construct and operate a street railway, on July 10, 1873, to be known as the People's Railway Company ---- afterwards known as the Galveston City Railroad Company.

N. B. Yard, to whom certificate No. 219, for one share, was issued August 24, 1878, had been an alderman of the City of Galveston in 1839, having come to Galveston shortly before that time from Trenton, New Jersey, where the family had been settled since colonial days. Mr. Yard served at various times afterwards as alderman of the City of Galveston and as a member of the Commissioners Court of the County of Galveston. In the latter capacity, he voted the County's stock at some of the stormy meetings before the demise of the original company. He was at one time Treasurer of the Galveston, Houston and Henderson Railroad Company. He had been a colonel in the Confederate Army during the war between the states and was in charge of the military district of Galveston. It was while he was maintaining headquarters at Harrisburg that his youngest son was born -- now Mr. Geo. N. Yard, Secretary and Treasurer of the present Gulf, Colorado and Santa Fe Railway Company.

Mr. C. E. Broussard was a member of the firm of C. E. Broussard & Co., to whom certificate No. 66, for 2 shares, was issued Nov. 5, 1875.

Mr. M. Kopperl, to whom certificate No. 161, for 20 shares, was issued August 28, 1876, was president of the National Bank of Texas, to whom certificate No. 125, for 25 shares, was issued Dec. 10, 1875. He had been an alderman of the City of Galveston in 1871 and 1872 and was always prominent in financial circles. He was a member of the Board of Directors of the original company, and was elected president on Dec. 17, 1877, serving in that capacity until the dissolution of the company after the Trustee's sale in 1879. He was one of those who joined with George Sealy in the loan of \$250,000.00 to the Company and was one of the incorporators of the new company in 1879. Both his sons are now dead, but some of his grandchildren still reside in Galveston. His residence, on the southwest corner of 24th St. and Broadway, was purchased several years ago by the late Brewer W. Key, and after some alterations and enlargements, was given to the Y.W.C.A. as a residence for girls, as! a memorial to his wife, under the name of the Julia Key Memorial Home.

Mr. J. M. Brown, to whom certificate No. 40, for 10 shares, was issued Nov. 4, 1875, was president of the First National Bank of Galveston, to whom certificate No. 41 was issued the same day for 50 shares. Mr. Brown was not among the organizers of the new company in 1879. The First National Bank of Galveston -- the oldest national bank in Texas -- is still flourishing, one of the strong financial institutions of the city, on the corner of 22d St. and the Strand. Mr. Brown died many years ago, and his children are also dead. One grandson, Mr. J. S. Sweeney, still lives in Galveston. The family mansion, known as Ashton Villa, on the northeast corner of

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24th St. and Broadway, is now unoccupied, having descended by inheritance to a granddaughter, Mrs. Henry J. Jumonville of New Orleans.

Henry Rosenberg, to whom certificate No. 1, for 50 shares, was issued Nov. 1, 1875, was the owner of the Rosenberg Bank. This institution, sold by his estate after his death, became the South Texas State Bank, and is now the South Texas National Bank, one of the financial institutions of the Sealy family. It is still located in the same bank building on the south side of Market St., in the middle of the block, between 22d and Tremont Sts. Mr. Rosenberg was elected president of the railway company on Dec. 21, 1874, serving until the election of Mr. Kopperl in 1877. It was Mr. Rosenberg, as president, who turned the first shovelful of dirt at 37th and Mechanic Sts. on May 1, 1875, when the first construction work on the road was begun. It was the occasion of great rejoicing and much "eagle oratory", with refreshments of crackers and cheese and champagne, furnished by the contractors, Messrs. Burnett & Kilpatrick. Mr. Rosenberg joined with George Sealy in the loan of \$250,000.00 to the financially embarrassed company in December 1878 and was one of the organizers of the new company in 1879. Born a Swiss, Mr. Rosenberg amassed a large fortune in Galveston. Though twice married, no children survived him, and the bulk of his fortune was left for charitable and philanthropic purposes, some to his native town, but mostly in Galveston. Some of these monuments to his generosity are the Y.M.C.A. Building, the Laetitia Rosenberg Home for Aged Women, the Galveston Orphans' Home, Grace Episcopal Church, the monument to the Heroes of the Texas Revolution of 1836, at the intersection of 25th St. and Broadway, and a series of drinking fountains for man and beast, some of which have since been removed from their former commanding position at street intersections, in these days of traffic congestion when the horses they were mainly designed to serve have almost disappeared from the streets. A bronze seated statue of Mr. Rosenberg is at the entrance to the ! Rosenberg Library, another one of his benefactions. It is interesting to note that the library, on the corner of Tremont St. and Avenue I, occupies the site of the former home of a member of the Willis family, also among the builders of the Santa Fe.

John D. Rogers, to whom certificate No. 37, for 10 shares, was issued Nov. 3, 1875, was a cotton planter and a merchant of the City of Galveston. His son, Mr. William R. Allen Rogers, resides in the family home on the southwest corner of Tremont St. and Avenue I, directly across the street from the residence of the late Mr. John Sealy. Col. John D. Rogers was one of those associated with George Sealy in the loan to the railway company in December 1878 and was one of the organizers of the new company in 1879.

Mr. W. L. Moody was at the time of the organization of the Santa Fe, a member of the firm of Moody & Jemison, cotton merchants and bankers, to whom certificate No. 42, for 50 shares, was issued Nov. 4, 1875. Col. Moody was a member of the first Board of Directors and served the old company in that capacity almost continuously. The firm of Moody & Jemison joined with George Sealy in the loan of December 1878, and was one of the organizers of the new company in 1879. Although Col. Moody has been dead for several years, his son ---- of the same name ---- the present head of the family, still carries on its various interests. The firm name, for many years has been W. L. Moody & Co., under which name they conduct a private bank on the northeast corner of Market and 21st Sts., in the building of the American National Insurance Company, which they also control. In addition, they own the City National Bank, on the south side of Market St., near Tremont.

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The names of some of the organizers and early stockholders of the Santa Fe are perpetuated in the stations named for them along the line, as Rosenberg, Wallis, Dyer, Sealy, Landes, Somerville, Rogers, Heidenheimer, Moody, Kopperl, Blum and Kempner.

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Some of the first Stockholders

The following notes have been compiled to cover some of the other stockholders of the early company. That they are not more complete, is due to the fact that they represent only the writer's personal knowledge, as gained from family tradition and friendly gossip. No attempt has been made to amplify them from other sources, except from some few advertisements on old newspaper clippings included in the first minute book of the company. Of those stockholders not mentioned here, though appearing in the transcript of the first stock book, the writer has no knowledge, and has made no attempt to obtain any.

Certificate No. 4, for 100 shares, was issued on Nov. 1, 1875, to Ball, Hutchings & Co., Bankers. The firm joined in the loan of \$250,000.00 to the old company in 1878 and was one of the organizers of the new company in 1879. George Ball, the head of the firm at that time, died many years ago. One of his gifts to the city is the present Ball High School. Another benefaction was a trust known as the Ball Charity Fund, still serving the poor people of Galveston. His daughter is Mrs. J. C. League, whose beautiful home on East Broadway has only recently been sold to Mrs. H. Kempner, widow of one of the early directors of the Santa Fe, who was also one of the organizers of the new company in 1879. Mrs. League's only daughter married Walter S. Davis, son of that Walter S. Davis, who, as a member of the firm of Somerville & Davis, had been continuously interested in the company since its earliest days, had joined with George Sealy, in the loan of 1878, and had been one of the organizers of the new company in 1879. Mrs. Davis died several years ago, and her mother, Mrs. League, built the Y.W.C.A. Building, on 21st St. and Avenue G, as a memorial to her. The Davis family now live in New York City.

Mr. J. H. Hutchings, of the original firm of Ball, Hutchings & Co., has also been dead for many years. His son, Sealy Hutchings, is the present representative in firm, now known for a long time as Hutchings, Sealy & Company, and still the largest financial institution in the city. Mr. Sealy Hutchings married a daughter of Col. W. L. Moody, one of the associate commissioners who organized the first company, and who joined in the formation of the new company in 1879.

Mr. George Sealy and Mr. John Sealy, brothers, were both members of the firm of Ball, Hutchings & Co., and of the later firm of Hutchings, Sealy & Co. Mr. George Sealy was the first treasurer of the Santa Fe, elected at the meeting of the Directors on Nov. 26, 1873. He was elected a director in 1876, and again elected treasurer on Dec. 17, 1877. At this time, however, he declined to serve, on account of other business engagements. He, with certain other stockholders and business associates, made the loan of \$250,000.00 to the railway company in 1878; and when the railway company was unable to pay its note on maturity, Mr. Sealy bought in its entire property at the Trustee's sale on April 15, 1879. He and his associates organized the new company of 1879. Mr. Sealy married Miss Magnolia Willis, whose family had been among the most prominent of the early organizers and stockholders of the old company, and who joined also in the formation of the new company of 1879. Their son -- also George Sealy -- carried on the various business affairs of the family of today, including their control of the Galveston Wharf Company. When Mr. George Sealy died in 1900, Trinity Episcopal Church of whose congregation he was a member, had been only partially repaired from the damages it had suffered in the great storm. And the church had no bell. However, on the orders of the later

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Monsignor Kirwin, then rector of the St. Mary's Roman Catholic Cathedral, St. Mary's bell tolled for Mr. Sealy's funeral at Trinity Church, only a few blocks away.

Mr. John Sealy was a member of the first Board of Directors of the Santa Fe, elected on Nov. 14, 1873. He was of the committee that drafted the company's first by-laws. He was continuously a director and member of the Executive Committee until his resignation from the Board on March 31, 1876, on account of his having accepted the presidency of the Galveston, Houston & Henderson Railroad. He was elected the first president of the new company on 1879, having joined in its organization as a member of the firm of Ball, Hutchings & Co. Mr. Sealy died many years ago. His memory is perpetuated in the John Sealy Hospital, the funds to construct which having been bequeathed to the city in his will. His son, the late John Sealy, added to the great fortune left in his care by his father and uncle, and at his death a year ago, left half of his own estate to the enlargement and development of the hospital. The elder John Sealy's daughter resides in the family home at Tremont St. and Avenue I. She is Mrs. R. Waverly Smith, whose husband is president of the First National Bank of Galveston.

Certificate No. 9 was issued Nov. 3, 1875, to J. J. Schott for one share. Mr. Schott is a druggist, who had opened a drug store on Market St., near 20th St., shortly after the Civil War. He is still in business at the same location.

Certificate No. 10, for one share, was issued Nov. 3, 1875, to John Leinbach. His son, F. George Leinbach, has for many years conducted a drug store on Market St., near 22d St.

Certificate No. 11, for one share, was issued Nov. 3, 1875, to J. J. Hendley; and Certificate No. 13 was issued Nov. 3, 1875, to Wm. Hendley & Co. They were merchants. The Hendley Building, on the northeast corner of 20th St. and the Strand, still bears the marks of the shells that struck it when the Federal gunboats bombarded the City of Galveston in the Civil War. Mr. J. J. Hendley joined with George Sealy in the loan to the old company in 1878 and was one of the organizers of the new company in 1879.

Certificate No. 14, issued Nov. 3, 1875, was for 10 shares, in favor of N. N. John. He was a banker, and a director of the company in 1875 and 1876, and again in 1878 until the dissolution of the old company. He was not among the organizers of the new company in 1879.

Certificate No. 16, for 10 shares, was issued Nov. 3, 1875, to Lee, McBride & Co. They were cotton and wool factors and general commission merchants at 214 Strand.

Certificate No. 17, for 5 shares, was issued Nov. 3, 1875, to W. K. McAlpin. He was senior member of the firm McAlpine & Baldrige, cotton factors and commission merchants, Hendley Building, Strand.

Certificate No. 23, for 3 shares, was issued Nov. 3, 1875, to Lammers & Vogel, who were cotton factors and commission merchants.

Certificate No. 25, for 13 shares, was issued Nov. 3, 1875, to Marx & Kempner. They were cotton merchants. Mr. H. Kempner was elected a member of the Santa Fe board of Directors --

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one of those nominated by the County -- at the election in December 1877 and continued as a director until the dissolution of the old company. He was one of those who joined with George Sealy in the loan to the old company in 1878 and was one of the organizers of the new company in 1879. Mr. Kempner died many years ago, but the cotton business is still carried on by his sons, under the firm name of H. Kempner. Their banking business is now the United States National Bank, located in its own building, recently erected on the southwest corner of Market and 22d Sts. His eldest son, Mr. I. H. Kempner, has been successively Finance Commissioner and Mayor of the City of Galveston. His youngest son, Mr. S. E. Kempner, has recently presented the City of Galveston with a park, to be known as Kempner Park, in memory of his parents.

Certificate No. 28 was issued Nov. 3, 1875, to E. T. Austin, for 10 shares. Mr. Austin had been an alderman of the city in 1869 and 1870. It was he who brought the suit to restrain the County of Galveston from issuing its bonds in aid of the railway company, and to restrain the railway company from using or disposing of the bonds delivered to it by the County.

Certificate No. 32, for one share, was issued Nov. 3, 1875, to N. B. Sligh, who was president of the Gulf Loan & Homestead Co.

Certificate No. 33, for 15 shares, was issued Nov. 3, 1875, to Grinnan & Durell (Probably Grinnan & Duval), who were cotton factors and commission merchants. In New York City, they were located at 118 Pearl St., as Grinnan, Duval & Co., bankers and commission merchants.

Certificate No. 38 was issued Nov. 4, 1875, for 5 shares, to G. B. Miller & Co. Nearly all this family is now located at Falfurrias.

Certificate No. 39, for 5 shares, was issued Nov. 4, 1875, to T. C. Thompson, who was at one time the proprietor of a drug store on Market St., about where the City National Bank now stands.

Certificate No. 45, for 15 shares, was issued Nov. 4, 1875, to J. Frederich and Erhard. The sons of this Mr. Erhard operate a stationery and printing business on Mechanic St., near Tremont, as F. W. Erhard Company.

Certificate No. 47 was issued Nov. 4, 1875, to Kauffman & Runge, for 10 shares. Mr. Julius Runge, the managing partner of the firm, was an alderman of the City of Galveston in 1877, 1878, and 1879, and city treasurer from 1885 to 1890, inclusive. He was also the German Consul at Galveston. He was elected to the Board of Directors of the Santa Fe, representing the private stock, at the meeting of Dec. 15, 1877. At the election held Oct. 1, 1878, he was again elected a director, this time representing the County's stock. He joined with George Sealy in the loan to the old company in 1878 and was one of the organizers of the new company in 1879. The Runge family is still prominent in Galveston.

Certificate No. 50 was issued Nov. 4, 1875, for 2 shares, to T. E. Thompson, a jeweler, formerly located at Tremont and Market Sts.

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Certificate No. 51, for one share, was issued Nov. 4, 1875, to A. Flake, a grocer, with a large store on Market St. between 22d and Tremont Sts. His brother, Ferdinand Flake, was the owner and publisher of Flake's Bulletin, probably the first newspaper published in Galveston. It is no longer in existence, having been sold many years ago to the Galveston News. Several members of the Flake family still live in Galveston. A great-grandson of Ferdinand Flake, John M. Burgess, is personal record clerk in the office of the Secretary and Treasurer of the Gulf, Colorado and Santa Fe. Flake station, on The Gulf and Interstate Railway of Texas, is named for another member of the family.

Certificate No. 58 was issued Nov. 4, 1875, to the Merchants Insurance Co., of which Mr. John D. Rogers was president, for 50 shares.

Certificate No. 59, for 10 shares, was issued Nov. 4, 1875, to Focke, Wilkins & Co. This was a firm of wholesale grocers, variously known since as Focke, Wilkens & Lange and Wilkens & Lange. They have recently liquidated their affairs and gone out of business. In the present generation, the Focke family are still wholesale grocers; the Wilkens family are cotton factors and steamship agents; and Alvin T. Lange, junior member of the real estate firm of Arnold & Lange, is just beginning his second term as Commissioner of Waterworks and Sewerage for the City of Galveston. His father, the late H. C. Lange, held the same office in the first board of commissioners elected in 1901 upon the adoption of the commission form of city government.

Certificate No. 61 was issued Nov. 5, 1875, for 12 shares, to the Island City Savings Bank, which went out of existence many years ago.

Certificate No. 64, for 2 shares, was issued Nov. 5, 1875, to J. T. Huffmaster, who is still living at his home in Galveston. His son, Hu Huffmaster, is a prominent musician of Galveston and Houston, organist and choirmaster at Trinity Church, Galveston.

Certificate No. 65, for 5 shares, was issued Nov. 5, 1875, to Cannon & Williams, cotton and wool factors on the Strand. Fen Cannon was the Galveston member of the firm, and Geo. Williams was from Brazoria.

Certificate No. 67, for 5 shares, was issued Nov. 5, 1875, to H. A. Landes, and Certificate No. 68, for 10 shares, was issued the same day to J. E. Wallis. These gentlemen comprised the firm of Wallis, Landes & Co., wholesale grocers. Mr. J. E. Wallis was elected to the Santa Fe Board of Directors at the meeting of Oct. 3, 1876. Though a member of the "old board" after the first election in 1877, he was finally elected a director, representing the County's stock, at the election of Dec. 15, 1877. He was again elected in 1878 and served at various times as a member of the Finance Committee and the Executive Committee. The firm of Wallis, Landes & Co. joined with George Sealy in the loan to the old company in 1878 and were among the organizers of the new company in 1879. The other member of the firm, Mr. H. A. Landes, was elected Mayor-President of the City of Galveston on Dec. 14, 1905, after the death of Wm. T. Austin, the first Mayor-President under the commission form of government. Mr. Landes was also elected for the full term from 1907 to 1909. Both these gentlemen are dead now; and practically all the members of both families now live in California.

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Certificate No. 69, for 10 shares, was issued Nov. 5, 1875, to Folts & Walshe, who were cotton factors on the Strand.

Certificate No. 72, for 5 shares, was issued Nov. 5, 1875, to A. Rakel, who was a grocer, located on Market St. near 20th St.

Certificate No. 75 was issued Nov. 6, 1875, for 5 shares to R. Irvine. Capt. Irvine was a retired sea captain. He died many years ago. His wife, Mrs. Reliance Irvine, still survives him, though she lost her mind over twenty years ago. Their former home, on 35th St. and Broadway, was sold about fifteen years ago to St. Patrick's Church, and was used for several years as a school building. Recently, however, the remainder of the property belonging to the estate in that block was also sold to the church, and the old mansion was torn down and a modern brick school building erected in its place.

Certificate No. 77, for 12 shares, was issued on Nov. 8, 1875, to Peter Gengler. In 1856, Peter Gengler had started a small grocery business on the south side of Market St., near 20th. In 1926, the business, many times expanded and enlarged, was still flourishing at the same location, but in a new building, reaching all the way to 20th St. At the celebration of the store's seventy-fifth anniversary at that time, it was said that it had the longest continuous history of any similar establishment in the United States.

Certificate No. 79, for 5 shares, was issued Nov. 8, 1875, to Steele, Wood & Co., and afterwards transferred to Oliver Steele, who was the successor of Steele, Wood & Co. They were dealers in hardware, cutlery, guns, pistols, stoves, scales, etc., at 68 Tremont St.

Certificate No. 83, for 25 shares, was issued Nov. 7, 1875, to the Galveston City Railroad Company, and Certificate No. 84 was issued the same day, for 20 shares to D. Theo. Ayers, who was president of the Galveston City Railroad Company. That company had had a contract with the City of Galveston since May 24, 1866. Mr. Ayers' son, James W. Ayers, is a clerk in the office of the Assistant General Manager of the Santa Fe at Galveston.

Certificate No. 86, for 10 shares, was issued Nov. 9, 1875, to F. L. Lee. And certificate No. 135, for one share was issued Dec. 21, 1875, to Joe A. Owens. These gentlemen were both members of the firm of Ricker, Lee & Co., that in 1879 and 1880 constructed long stretches of the original Santa Fe main line. From 1882 to 1900, the firm had put in the bridges on the Lampasas Extension and constructed complete the Navasota Branch, the Dallas and Honey Grove Branches, the Weatherford Branch, the San Angelo Branch, and the Cleveland Extension of the Montgomery Branch. Going farther away from home, they also constructed one part of the Chicago Drainage Canal. Capt. Owens also, a senior member of the firm of Owens, Levy & Owens, in 1910 constructed the second section of thirty miles of the Lometa West Extension. Mr. F. L. Lee, at the time of his death, was collector of the port of Galveston. His home, on the northeast corner of 20th St. and Broadway, is now the residence of Mr. David Fahey.

Capt. Joe A. Owens had been a captain in the army of the Confederate States of America, and a colonel in the Army of the Emperor Maximilian of Mexico. He was sheriff of Galveston County, and later, chief of police for the City of Galveston for one term under Mayor D. C. Stone in

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1877. He was a member of the Texas state constitutional convention in 1875; and at the time of his death in 1916, was Superintendent of Public Buildings and Grounds for the State of Texas. Capt. Owens married Miss Katherine Nash, daughter of James Patrick Nash, who had conducted a private school for boys on Tremont St., next to where the Y.M.C.A. Building now stands. Mr. Nash had also been secretary to the Rt. Rev. Jean Marie Odin, first Bishop of Galveston, and was the only layman to sign the documents recording the laying of the cornerstone of St. Mary's Cathedral. Capt. Owens' youngest son, Cap. Edward M. Owens, follows his father's profession of engineering, and was associated with him in some of his later construction work on the Santa Fe. He was on active duty in France in the World War as a captain of artillery with the 90th division, and afterwards as a commander of a German town with the Army of Occupation. He is just now completing his second term as Commissioner of Streets and Public Property for the City of Galveston. Capt. Edward M. Owens married Miss Elizabeth McDonough, whose father, Mr. James McDonough, entered the service of the Gulf, Colorado and Santa Fe in 1880, as a locomotive engineer, when construction had yet reached the Yegua River, and who, on his retirement two years ago, was Master Mechanic for The A. T. & S. F. Railway Company in Chicago. It was Mr. McDonough who brought the first Santa Fe trains into Temple, Belton, and Houston, as construction reached those points. The writer of this sketch is his elder daughter.

Certificate No. 87 was issued Nov. 9, 1875, for 5 shares, to Kirk & Riddell, grocers. Mr. Riddell was afterwards president of the Improvement & Loan Company of Galveston, trustee under the First Mortgage of The Gulf and Interstate Railway Company of Texas. At the time of his death, Mr. Kirk was the proprietor of a grocery store on the southwest corner of Avenue K and 36th St.

Certificate No. 94 for 20 shares was issued Nov. 10, 1875, to C. B. Lee & Co. They were iron founders at Galveston, and for many years in its early history, supplied the Santa Fe with all its iron castings. A daughter of Mr. Lee married John R. Cheek, for whom Cheek station on the Gulf and Interstate Railway of Texas is named.

Certificate No. 95, for one share, was issued Nov. 10, 1875, to J. L. P. Knoll. For many years after that time, Madame Paul Knoll was a fashionable milliner, with a shop on Post Office St., near Tremont.

Certificate No. 98, for 10 shares, was issued Nov. 11, 1875, to Ballinger & Jack. These were Messrs. Wm. P. Ballinger and Thos. M. Jack, attorneys. Both were of families prominent in Texas since its colonial days, and among the founders of the Republic. Mr. Wm. P. Ballinger was the maternal grandfather of Mr. Ballinger Mills of the law firm of Terry, Cavin & Mills, General Attorneys for the Gulf, Colorado and Santa Fe Railway Company.

Certificate No. 99 was issued Nov. 11, 1875, to G. H. Delesdenier for 3 shares. Mr. Delesdenier had been an alderman of the City of Galveston from 1848 to 1852, both inclusive.

Certificate No. 100, for 3 shares, was issued Nov. 12, 1875, to Menard James, who was the son of Alfred F. James, who died in 1861. Menard James lived for many years afterwards but was non compos mentis from 1869.

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Certificate No. 103, for 5 shares, was issued Nov. 12, 1875, to C. F. Hildenbrand, who was the proprietor of a lumber yard and mill. His youngest son, also C. F. Hildenbrand, still lives in Galveston, but the mill has passed out of the hands of the family long ago.

Certificate No. 106, for 15 shares, was issued Nov. 13, 1875, to Wolston, Wells & Vidor, who were cotton factors and commission and forwarding merchants, located in League's Building, No. 73 Strand. The firm is out of existence long ago, but some members of all three families are still in Galveston. Perhaps the best known of the present generation is the grandson of the Mr. Vidor of this firm -- King Vidor, the well-known motion picture director and producer.

Certificate No. 112, for one share, was issued Nov. 17, 1875, to W. F. Beers, who also receipted for certificate No. 111, for 50 shares, issued the same day to the Union Marine & Fire Insurance Co. Mr. Beers is still in business here, head of the firm of Beers, Kenison & Co., general insurance agents.

Certificate No. 114, for 30 shares, was issued Nov. 27, 1875, to H. Marwitz. The home he built in his later years, on the southwest corner of 22d St. and Avenue H, is now occupied as an office building by the First Texas Prudential Insurance Co. His daughter, now Mrs. Jules Muller, lives on the southwest corner of 33d St. and Avenue K.

Certificate No. 115, for 5 shares, was issued Nov. 27, 1875, to H. Schulte. Mr. Schulte returned to Germany many years ago, and only recently his heirs have been inquiring as to the value of this stock. It was, of course, necessary to tell them that the stock is now worthless.

Certificate No. 117, for 10 shares, was issued Nov. 30, 1875, to Willie & Cleveland. They were attorneys. In the Galveston Mercury of Sunday, March 28, 1875, there is an account of a meeting of the Chamber of Commerce, with the President, Mr. A. M. Hobby, presiding, and Mr. James Sorley acting as secretary. The meeting adopted a resolution of thanks to the Hon. A. H. Willie for his efficient services in all matters pertaining to the interest of the City while a representative in Congress.

Certificate No. 119, for 3 shares, was issued Nov. 30, 1875, to Walter Gresham. Mr. Gresham was a director of the company from 1874 until its dissolution in 1879. He was not among those whom Mr. George Sealy listed as being associated with him in offering the loan of \$250,000.00 to the company in 1878. However, he appears to have accepted the invitation extended to all stockholders to join in the loan, as he was among those who organized the new company in 1879 and became one of its original stockholders. Under a contract with the new company, he bought most of its right-of-way, or obtained donations for it, particularly from Fort Worth to the Red River. Most of the deeds were taken to him personally, and the property afterwards transferred to the railway company. He served as a representative in Congress and did very important and valuable work for the City of Galveston in assisting in obtaining the first Federal appropriation for building the Galveston jetties, which assured the deepening of the harbor. His widow lives with their youngest daughter, Mrs. C. C. Oakes, wife of an army officer in Washington. Two other daughters, Mrs. W. B. Lockhart, and Mrs. W. T. Armstrong live in Galveston. Two sons live in Dallas. The magnificent mansion, which he built on 14th St. and Broadway, is now the residence of the Catholic Bishop of Galveston.

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Certificate No. 120, for 10 shares, was issued Dec. 1, 1875, to L. LeGierse, who was a wholesale grocer and liquor dealer located about at 24th and Mechanic Sts. Perhaps the best known of the family today is his daughter, famous in concert and opera as Yvonne de Treville.

Certificate No. 121, for 20 shares, was issued Dec. 1, 1875, to C. E. Richards. He was an alderman of the City of Galveston from 1877 to 1880, inclusive. He was elected to the Board of Directors of the Santa Fe in 1878 and was one of those who joined with George Sealy in the loan to the old company and in the organization of the new company of 1879.

Certificate No. 127, for 10 shares, was issued Dec. 11, 1875, to J. N. Sawyer, who was for many years the agent for the Mallory Line of Steamships.

On Dec. 11, 1875, certificate No. 128, for 30 shares, was issued to A. P. Lufkin; certificate No. 129 for 10 shares, was issued to T. D. Lufkin; certificate No. 130, for 10 shares, was issued to W. E. Lufkin; and certificate No. 131, for 150 shares, was issued to the Southern Cotton Press & Manufacturing Co. Capt. A. P. Lufkin, as representing the latter company, had been one of those invited to the meeting of Galveston corporations held on Dec. 23, 1874. Mr. T. D. Lufkin was afterwards for many years secretary of the Galveston Waterworks; and Mr. W. E. Lufkin for a long time Auditor of the Gulf, Colorado and Santa Fe Railway Company. Probably the only members of the family living in Galveston now are Mr. N. S. Lufkin, son of the late T. D. Lufkin; and Mrs. A. S. Van Alstyne, whose late husband was for many years Treasurer of the Galveston, Houston & Henderson Railroad Company.

Certificate No. 133, for 2 shares, was issued Dec. 17, 1875, to J. M. Heiskell, who owned a wood yard.

Certificate No. 141, for 2 shares, was issued Jan. 18, 1876, to Flatto & Bro. For many years, they kept a large shoe store on the west side of Tremont St., near Market St., in a building now occupied by a motion picture theater. Later they moved around on Market St., near 21st St. Both members of the original firm are now dead, and their sons have recently closed out the business.

Certificates Nos. 144, 145, 146, 150, 195, and 230, for a total of 50 shares, were issued to A. H. Belo & Co., publishers at that time of the Galveston News. This was probably all in payment of bills for advertising and various printing in accordance with the contract with Richardson, Belo & Co., recorded in the minutes of the Directors' meeting of April 3, 1875. The grandson of that Mr. Richardson, one of the earlier owners of the News, is Dr. Willard Richardson Cooke of Galveston. The firm of A. H. Belo & Co. recently sold the Galveston News to W. L. Moody of Galveston and have now consolidated their publishing interests in the Dallas News, an offshoot of the Galveston News.

Certificate No. 143 for 7 shares, was issued Jan. 29, 1876, to V. J. Baulard, owner of a large paint and wallpaper business, known at one time as Rice & Baulard. Some of his family still live in his home on 27th St. and Broadway, and his son, also V. J. Baulard, lives across the street, on the south side of Broadway. The present Mr. V. J. Baulard's wife, recently deceased, was a daughter of that T. Ratto, a candy manufacturer, to whom certificate No. 173, for 5 shares, was issued Nov. 10, 1876.

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Certificate No. 148, for 10 shares, was issued March 22, 1876, to H. M. Trueheart, wealthy and prominent, with large real estate interests. Some of his family still resides in their home on 16th St. and Broadway.

Certificate No. 149, for 5 shares, was issued March 29, 1876, to P. J. Davie, a wealthy merchant, of whose family probably Mrs. John Hanna is the only one now residing in Galveston. He left a large property in trust to his heirs, among which is the Washington Hotel Building, on Tremont and Mechanic Sts., in which the Santa Fe city ticket office was located for many years prior to Federal control of railroads.

Certificate No. 151, for 10 shares, was issued April 15, 1876, to Victor Girardin, the proprietor of the Girardin House, on the southeast corner of 24th and Market Sts., a very fashionable hotel in its day, and still operated as a rooming-house. A member of his family married L. Romanet, to whom certificate No. 293, for 10 shares, was issued August 16, 1877.

Certificate No. 153, for one share, was issued April 29, 1876, to W. E. Gregory, the proprietor of a large livery stable. The family still conduct the business, on Tremont St., across the alley from the Tremont Hotel, but the "hacks" of those days have been replaced by taxicabs.

Certificate No. 156, for 3 shares, was issued June 7, 1876, to Gustave Heye ---- transferred from Focke, Wilkens & Co. Mr. Heye was a wholesale grocer, who afterwards closed out his business and removed from Galveston. He returned a few years ago and opened an insurance agency but died recently.

Certificate No. 158, for one share, was issued June 13, 1876, to W. M. Stafford, who still lives in Galveston, at his home on Broadway near 27th St.

Certificate No. 159, for 5 shares, was issued July 19, 1876, to Mills & Tevis. These were Messrs. A. G. Mills and R. M. Tevis, attorneys. Major Tevis had been recorder of the City of Galveston in 1874. In the newspaper accounts of the meeting of citizens held on March 26, 1875, he is quoted as having spoken strongly in support of the proposition to increase the popular subscription to the capital stock of the new road. His son, also R. M. Tevis, is a resident of Galveston. Mr. A. G. Mills was the father of Mr. Ballinger Mills, of the firm of Terry, Cavin & Mills, General Attorneys for the Gulf, Colorado and Santa Fe Railway Company.

Certificate No. 160, for 200 shares, was issued July 27, 1876, to the Galveston Wharf Company. Mr. J. H. Hutchings, of the firm of Ball, Hutchings & Company, was president of the Wharf Company in 1874 at the time of the meeting of the Galveston corporations with the Santa Fe directors. The Galveston Wharf and Cotton Press Co., organized by Michel B. Menard and his associates, was granted a charter by the Legislature of the State of Texas in 1854. By an act of the Legislature, in 1860, the name was changed to Galveston Wharf Company. After much controversy between the City of Galveston and the Wharf Company, particularly as to the ownership of the flats in front of the city and the street ends, if extended through the flats to the channel line, the City sued the Wharf Company; and by a consent decree entered in the District Court of Brazoria County in 1869, an undivided one-third interest in the property of the Wharf Company was vested in the City. The decree was confirmed by an act of Legislature in 1870.

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Certificate No. 162, for 10 shares, was issued August 31, 1876, to A. C. Crawford & Sons. A. C. Crawford had been an alderman of the City of Galveston in 1842, and from 1844 to 1847, both inclusive.

Certificates Nos. 166, 167, 168, and 169, for a total of 20 shares, were issued to Flournoy, Sherwood & Scott. These gentlemen were attorneys for the railway company, and the minutes disclose that their legal services were paid for mostly in stock.

Certificate No. 170, for 3 shares, was issued Sept. 24, 1876, to S. W. Sydnor. He had been among those to whom the City had granted the right to operate a street railway to be known as the People's Railway Company, in 1873. The stock was issued to him in payment of his bill for commission for collecting installments of subscriptions to the railway's capital stock. His name is perpetuated in Sydnor's Bayou, on Galveston Island, west of the City, well known to fishermen. Perhaps the most famous of the family today is the writer, Henry Sydnor Harrison, whose novel, "Queed", was a bestseller a few years ago.

Certificate No. 171, for 15 shares, was issued Oct. 21, 1876, to B. R. Davis & Bro., hardware merchants.

Certificate No. 172, for 10 shares, was issued Nov. 1, 1876, to M. A. Shaw & Bro. This was a firm of jewelers, established in 1856. The original members of the firm are now dead, but two sons of M. W. Shaw still conduct the business in the same location, on the northwest corner of Tremont and Market Sts.

Certificate No. 177, for 7 shares, was issued Dec. 18, 1876, to J. Reymershoffers Sons. They were owners of a flour mill and interested in other business affairs of the city. The family is still prominent.

Certificate No. 179, for 5 shares, was issued Jan. 15, 1877, to A. Allen & Co., proprietors of a marble yard.

Certificate No. 182, for one share, was issued February 19, 1877, to R. J. John, who was cashier of the National Bank of Texas, of which Mr. M. Kopperl was president. Mr. John was elected treasurer of the railway company on Dec. 20, 1877 and reelected at the meeting of October 30, 1878.

Certificate No. 184, for one share, was issued Feb. 28, 1877, to J. Ziegler. He was an alderman on the City of Galveston, in 1877 and 1878. His eldest son, H. L. Ziegler, is in business in Galveston as an ocean freight broker.

Certificate No. 200, for 10 shares, was issued June 14, 1877, to C. H. Moore & Co. The firm is now Moore & Goodman, dealers in lumber and mill work. Col. Moore died very recently. His younger son, Mr. Bartlett D. Moore, conducts the business in Galveston, while his older son, Mr. Kilburn Moore, lives in California.

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C. W. Hurley, to whom certificate No. 204, for 10 shares, was issued August 31, 1877, and certificate No. 209, also for 10 shares, was issued Dec. 11, 1877, was Mayor of the City of Galveston in 1873 and 1874. He was a director of the railway company in 1877 and 1878.

Certificate No. 210, for 5 shares, No. 211, for 5 shares, and No. 212, for 2 shares, were issued Dec. 11, 1877, to James Sorley. He was a member of the first Board of Directors, and a member of the committee that drafted the first by-laws of the company. The other members of that committee were John Sealy and M. Quin. Mr. Sorley was a director of the company continuously until its dissolution in 1879 and was elected vice president in 1877 and again in 1878. His son, an officer of the regular army, served with distinction in the World War.

Certificate No. 215, for 5 shares, was issued June 11, 1878, to M. Strickland. This probably covered, in part, the bill for printing the Galveston County bonds, which had been done by Strickland & Clark. However, the firm had dissolved by the time the bill was presented; and in the minutes of the Directors' meeting of Jan. 17, 1876, there is a report from the Finance Committee, in which Mr. Strickland asked that he be charged with only half of the firm's original subscription of ten shares, and that the bill for this printing be credited against his subscription.

Certificate No. 226, for 5 shares, was issued March 15, 1879, to J. Z. H. Scott -- transferred from C. W. Hurley. Mr. Scott was among the most prominent lawyers of his time in Galveston. His widow (his second wife) and several of his children are still residents of Galveston.

Certificate No. 111, for 50 shares, was issued Nov. 17, 1875, to the Union Marine & Fire Insurance Co. Mr. I. Dyer, president of that company, was among those asked to meet with the Board of Directors on Dec. 23, 1874, to interest the business interests of the city in the new railroad. Mr. Dyer was among those who joined with George Sealy in the loan to the old company in 1878, and was one of the organizers of the new company in 1879. He was a relative of the Kopperl family, and also of Mrs. Alfred C. Torbert, widow of the late Alfred C. Torbert, for so many years secretary and treasurer of the Gulf, Colorado and Santa Fe Railway Company.

Certificate No. 229, for 1 share, was issued April 10, 1879, to C. C. Allen. He was City Clerk for the City of Galveston from 1871 to 1874, both inclusive. He was elected secretary of the railway company on August 16, 1875, to fill out the un-expired term of C. R. Hughes. No secretary's name is signed to the minutes from March 15, 1875, until Mr. Allen's election on August 16, 1875. He was continuously secretary of the railway company thereafter until its dissolution in 1879 and was elected the first secretary of the new company of 1879.

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THE GALVESTON CITY COMPANY

At a called meeting of the Board of Directors of the old company, held on May 10, 1879, to hear the report of the Finance Committee, that committee was ordered to turn over to Mr. George Sealy, Trustee, as part of the assets of the company covered by the trust deed, a donation from the Galveston City Company of Ten Thousand Dollars. This donation was made by the Galveston City Company at a meeting held on April 5, 1875, "to encourage the early construction of the Gulf, Colorado & Santa Fe Railroad", and was to have been paid in installments as construction reached certain designated points.

All land titles in the City of Galveston derive from the Galveston City Company, which was incorporated by an Act of the Fifth Congress of the Republic of Texas, approved Feb. 5, 1841. However, the Galveston City Company had been in existence before that time, having been organized by Michel Branamour Menard, to take over and dispose of the league and labor of land including the east end of the Island of San Luis, or Galveston, which had been conveyed to him by Don Juan Nepomucino Seguin et al., of the Town of San Fernando de Bexar, under date of June 23, 1834. The land had been granted by the government of the State of Coahuila and Texas to Don Juan Nepomucino Seguin et al. on April 27, 1833, out of the distribution of the vacant lands of the empire. Michel B. Menard's title was confirmed by an Act of the Congress of the Republic of Texas, approved Dec. 9, 1836. The conditions of the Act having been complied with, Sam Houston, then President of the Republic of Texas, issued a patent for the land to Michel B. Menard on Jan. 25, 1838. Menard had actually taken possession of the land in 1837.

Mrs. Mary LeClere, a member of the Menard family, who died shortly prior to 1900, bequeathed sufficient funds to erect a memorial tower to Michel Menard on St. Patrick's Church, on the corner of 34th St. and Avenue K, Galveston. This tower, very tall and slender, with an electrically lighted cross on its summit, was wrecked in the great storm of 1900, falling on the church and almost completely wrecking it also. Though the church was rebuilt -- along somewhat different lines -- the tower was never raised to its former height. However, the marble tablet still remains in the vestibule of the church, with its inscription to Michel B. Menard, founder of the City of Galveston.

Michel B. Menard left no direct descendants, but among his collateral descendants is Mr. W. Kendall Menard now Paymaster of the Gulf, Colorado and Santa Fe Railway Company at Galveston. Besides his relationship to the founder of the City of Galveston, Mr. Menard is also, through his mother, a grandson of Gen. Sidney Sherman, commander of one wing of the Texas army at the Battle of San Jacinto, and to whom most historians give the credit for having won the battle from the Mexican forces under Santa Anna. General Sherman was also the first to raise the battle cry "Remember the Alamo".

In connection with this sketch, it is interesting to note that it was chiefly due to the untiring efforts of Gen. Sidney Sherman that the first railroad in Texas was built. This was the Buffalo Bayou, Brazos and Colorado Railroad, chartered by the Third Legislature of the State of Texas, Feb. 11, 1850, and now a part of the Southern Pacific System through its purchase in 1868 by the Galveston, Harrisburg and San Antonio Railway Company. The road was financed by the sale of Harrisburg town lots, and the first locomotive was named the "General Sherman".

Early Texas Railroads & Gulf, Colorado & Santa Fe

Transcribed by Johnnie Welborn Jr.

That so many of the firms that were subscribers to the capital stock of the original Santa Fe are no longer in existence, is due, in some measure, to the road itself -- not through loss of money invested in the new venture, but because the era of railroad construction was at first calamitous for the city. From the early days of the State, the products of the eastern United States and of Europe were brought to its people by vessels of various sorts through the port of Galveston, and the city became a great distributing center. But with the building of the railroads, things changed. The cities of the interior sprang up and flourished, and the great wholesale houses on the Strand at Galveston closed their doors. The business of the city had to start all over again -- a great export business had to be built up to take the place of the imports that had failed it. Under the changed circumstances that exist today, the present Gulf, Colorado and Santa Fe Railway has become the main artery of the tide of business prosperity that flows into the city. And though control of the Santa Fe has long since passed out of the hands of those who first planned it, it still remains, in the thought of the people of the city, a Galveston road.